

Chapter 10

IMPLEMENTATION AND INTERGOVERNMENTAL COOPERATION

The recommended comprehensive plan for the Village of Hartland provides a design for the attainment of the specific development objectives set forth in Chapter 3, and at the end of each chapter. The plan is not complete, however, until the steps necessary to implement the plan are specified. After formal adoption of the comprehensive plan, realization of the plan will require faithful, long-term dedication to the underlying objectives by Village officials concerned with its implementation. Adoption of the plan is only the beginning of a series of actions necessary to achieve the planning objectives expressed in this report. More specifically, this chapter outlines the actions that should be taken by various agencies and units of government in efforts to implement the comprehensive development plan.

CONSISTENCY AMONG PLAN ELEMENTS

The comprehensive planning law requires that the implementation element "describe how each of the elements of the comprehensive plan shall be integrated and made consistent with the other elements of the plan." All elements of this comprehensive plan were prepared by the same staff members with great care given to ensure internal consistency among the various elements. All element chapters were reviewed by the Plan Commission. In addition, the village staff worked with Waukesha County to prepare planning objectives and standards, which were modified to reflect the interests of the Village, and are described in Chapter 3. It should be recognized that it is unlikely that the Plan can meet all of the standards completely. It should also be recognized that some objectives are complementary, with the achievement of one objective supporting the achievement of others. Conversely, some objectives may be conflicting, requiring reconciliation through consensus building and/or compromise.

IMPLEMENTATION RECOMMENDATIONS OVERVIEW

Throughout the planning process, the elected officials, plan commissioners, village staff, citizens and planning consultants participated in discussions to identify the strengths, concerns and weaknesses associated the various elements of the comprehensive plan. Specifically, cultural and natural resources, community facilities and utilities, housing, economics, transportation, and land use. The comments provided by the various participants are presented in the applicable chapters.

In addition, a series of implementation recommendations were developed based upon the results of the public opinion survey, an analysis of the issues, and consideration of the data presented in the chapters. Following is a list of the implementation recommendations contained in the various chapters of this Plan.

AGRICULTURAL, NATURAL, AND CULTURAL - IMPLEMENTATION RECOMMENDATIONS

1. Redefine the planning objectives and standards used to prepare this element to address groundwater supply and recharge issues, following completion of the Regional Water Supply Plan or the availability of sufficient regional data.
2. Amend land use categories to direct development away from areas with seasonally high groundwater one-foot or less from the surface and steep slopes (12% or greater) and to discourage development of below grade structures on soils with groundwater limitations less than 3 feet from the surface. Amend applicable zoning and land division codes to establish a minimum of one-foot separation between structures (including basements) and the seasonally high groundwater level.
3. Amend applicable zoning, land division, and storm water management ordinances to establish more stringent site design requirements that are necessary to address thermal and other runoff impacts, and detail cold-water communities, outstanding water resources, and exceptional water resources.
4. Provide a list of historical sites that are eligible for historic designation, but have not been listed, and provide a list of potentially eligible sites that need additional evaluation for inclusion as eligible sites.
5. Protect those historic resources that have been identified, through establishment and adherence to historic preservation standards.
6. Protect tillable agricultural lands contained in the Agricultural land use categories and discourage residential development on agriculturally productive and environmentally sensitive areas, but provide for some marketability of such lands in order to allow economical use of lands suited to limited and controlled residential development. By permitting somewhat more intensive use of such lands, it is recommended that land use tools such as opportunities provided in the form of Planned Unit Developments and conservation design developments.
7. Protect and encourage the preservation of primary and secondary environmental corridors and isolated natural areas, and discourage residential development in environmentally sensitive areas, but provide for some marketability of such lands in order to allow economical use of lands suited to limited and controlled residential development. When permitting somewhat more intensive use of such lands without impacting the environmentally sensitive areas, it is recommended that cluster developments and conservancy subdivisions be required.
8. To prevent land use conflicts with nonmetallic mining operations in the County, the Hartland Plan Commission should evaluate the following series of recommendations:
 - a. Create a new non-metallic mining Overlay District that would require notifications to appear on recorded documents associated with land divisions within the District denoting the parcel's proximity to an active or planned mining operation.
 - b. Establish a minimum setback from nonmetallic mining operations and adjoining properties within the zoning code. Landscape berms and vegetative screening should be provided in the setback area.

COMMUNITY FACILITIES AND UTILITIES - IMPLEMENTATION RECOMMENDATIONS

1. The Village should work with the Southeastern Wisconsin Regional Planning Commission (SEWRPC) as part of the regional water supply planning process to identify groundwater aquifers that can sustain residential and mixed-use planned development.

2. The Village should continue to modify its Park and Open Space Planning process to identify lands that may need to be preserved for municipal groundwater supplies, specifically meeting the use isolation distances required for high capacity wells.
3. The Village should plan for the future placement and current use of emergency service facilities to optimize emergency response times and to eliminate overlap of service areas and equipment.
4. Since watershed boundaries rarely follow municipal boundaries, the Village should work cooperatively with Waukesha County when developing storm water system plans based on watershed areas.
5. The Village should re-evaluate the possibility of working in cooperation with Waukesha County and SEWRPC to develop a long-range wireless facilities plan to enhance business competitiveness, public safety and government communications. However, this is not a commitment to allow for installation of more towers or additional financial constraints.
6. School Districts should be encouraged to work with the Village to use the demographic data and land use projections contained in this Plan for facility and sub-district planning. Often, School Districts are in a reactionary mode in responding to increases and decreases in the school age population. The population and trend data as well as the land use projections contained in a comprehensive development plan can be invaluable information to forecast facility demands for the school age population. In addition, it is suggested that school districts use the information contained in this Plan as baseline and conduct an annual assessment of actual enrollment to verify projections contained in this Plan.
7. Since 2000, the Village has worked with Waukesha County to address several issues created by current land division and development processes. The goal of creating a consistent definition for land development projects that are considered subdivisions, as well as a uniform checklist for the review of subdivisions needs to continue to be addressed.
8. The Village of Hartland should provide a Community Center for the Village and environs, in accordance with the strategic planning done in 2009.

HOUSING - IMPLEMENTATION RECOMMENDATIONS

The general housing issue identified in this chapter was the need for a variety of housing choices for the Village residents and people who work in the County, but cannot afford to live in the Village. Housing choices have been identified as extremely important as the population ages, new jobs are created.

This general housing issue is supported by the housing inventory data collected in this Chapter, demographic data collected in Chapter 2- Trends, Issues, and Opportunities, Chapter 3 - Planning Standards, and the income and employment data collected in Chapter 7 - Economic Development. Further analysis of this data refines the general housing issue into the following more specific issues and recommendations.

The Village should consider developing a policy that establishes a desirable percentage or distribution of single-family, two-family, and multi-family units. The Village should try to maintain approximately 15% of its housing stock at the affordable range, and this should be re-evaluated in 5 years after the 2010 census data is available.

Housing Supply

1. The Village has identified a projected number of additional housing units to meet housing demand through year 2035. Land needed to accommodate additional housing units should be included on the Land Use Plan map, based on the population trend information presented in Chapter 2 of this Plan.

2. The Village Comprehensive Plan should address the need for adequate housing choices, which allow for a full range of housing structure types, and sizes, and will include single-family, two-family, and multi-family.
3. The Village will continue to promote construction design concepts such as Universal Design and Visitability. Visitability is a movement to change home construction practices, so that all new homes offer specific features that make the home easier for people with mobility impairment to live in. It includes at least one zero-step entrance that is approached by an accessible route, on a firm surface no steeper than a 1:12 grade from a driveway or public sidewalk.
4. It is recommended that the Village re-evaluate the need for low to moderate cost housing every 5 years, based upon updated income, housing values, information on the disabled and the aging population. They can then determine whether it is necessary to revisit the need for a broader range of housing for its citizens.
5. Using the 2010 census data, an evaluation should be conducted to see if the goals of the housing element are being achieved, to see whether affordable housing projects have been proposed, and to see whether the community has lost any housing stock and if so, what type?

Housing Mix

1. The Village in seeking to attract jobs, as reflected in the accommodation of new commercial and industrial development, should ensure that a broad range of housing styles, types and price ranges are provided. This will provide opportunities to minimize geographic imbalances between job and residence locations.
2. The Village should establish policies concerning housing mix in order to provide a full range of housing choices. Comparing housing types and housing affordability, to the existing and projected jobs and wages, will be beneficial in establishing effective housing mix policies.
3. The Village should analyze the population trend information presented in Chapter 2, and the employment projection information presented in Chapter 7, to ensure there is a range of housing stock that meets the needs of an aging population. This analysis should be repeated periodically to determine the effectiveness of the housing mix policy.
4. By 2015, and at least every 5 years thereafter, the Village should analyze existing housing stock to establish baseline conditions for the existing affordable housing. As part of this planning project, the Village should work with Waukesha County to develop a sample methodology to analyze the value of existing housing stock.

Housing Affordability and Housing Costs

1. Households should not have to pay more than 30 percent of their adjusted gross income in order to secure decent, safe, and sanitary housing, including, in addition to the contract rent payment or the payment of the principal, interest, and taxes, the necessary insurance, utility, and other attendant costs.
2. Chapter 7 - Economic Development, discusses the use of Tax Incremental Financing. The Village should consider using Tax Incremental Financing for the redevelopment of appropriate properties to higher density residential uses to meet affordable housing needs.
3. The land values of vacant parcels in the Village should make it practical to construct affordable housing, especially in the "Village Center". However, the creation of incentives for the development of affordable housing unit may need to be considered. Options to consider include density bonuses, and waiver of fees.

4. The Village should work with other municipalities and the County to study the feasibility of an affordable housing trust fund, to assist in meeting the projected employment housing needs.
5. Mixed income housing developments should be encouraged to avoid concentrating affordable units in a limited number of areas.
6. The adoption and use of “flexible zoning district” regulations such as Traditional Neighborhood Development, Transit-Oriented Development, and Planned Unit Development regulations should be encouraged.
7. The development of rent-to-own programs through public-private partnerships and entrepreneurship should be considered to give low-to moderate-income families a chance at homeownership.
8. Consider the potential to integrate other types of specialty housing, where applicable, such as cooperative housing, co-housing, or campus-related housing for seniors, which may also socially support and help seniors and/or persons with disabilities be self-sufficient.
9. Support the inclusion of accessory units and “live-work-units” (sometimes called “flex units”), where suitable, to help provide affordable housing as well as affordable office or work space for entrepreneurs.
10. Improve the viability of alternative transit options, and providing opportunities for persons to live near their jobs as discussed in Chapter 8 - Transportation Facilities.

Household Size

1. The average household size in the Village in 1960 was 3.75 persons per household. The projected 2035 household size is 2.57. County projections show that the population of people aged 65 and over will more than double in size increasing from 26,763 people in 2000 to 56,678 in 2035. A higher percentage of smaller housing units, multi-family, independent and assisted living units may be required in the village to better meet the housing needs of smaller households, including the increase in one- and two-person empty nester and elderly households and persons with disabilities.

Transition from Renter to Home Owner Occupied Housing

1. Utilize existing local, state, and federal programs to educate young adults and families in the Village to transition from renter to home ownership. According the 2000 census, 40.00 percent of housing units in the Village are renter occupied and 55.61 percent are owner occupied.

Housing Vacancy

1. The supply of vacant and available housing units should be sufficient to maintain and facilitate ready housing consumer turnover. Ideally, rental and homeowner vacancy rates at the Village level should be maintained at a minimum of 4 percent and a maximum of 6 percent for rental units, and a minimum of 1 percent and a maximum of 2 percent for homeowner units, over a full range of housing types, sizes, and costs.

Housing Condition

1. The Village, as part of their housing strategy, has considered the need to maintain or rehabilitate the existing housing stock, as many of these structures are considered affordable housing. A review of this goal should be conducted every 5 years.

Housing Design

1. Conservation design developments should be considered for attached and detached single family developments throughout the Village in order to conserve land and open space. The desire to protect the environmental quality of the Village, in light of availability of municipal services, makes practical sense.
2. The Village should review the established policy for single-family detached dwellings and single-family duplex condominium units at a density of 5.4 units per acre on lots 8,000 s.f. or larger in size, to see if smaller lots sizes are desirable.
3. The Village should review the established policy on two-family housing units, at a density of 8.7 units per acre on lots 10,000 s.f. or larger in size, and multi-family housing at a density of 17.4 units per acre or 3,000 s.f. per unit, to see if higher densities are desirable.
4. The Village will continue to preserve open space and environmentally sensitive areas by reducing the overall amount of land needed for housing.
5. The Village will use existing infrastructure more efficiently with more compact development, thus reducing service costs and saving tax dollars.
6. The Village will research, study, promote, and educate the use of energy efficient homes and green housing development design concepts.

Land Use Regulation

1. The Village's existing zoning regulations may not do enough to encourage the densities and lot sizes necessary in order to provide a full range of housing to its residents. Therefore, they should be examined to identify the extent to which they permit or exclude relatively lower cost housing, and make appropriate changes to facilitate the provision of such housing. This review should primarily focus on single-family, two-family, and multi-family, and include development densities, minimum lot area requirements, minimum building setbacks, and minimum dwelling unit floor area requirements.
2. Changing the existing zoning and subdivision ordinance standards to further encourage reducing setbacks, narrower streets, density bonuses, zero lot line, and/or mixed use development, appears to be something the Village residents are interested in. Public officials could gain support for such changes, given their vision of a more livable and walk-able Village center.

ECONOMIC DEVELOPMENT - IMPLEMENTATION RECOMMENDATIONS

Village officials understand that commercial growth can be a burden on public service such as snowplowing, sanitary sewer, water supply, and police and fire protection. Therefore, the Village has had a long established goal that additional commercial development occur within the existing business areas, or be compatible with existing adjacent land uses. The original planning goals and objectives promoted commercial development which was separate from the residential uses by a transition area. It promoted commercial development which would employ area residents, provide business services not currently available in the area, and encourage the majority of the commercial growth to be located within the Village where it would be centrally located for all residents. Commercial or industrial development should also be sensitive to natural areas including primary, secondary and isolated natural resource areas.

1. In order to enhance the viability of existing or proposed industrial, office, and retail centers, standards shall be included in the Land Use Chapter of this Plan, to guide the placement of new uses as follows:
 - a. Commercial use should serve residents beyond the Village boundaries.
 - b. The development shall have access to available and adequate water supply, sanitary sewer service, storm water drainage facilities, and power supply.
 - c. The site should have minimal slope limitations and have adequate facilities for storm-water drainage or retention.
 - d. The site shall be serviced adequately with fire and emergency services
 - e. The site should be highly visible from arterial or collector streets.
 - f. There shall be readily access to the arterial street and highway system.
 - g. The site shall have adequate on-street and off-street parking and loading areas.
 - h. The site should have adequate depth to provide an area for landscape screening from adjacent land uses.
 - i. The site shall make provisions for properly located points of ingress and egress, appropriately controlled to prevent congestion on adjacent arterial streets.
 - j. The site design should emphasize integration with nodes or centers, rather than linear strips.
 - k. The site design shall appropriately integrate with adjacent land uses.
 - l. Where possible, the site should be served by a transit service when industrial, retail, and office uses are located within, or in proximity to, medium- and high-density residential development.
2. To address cyclical overdevelopment of commercial space or buildings, particularly office space, the Village should avoid pre-zoning lands. For example, the Village should not create zoning patterns that are not justifiable in the marketplace, or for which the above standards have not been met.
3. The Village should promote the use of other comprehensive land development tools and techniques in advising developers, regarding planning and zoning actions and decisions.
4. Officials in the Village should annually review the capital improvement plans or programs in an effort to coordinate transportation and other improvements that aid in the delivery of goods, services, and employment.

Tax Increment Financing

1. The conservation and renewal of established urban areas can enhance their viability.
2. Tax Incremental Financing may be used for brownfield redevelopment, and other redevelopment projects designed to implement this comprehensive development plan.

Housing Development

1. In anticipation of projected employment sector growth, promote and provide an adequate supply of new housing of sufficient quantity and density within reasonable proximity to new and existing employment centers (Refer to Chapter 6).

Education, Jobs and Business Growth

1. To enhance higher paying jobs, support initiatives to increase development of a diverse business sector.
2. Create partnerships between local economic development organizations, and colleges and universities to promote entrepreneurial programs, industry collaborations, technology transfer and seed capital.
3. In response to existing and projected skilled workforce needs, the Village should work with appropriate business and community organizations to encourage greater access to bachelor degree programs in Waukesha County.

Government Services and Taxes

1. In an effort to reduce the property tax burden in the Village of Hartland, consider consolidations, mergers, shared services or legislative measures to reduce cost and increase efficiency.

TRANSPORTATION - IMPLEMENTATION RECOMMENDATIONS

The implementation recommendations are based on the 2035 Regional Transportation System Plan for Southeastern Wisconsin, which is multi-modal in nature, dealing with bicycle and pedestrian, travel demand management, transportation systems management, arterial streets and highways, and public transit.. The plan is designed to serve, and be consistent with, the Year 2035 Regional Land Use Plan. The development of the recommended multi-modal program includes consideration and development of the travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements of the plan. Arterial street and highway improvement and expansion was considered only to address the residual high traffic volumes and attendant traffic congestion, which may not be alleviated by travel demand management, transportation systems management, bicycle and pedestrian facilities, and public transit.

The recommendations set forth below are presented in abbreviated form in order to focus on only those areas affecting the Village of Hartland. A detailed review of this recommendation can be found in the Regional Transportation System Plan for Southeastern Wisconsin, and the transportation development objectives, principles, and standards in Chapter 2 of the regional plan.

Arterial Street and Highway System Functional Improvements

The Regional Transportation System Plan for Southeastern Wisconsin: 2035 identifies recommended functional improvements to the arterial street and highway system in Waukesha County (Map 8-1). These recommendations are divided into three categories: *System Preservation* – the proposed resurfacing, reconstruction, and modernization of arterials (as needed) at the same capacity as exists today; *System Improvement* – the proposed widening of existing arterials to carry additional traffic lanes; and *System Expansion* – the proposed construction of new arterial facilities.

Jurisdictional Recommendations

Jurisdictional classification establishes which level of government – state, county, or local – has or should have responsibility for the design, construction, maintenance, and operation of each segment of the total street and highway system. Jurisdictional classification is intended to group all streets and highways logically into subsystems under the jurisdiction of given level of government. The recommended Waukesha County jurisdictional arterial street and highway system plan map for the year 2035 is based upon the extension of the year 2020 plan to the year 2035. The Village of Hartland has not adopted the Waukesha County Plan, but instead has endorsed SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, June 2006

Public Transit

The public transit element of the final recommended regional plan envisions development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. The proposed expansion of public transit is essential in southeastern Wisconsin and Waukesha County for many reasons, which can be found in Transportation Chapter 8.

Upgrading to Rail Transit or Bus Guideways

The regional transportation plan also proposes that consideration be given to upgrading the recommended rapid and express bus transit services to commuter rail for rapid transit service and light rail or bus guideways for express transit service. The regional transportation plan suggests four future commuter lines and six light rail lines within the Region as shown in the Regional Plan. The Village of Hartland is positioned along one of these proposed routes. Local rail station stops on the proposed Milwaukee to Madison corridor include Brookfield, Hartland, and Oconomowoc.

Bicycle and Pedestrian Facilities

The bicycle and pedestrian facilities element in the 2035 Regional Transportation System Plan for Southeastern Wisconsin is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The regional plan recommends that as the surface arterial street system of about 3,300 miles in the Region is resurfaced and reconstructed, the provision of accommodation for bicycle travel should be implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths. This recommendation would result in an additional 161 miles of off-street bicycle mileage on state, county, and local roads within Waukesha County.

Community Bicycle and Pedestrian Plans

The Village of Hartland has prepared community bicycle and pedestrian plans to supplement the SEWRPC regional plan. The local plan provides for facilities to accommodate bicycle and pedestrian travel within neighborhoods, providing for convenient travel between residential areas and shopping centers, schools, parks, and transit stops within or adjacent to the neighborhood. The standards, guidelines, and system plans set forth in the regional plan are the basis for the preparation of community and neighborhood plans. The Village has prepared and will implement a land use plan that encourages more compact and dense development patterns, in order to facilitate pedestrian and bicycle travel. The Village also has a parks and recreation plan that incorporates bicycle and pedestrian pathways. The plan also recognizes what jurisdiction is responsible for said trails. These are discussed further in Chapter 8.

Transportation Systems Management

The transportation systems management element of the final recommended year 2035 regional transportation plan includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency, including: freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management and guidance. In addition, improving the overall operation of the regional transportation system requires regional cooperation and coordination between government agencies, and operators.

Travel Demand Management

The travel demand management measures included in the final recommended year 2035 regional transportation plan include measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. These measures are in addition to the public transit and pedestrian and bicycle plan elements previously discussed.

There are seven categories of travel demand management measures that are recommended in the year 2035 Regional Transportation Plan. For more information on these categories see pages 384 to 387 in the SEWRPC Planning Report No. 49, A Regional Transportation System Plan For Southeastern Wisconsin: 2035.

ADDITIONAL TRANSPORTATION RECOMMENDATIONS

1. The Village should implement the transportation system development planning objectives, principles and standards contained in Chapter 3 and detailed in Chapter 8.
2. The County and Village should evaluate dedicated funding sources for county-wide shared taxi service to meet the needs of a growing elderly population.
3. The County should establish additional rail quiet zones and invest in railroad grade separations as a safety priority at county trunk highway crossings, as a consequence of increasing rail freight traffic.
4. The County should work with the Wisconsin Department of Transportation's Bureau of Aeronautics to determine if maintaining Capitol Airport as an aviation facility is consistent with future transportation and land use plans.
5. The Village should implement the public transit recommendations contained in the 2035 Regional Transportation System Plan for Southeastern Wisconsin that pertain to the Village.

LAND USE - IMPLEMENTATION RECOMMENDATIONS

The recommended land use plan presented in this chapter provides a design for the attainment of the urban and rural development and open space preservation objectives contained in the plan. The implementation recommendations pertaining to the urban development areas, rural development areas, environmentally sensitive areas, and other land use plan implementation measures, are summarized below.

In Urban Development Areas

One of the initial steps recommended for implementation of the Village Land Use Plan as it pertains to the proposed suburban development areas, is the preparation of detailed development and redevelopment plans, for the residential neighborhoods and special-purpose districts.

Within the context of community-level plans, detailed neighborhood development plans should be prepared for each residential neighborhood or special district where significant growth is expected. While such plans may vary in format and level of detail, they should generally do the following:

- Establish the supply and demand of available residential lots using a formula based on the number of existing undeveloped lots, in order to determine if new residential development is appropriate
 - Designate future collector and land access street locations and alignments, pedestrian paths and bicycle ways, and, as appropriate, the configuration of individual blocks and lots.
 - Further classify residential areas as to structure type and density, with the mix of housing structure types and lot sizes resulting in an overall density for the neighborhood consistent with that recommended in the Village plan.
 - Identify specific sites for neighborhood parks, schools, and retail and service centers which are recommended on a general-site-location basis in the Village plan.
 - Identify environmentally significant areas to be preserved consistent with the Village plan.
 - Indicate areas to be reserved for storm-water management and utility easements.
 - The neighborhood planning process should make full use of the many design concepts that can enhance the living environment and increase efficiency in the provision of suburban services and facilities and in travel patterns. Among the design concepts available for consideration are:
1. *Mixed-Used Development*: Residential development in mixed-use settings can provide a desirable environment for a variety of household types seeking the benefits of proximity to places of employment as well as civic, cultural, commercial, and other urban amenities. Examples of mixed-use settings include dwellings above the ground floor of commercial uses and residential structures intermixed with, or located adjacent to, compatible commercial, institutional, or other civic uses.

2. *Traditional Neighborhood Development:* The term “traditional neighborhood development” refers to pedestrian-oriented, mixed-use neighborhoods characterized by a street system and street-oriented setbacks and building designs. The overall design, including the layout of streets, encourages walking and bicycling as alternatives to automobile transportation within the neighborhood.
3. *Transit-Oriented Development:* The term “transit-oriented development” refers to compact, mixed-use development whose internal design is intended to maximize access to a transit stop located within or adjacent to the development. Within the development, commercial uses and higher-density residential uses are located near the transit stop. The layout of streets and sidewalks provides convenient walking and bicycling access to the transit stop.
4. *Residential Cluster Development:* A residential development pattern characterized by a unified site design for a number of housing units, clustering buildings and providing common open space, potential density increases, and a mix of building types. It permits the planning of a project and the calculation of densities over the entire development, rather than on an individual lot-by-lot basis.

In addition, in order to support open space or conservation design developments and to preserve rural character, it would be appropriate to permit lands in the Agricultural and Open Space category to develop as Planned Unit Developments or conservation design developments, utilizing conservation design standards. The Village believes that appropriately designed Planned Unit Developments can create more open space within developments, protect the rural atmosphere, and cause less need for infrastructure, such as roads, and storm-water management facilities. In these types of developments the Village supports the idea of smaller lots, as long as the overall density is maintained. The Village does not see the need to provide an increase in density as a trade-off in order to achieve more sustainable development design that conserves natural features. In order for a development to qualify for a 30% decrease in allowed lot size, the following criteria must be met.

1. The development plan for a given site must incorporate an absolute minimum of 20 percent of the site in common open space to be owned by the property owners, and placed in-recreational use or public open space. In calculating open space, not more than 20% of the required open areas may be floodplain or wetland.
2. The Village has mapped all environmental corridors, and these areas will generally only allow for development at a density not greater than one unit per five acres. While these areas have been identified, the County recognizes that under the comprehensive plan, the existing (year 2000) configuration of environmental corridors and isolated natural resource areas could be modified slightly. These modifications may include minor deletions or encroachments into the PEC where development of such lands is consistent with the recommendations of SEWRPC relative to adopted sewer service area plans. Therefore, the Village of Hartland has authority to allow for limited development of some areas that have been included in previous established sanitary sewer district areas.
3. Individual development projects must be developed as Planned Unit Developments or conservation design developments, which allow the Village an opportunity to properly analyze project design. The Village will follow the Planned Unit Development standards within their zoning and subdivision ordinances.
4. Future primary environmental corridors, secondary environmental corridors, isolated natural resource areas, wetlands and floodplains that may be annexed into the Village of Hartland must be protected to the greatest extent practicable, and shall be incorporated into protected open space. If any portion of the above resources will be located on a private lot, said resource must be protected with a protective covenant or restriction. Sites that do not contain significant natural features may be conducive to prairie or wetland restorations or may be enhanced with the establishment of landscaped open spaces.

It should be noted that it may be necessary to revise zoning and subdivision control ordinances to accommodate the recommended residential cluster development designs. Clustering may be accommodated in rural areas through a variety of zoning approaches. Subdivision regulations regarding street improvement standards, sewer and water facilities, storm water management, landscaping, and open space preservation may also need revision to adequately promote and regulate cluster development. Residential cluster zoning provisions should require the use of legal restrictions to ensure the preservation of lands which are to be permanently preserved in agricultural or other open space use.

Environmentally Sensitive Areas

Areas, identified as primary environmental corridors, secondary environmental corridors, and isolated natural resource areas occur within both suburban and rural development areas and within prime agricultural areas. Environmental corridors and isolated natural resource areas should be placed in a conservancy-related zoning district, depending upon the type and character of the natural resource features to be preserved and protected. All lakes, rivers, streams, wetlands, and associated undeveloped floodlands and shorelands should be placed in lowland conservancy or floodplain protection districts. Upland woodlands and areas of steep slopes should generally be placed in appropriate upland conservancy, rural-density residential, or park and recreation districts. Through proper zoning, residential development should be confined to upland portions of environmental corridors, excluding areas of steep slopes, and should be limited to a density of no more than one dwelling unit per five acres, with provision made as may be appropriate for clustering. Zoning applied to the environmental corridors should, however, accommodate necessary public facilities, such as crossings by streets and highways, utility lines, and engineered flood control facilities, but should require that the location, design, and development of the facilities concerned be sensitive to the protection of the existing resource features, and require that, to the extent possible following construction, disturbed areas be restored to preconstruction conditions.

Regulatory Measures

Land use regulatory ordinances are an important means available to the Village to shape growth and development in accordance with adopted land use objectives. Under the State comprehensive planning law (s.66.1001 Wisconsin Statutes), “beginning on January 1, 2010, if a local governmental unit engages in official mapping, subdivision regulation, zoning ordinance enacted or amended, and zoning of shorelands or wetlands in shorelands, those actions shall be consistent with that local governmental unit’s comprehensive plan”. Accordingly, upon adoption of their comprehensive plans, the Village should review the text of their ordinances and adjust as necessary to carry out the various implementation recommendations contained in this Plan. Such changes should include rezoning to use districts consistent with present uses so as not to pre-zone, consider allotment system to evaluate and grade proposed developments which carry out the recommendations in this Plan and review of proposed developments for consistency with the recommendation of this Plan.

Zoning in Urban Areas

Zoning in suburban areas should be administered in accordance with county and local comprehensive plans which refine the sub-urban-area recommendations of the regional land use plan. The application of zoning districts that accommodate residential, commercial, industrial, and other suburban development should be done in a manner that is consistent with any recommendations in the comprehensive plan. The application of zoning districts that accommodate the planned suburban uses should be done incrementally in accordance with the comprehensive plan. Lands should be placed in zoning districts consistent with their existing use. This approach allows the Village to determine whether the proposed development is consistent with the comprehensive development plan, and its objectives, standards and principles at the time a project is proposed. Specifically, a development plan needs to be periodically amended to adjust to changing conditions and updated data such as population and economic projections. Pre-zoning lands to match a particular land use plan, can limit the Village’s ability to respond to changing conditions and should be avoided wherever possible. However, evaluation of new project developments should be reviewed and recommended on the basis of the recommendations contained in this plan, and development should be allowed to occur where it is consistent with the recommendation contained herein.

Zoning in Environmentally Significant Areas

Zoning of environmentally significant lands, including primary environmental corridors, secondary environmental corridors, and isolated natural resource areas, should be administered in accordance with the County and Village comprehensive plans that refine the regional land use plan. At a minimum, zoning should be applied to protect primary environmental corridors; zoning should also be applied to protect secondary environmental corridors and isolated natural resource areas in a manner consistent with county and local comprehensive plans.

In order to protect environmental corridors and isolated natural resource areas, wetlands, and associated undeveloped floodplains and shore lands should be placed in floodplain protection districts. Upland wooded areas and areas of steep slope should be placed in appropriate upland conservancy districts. These various districts should be designed in accordance with the guidelines presented in Chapter 3. As previously noted, under those guidelines, development would be confined to necessary transportation and utility uses; limited recreational uses; residential development limited to no more than one dwelling unit per five upland acres (unless subject to exception); or, in lieu of such residential development, limited suburban development confined to no more than 10 percent of the upland area.

Park and Open Space Implementation

Achievement of the outdoor recreation and open space preservation objectives of the land use plan requires continued public interest acquisition of land for outdoor recreation and open space uses. The county park and open space plan recommends public interest acquisition (that is, acquisition by local, county, State and Federal government and by private conservancy interests) of land for recreation and resource protection purposes. The regional natural areas and critical species habitat protection and management plan also includes recommendations for public interest acquisition for most of the natural areas and critical species habitat sites identified in that plan. Moreover, cities, villages, and towns may acquire other lands for park and open space purposes as recommended in local comprehensive or park and open space plans. Each of the concerned units and agencies of government should continue or begin land acquisition programs in accordance with such plans. Private conservancy organizations are encouraged to supplement public open space acquisition efforts, as appropriate, to ensure the preservation of important natural areas. This is detailed in Chapter 4 – Agricultural, Natural, and Cultural Resources.

Municipal Boundary and Utility Extension Agreements

The recommendations of the land use plan concerning the location and density of new urban development are formulated without regard to the location of village boundaries. Rather, those plan recommendations are based upon a consideration of such factors as the location of existing utility infrastructure, including public sanitary sewer and water supply systems; the location of environmentally sensitive lands; and the availability of lands considered to be suitable for sub-urban development. Where municipalities own and operate essential public utilities, not provided by adjacent towns, the plan assumes that municipalities will either annex unincorporated territory that is recommended in the plan for suburban development and then provide extensions of essential utility services to serve such development, or that the municipalities will reach agreement with adjacent unincorporated towns on the extension of those essential services without the need for annexation and municipal boundary change.

The Wisconsin Statutes establish a number of arrangements for cooperation among communities with regard to sharing of municipal services and cooperatively determining community boundaries, as indicated below:

- Section 66.0301: This section of the Statutes provides broad authority for intergovernmental cooperation among local units of government with respect to the provision and receipt of services and the joint exercise of their powers and duties.
- Section 66.0307: This section of the Statutes allows any combination of cities, villages, and towns to determine the boundary lines between themselves under a cooperative plan, subject to oversight by the Wisconsin Department of Administration. Section 66.0307 envisions the cooperative preparation of a comprehensive plan for the affected area by the concerned local units of government and prescribes in detail

the contents of the cooperative plan. Importantly, the cooperative plan must identify any boundary change and any existing boundary that may not be changed during the planning period; identify any conditions that must be met before a boundary change may occur; include a schedule of the period during which a boundary change shall or may occur; and specify arrangements for the provision of sub-urban services to the territory covered by the plan.

- Section 66.0225: This section of the Statutes allows two abutting communities that are parties to a court action regarding an annexation, incorporation, consolidation, or detachment, to enter into a written stipulation compromising and settling the litigation and determining a common boundary between the communities.

Cooperative approaches to the identification of future corporate limits and the extension of suburban services can contribute to attainment of the compact, centralized suburban growth recommended in the land use plan. Conversely, failure of neighboring civil divisions to reach agreement on boundary and service extension matters may result in development contrary to the plan - for example, by causing new development to leap past logical suburban growth areas where corporate limits are contested, to outlying areas where sewer and water supply service are not available. Accordingly, it is recommended that neighboring incorporated and unincorporated communities cooperatively plan for future land use, civil division boundaries, and the provision of suburban services, as provided for under the Wisconsin Statutes, within the framework of the land use plan.

Storm-water System Planning

Storm-water runoff pollution performance standards for new development, existing suburban areas, and transportation facilities are set forth in Chapters NR 151 and NR 216 of the Wisconsin Administrative Code. The Village of Hartland has established a storm-water management plan in order to coordinate the management of storm-water within defined watersheds. Storm-water management practices appropriate for each proposed suburban development area will be developed through the preparation of a system management plan. These practices will be developed in a manner that integrates development needs and environmental protection, including integrated water resources protection. Such practices will reflect both storm-water runoff quantity and quality considerations, as well as groundwater quantity and quality protection. Practices that are designed to maintain the natural hydrology should be encouraged.

ZONING REGULATIONS

Of all the means currently available to implement comprehensive plans, perhaps the most important and versatile is the zoning ordinance. The zoning districts applicable to the Village have been summarized in Table 9-4 in Chapter 9 with the application of those districts within the Village shown on Map 9-10 in that chapter. Following adoption of the comprehensive plan, the Village Plan Commission should initiate appropriate amendments to the Village zoning ordinance and zoning district map to bring the ordinance and map into conformance with the concepts and proposals advanced in the adopted comprehensive plan, including the design guidelines. State law requires that a public hearing be held on any proposed amendments to the zoning ordinance. The hearing may, at the option of the Village Board, be held by the Board itself or by the Plan Commission. The latter option is recommended for the comprehensive rezoning of the Village that will be necessary to implement the comprehensive plan.

Certain key changes to the Village zoning ordinance are recommended to aid in the implementation of the comprehensive plan. These changes include modifications to the regulations of the existing zoning ordinance and revisions to the existing zoning district map to reflect plan recommendations.

Zoning Districts and Related Regulations

The majority of the existing zoning districts should be retained. Even though these districts and most of their related lot size and yard requirements would remain the same, additional uses may be added and other uses may be changed to permitted or conditional uses during a subsequent zoning ordinance amendment process following adoption of the comprehensive plan. Recommended changes to the existing zoning ordinance are described below.

Single-Family Residential Districts

Cluster development is recommended to be allowed in the SF-1 Single Family Residential District as either a permitted or conditional use. This type of development, sometimes called conservation subdivisions, utilizes design flexibility to preserve open space, including those containing environmentally sensitive areas as illustrated in Figures 6-1 and 6-2, in Chapter 6. Lot sizes could be reduced and clustered while the remaining portion of the site concerned is retained in permanent open space use. The overall density for the clustered development would be the same density as a site developed with a conventional subdivision design.

The Village should determine whether to retain or delete the RSE-1 Single-Family Residential Estate District, since no lands are zoned RSE-1. If the Village determines to retain this district, then cluster development should also be allowed as either a permitted or conditional use in this district.

To help implement an important recommendation of the comprehensive plan to maintain the “country” character around the periphery of the Village, the Village should establish a new cluster residential zoning district, or amend the RSE-1 District, that requires cluster development at a density of 1.3 or less dwelling units per net acre, equivalent to 32,670 square feet (three-quarters of an acre) or more per dwelling unit. Lands in this zoning district would be developed with a minimum lot size of 20,000 square feet while about 25 to 35 percent of the total site area would be retained in common areas as permanently preserved open space with possibly some recreational uses.

Park and Recreation District

The existing P-1 Park District should be re-titled as P-1 Park and Recreation District to better indicate the types of uses intended for this district. Such uses include public and private parks and recreational uses, including fitness centers, athletic clubs, aquatic clubs, and even affiliated facilities like restaurants which may be allowed as a permitted or conditional use.

Conservancy District

The existing C-1 Conservancy District should be re-titled the C-1 Lowland Conservancy District to better distinguish this district from the existing UCO Upland Conservancy Overlay District and to clearly indicate the type of resources to be protected under this district. The C-1 District would apply to all environmentally sensitive lowland areas consisting of ponds, waterways, and wetlands located in the areas designated as environmental corridors, isolated natural resource areas, and “other open lands to be preserved” on the recommended comprehensive plan map.

Design-Related Provisions

To ensure that the built environment will continue to foster the attractiveness of the community and its Village Center as a place to live and work, the Village of Hartland zoning ordinance should include additional design-related provisions that are consistent with the design guidelines set forth in Appendix C, including the landscaping, architectural, and sign design guidelines. Additional design-related requirements may include, but not be limited to, minimum landscaping requirements for building foundation planting, maximum height allowed for outdoor lighting, minimum dimensions for freestanding sign landscaping, parking lot and service area screening from public view, and buffer yard landscaping between incompatible or dissimilar uses. An analysis of the existing zoning ordinance should be conducted to determine if other provisions are necessary to implement the design elements of the adopted comprehensive plan.

Zoning Map

Perhaps the most significant changes to the Village’s zoning implementation tools are recommended revisions to the Village of Hartland zoning map to be more consistent with the comprehensive plan. The map should be amended to properly identify the basic zoning districts under certain overlay zoning districts. The current map does not identify or improperly designates a basic zoning district(s) underneath various overlay districts. For example, the map should properly identify the basic districts, such as RS-2 Single-Family Residential District, RD-1 Two-Family Residential District, and P-1 Park and Recreation District, for the various uses developed under the planned unit development overlay district for the Bristlecone Pines Planned Golf Course Community. The map currently identifies the basic zoning district as A-1 Agricultural/Holding District in which the permitted principal uses are agricultural-related uses.

Similarly, areas located under the FWO Floodway Overlay, FCO Floodplain Conservancy Overlay, and FFO Floodplain Fringe Overlay Districts should be properly delineated with a basic zoning district determined mostly by existing uses. The map presently does not identify an underlying basic zoning district for most areas located within these floodplain overlay districts.

The existing C-1 Conservancy District and UCO Upland Conservancy Overlay District should be updated to reflect the more current and accurate boundaries of the lowland and upland portions of environmental corridors and isolated natural resource areas shown on the recommended comprehensive plan map. These districts are intended to protect, insofar as is practicable, valuable natural resources such as wetlands and surface waters in the C-1 District and the woodlands, wildlife habitat areas, areas of steep topography, and related scenic areas under the UCO District. If development is allowed within the UCO District, cluster development should be encouraged to ensure that the development is carefully integrated with the natural features with minimal disturbance.

LAND DIVISION REVIEW AND REGULATIONS

Sound land division regulations are an important means of implementing a comprehensive plan and coordinating the layout, design, and improvement of private land development proposals within the Village. Land divisions and associated improvement of land within the Village are governed by the Village of Hartland Land Division Ordinance. The adopted comprehensive plan should serve as a basis for the review by appropriate Village officials of land subdivision plats and certified survey maps for areas in the Village and the Village's extraterritorial plat approval jurisdiction. The review should ascertain that each proposed land division is properly related to existing and proposed land uses. Land divisions should consider the proper layout of streets, blocks, and lots as well as the topography, soils, drainage, and vegetation of the site. Proposed subdivisions should be designed as integral parts of the larger community. Any proposed departures from the comprehensive plan should be carefully considered by the Village Plan Commission and should be allowed by that Commission only when it finds that such departures are warranted in the public interest. All subdivisions should be required to provide a full complement of urban services.

Certain changes are recommended to the Village land division ordinance. The ordinance should include provisions for sketch or concept plans to be presented at pre-application meetings, which may prevent expensive redesign cost and frustration, reduce formal plat review and approval processing time, avoid costly development problems, gain public acceptance, and help achieve a better design of proposed subdivisions. The sketch plan would identify the future development of the parcel, including general street and lot locations, and attendant site analysis information. Proposed minor land divisions that may eventually be incorporated into a larger development on an adjoining parcel held by the same owner should include such a sketch plan of the overall development showing the potential integration of the adjoining sites.

Other suggested changes that would improve the ordinance include requiring: the street, cul-de-sac turnaround, and pedestrian path/sidewalk design to be consistent with the standards established in Appendix C, including the minimum dimensions shown in Figure C-1 of that appendix; a minimum 30-foot wide rather than 20-foot wide landscaped buffer strip to be provided for proposed lots abutting limited access highways for purposes of noise attenuation and buffering; vision triangle clearance areas and attendant restrictions to be provided on plats; the minimum dimensions of horizontal curves for arterial and collector streets to be consistent with the dimensions established in Appendix C; and property lines at street intersections to be rounded with a minimum radius of 15 feet or greater, or of a comparable cut-off or chord in lieu of a rounded corner to be provided. In addition, the Village should consider amending its land division ordinance to include provisions specifically related to conservation subdivisions. These provisions could include, among others, standards regarding the amount of land to be retained in open use and requirements regarding the use of covenants, easements, or deed restrictions to ensure the preservation of open space land.

A complete analysis of the existing land division ordinance should be conducted to determine whether any other amendments are necessary to implement the comprehensive plan, including the pertinent design guidelines established in Appendix C.

OFFICIAL MAPPING

Sections 61.35 and 62.23(6) of the *Wisconsin Statutes* allow the village board of any village to establish an official map for the precise identification of right-of-way lines and site boundaries of streets, highways, waterways, and parkways and the location and extent of railroad rights-of-way, public transit facilities, parks, and playgrounds. The official map, which has the force of law and is deemed to be final and conclusive, is intended to be used as a precise planning tool for implementing public plans for the afore referenced features.

One of the basic purposes of the official map is to prohibit the construction of any structures and their associated improvements on land that has been designated for future public use. The official map is a plan implementation device that operates on a communitywide basis in advance of land development and can thereby effectively assure the integrated development of the street and highway system. Unlike subdivision control, which operates on a plat-by-plat basis, the official map can operate over the entire Village in advance of development proposals. The official map is a useful device to achieve public acceptance of long-range plans in that it serves legal notice of the government's intention to all parties concerned well in advance of any actual improvements. This map will help facilitate the proper implementation of the adopted comprehensive plan.

The existing Village of Hartland official map, adopted in 1999, has been periodically revised to reflect various changes that have taken place since the adoption of the map. This map should be updated to reflect the current Village corporate limits; the property lines of undeveloped lands that were recently subdivided, including those for new residential lots and the expanded Arrowhead High School site; and the future location and extent of street rights-of-way, a public transit facility, and a new park as recommended in the comprehensive plan.

THE NEED FOR A COMPREHENSIVE TRAIL FACILITY SYSTEM PLAN

As noted in Chapter 8, a comprehensive trail facility system plan for hikers, bicyclists, and canoeist/kayakers should be prepared by the Village. This plan would serve as a refinement of the bikeway plans shown on Maps 8-7 and 8-8 and the water and recreational trail plans shown on Maps 8-9 and 8-10 in Chapter 8. The detailed facility plan would also serve as a refinement of the regional bicycle way system plan prepared by the Southeastern Wisconsin Regional Planning Commission as shown in Maps 8-18 and 8-19 of Chapter 8. The trail-oriented facility plan should include at least two basic types of plans. One plan or set of plans should indicate specific trail improvements that should be provided for each type of trail facility. The other "plan" should be a user-friendly map or set of maps (one for each different type of trail facility) for both wayfinding and educational purposes, including identifying points of interest or main attractions. The Village has already prepared a user-friendly brochure with a map identifying existing recreational trails in the Village. This brochure should eventually be updated as more trail facilities are developed, including a water trail, and to show connections to nearby areawide trails, such as the existing popular Bugline and Lake Country Recreation Trails as identified on Map 8-6 in Chapter 8.

Some of the facilities indicated in the detailed system plan would likely be a shared-use asphalt path, similar to the Bark River/Ice Age Trail, that serves a multi-purpose function as a pedestrian pathway, a bikeway, and a recreation trail. These types of facilities should ultimately assist in connecting, and providing safe and convenient access to, significant built and natural features of the study area for both recreational and transportation purposes. Such facilities will further help reduce air pollution, reduce energy consumption, encourage outdoor recreational pursuits, improve public health, reduce transportation costs, and provide for convenient travel between residential areas and support facilities of neighborhood and communitywide importance, such as schools, parks, the library, the community center, shopping centers, and employment areas.

A detailed water trail plan would not only help officially designate and delineate a Bark River Water Trail route, but it would also identify trail-related facilities that should be constructed and improvements that should be implemented to establish a safe and navigable trail corridor for both recreational and educational pursuits in an ecologically sensitive manner. The designation of an official water trail may further instill a sense of trail stewardship among canoeists/kayakers to respect the quality of the water and become good caretakers of the river.

Specific trail improvements and support facilities that should be identified on the plan may include providing parking facilities, restrooms, handicapped access, and picnicking areas; removing litter and fallen trees for navigability; installing wayfinding and educational signs; and improving underpasses or providing safe portaging areas with durable paths and crossing signs.

The detailed facility plan should identify which segments of a trail should be used for certain recreation activities such as hiking, cross-country skiing, in-line skating, and biking, as well as provide specific design standards for safety and construction purposes. Design standards may include minimum easement or right-of-way widths, type of pavement surface and base, minimum pavement and shoulder widths, type of signage, construction cost, and other related information. The bicycle facility aspects of the plan should distinguish which bikeways should consist of paths separate from street pavements, paths located on street pavements with identified bicycle lanes on each side, or “shared roadways”—signed bicycle routes with no delineated bike lanes on streets that contain wide curb lanes or paved shoulders and have low traffic speeds and volumes, such as collector and minor land-access streets. A facility system should be planned in a comprehensive and continuous, rather than a piecemeal, fashion. For example, it is important to preferably provide continuity and consistency in the type of bikeway facility provided instead of switching from short segments of bike lanes to wide curb lanes to bike lanes on the same street. All proposed facilities should be further based on site-specific engineering studies prior to development.

To establish bikeways and recreation trails without careful study could be very costly. Completion of an overall plan reduces needless duplication and improves overall efficiency and helps in the decision-making process in determining the necessary easement or right-of-way widths needed to accommodate such facilities adequately. Not only will the plan help the Village channel local funds efficiently, but will also enable the Village to qualify for potential government assistance programs and funding such as the Surface Transportation Program-Enhancement Program funds and the Congestion Mitigation and Air Quality Improvement Program funds (CMAQ) established under Federal and State transportation law. Funding of such facilities within street rights-of-way can best be accomplished through the incorporation of improvements into larger roadway improvements which is usually the most cost-effective approach. Facilities developed in this manner are often referred to as “incidental” improvements by the Wisconsin Department of Transportation when such improvements are part of new road construction or reconstruction projects using State and/or Federal funding. The Village should work with surrounding communities, Waukesha County, and the Wisconsin Department of Transportation to insure that, as the trail facilities are planned and developed, adequate connections with surrounding facilities are established.

THE NEED FOR CONTINUED REVITALIZATION PLANNING

The concentration of historic places in and near the Village Center, as shown on Map 4-4 in Chapter 4, indicates that the area is rich in historic resources, thereby contributing to the unique character of the Village. The Village should capitalize on this character by continuing to revitalize the historic “downtown” area, the Village Center, and its environs. Design plans for the area should be at a high level of specificity, and apply to both detailed development and redevelopment proposals. The detailed plans may include business market analyses, structural condition surveys, and detailed proposals with respect to streetscaping, landscaping, signs, parking, bicycle/pedestrian facilities, and any necessary offsite traffic improvements. Basic design recommendations for further enhancing the Center are provided in Chapter 9. For example, such plans may encompass a detailed streetscape plan that includes, but is not limited to, proposed decorative street lighting and tree plantings provided along the rest of the “main streets” (W. Capitol Drive and North Avenue) of the Village Center and possibly Pawling Avenue, or a landscape plan that recommends ornate benches, trellises, and planting beds to be strategically situated along the popular Bark River Trail. The plans should also include building-specific proposals for preserving or restoring historic buildings.

The Village should also work closely with the Wisconsin Department of Transportation since this Department has jurisdiction over STH 83, which functions as a “gateway” leading traffic to the Village of Hartland. Because STH 83 may likely convert to a four-lane arterial, it is important that the arterial design reflect an aesthetic quality that is representative of the Village’s desired character with proper streetscaping, as described in Chapter 9 and Appendix - C.

CAPITAL IMPROVEMENTS PROGRAM

A Capital Improvements Program (CIP) is a list of major public improvements needed in a community over a short-term period, typically the next five years, arranged in order of priority of need and adjusted to the community's ability to finance them. Major public improvements include such items as streets, sanitary sewers, storm sewers, water mains, and public buildings and parks, which together form the "urban infrastructure" required to support urban land use development and redevelopment. A CIP is intended to promote well-balanced community development without overemphasis on any particular phase of such development, and to promote coordinated development both in time and between functional areas. With such a program, required bond issues and tax revenues can be foreseen and provisions made. Lands needed for the projects can be acquired in a timely fashion and staged construction facilitated.

It is recommended that those elements of the adopted comprehensive plan requiring public expenditures for implementation, including streets, streetscaping, recreational facilities, government buildings and equipment, and revitalization projects, be included in the Village's CIP, which is established for a five-year period and reviewed and updated annually.

INTERGOVERNMENTAL COOPERATION AND BOUNDARY AGREEMENTS

The comprehensive plan presented in this report includes planning recommendations for certain areas beyond the present corporate limits of the Village of Hartland. The Village abuts portions of the City of Delafield, Town of Merton, and Town of Delafield and is near the Villages of Chenequa and Merton. Under Wisconsin law, cities and villages have been granted a considerable measure of influence over development in adjacent town areas. Incorporated communities have extraterritorial subdivision plat approval authority; they may administer extraterritorial zoning jointly with the adjacent town; and they may annex unincorporated areas.

It is recommended that the Village of Hartland and the neighboring communities continue to take a cooperative approach to planning and decision-making regarding future land use in areas of mutual concern. Activities in this respect could range from periodic meetings of Village officials with those of neighboring municipalities for the purpose of discussing land use matters, to preparing and executing formal agreements regarding future boundaries and arrangements for the provision of public services, as provided for under Sections 66.0301 and 66.0307 of the *Wisconsin Statutes*. Such cooperative efforts increase the likelihood for coordinated development within the boundary areas, achieving, insofar as practicable, planning objectives for all communities involved.

In 1998, the Village of Hartland entered into an agreement with the City and Town of Delafield that provides a basis for establishing future municipal boundaries among the three communities and provides for cooperative planning regarding certain areas of mutual interest. The agreement is intended to provide for adequate and logical growth between the municipalities so that each can properly and logically plan for the future needs of their respective community, and to avoid future potential lawsuits related to annexations. Under the agreement, certain areas of the Town of Delafield would be incorporated into the Village of Hartland or the City of Delafield, and certain areas of the Town would be served with public sanitary sewer service provided by the Village of Hartland while remaining in the Town. The Village has and wishes to continue to prepare development plans with the Village and Town of Merton for certain defined neighborhoods.

The Village of Hartland and the City of Delafield have also demonstrated a spirit of cooperation by jointly sharing recreation programs to serve both communities. In addition, the Hartland Fire Department has an automatic mutual aid agreement with the Lake Country Fire Department, which serves the Villages of Chenequa and Nashotah, where the two Fire Departments would jointly provide fire protection services, if called upon, for structure fires that may occur in the three communities. The Village is open to exploring the potential to jointly own and operate a new fire station with other communities that may be located in the southern portion of the Village which could also serve adjacent areas in the City and Town of Delafield. The Village intends to continue to explore other cooperative arrangements in the future to share public services and facilities with adjacent communities.

In 2004, the Village of Hartland, in collaboration with the Town of Merton, developed Memorandum Report No. 163, *A Hartland-Merton Cluster Development Plan - Waukesha County, Wisconsin*. The plan was prepared by SEWRPC and presents an inventory and analysis of natural resources and land uses of interest to both communities. The plan also lays out objectives and design guidelines, as well as recommendations for residential and other uses, and an implementation strategy.

The only area on conflict that appears to exist between the Village of Hartland, the Town of Merton, and Waukesha County concerns the future street alignment and connection of Jungbluth Road to Winkelman Road, on the northeast boundary of the Village. The Village's Comprehensive Plan follows the recommendation of the SEWRPC Regional Transportation Plan, and any development of this area within the village will be done in accordance with the information found in Chapter 8 of this plan, and Maps 6 and 7 of *A Hartland-Merton Cluster Development Plan*, subject to future analysis.

PLAN RE-EVALUATION

A comprehensive plan is intended to serve as a guide for decision-making regarding development and redevelopment in a community. As a practical matter, local comprehensive plans should be prepared for a long-range planning period, typically about 20-25 years. The design year chosen as a basis for the preparation of the Village of Hartland comprehensive plan is 2035. A comprehensive plan should be evaluated regularly to ensure that it continues to reflect local development conditions and planning objectives. In general, it is recommended that this re-evaluation take place at least once every 10 years, or more frequently if warranted by changing conditions. The Village has decided to do an annual review in November of each year starting in 2010, to determine if changes are needed to comply with changing conditions or the State of Wisconsin Comprehensive Planning requirements. Furthermore, the Village has agreed to re-evaluate the entire plan in 2015 and every 5 years thereafter, following the availability of the 2010, 2020, and 2030 Census data. Initiating a comprehensive plan review using Year 2010 data will also allow for the evaluation of planning projections made as part of the Year 2035 Regional Land Use Plan adopted in 2006, and the Waukesha County Comprehensive Development Plan adopted in February 2006, as well as this Comprehensive Plan. It is further recommended that the comprehensive re-evaluation use an intergovernmental cooperative approach whenever possible to maintain good intergovernmental relations.

MONITORING AND UPDATING THE PLAN

As mentioned above in the Plan Re-evaluation Section, reviews and if necessary amendments may be made to the Comprehensive Development Plan on an annual basis. The Village Clerk and Administrator will make available a plan amendment request form for property owners wishing to propose a change to the Plan. The deadline for plan amendment request forms will be the end of the workday on November 15th. If that date falls on a weekend, the submittal deadline will be extended to the end of work on the following Monday. All applications for plan amendment will be scheduled for a public hearing and advertised according to statutory procedures. Just as with proposed zoning changes, property owners within 300 feet of the property subject to the plan amendment will be notified in writing. A review and recommendation for each request will be prepared and submitted to the Planning Commission, and Village Board for consideration. All map amendments will be forwarded digitally to the Waukesha County Department of Parks and Land Use by January 15th of the following year for inclusion on the Waukesha County Land Information System.

PUBLIC INFORMATIONAL MEETINGS, PUBLIC HEARINGS, AND PLAN ADOPTION

For the comprehensive planning process it is essential to hold public informational meetings and public hearings on recommended plans before their adoption. Such actions provide an opportunity to acquaint residents and landowners of the Village, as well as adjoining communities, with the recommended plan and to solicit public reactions to the plan recommendations. The Village should send a summary of the preliminary recommended comprehensive plan to the local governing body of adjacent communities, and invite them to the above referenced meetings. The plan should then be modified to reflect any pertinent new information, and to incorporate any sound and desirable new ideas advanced at these meetings. Accordingly, a public informational meeting was held on December 7, 2004, and a public hearing was held on December 20, 2004, for the original components of this plan; the 2020 Master Plan for the Village of Hartland. In addition, the Village held a public hearing on portions of this 2035 Village Comprehensive Development Plan on March 30, 2009 and a final public hearing on the entire comprehensive plan on June 1, 2009. The Village also sent a copy of the preliminary recommended comprehensive plan document to the local governing body of adjacent communities, Waukesha County, SEWRPC, and the State Department of Administration, and invited them comment or to attend the abovementioned meetings.

An important step in plan implementation is the formal adoption of a resolution of the recommended plan by the Village Plan Commission to the Village Board, pursuant to Section 62.23(2) of the *Wisconsin Statutes*. Formal adoption of the plan by the Village Board is also required in ordinance form to demonstrate acceptance and support by the governing body.¹ Upon such adoptions, the plan becomes the official guide to be used by Village officials in making development or redevelopment decisions. The comprehensive plan should serve as the basis on which all development proposals, such as rezoning requests, subdivision plats, and certified survey maps, are reviewed. Only those re-zonings or land divisions which are consistent with the objectives of the plan should be approved.

The Village of Hartland Plan Commission completed their previous Master Plan on December 20, 2004. They will formally adopt this document *The Village of Hartland Comprehensive Plan: 2035*, on June 1, 2009 and forwarded their recommendation to the Village Board (see Appendix H). The Board of Trustees of the Village of Hartland adopted the Comprehensive Plan via Ordinance # _____ on June 8, 2009. (see Appendix I).

¹Under the Wisconsin comprehensive planning law adopted in 1999, comprehensive plans must be adopted by an ordinance of the governing body prior to January 1, 2010 (see Section 66.1001 of the Wisconsin Statutes).

