VILLAGE OF HARTLAND

Comprehensive Plan

December 2019

VILLAGE OF HARTLAND
BOARD OF TRUSTEES

ORDINANCE NO. 861-19

A VILLAGE BOARD ORDINANCE ADOPTING CHANGES / AMENDMENTS TO THE VILLAGE OF HARTLAND COMPREHENSIVE PLAN

WHEREAS, the Village of Hartland, pursuant to the provisions of Section 62.23 of the Wisconsin Statutes, has created a Village Plan Commission; and

WHEREAS, the Village Plan Commission has updated/amended, with the assistance of the planning consultant from SRF Consulting, the comprehensive plan for the physical development of the Village of Hartland. Said plan is entitled *The Village of Hartland 2045 Comprehensive Plan*; and

WHEREAS, the Village Plan Commission held a public hearing on the 6th day of June, 2019 and adopted the comprehensive plan and its attendant recommended land use plan on the 18th day of November, 2019 and has submitted a certified copy of the resolution to the Board of Trustees of the Village of Hartland; and

WHEREAS, the Board of Trustees of the Village of Hartland concurs with the Village Plan Commission and the objectives and recommendations set forth in *The Village of Hartland 2045 Comprehensive Plan*.

NOW, THEREFORE, BE IT ORDAINED, that the Board of Trustees of the Village of Hartland hereby adopts *The Village of Hartland 2045 Comprehensive Plan* and its attendant recommended land use plan as a guide for the future development of the Village of Hartland and its environs.

Passed and adopted this 9th of Dec., 2019 by the Board of Trustees of the Village of Hartland.

VILLAGE OF HARTLAND

By: _____
Jeffrey Pfannerstill, Village President

ATTEST:

_____
Darlene Igl, MMC, WCPC, Village Clerk

Adopted by the Village of Hartland

Date TBD

Village Board

Jeffrey Pfannerstill, President
Jeffrey Anson
Rick Conner
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Plan Commission

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Comprehensive Plan Steering Committee

Jeffrey Anson
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Jamie Thompson
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CHAPTER 1 – INTRODUCTION

The Village of Hartland 2045 Comprehensive Plan serves as the guiding document for growth and development within the community. This document utilizes community input to inform the vision for Hartland over the next 25 years and is intended to be referred to on a regular basis. The tools and recommendations included in this plan are intended for use by Village officials, staff and residents to help the Village achieve its future vision. The inclusion of these elements is no guarantee that these components will be implemented. Additionally, the plan can be amended at any time, through a public process, as warranted to respond to changing conditions and trends.

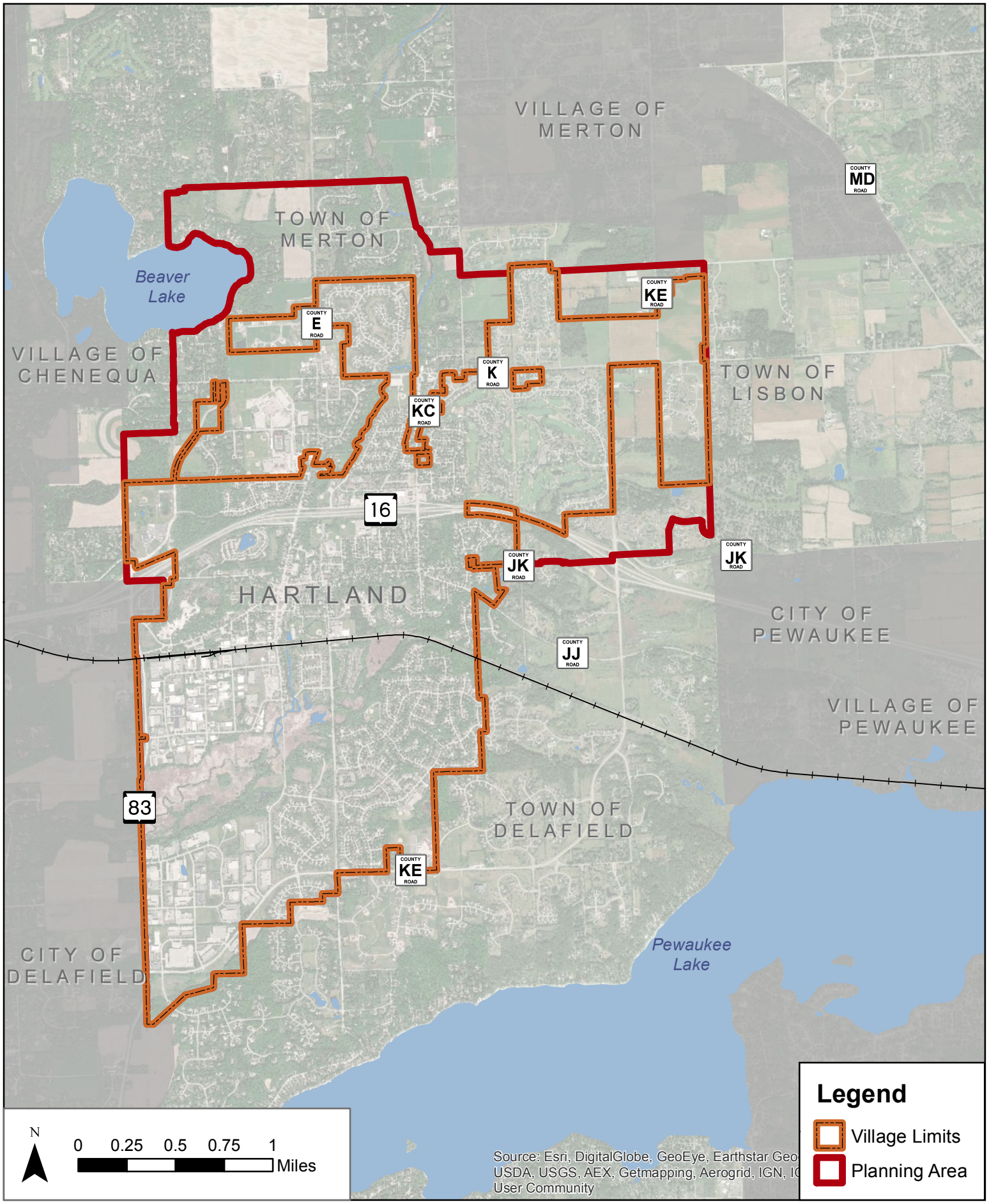
The State Municipal Planning Act, set forth in Section 62.23 of the *Wisconsin Statutes*, provides for the creation of municipal plan commissions and charges the commission with the responsibility of creating and adopting a master plan (i.e., the Comprehensive Plan) for the physical development of the municipality. This authority extends to any areas outside of the municipal boundaries which may affect growth and development of the municipality. The scope of the Comprehensive Plan, as set forth in the Statutes, is broad, extending to all aspects of the physical development of a community. The Statutes indicate that the plan shall be prepared for the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote the public health, safety and general welfare, as well as fostering efficiency and the economy in the process of development.

The 2045 Comprehensive Plan is an update to past master and long-range planning efforts. This includes the Comprehensive Development Plan: 2035, adopted in 2010. This plan, along with other long-range planning efforts, were used to inform this updated vision and guiding document. This plan in intended to serve as a guide to Village officials in making development decisions within the Village of Hartland. This document sets forth the desired Comprehensive Plan for the Village.

The Wisconsin Legislature adopted the “Smart Growth” legislation in 1999, which requires any action of a local government that affect land use, such as enforcement of zoning or subdivision ordinances, to be consistent with the community’s Comprehensive Plan, beginning on January 1, 2010. The nine elements of a Comprehensive Plan are identified in Section 66.1001 of the *Wisconsin Statutes*. The legislation does not, however, affect the ability of local governments to prepare and adopt Comprehensive Plans under Section 62.23 of the Statutes. In addition to the nine elements of a Comprehensive Plan, Section 66.1001.2 of the *Wisconsin Statutes* identify the minimum of a 20-year planning horizon for the planning effort. The Village should monitor changes to planning legislation and update the Comprehensive Plan as needed.

The Planning Area

The Village of Hartland is located in the north-west quadrant of Waukesha County in southern Wisconsin. The Comprehensive Plan and its analysis includes all areas within the municipal limits and surrounding areas. The “Planning Area” is approximately 5,575 acres (8.7 square miles) and includes the 2019 corporate limits and area of potential extraterritorial zoning jurisdiction (see Figure 1). The portions of the planning area outside of the corporate limits includes portions of the Town of Merton and the Town of Lisbon.



Planning Area

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 1

Community History

The Hartland area was occupied by Native American Indian tribes, including the Potawatomi, Fox, Sauk, Winnebago and Ojibwa tribes. The area was rich with large stands of oak trees on gently rolling hills surrounding the meandering Bark River. Shortly after the completion of the U.S. Public Land Survey of the area in 1836, settlers were attracted to the Hartland area. Hartland was founded in 1838 when settler and farmer Stephen Warren selected the future town site for his home; he was followed by other similar farmers moving into the area to plan Wisconsin's most famous cash crop at the time, wheat. The presence of the Bark River also attracted a settler, Christian Hershey, who harnessed its power to operate a grist mill. The following settlement of the area began the conversion of land for its native vegetation to agricultural and urban uses.

With the development of the grist mill, Watertown Plank Road in the early 1850's, and the railroad in 1854, Hartland functioned as a trade center supporting farmers in the immediate area. As the village continued to grow, a school, churches, stores, and hotels soon followed. The Village incorporated in 1892. The role of Hartland as an agricultural community and a retail trade center, supporting the Village and surround areas, continued into the 1940's.

Eventually, developers began offering farmers good prices for their land in order to build residential subdivision. This trend toward suburbanization was influenced by people working in the metropolitan Milwaukee area who wished to live in the country. Soon Hartland established itself as a haven for metropolitan commuters. Today, the residents of the Village are served by a variety of commercial activities with a strong industrial employment base supported by various public services including public utilities, such as a sanitary sewer and water supply services, and community facilities.

Planning Benefits

Long-range and comprehensive planning provides many benefits for a community. Updates to the Comprehensive Plan provide an opportunity to connect with Village residents and discussion opportunities and challenges for the future, which can then be used to inform updated goals and policies to guide development decisions. The establishment of clear goals provide opportunities for Village officials to make decisions that are in the best interest of the citizens or the future of the community. Finally, comprehensive planning allows for continuity through a community by determining where a community is current, how it got to this point, where it wants to go, and tools for reaching that destination.

Coordinated comprehensive planning among municipalities provides several benefits, including:

1. All units of government benefit from the updated demographic and growth information and how it relates to economic forecasting and development trends.
2. It is cost-effective to coordinate. Coordinated planning reduces the need for each municipality to complete all of the elements of a Comprehensive Plan in individual reports.
3. Participating entities all have active roles in the planning process.
4. A coordinated planning process offers greater opportunity for public input.
5. A coordinated planning process makes efficient use of professional planning resources currently available.
6. Coordinated planning allows for the creation of a plan amendment process that considers all possible impacts, including effects to the surrounding region.
7. Comprehensive planning proves an opportunity to evaluate all aspects of future land use and development, thus providing officials with the essential information to make informed decisions.
8. A coordinated effort provides an opportunity to continue building inter-municipal cooperation on land use issues.

Comprehensive Planning Law

The Wisconsin Legislature enacted a comprehensive planning law in 1999, set forth in Section 66.1001 of the *Wisconsin Statutes*, requiring the development of local Comprehensive Plans by January 1, 2010. The 2045 Comprehensive Plan is the Village's first statutory required update since this implementation. This legislation also requires development decisions to be made in accordance with the adopted Comprehensive Plan document. There are nine elements required in all Comprehensive Plans, including:

1. Issues and Opportunities
2. Housing
3. Transportation
4. Utilities and Community Facilities
5. Agricultural, Natural, and Cultural Resources
6. Economic Development
7. Intergovernmental Cooperation
8. Land Use
9. Implementation

Planning Process

The 2045 Comprehensive Plan was developed over a 14-month process. Three general steps were used including an inventory of existing and future conditions, plan element analysis, and plan development occurred. Public engagement is the foundation of any long-range planning process and was woven into each step to develop the vision of the plan and the corresponding goals and implementation measures.

The planning process was guided by a citizen led Steering Committee, comprised of ten individuals. This group was tasked with guiding each step of the planning process and providing input to inform the overall Comprehensive Plan.

Inventory

Reliable planning data and information is a key component of the meaningful and useful Comprehensive Plan. To establish this foundation, the planning process began with an inventory of the existing demographic and physical information throughout the Village. This inventory also included the review of recent planning efforts that can help to inform the long-range vision. The findings of the inventory step are woven throughout the plan. Future population projections were also inventoried throughout this stage to understand the planning horizon that would be analyzed.

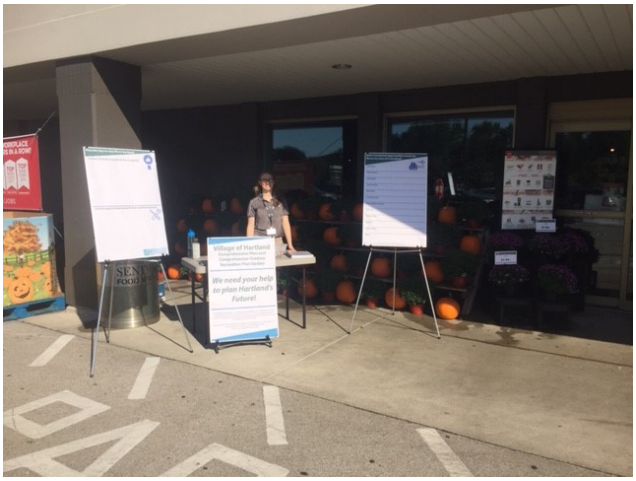
As previously mentioned, public engagement is a key component of the inventory process, and the process included pop-up events and a community survey to inform the understanding of resident's view of the future of the Village. The pop-up events provided an opportunity for the planning staff to meet residents at events throughout the community and discuss the plan and their thoughts for the future. Three pop-up events were held in the summer of 2018, and are summarized below.

Hartland Hometown Celebration - June 29th

- Staffed a table from 5:00 pm – 8:30 pm
- Meeting served as a public kick-off and promotion of the project's Online Community Survey
- Interact with residents and introduce projects goals and objectives
- Six boards with sample survey questions relating to recreational activities
- Focused effort on qualifying Village resident responses
- Interacted with over 50 residents, and received over 40 written responses

Sendik's Food Market – September 14th

- Staffed a table from 10:00 am – 12:15 pm
- Meeting served to solicit feedback and promote project's Online Community Survey
- Four boards with sample survey questions relating to recreational activities
- Interacted with over 25 residents, and received ten written responses



Hartland Arrowhead High School – September 14th

- Staffed a table during 5th and 6th period lunches from 10:15 am – 12 pm
- Meeting served to solicit feedback specifically from high school demographic in response to Online Community Survey's low response rate from the under 20 population
- Five boards on display specifically CORP related focusing on outdoor recreational activities
- Interacted with over 30 students' residents, and received 11 written responses
- Shorter five question survey was prepared specifically for the under 20 population.
- Four emails from Assistant Principal promoting Student Online Survey to student population in north campus with survey link
- 80 total responses received

Community Survey

An online community survey was available to Hartland residents to provide input on the future of the Village. The survey included questions directed at each of the plan elements and was available for all residents to complete. Nearly 500 residents participated in the survey, and the full results are included in Appendix A. A modified survey was also distributed to high school students within the Village. This survey utilized a subset of the questions from the general survey and was aimed at gathering input from the Village's future population. Eighty high school students participated in the survey, and the responses are included in Appendix B. The input received through these two surveys helped to shape the overall vision for the community and the corresponding objectives and implementation measures.

When asked why they live in Hartland, over 50 percent of the respondents identified the quality of schools and safety. The community character, family and parks and recreational activities were also identified as top responses. Similar themes emerged within the results when respondents identified two of the best aspects of day-to-day life within Hartland. As shown in the "word cloud" to the right, top responses included safe, schools, small town feel, community, and parks.

In addition to the positive aspects of Hartland, the survey was designed to gain input on the challenges and opportunities identified by the residents. Over 30 percent of respondents acknowledged affordability as the biggest challenge, with safety/crime and keeping up with top-notch school systems each coming in with half of the responses. While safety and schools were recognized as top qualities within the Village, residents understand the need to preserve the elements to maintain a high quality of life.

Plan Element Analysis

Utilizing the understanding of the existing conditions of the Village, analysis was completed to inform the future condition of the various plan elements. This step of the planning process analyzed the future projections outlined in Chapter 2 and the impacts to the Village's systems. The initial step of this process included updates to the plan objectives outlined in Chapter 3, as these items inform the decision-making process. These updated objectives were then used to analyze the needs of the various systems and identified future implementation actions that may be needed to support future growth.

Plan Development

The last step of the planning process is the development of the plan and plan adoption. The data gathered and analyzed in the previous steps was compiled into a draft Comprehensive Plan that met the requirements of *Wisconsin Statutes* while responding to the needs of Hartland. The draft plan will be reviewed and refined through a public comment period and open house in June 2019. This public process will ensure that community concerns are addressed throughout the long-range planning process.

Draft Comprehensive Plan Open House

Following the completion of the Draft Comprehensive Plan, an open house was held to provide the public with an opportunity to review and comment on the draft. The open house was held following a joint meeting of the Common Council and Plan Commission. A presentation of the overall plan and its recommendations was provided, followed by the open house with display boards and materials. Comments received during the meeting were incorporated into the final document.

Plan Adoption

The final step of the plan development process is the adoption of the Comprehensive Plan. However, this step kicks off the true work of implementing the planning process. The adoption process includes a public hearing by the Village Plan Commission and adoption by the Village Board.

Plan Format

The Comprehensive Plan outlines the future goals and objectives for Hartland through its ten chapters. The format of the plan begins with a discussion of the existing conditions and direction for the future. The following chapters outline the strengths, weakness, and opportunities of each of the plan elements, and culminates with a review of implementation actions. Chapters 4 through 9 include a detailed discussion of the Village's systems and correlate with the plan element requirements outlined in the *Wisconsin Statutes*. These chapters begin with an assessment of the identified strengths and weaknesses related to the specific plan element. A discussion of the existing and future conditions of the system is then discussed, followed by specific objectives and implementation measures that should be considered. A summary of each of the plan's chapters is provided in Table 1.

Table 1: Plan Summary

Chapter	Summary
Chapter 2 – Existing Conditions	Provides a snapshot of the conditions of the demographics and physical environment of Hartland today. This chapter serves as the baseline information used to inform the planning process.
Chapter 3 – Vision, Objectives and Principles	Outlines the key findings of community input and utilizes the information to define a future vision for the community. The objectives and principles outlined throughout the chapter should be referenced on a regular basis as development decisions are made.
Chapter 4 – Agricultural, Natural and Cultural Resources	Addresses the natural and cultural resources throughout the community and the supporting policies for how they should be managed.
Chapter 5 – Community Facilities	Reviews existing community facilities in Hartland, including utilities, village resources, and regional elements.
Chapter 6 – Housing	Inventories the existing housing stock within Hartland and outlines the projected housing needed.
Chapter 7 – Economic Development	Reviews the existing conditions of the economy throughout the Village and lays out strategies for the future.
Chapter 8 – Transportation	Outlines the existing transportation system and opportunities for the future. This chapter assesses all components of the system, including the roadway, transit, freight and bicycle and pedestrian networks.
Chapter 9 – Land Use	Reviews the existing land uses today and opportunities for future growth and development. The future land use plan is outlined within the chapter and is accompanied by tools that should be considered as development is reviewed.
Chapter 10 – Intergovernmental Cooperation and Implementation	Presents the actions and tools that the Village can use to achieve the vision and objectives outlined throughout the Comprehensive Plan.

CHAPTER 2 – EXISTING CONDITIONS

Understanding the existing demographic and physical information of a municipality, and how shifts have occurred over time, provides information that can be used to inform and plan for the future. Information on the size, characteristics and distribution of the resident population, housing and employment in the Village, along with an understanding of how it may change, is essential to the preparation of a sound Comprehensive Plan. While there is no guarantee that the Village's population, household or employment totals will reach those forecasted throughout this chapter, these totals were used to analyze the impacts to the Village's systems through 2045 and identify available tools and resources.

Various data sources were used to analyze the existing conditions of Hartland in 2019. Official counts and estimates released from the US Census Bureau are the primary sources of demographic information. A decennial Census is completed every 10 years, and represents the most accurate total of demographic information for a planning area. The last Census was completed in 2010, which is nearly ten years old at the time of this plan. The official counts from the 2010 Census are supplemented throughout this chapter with American Community Survey (ACS) estimates. These estimates are produced by the US Census Bureau to provide an estimated total for various demographic conditions. The 2017 ACS estimates are referenced throughout this document.

Population

A review of a community's population provides insights to the characteristics of a community and future needs. Understanding the overall change of the population total is an important, but a review of specific characteristics (e.g., age distribution, income, etc.) can provide insight on the needs of residents today and in the future.

Population Trends

The Village of Hartland's population has steadily grown since its incorporation in 1892. In 1900, the population was recorded at 629 residents. The largest increase in population occurred in the 1970's, with a doubling of the population recorded in the 1980 Census (see Table 2). The ACS estimated the 2017 population of the Village to be 9,218 people, an increase of 1.2 percent from the 2010 Census. This moderate rate of increase is consistent with the estimated for growth rates for Waukesha County and the State of Wisconsin over the same time period, at 2.1 and 1.7 percent, respectively.

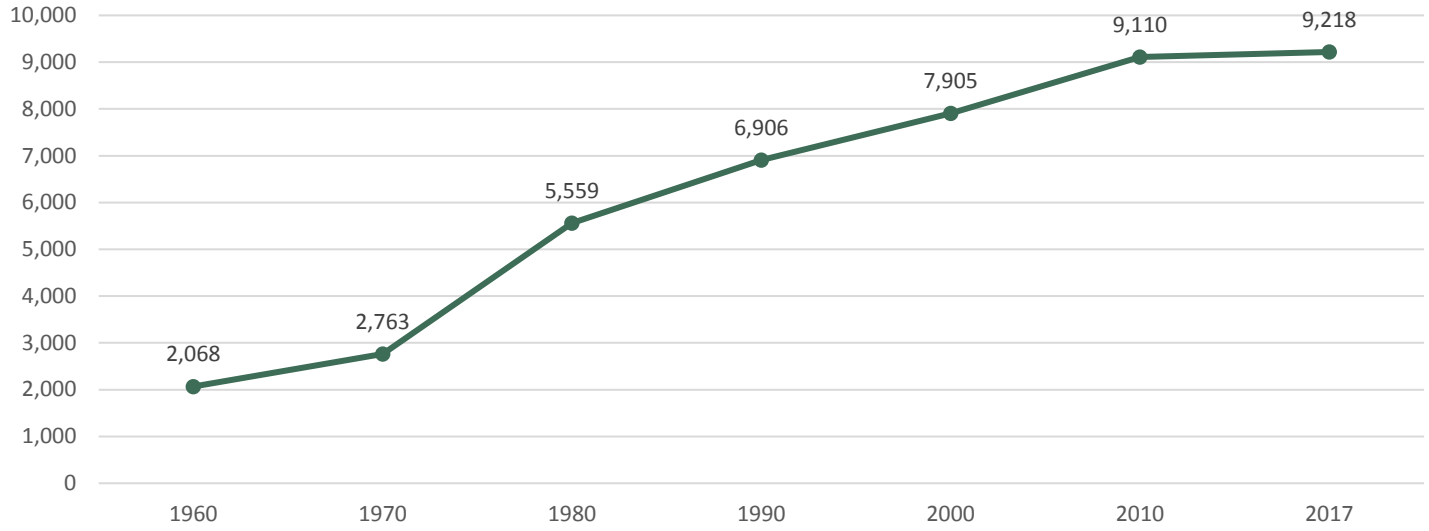
Table 2: Historic Population

Year	Village of Hartland		Waukesha County		State of Wisconsin	
	Population	% Change	Population	% Change	Population	% Change
1960	2,068	-	158,249	-	3,951,777	-
1970	2,763	33.6%	231,335	46.2%	4,417,731	11.8%
1980	5,559	101.2%	280,203	21.1%	4,705,767	6.5%
1990	6,906	24.2%	304,705	8.7%	4,891,769	4.0%
2000	7,905	14.5%	360,767	18.4%	5,363,675	9.6%
2010	9,110	15.2%	389,891	8.1%	5,686,986	6.0%
2017	9,218	1.2%	398,236	2.1%	5,783,278	1.7%

Source: US Census and American Community Survey

The steady population growth within the Village is anticipated to continue into the near future, particularly as new areas are annexed into the community. The annexation of new areas into the municipal boundary provide opportunities for growth and development. An increase of over 65 percent has been experienced over the last 37 years (see Figure 2).

Figure 2: Village of Hartland Historic Population



Source: US Census and American Community Survey

A review of the population trends in the surrounding area can also provide insight for the future of the Village. The historic population totals for the surrounding cities, village and towns is provided in Table 3. The surrounding areas experienced a high growth rates from 1990 to 2000, where the Village grew by under 15 percent. The 2018 Wisconsin Department of Administration (DOA) population estimates for all communities include a similar growth rate. The Villages of Pewaukee and Sussex were estimated to have the highest growth rate, with the Town of Delafield experiencing a decrease of 0.1 percent.

Table 3: Regional Population Trends

Year	Village of Hartland		Town of Delafield		Town of Merton		Village of Pewaukee		Village of Sussex		City of Delafield	
	Pop.	% Chg.	Pop.	% Chg.	Pop.	% Chg.	Pop.	% Chg.	Pop.	% Chg.	Pop.	% Chg.
1980	5,559	-	4,597	-	6,025	-	4,637	-	3,482	-	5,559	-
1990	6,906	24.2%	5,735	24.8%	6,430	6.7%	4,941	6.6%	5,039	44.7%	6,906	24.2%
2000	7,905	14.5%	7,820	36.4%	7,988	24.2%	11,783	138.5%	8,828	75.2%	7,905	14.5%
2010	9,110	15.2%	8,400	7.4%	8,338	4.4%	13,195	12.0%	10,518	19.1%	9,110	15.2%
2018*	9,293	2.0%	8,391	-0.1%	8,449	1.3%	14,436	9.4%	11,114	5.7%	9,293	2.0%

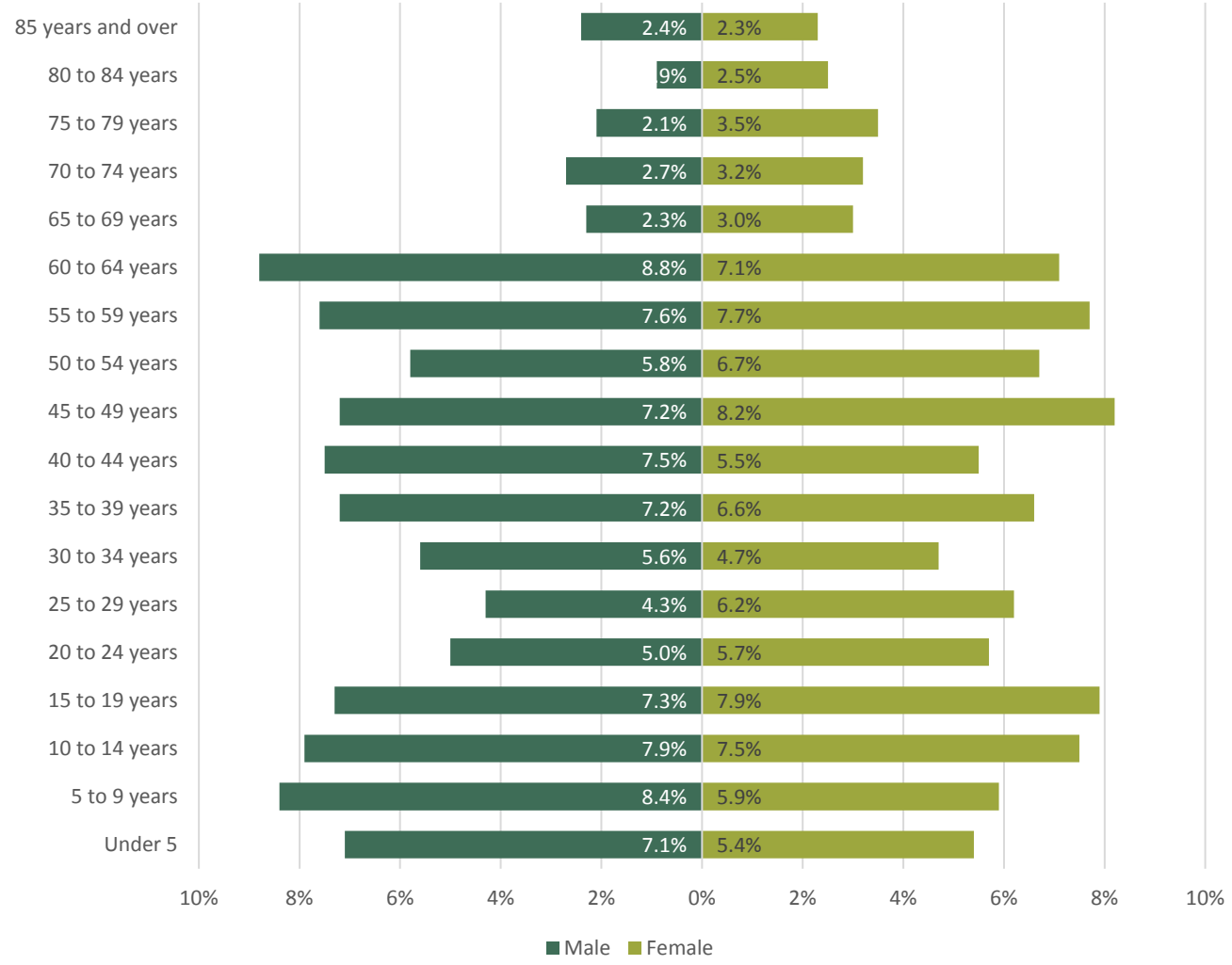
Source: US Census, 1980 – 2010, Wisconsin Department of Administration, 2018

Age Distribution

The age distribution of the population has important implications for planning and the formation of policies related to growth and development and community facilities/offerings. The review of the age distribution provides insight into changing needs of residents from community services offerings to housing options and transportation needs. According to the 2017 ACS Estimates, the largest population groups are 45 to 64 and

10 to 19 years (see Figure 3). Historically, the school aged population (5 to 17 years) has represented a large section of the community's population. This is anticipated to be connected to the quality schools within Hartland. Additionally, the baby boomer population (those born between 1946 and 1964) have represented a large portion of the Village's population. In 2017, this group represented 21.2 percent of the total population, a decrease from 28.2 percent in 2010.

Figure 3: Village Age Distribution, 2017



Source: ACS Estimates, 2017

Historically, the percentage of residents over 65 has remained under 10 percent of the total population. However, the 2017 estimates represent the first time this group has exceeded 10 percent, representing 12.5 percent of the total population. This increase is likely to have a connection to the emergence of the baby boomer population into this demographic and increases in the available senior housing in the community.

Household and Family Income

Examining the household and family income of a community provides insights to the housing and community services needs and desires of the community. In 2017, the median household income for Hartland was $74,707, lower than that of the Waukesha County (see Table 4). The median household income level is found by listing, in sequential order, the annual income of every household and selecting the value in the middle of the list. This middle value is generally used in summarizing income data because the average value can be inordinately affected by a relatively small number of household or families at the

extreme high or low end of the income range. Over 17 percent of households within the community had a 2017 income of between $50,000 and $74,999, represented the largest group.

Table 4: Household Income, 2017

	Village of Hartland		Waukesha County	
	Households	%	Households	%
Less than $10,000	61	2.6%	4,239	2.7%
$10,000 to $14,999	72	3.1%	3,768	2.4%
$15,000 to $24,999	135	5.8%	10,362	6.6%
$25,000 to $34,999	226	9.7%	10,990	7.0%
$35,000 to $49,999	263	11.3%	16,642	10.6%
$50,000 to $74,999	413	17.7%	26,532	16.9%
$75,000 to $99,999	336	14.4%	22,921	14.6%
$100,000 to $149,999	317	13.6%	32,184	20.5%
$150,000 to $199,999	252	10.8%	14,444	9.2%
$200,000 or more	256	11.0%	14,758	9.4%
Total	**2,331**	**--**	**156,996**	**--**
Median Income	**$74,707**		**$81,140**	

Source: ACS Estimate 2017

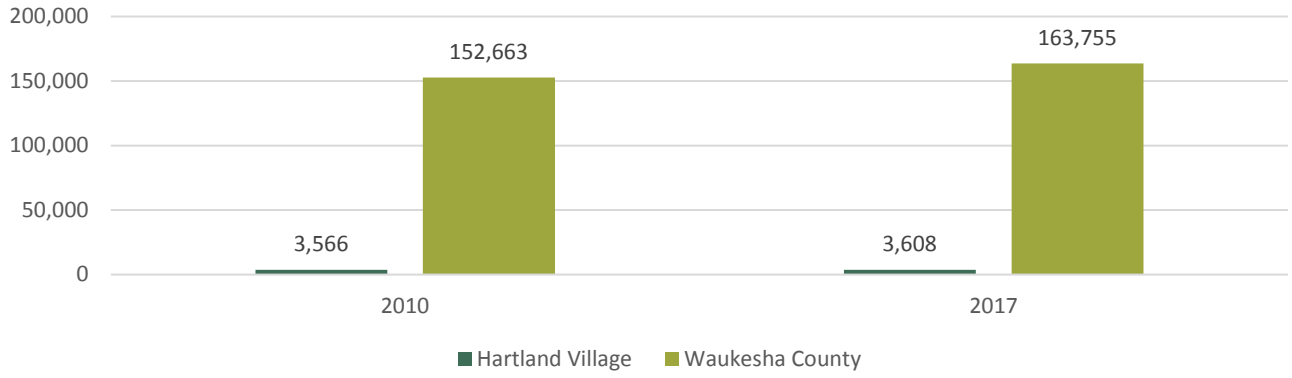
Housing

Housing is a key component of a community's fabric, as it provides a place to live, while contributing to the character and overall quality of life. An understanding of the existing housing stock provides an opportunity to analyze future housing needs to meet desires of residents and the community as a whole.

Housing Trends

The number of households within the Village and County experienced increases from 1960 to 2017. Steady increases in the number of households across the region is reflective of investments in residential development. The growth rate for the number of households tends to follow a similar trend to that of the population growth.

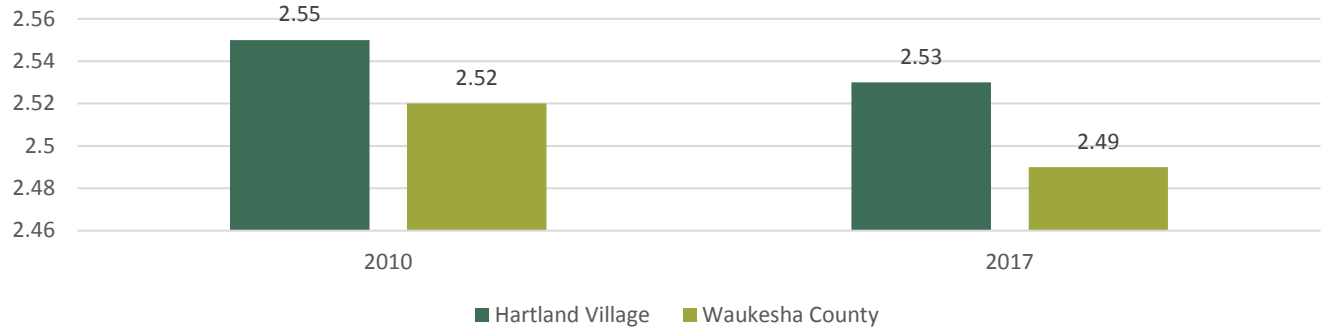
Figure 4: Historic Households, 2010 - 2017



Household Size

The number and size of households is important in land use and public facility planning, because the average household size is used to convert a selected population forecast to the number of housing units needed over the planning period. Throughout southeastern Wisconsin, the number of households has been increasing at a faster rate than the total household population. The household size for both Waukesha County and the Village of Hartland experienced a decrease from 2010 to 2017 (see Figure 5). While the number of households in the Village has increased, the average size of a household has decreased, a trend experienced throughout the State and the nation. In recent years, the Village of Hartland's average household size has remained slightly larger than that of the County.

Figure 5: Average Household Size

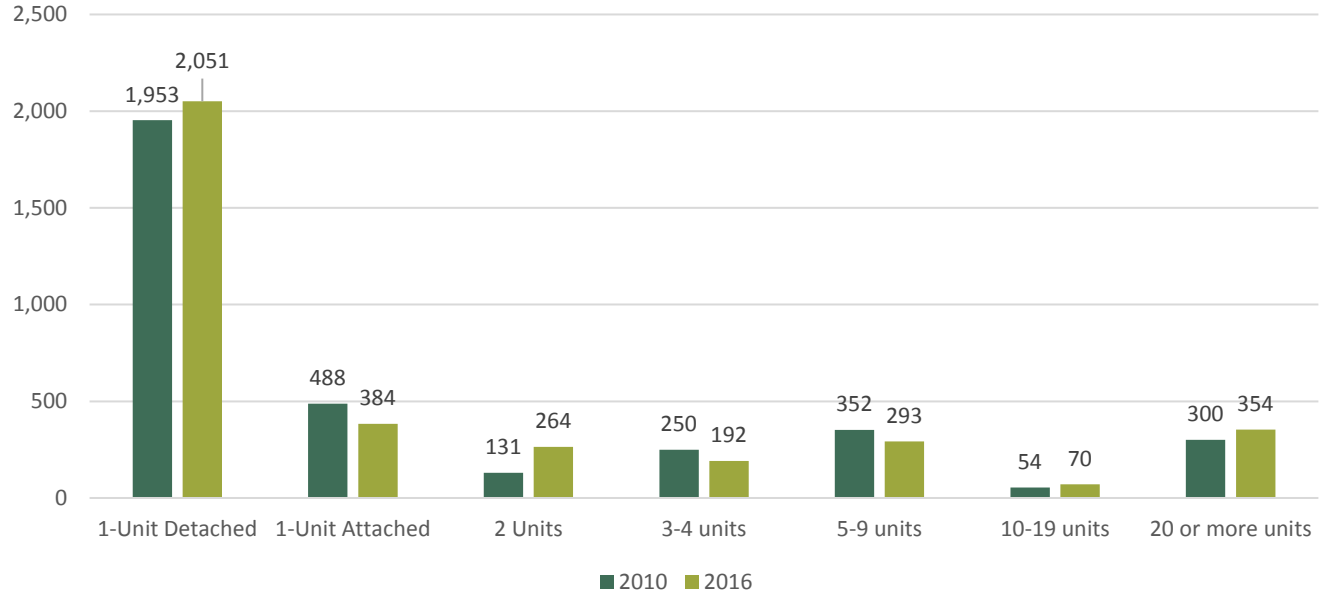


Source: US Census, ACS Estimate 2017

Housing Stock

While the total growth of housing within the community is an important consideration, the characteristics of the housing stock should also be examined. The number of units within a structure provides information about the housing type or style. The largest group of housing types within the Village is 1-unit detached, representing detached single-family homes. Multi-family structures represent a range of housing options from twin homes (1-unit attached) to apartments. As the community's housing stock is redeveloped and built, the change in available stock should be reviewed to provide diversity and options. A majority of Hartland's housing stock includes single-family homes (see Figure 6).

Figure 6: Housing Stock, 2010 - 2017



Occupancy and Vacancy Rates

In 2017, nearly 98 percent of households within Hartland were occupied, compared to 95 percent 2010. The occupancy rate for Waukesha County has also increased over this time period from 95 percent to 96 percent (see Table 5). The occupancy rate of housing is a statistic that should be monitored on a regular basis. When too high, there are limited housing options available for people to transition to other housing stock within the community or limited opportunities are available for people to move to the Village.

Table 5: Occupancy Rates, 2010 – 2017

	Village of Hartland				Waukesha County			
	2010		2017		2010		2017	
	Units	% Chg.	Units	% Chg.	Units	% Chg.	Units	% Chg.
Occupied	3,566	95.2%	3,531	97.9%	152,663	94.9%	156,996	95.9%
Vacant	180	4.8%	77	2.1%	8,201	5.1%	6,759	4.1%
Total	**3,746**	--	**3,608**	--	**160,864**	--	**163,755**	--

Housing Value and Cost

The 2017 estimated value of owner-occupied housing units for the Village of Hartland and Waukesha County is outlined in Table 6. The value, as recorded by the U.S. Census, is the homeowner's estimate of what the property, house, and lot, would bring on the market if it were sold. In both the Village and County, over 20 percent of the occupied households are valued between $200,000 and $249,999.

Table 6: Owner-Occupied Housing Value

	Village of Hartland		Waukesha County	
	Households	%	Households	%
Less than $10,000	29	1.3%	1,197	1.0%
$10,000 to $19,999	7	0.3%	524	0.4%
$20,000 to $29,999	0	0.0%	474	0.4%
$30,000 to $39,999	13	0.6%	246	0.2%
$40,000 to $49,999	0	0.0%	241	0.2%
$50,000 to $59,999	9	0.4%	251	0.2%
$60,000 to $69,999	0	0.0%	128	0.1%
$70,000 to $79,999	0	0.0%	316	0.3%
$80,000 to $89,999	11	0.5%	610	0.5%
$90,000 to $99,999	0	0.0%	715	0.6%
$100,000 to $124,999	91	4.0%	2,272	1.9%
$125,000 to $149,999	53	2.4%	4,608	3.8%
$150,000 to $174,999	46	2.0%	8,476	7.1%
$175,000 to $199,999	147	6.5%	10,506	8.8%
$200,000 to $249,999	530	23.5%	24,078	20.1%

	Village of Hartland		Waukesha County	
	Households	%	Households	%
$250,000 to $299,999	378	16.8%	20,558	17.2%
$300,000 to $399,999	329	14.6%	23,231	19.4%
$400,000 to $499,999	220	9.8%	10,227	8.5%
$500,000 to $749,999	269	11.9%	7,494	6.3%
$750,000 to $999,999	103	4.6%	2,047	1.7%
$1,000,000 to $1,499,999	13	0.6%	855	0.7%
$1,500,000 to $1,999,999	4	0.2%	256	0.2%
$2,000,000 or more	0	0.0%	411	0.3%
Total	**2,252**	**--**	**119,721**	**--**

Monthly Rent

The 2017 estimated growth rent of renter-occupied housing in the Village and Region are provided in Table 7. The gross rent data includes contract rents plus estimated utility and heating costs for those contract rents that do not include such costs. A majority of the rental costs within the Village range between $800 and $1,500 per month. There are no units with an estimated rent of greater than $2,000 per month within the Village, while 3.3 percent of the renter-occupied units in the County are over $,2000 per month.

Table 7: Renter-Occupied Monthly Rent, 2017

	Village of Hartland		Waukesha County	
	Units	%	Units	%
Less than $300	11	0.9%	800	2.1%
$300 to $399	36	2.8%	623	1.7%
$400 to $499	0	0.0%	570	1.5%
$500 to $599	53	4.2%	1,000	2.7%
$600 to $699	102	8.0%	2,295	6.2%
$700 to $799	162	12.7%	4,041	10.8%
$800 to $899	154	12.1%	5,411	14.5%
$900 to $999	185	14.5%	4,403	11.8%
$1,000 to $1,249	468	36.8%	8,300	22.3%
$1,250 to $1,499	62	4.9%	4,201	11.3%
$1,500 to $1,999	39	3.1%	3,449	9.3%
$2,000 to $2,499	0	0.0%	874	2.3%
$2,500 to $2,999	0	0.0%	207	0.6%
$3,000 to $3,499	0	0.0%	82	0.2%
$3,500 or more	0	0.0%	62	0.2%
Total	**1,272**	**--**	**37,275**	**--**

Employment

Employment within the community is the final of the three major demographic components of a community's existing conditions. Both the jobs held by residents and the jobs located within the community should be analyzed to provide a full understanding of the economic conditions within the Village and surrounding area. A comparison of these two characteristics provides insight on the economic growth outside of the community and the transportation needs of residents and employees.

Employment Trends

The number of jobs available within the Village of Hartland has continued to grow over the last 40 years. It was estimated that 6,052 jobs were available within the Village in 2015, an increase of 26 percent (see Table 8).

Table 8: Historic Employment, 1970 – 2015

	Village of Hartland	
	Employment	% Change
1970	650	--
1980	2,275	250.0%
1990	3,002	32.0%
2000	3,600	19.9%
2010	4,769	32.5%
2015	6,052	26.9%

Occupational Characteristics

Characteristics of the employed population 16 years of age and older for the Village of Hartland and Waukesha County are presented in Table 9. In this data set, the number of employed persons is based on the residency of the workers rather than the location of the job. In 2017, there were 212,647 workers, or 53 percent of the total population, in the County. There were approximately 4,816 workers in the Village, representing 52 percent of the population. A vast majority of the workers in both the County and the Village are identify as private wage and salary workers.

Table 9: Employed Persons over 16 Year of Age by Class of Worker, 2017

	Village of Hartland		Waukesha County	
	Number	%	Number	%
Private Company Worker	3,820	79.32%	155,633	73.19%
Self-Employed Worker in Incorporated Business	106	2.20%	8,656	4.07%
Private Not-For-Profit Worker	415	8.62%	21,499	10.11%
Local, State, or Federal Worker	257	5.34%	17,902	8.42%
Self-Employed in Unincorporated Business or Unpaid Family Worker	218	4.53%	8,957	4.21%
Private Company Worker	3,820	79.32%	155,633	73.19%
Total	**4,816**	**--**	**212,647**	**--**

Place of Work

The general place of work of employed population 16 years and older living in Waukesha County and the Village of Hartland in 2015 is shown in Table 10. This table indicates that only 9.2 percent of residents living in Hartland are also employed within the Village. This number in Waukesha County is nearly 50 percent of the residents.

Table 10: Place of Work, 2015

	Village of Hartland		Waukesha County	
	Number of Workers	%	Number of Workers	%
Work in Place of Residence	413	9.2%	93,780	48.9%
Work outside Place of Residence	4,088	90.8%	98,107	51.1%
Total	**4,501**	**--**	**191,887**	**--**

Projections

The information presented throughout this chapter has included an inventory of the existing demographic conditions of the Village of Hartland and the surrounding region. This information provides a baseline understand for how the community has reached today's conditions. While these trends could be assumed to continue for the next 20 years, forecasts were established for future population and household totals to ensure that the plan is equipped to guide the Village towards a certain level of growth.

The Wisconsin Department of Administration (DOA) established population and household projections every 5 years to provide planning level estimates for every city, village and town throughout the state. The DOA released 2040 projections based from the 2010 Census that will be used to inform the Comprehensive Plan. It is estimated that the Village will be home to 10,963 people by 2040 (see Table 11).

Table 11: Village of Hartland 2040 Projections

	Population		Households		People per Household*
	Total	% Change	Total	% Change	Total
2010	9,110	--	3,566	--	2.55
2020	9,770	7.2%	3,993	12.0%	2.44
2025	10,290	5.3%	4,259	6.7%	2.41
2030	10,770	4.7%	4,500	5.7%	2.39
2035	10,980	1.9%	4,622	2.7%	2.37
2040	10,990	0.1%	4,657	0.8%	2.35

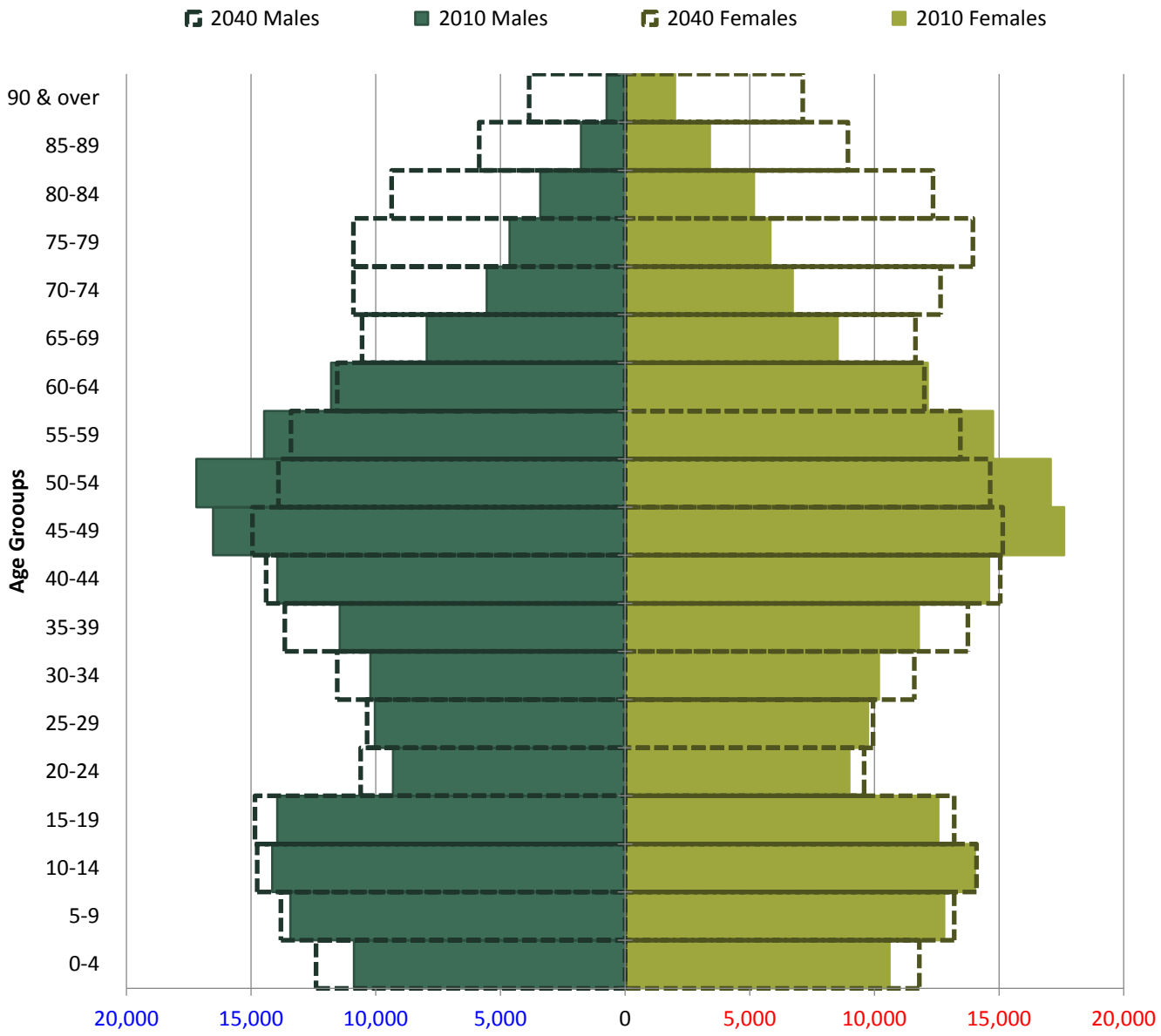
**People per household is calculated using a household population that does not include institutionalized individuals.*
Source: Wisconsin Department of Administration

Projected Age Distribution

While the projected population and household numbers provide a future population base to plan for, the characteristics of the future population should also be considered. The DOA produced population pyramids for each county, comparing the 2010 and projected 2040 age characteristics (see Figure 7). This data

forecasts that many of the age cohorts will continue to represent a similar percentage of the population between 2010 and 2040. However, the populations over 65 years of are expected to double in some cases by 2040. The needs of these changing characteristics should be considered in land use and community services planning.

Figure 7: Waukesha County Age Pyramid, 2010 and 2040 Population Projections



Source: Wisconsin Department of Administration

CHAPTER 3 – OBJECTIVES, PRINCIPLES, AND STANDARDS

Planning is a rational process for formulating and meeting objectives. Therefore, the formulation of objectives is an essential task that must be undertaken before plans can be prepared. As part of the comprehensive planning process, a set of planning objectives, along with supporting principles and standards, were formulated by the Village Plan Commission based, in part, on the results of community surveys, and the public participation process. Design guidelines were also formulated for evaluating and guiding future development in the Village. This chapter presents the set of planning objectives and supporting principles and standards which were used as a guide in the preparation of the comprehensive plan.

Formulation of Objections

The planning process included the formulation of a set of objectives intended to express the long-term planning goals of the Village of Hartland. While considering the community survey results, nine major planning objectives, accompanied by principles and standards which support and help explain the objectives, were formulated by the Village Plan Commission to guide the preparation of the comprehensive plan. The standards perform a particularly important function in the plan design process since they may be used as a basis to help estimate future community land use needs. In addition, design guidelines, as presented in Appendix C, were established for evaluating and guiding future urban development and redevelopment in the Village of Hartland, including the Village Center. The objectives and supporting principles, standards, and design guidelines should not be used as absolute decision rules for identifying land use patterns and facility needs, since the standards and design guidelines, particularly, should be applied with judgment in more detailed development planning and engineering studies which will be needed during plan implementation. Each Village objective, together with its supporting principles and standards, follows.

Objective No. 1 – Natural Resources Protection

Encourage the protection and wise use of the natural resources and agricultural lands in the study area. The preservation of sufficient high-quality open space lands for protection of the underlying and sustaining natural resource base will enhance the social and economic well-being and environmental quality of the Hartland area.

Principle

The proper allocation of land uses can assist in maintaining an ecological balance between human activities and the natural environment. Such ecological balance and natural beauty are important determinants of a community's ability to provide a pleasant and habitable environment for all forms of life. Preservation of the most significant aspects of the natural resource base, that is, primary environmental corridors and significant agricultural lands, further contributes to the maintenance of the ecological balance, natural beauty, and economic well-being of the Village and environs.

Soils Principle

The proper relation of urban and rural land use development to soils can serve to avoid costly environmental and developmental problems, aid in the establishment of better settlement patterns, and promote the wise use of an irreplaceable resource.

Standards

1. Sewered urban developments should not be located in areas covered by soils having severe development limitations, such as high or fluctuating water tables, slow permeability rates, erodibility on slopes, low bearing capacity, high shrink-swell potential, and frost-heave. When development is

proposed on soils exhibiting severe limitations, careful attention should be given in the design to properly overcome these limitations.
2. Unsewered rural developments surrounding the Village should not be located in areas covered by unsuitable soils for such developments. When development is proposed on soils exhibiting unsuitable conditions, careful attention must be given in the design to overcome these limitations properly. Such development should utilize open space and conservation design concepts whenever possible.
3. Undeveloped areas surrounding the Village that are covered by the most productive soils for agricultural use, those designated by the U.S. Natural Resources Conservation Service as comprising agricultural soil capability Classes I and II, and which are not required to meet the land use needs of the forecast design year resident population and economic activity levels for the Hartland area should be preserved for agricultural use.
4. The location of nonfarm residential development in prime agricultural areas surrounding the Village should be discouraged. If permitted, development should be limited to densities of five acres or greater per dwelling unit, provided the locations can accommodate an acceptable private well system and are covered by soils suitable for the use of onsite sewage-disposal systems. Such development should utilize open space and conservation design concepts.

Lakes and Streams Principle

Lakes and streams and their associated floodlands and shorelands contribute to the community's environmental health in a number of ways. They add to the atmospheric water supply through evaporation; provide a suitable environment for desirable and sometimes unique plant and animal life; provide the population with opportunities for certain scientific, cultural, and educational pursuits; constitute prime recreational areas; provide a desirable aesthetic setting for certain types of land use development; serve to store and convey flood waters; and provide a source of water.

Standards

1. Floodlands should not be allocated to any urban development which would cause or be subject to flood damage.
2. The floodwater storage capacity of natural floodlands should not be reduced by urban or rural development.
3. The flow capacity of perennial stream channels and associated floodlands should not be reduced below existing conditions.
4. Adequate stormwater drainage facilities should be provided for all development.
5. Storm water management planning should seek to meet the potential biological use objectives of the streams in the County.
6. Potentially contaminating land uses should not be located in areas where the potential for groundwater contamination is the highest.

Groundwater Principle

Information regarding existing ground water quantity conditions is essential to any comprehensive land use and natural resource planning program. The existing condition of ground water quantity provides important baseline data. Potential ground water quantity conditions provide important data upon which planners and resource managers can make comprehensive development planning decisions.

Standards

1. Land use development patterns and practices should be designed to preserve important groundwater recharge areas and should support maintaining the natural surface and groundwater hydrology to the extent practicable.
2. Storm water management planning should seek to encourage ground water recharge to maintain the natural groundwater hydrology.

Wetlands Principle

Wetlands perform a variety of important functions that make them invaluable resources. These functions include: supporting a wide variety of desirable and sometimes unique plant and animal life; assisting in the stabilization of lake levels and stream flows; trapping and storing plant nutrients in runoff, thus reducing the rate of enrichment of surface waters and obnoxious weed and algae growth; contributing to the atmospheric oxygen supply; contributing to the atmospheric water supply; reducing stormwater runoff by providing area for floodwater impoundment and storage; trapping soil particles suspended in runoff and thus reducing stream sedimentation; and providing the population with opportunities for certain scientific, educational, and recreational pursuits.

Standard

Wetland areas adjacent to streams or lakes and wetlands within areas having special wildlife and other natural values should not be drained or filled and should not be allocated to any urban development except limited recreational use. To the extent practicable, areas immediately adjacent to and surrounding wetlands should be kept as a buffer with permanently vegetated open space uses within at least 15 feet of said wetlands.

Woodlands Principle

Woodlands assist in maintaining unique natural relationships between plants and animals; reduce stormwater runoff; contribute to the atmospheric oxygen supply; contribute to the atmospheric water supply through transpiration; aid in reducing soil erosion and stream sedimentation; provide the resource base for the forest product industries; provide the population with opportunities for certain scientific, educational, and recreational pursuits; and provide a desirable aesthetic setting for certain types of land use development.

Standard

Woodlands having an area of five acres or more should not be allocated to urban development except for limited recreational uses. When urban development does occur in such areas, the impact upon the woodland areas should be minimized by practicing sound conservation design principles.

Wildlife Principle

Wildlife, when provided with a suitable habitat, will supply the population with opportunities for certain scientific, educational, and recreational pursuits; comprises an integral component of the life systems which are vital to beneficial natural processes, including the control of harmful insects and other noxious pests and the promotion of plant pollination; provides food sources; offers an economic resource for the recreation industries; and serves as an indication of environmental health.

Standards

1. The most suitable habitat for wildlife, that is, the area wherein fish and game can best be fed, sheltered, and reproduce, is a natural habitat. Since the natural habitat for fish and game can best be achieved by preserving or maintaining in a wholesome state other resources such as soil, air, water, wetlands, and woodlands, the standards for each of these other resources, if met, would ensure the preservation of a suitable wildlife habitat and population.
2. Wildlife populations should be maintained in balance with the holding capacity of the land.

Natural Areas and Critical Species Habitats Principle

Natural areas and critical species habitats are important in a number of ways including economically, insofar as they support advances in agriculture and medicine; functionally insofar as they enhance surface-water and groundwater quality, minimize erosion, and enhance air quality; educationally; recreationally; aesthetically; scientifically; and biologically insofar as they maintain biological and genetic diversity. In a less tangible but equally important way, natural areas and critical species habitats contribute to mental well-being and to the overall quality of human life.

Standard

The remaining natural areas and critical species habitat areas should be preserved.

Environmental Corridor and Isolated Natural Resource Area Principle

The primary and secondary environmental corridors and isolated natural resource areas are a composite of the best individual elements of the natural resource base, including lakes, rivers, and streams and their associated floodlands, wetlands, woodlands, wildlife habitat areas; rugged terrain consisting of slopes 12 percent or greater; wet, poorly drained or organic soils; and significant geological formations. By protecting these elements of the natural resource base, flood damage can be reduced, soil erosion abated, water supplies protected, air cleansed, wildlife population enhanced, and continued opportunities provided for scientific, educational, and recreational pursuits.

Standards

1. All remaining undeveloped lands within designated primary environmental corridors[1] should be preserved in essentially natural, open use.
2. All remaining undeveloped lands within the designated secondary environmental corridors[2] and isolated natural resource areas[3] should be considered for preservation as urban development proceeds and be incorporated, as appropriate, for use as drainageways, floodwater detention areas, and parks, or in essentially natural, open uses to the extent practicable, as determined in county and local plans. Compatible uses within the preservation of environmental corridors and isolated natural resource areas are indicated in Chapter 4.

Other Environmentally Sensitive Areas Principle

Care in locating urban and rural development in relation to other environmentally sensitive areas can help to maintain the overall environmental quality of the County and to avoid developmental problems.

Standards

1. Small wetlands, woodlands, and prairies not identified as part of an environmental corridor or isolated natural resource area should be preserved to the extent practicable, as determined in county and local plans.
2. All-natural areas and critical species habitat sites identified for preservation in the Regional Natural Areas and Critical Species Habitat Protection and Management Plan should be preserved.
3. One hundred-year recurrence interval floodlands should not be allocated to any development, which would cause or be subject to flood damage; and no unauthorized structure should be allowed to encroach upon and obstruct the flow of water in perennial stream channels and floodways.
4. Urban and rural development should be directed away from areas, with steep slopes (12% or greater) or with seasonally high groundwater one foot or less from the surface.
5. Land use patterns should be designed to discourage development of below grade structures on soils with seasonally high groundwater less than 3 feet from the surface. The intent is to allow development on these marginal soils, providing below grade structures (including basements) maintain a minimum of one-foot separation from the seasonally high groundwater level.

Objective No. 2 – Recreation

To provide an integrated system of public outdoor recreation sites and related open space areas that will provide the residents of the Hartland area with adequate opportunities to participate in a wide range of outdoor recreation activities.

Principle

The provision of outdoor recreation sites and related open space areas contributes to the attainment and maintenance of physical and mental health by providing opportunities to participate in a wide range of

activities. An integrated park and related open space system properly related to the natural resource base, such as the existing surface water network, can generate the dual benefits of satisfying recreational demands in an appropriate setting and protecting and preserving valuable natural resource amenities. Finally, an integrated system of outdoor recreation sites and related open space areas can contribute to the orderly growth of the Hartland area by lending form and structure to urban development patterns.

Public Outdoor Recreation Sites and Facilities Principle

Public, general-use, outdoor recreation sites promote the maintenance of proper physical and mental health both by providing opportunities to participate in such athletic recreational activities as baseball, swimming, tennis, and ice-skating, activities that facilitate the maintenance of proper physical health because of the exercise involved, as well as opportunities to participate in such less athletic activities as pleasure walking, picnicking, or just rest and reflection. These activities tend to reduce everyday tensions and anxieties and thereby help maintain proper physical and mental well-being. Well designed and properly located public general-use outdoor recreation sites also provide a sense of community, bringing people together for social and cultural as well as recreational activities, and thus contribute to the desirability and stability of residential neighborhoods and of the communities in which such facilities are provided.

Standard

Local governments should provide recreation sites sufficient in size and number to meet the recreation demands of the resident population. Such sites should contain the natural resource or human-made amenities appropriate to the recreational activities to be accommodated therein and be spatially distributed in a manner which provides ready access by the resident population. To achieve this standard, the site requirements, as well as the service radius and travel distance standards, should be met.

Recreation-Related Open Space Principle

Effective satisfaction of recreation demands within the Region cannot be accomplished solely by providing general-use outdoor recreation sites. Certain recreational pursuits, such as hiking, biking, in-line skating, cross- country skiing, canoeing, and kayaking are best provided through a system of recreation corridors located on or adjacent to linear resource-oriented open space areas. Resource-oriented outdoor recreational activities rely on natural resource amenities for their very existence or are significantly enhanced by the presence of natural features. A well-designed system of recreation corridors offered as an integral part of linear open space lands also can serve to connect existing and proposed public parks, thus forming a truly integrated park and recreation- related open space system. Such open space lands, in addition, satisfy the human need for natural surroundings, serve to protect the natural resource base, and ensure that many scenic areas and areas of natural, cultural, or historic interest assume their proper place as form determinants for both existing and future land use patterns.

Standards

The public sector should provide sufficient open space lands to accommodate a system of resource-oriented recreation corridors to meet the resident demand for trail-oriented recreational activities. To fulfill these requirements, the following standards should be met:

1. Resource-oriented recreation corridors should maximize use of environmental corridors, while protecting environmentally sensitive resources, for trail-oriented recreation activities; outdoor recreation facilities provided at existing public park sites; and existing recreational trail facilities. Major recreation corridors are identified in the Waukesha County Park and Open Space Plan.
2. The maximum vehicular travel distance to major recreation corridors should be five miles in urban areas and 10 miles in rural areas. Local recreation corridors should be conveniently accessible to residents in neighborhood units. These corridors should also function as a greenway system that interconnects local parks, and that ultimately connects to a major recreation corridor.

3. A minimum of 0.16 linear mile of recreation-related open space consisting of linear major recreation corridors should be provided for each 1,000 persons in the Region, including those in the Village of Hartland study area. No minimum size requirements are necessary for creating linear recreation corridors; however, a width of at least 200 feet wide is recommended to the extent practicable. There is no minimum length requirement for the provision of local recreation corridors since such corridors should be provided whenever possible.

Objective No. 3 – Historic Preservation

To preserve the historic heritage of the Village of Hartland.

Principle

The preservation of structures, sites, and districts possessing historical or architectural significance will promote the educational, cultural, and general welfare of residents of the Village of Hartland and provide for a more interesting, attractive and vital community. Accordingly, it is in the public interest to promote the protection, enhancement, perpetuation, and use of sites and improvements of special historic interest or value.

Standards

1. Historic sites, buildings, and structures identified in an intensive historic survey should be protected through the application and enforcement of the Village historic preservation ordinance and the Village of Hartland Architectural Board.
2. The standards promulgated by the U.S. Department of the Interior may be used for any historic preservation projects in the Village of Hartland. These standards govern all forms of historic preservation treatments, including acquisition, protection, stabilization, preservation, rehabilitation, restoration, and reconstruction. The following general standards may be applied to treatments undertaken on designated historic properties in the Village of Hartland:
    a. Every reasonable effort should be made to use a structure or site for its originally intended purpose, or to provide a compatible use that requires minimal alteration of the site or structure and its environment.
    b. The distinguishing original qualities or character of a building, structure, or site and its environment should not be destroyed. The removal or alteration of any historic materials or distinctive architectural features should be avoided whenever possible.
    c. All buildings, structures, and sites should be recognized as products of their own time. This should be considered before alterations are undertaken which have no historical basis and which seek to create an antique appearance.
    d. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. If these changes have acquired significance in their own right, their significance should be recognized and respected.
    e. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site should be treated with sensitivity.
    f. Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match that being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence, rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
    g. The surface cleaning of structures should be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage historic building materials should not be undertaken.

h. Every reasonable effort should be made to protect and preserve archaeological resources affected by, or adjacent to, any acquisition, protection, stabilization, preservation, rehabilitation, restoration, or reconstruction project.
i. Contemporary design for alterations and additions should not be discouraged when such changes do not destroy significant historical features and are compatible with the scale, mass, and architectural features of the historic property and its environment.
j. New additions should be designed so that if removed, the integrity of the structure is not impaired.

Objective No. 4 – Fire Protection

To provide facilities necessary to maintain high-quality fire protection throughout the study area.

Principle

The adequacy of fire protection in the study area is dependent upon the relationship between the distribution of urban land uses and the location of facilities available to serve those urban uses.

Standards

1. Fire stations and equipment should be based, in part, on the fire protection service guidelines provided in the most recent edition of a document published by the Insurance Services Office (ISO) entitled *Fire Suppression Rating Schedule*.
2. A fire station service area should be based on the following fire equipment service area standards: two and one-half "road miles"—response distance lines—for a ladder company for areas containing five or more three-story buildings and one and one-half "road miles" for an engine company.[4] The fire protection service area or response district of an engine or ladder company, which must be housed in a fire station, is measured by the length of streets, "road miles," in all directions from a fire station. The distance standards should be reduced if streets are narrow or in poor condition; if traffic, one-way streets, topography, railway crossings, waterways, or other unusual locational conditions may hinder response; or if other circumstances peculiar to the particular response district or municipality indicate that such a reduction is needed.

Objective No. 5 – Library Services

To provide a full range of library services to meet the social, educational, informational, and recreational needs of the residents of the Hartland area.

Principle

The provision of adequate library facilities and services are an important component of the necessary educational and recreational opportunities that should be accessible to every person residing within a library's service area to ensure the social well-being of an area. The public library is a vital component of a community's culture. It functions as a resource capable of enhancing understanding and promoting the community's well-being.

Standards

1. Community libraries should be planned, at a minimum, to meet the State's most current library standards, including those specified in *Wisconsin Library Building Project Handbook*, 1990; *Public Library Space Needs: A Planning Outline*, 1998; and *Wisconsin Public Library Standard (3rd Edition)*, 2000, published by the Wisconsin Department of Public Instruction.
2. A community library should have interlibrary resource and service exchange agreements with school, academic, and special libraries within its service area and with other systems in the Region, as well as access to the resources of State- and National-level libraries through the interlibrary network.

Objective No. 6 – Housing

To provide adequate location and choice of housing types for varied age and income groups of different size households and for persons with special needs.

Principle

Adequate choice in the type, size, cost, and location of housing units will assure equal housing opportunity. Proper maintenance, preservation, and, as necessary, rehabilitation of the Village's existing housing stock will help to continue to contribute to an adequate supply of sound housing.

Standards

1. Housing units in the Village of Hartland study area should be geographically well distributed and include a full range of housing types, sizes, and costs, including detached single-family homes, two-family homes, multi-family townhouses, multi-family apartments and condominiums, and housing for persons with special needs.
2. The supply of vacant and available housing units should be sufficient to maintain and facilitate ready housing consumer turnover. Vacancy rates 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 in a full range of housing types, sizes, and costs.
3. Residential densities in the Village of Hartland study area should generally be allocated as follows:
    a. Approximately 60 percent of the total housing units should consist of detached single-family dwelling units at densities of 5.4 units or less per net residential acre, or on lots 8,000 square feet or larger in size.
    b. 10 percent of the total housing units should consist of two-family dwellings at densities of 8.7 units or less per net residential acre.
    c. Approximately 30 percent of the total housing units should consist of multi-family dwellings at densities of 17.4 units or less units per net residential acre.
4. Important to the establishment of an adequate supply of sound housing is the continual need for preventive maintenance of existing housing units, and rehabilitation of deteriorating housing units undertaken as follows:
    a. Basically, sound housing units which have only minor defects[5] should be upgraded and maintained in proper condition to the maximum extent possible.
    b. Sound housing units which have major defects[6] should be repaired and rehabilitated and measures should be taken to eliminate or minimize future deterioration.
    c. Housing units which have deteriorated to the point of becoming a health or safety hazard for their occupants and which are not economically feasible to rehabilitate should be removed and replaced by decent, safe, and sanitary housing units.

Objective No. 7 – Economic Vitality of Commercial and Industrial Uses

To maintain the economic vitality of the Village Center and existing commercial and industrial areas.

Principle

The Village Center is a vital civic, business, and cultural center for the Hartland area, and the continual proper care of the Village Center and existing commercial and industrial areas will help to ensure a viable, long-term business environment.

Village Center Principle

A Village Center provides community-level commercial facilities and services, cultural facilities, and other public and quasi-public facilities and services in convenient proximity to residential areas, where there are inter- connecting streets, sidewalks, and bicycle facilities to ensure ready access.

Standards

1. The Village Center should be established as a compact location of community-level retail and service businesses and specialty stores with some buildings containing mixed-uses, with principal commercial uses located on the lower street level and secondary residential uses located on the upper level. Housing for the elderly should also be accommodated in the vibrant Village Center due to convenient proximity to services, active recreational opportunities, and passive enjoyment of daily activities in the Village Center and along the Bark River.
2. The Village should continue to capitalize on and improve development orientation towards the Bark River corridor as it extends through, and is an integral part of, the Village Center.
3. New community-level commercial facilities and services should be located close to the peak flow of traffic and pedestrians, where such facilities can be conveniently accommodated and, whenever possible, made easily accessible to adequate parking and transportation facilities and utilities.
4. The Village Center should continue as a pedestrian- and bicycle-friendly environment by providing sidewalks and bicycle facilities with other attractive streetscape amenities, including benches, sculptures, and bike stands, where buildings are constructed close to sidewalks and attractive streetscaping is provided to create a unique visual experience.
5. Underdeveloped land in the Village Center should be redeveloped to contribute to the maintenance of a compact relationship between land uses which would reinforce the overall level of convenience and accessibility to downtown businesses as a group. Compact and continuous development in the Center encourages economic vitality and fosters a positive image of the Village.

Commercial and Industrial Use Principle

The preventative maintenance, rehabilitation, and redevelopment of existing commercial and industrial areas are important to the economic vitality of the Village.

Standards

1. Buildings and accessory features, including landscaping and parking lots, which have only minor deterioration should be upgraded and maintained in sound condition to the maximum extent possible.
2. Buildings and accessory facilities which have significantly deteriorated should be repaired and rehabilitated and measures should be taken to eliminate or minimize future deterioration.
3. Buildings and accessory facilities which have deteriorated to the point of becoming a health or safety hazard for occupants and which are not economically feasible to rehabilitate should be considered for replacement with new development.

Objective No. 8 – Transportation System

To provide an integrated transportation system with a high aesthetic quality which, through its location, capacity, and design, will effectively serve travel demand generated by the existing and proposed land uses.

Principle

An integrated transportation system connects various land use activities in neighborhoods, communities, counties, and the Region, thereby providing the accessibility needed to support these activities. As a major feature of a community, transportation facilities should possess a high aesthetic quality with proper visual relation to the land- and cityscape to help preserve the beauty of the physical environment, which is conducive to the mental health and well-being of people.

Standards

1. Arterial streets and highways and supporting collector and land access streets should provide access not only to all land presently devoted to urban use but also to land planned for such use. All streets and highways in the Village of Hartland study area should be placed into one of the following functional classifications:

Minor Land-Access Streets
This subsystem provides access to and from individual building sites.

Collector Streets
This subsystem collects traffic from urban uses abutting land access streets and conveys it to arterial streets and/or activity centers.

Arterial Streets
This subsystem provides for the expeditious movement of through traffic into, out of, and within the community. Where possible, arterial streets should not be located through existing or planned residential neighborhoods.

2. Streets and highways in the Village of Hartland study area should be improved to cross-sections that are similar to the Village of Hartland's preferred cross-sections shown in Figure C-1 in the street design guidelines section of Appendix C.
3. The Village should support a regional transportation system plan which includes a mass transit element for the greater Milwaukee area.
4. Off-street parking and loading facilities should be located near the land uses which they are intended to serve.
5. Bicycle and pedestrian facilities should be provided as part of an overall transportation system to reduce air pollution, reduce energy consumption, encourage outdoor recreational pursuits, improve public health, reduce transportation cost, and provide for convenient travel between residential areas and shopping centers, schools, parks, and transit facilities. A community bicycle and pedestrian facilities plan should be based, in part, on the planning and design standards established for such facilities in SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006. Bikeways and pedestrian ways should:
    a. Be provided to connect residential areas with major activity centers and places of employment located within reasonable walking and biking distances of such areas as indicated in Chapter 4.
    b. Bicycle parking and storage facilities should be provided at all major activity centers.
    c. The bikeway system plan should be detailed in the Village of Hartland park and transportation system plans.
6. Transportation facilities have a significant impact on the visual character of a community and, therefore, should meet the following standards:
    a. Transportation facility construction plans should be developed using sound geometric, structural, and landscape design standards which consider the aesthetic quality of the transportation facilities and the areas through which they pass.
    b. Transportation facilities should be so located as to avoid or minimize disturbance of visually pleasing buildings, structures, historic sites, and natural features and to enhance, and avoid interference with, vistas to such features.

Objective No. 9 – Land Use Allocation

A balanced allocation of space to the various land use categories which meets the social, physical, and economic needs of the Hartland area, and which will result in a compatible and efficient arrangement of land uses.

Principle

The proper location and extent of commercial, educational, transportation, and recreational facilities are important determinants of the quality of urban life in the Hartland area, and should be designed to meet the needs of the current resident population, and any anticipated future demands.

Transportation and Utilities Principle

The transportation and public utility facilities and the land use pattern which these facilities serve, and support are mutually interdependent in that the land use pattern determines the demand for, and loadings upon, transportation and utility facilities; these facilities in turn, are essential to, and form a basic framework for, land use development.

Standards

1. Urban development should be located to make maximum use of the existing transportation and utility systems.
2. All lands developed or proposed to be developed for urban uses should be located in areas readily serviceable by extensions of the existing public sanitary sewerage system, and, preferably, within the gravity-drainage area of the system.
3. All land developed or proposed to be developed for urban uses should be located in areas readily serviceable by extensions of the existing public water-supply system.
4. Adequate stormwater-management facilities should be provided for all development.

Urban Uses Principle

The proper location of urban uses to land can avoid or minimize hazards and dangers to health, safety, and welfare and can maximize amenity and convenience in terms of accessibility to supporting land uses.

Standards

1. Facilities such as shopping centers, parks, schools, libraries, and other services should be situated so as to serve the largest population possible that the facilities are intended to serve. Sites for outdoor recreation facilities to serve neighborhoods and the community should be provided in accordance with the standards. Sites for shopping, education, employment, and transit facilities to serve neighborhoods and the community should be provided, in part, in accordance with the standards set forth in Chapter 4 also provides walking and bicycling travel distance standards that should be met for neighborhood and community services.
2. Urban residential uses should be located in well-planned neighborhood units served by centralized public sanitary sewerage and water supply facilities and contain, within reasonable walking and biking distances, necessary supporting local services such as parks, schools, and shopping areas. They should have reasonable access through the appropriate component of the transportation system to employment centers, community and major shopping centers, cultural and governmental centers, and secondary schools and higher educational facilities. Housing types should be provided pursuant to Objective No. 6 and at densities consistent with those shown in chapter 4.
3. Rural and suburban residential uses should have reasonable access through the appropriate component of the transportation system to local service uses; employment, commercial, cultural, and governmental centers; and primary and secondary educational facilities.
4. Retail and service commercial uses should be located in planned centers. Commercial development on each corner of an intersection should be avoided. Avoidance of four-corner commercial development will help prevent the creation of traffic hazards, such as conflicts with turning movements and conflicts between pedestrian and vehicular traffic. Sites for new neighborhood and community commercial facilities should be provided in accordance with the service radius standards set forth in Chapter 4.
5. Industrial uses should be located in planned industrial centers with access to arterial street and highway facilities and reasonable access through an appropriate component of the transportation system to residential areas. Industrial uses should be provided with adequate water supply, public sanitary-sewerage and stormwater-management facilities, and power supply, including natural gas and electricity.

Summary

This chapter presents the planning objectives chosen by the Village Plan Commission to express the physical development goals of the Village of Hartland and to guide the preparation of the Village comprehensive plan. These objectives, along with supporting principles, standards, and design guidelines, were based, in part, upon the results of two community surveys and the public participation process. Key findings include:

- A community survey indicated that most Village residents and business operators value its small-village character and precious natural resources. They prefer to grow somewhat larger in size but at a slower rate than the past few years; support single-family residential development and housing for the elderly but oppose new two- and multi-family residential development; support commercial development but not new industrial development; favored a Bark River greenway and additional parks, recreational facilities, and an interconnecting system of walkways, bikeways, and trails; and favored further improvements to the Village Center while establishing design standards for new intense urban developments.
- Nine planning objectives were formulated, with supporting principles and standards, intended to guide future planning and development. The objectives deal primarily with:
  - protection of the natural resource base provision of adequate recreational opportunities preservation of historic resources
  - provision of high-quality fire protection services provision of adequate library services
  - provision of an adequate variety of housing types
  - maintenance of the vitality of the Village Center and existing commercial and industrial areas provision of an integrated transportation system with a high aesthetic quality
  - allocation of various land uses
- Design guidelines were established for use by local officials to provide guidance to developers and to evaluate development and redevelopment proposals, including related site, landscaping, and building plans. These guidelines may also provide potential design ideas for improving the visual quality of the Village or provide potential solutions to design problems with respect to both urban design and site planning for the Village, including the Village Center.

CHAPTER 4 – AGRICULTURAL, NATURAL AND CULTURAL RESOUCES

The conservation and wise use of the agricultural, natural, and cultural resources of an area are vital to its sound development and to the continued ability of the area to provide a pleasant and habitable environment for life. While the existing agricultural, natural, and cultural resources may be limited, considerations should be made to assure that these assets are identified and considered throughout the development process. The incorporation of these resources into the plan development process help to create a future that includes a built and natural environment that are respectful of each other while providing resources to residents. A sound evaluation and analysis of the natural resource base is, therefore, particularly important to planning for the physical development of an area.

This chapter presents an inventory of the agricultural, natural, and cultural resources in and near the Village of Hartland study area and includes descriptive information regarding soils, topography, scenic overlooks, water resources, vegetation, wildlife habitats, natural areas, and park and open space sites. Environmentally sensitive natural resources such as hydric soils, lakes, streams, floodplains, wetlands, woodlands, steep slopes, and wildlife habitat, generally occur in elongated areas of the landscape and are interdependent. The wise use and preservation of one resource is critical to the continued existence of others. Areas of concentrated natural resources have long been delineated by the Regional Planning Commission (SEWRPC) and have become widely known as environmental corridors. The environmental corridors encompass those areas in which concentrations of recreational, aesthetic, ecological, and cultural resources occur, and which, therefore, should be preserved and protected in an essentially open, natural state.

The early identification of strengths and weaknesses related to agricultural, natural and cultural resources helped to inform the objectives and implementation actions for the future.

STRENGTHS

- There are significant natural areas within the Village and within close proximity
- Existing programs promote wellness, education, socialization, and recreation for all age groups
- On-going efforts to collaborate with community organizations and neighboring communities provide cultural and recreational programming
- Access to abundant potable water supplies
- The Village is rich in historic resources of State and National significance

WEAKNESSES

- Need for a space/facility to serve as a genuine Community Center
- Shortage of facilities in neighboring communities to accomplish or achieve programming objectives
- Structural conflicts exist between public schools community education objectives and programs, and Village sponsored programming. Inability to resolve programming conflicts with public schools or community educators objectives and programs
- Incomplete public utilization of open spaces
- Preservation of significant open spaces not designated for development

Soils

Soil properties exert a strong influence on the manner in which people use land. Soils are an irreplaceable resource, and mounting pressures upon land are constantly making this resource more and more valuable. A need exists, therefore, in any planning effort to examine not only how land and soils are presently used, but also how they can best be used and managed for future use. A soil survey of the Southeastern Wisconsin Region was completed in 1965 by the U.S. Department of Agriculture, Soil Conservation Service,

under contract to the Regional Planning Commission. The results of the survey are set forth in SEWRPC Planning Report No. 8, *Soils of Southeastern Wisconsin*, June 1966; and in five county reports subsequently published by the Soil Conservation Service. Soil survey information for the Village of Hartland study area is included in the *Soils Survey of Waukesha County*, published in June 1971. The soil survey data are definitive with respect to physical, chemical, and biological properties. The survey also includes interpretations of the soil properties for planning, engineering, agricultural, and resource conservation purposes.

The soils within an area should be used to influence a variety of development decisions, including the grading of a site, the height of a structure or the suitability for on-site utilities. These elements should all be considered and reviewed as development is proposed throughout the community. The suitability of the soils is a key component of utility services for new developments. All new development within the planning area is identified within the Village's planned sanitary sewer area, as described in Chapter 5, and therefore no new on-site sanitary disposal systems should be anticipated. However, the soil limitations of public sanitary service must also be considered. The 1966 soil data identifies portions of the study area that have limitations for residential development with connections to the public system. These limitations include soil properties such as high or fluctuating water tables, slow permeability rates, erodibility on slopes, and frost-heave potential. Careful planning should be conducted to ensure the efficient extension of public utilities, if development (residential or other) is considered in these areas.

Topography

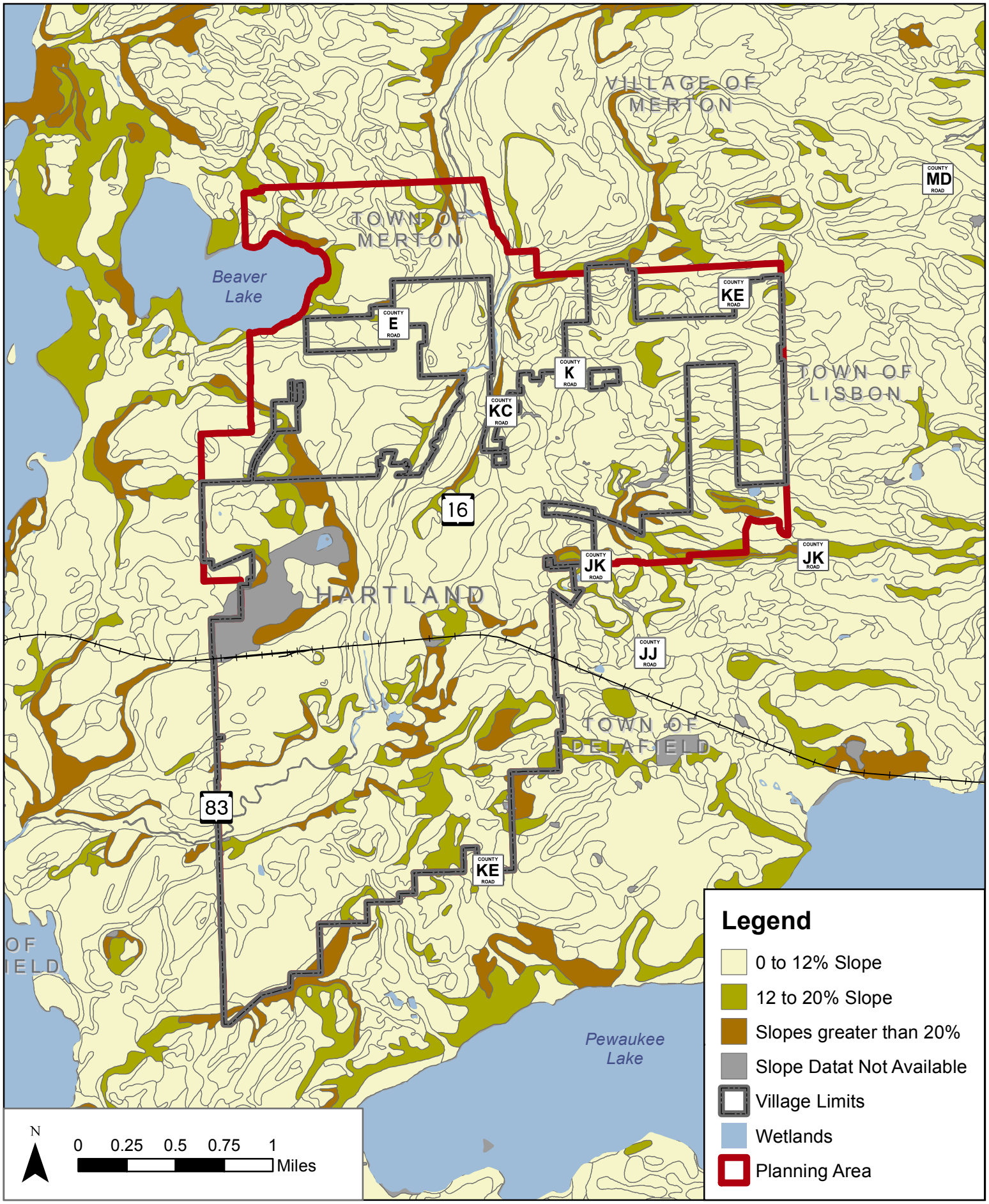
The topography or relative elevation of the land surface within the Village of Hartland study area has been determined by the configuration of bedrock geology and by the overlying glacial deposits. The topography of the study area shown in 10-ft. contour intervals, is depicted on Figure 8. Surface elevations range from a low of about 800 feet above mean sea level in the southeast part of the study area by Pewaukee Lake, to a high of more than 1,100 feet above mean sea level in the far northeast and southwest part. In general, the topography of the study area is level to gently rolling, with the low-lying areas associated with lakes, stream valleys, or wetland areas.

Slopes

Slope is an important factor in determining the practicable land use on a given parcel of land. Steep slopes are generally poorly suited for urban development and for most agricultural purposes, and therefore, should be maintained in natural cover for erosion control. Less severe slopes may be suitable for certain agricultural uses, such as pasture, and for certain urban uses such as carefully designed low density residential areas. Lands which are gently sloping or nearly level are best suited to agricultural production and to medium- and high-density residential, industrial, or commercial uses. It should also be noted that slope is directly related to water runoff and erosion hazards and, therefore, the type and extent of both urban and rural land uses should be carefully adjusted to the slope of the land. In general, slopes of 12 percent or more should be considered unsuitable for urban development and most types of agricultural land uses and, therefore, should be maintained in essentially natural, open uses. Urban development, if allowed on such slopes, would require careful planning and above average site- specific design and management.

Water Resources

Surface water resources such as lakes and streams and their associated floodplains, form a particularly important element of the natural resource base of the Village of Hartland study area. The contribution of these resources, including groundwater, is immeasurable to the economic development, recreational activity, and aesthetic quality of the Hartland area. Water resources throughout the planning area are identified in Figure 9 and are described in the following pages.

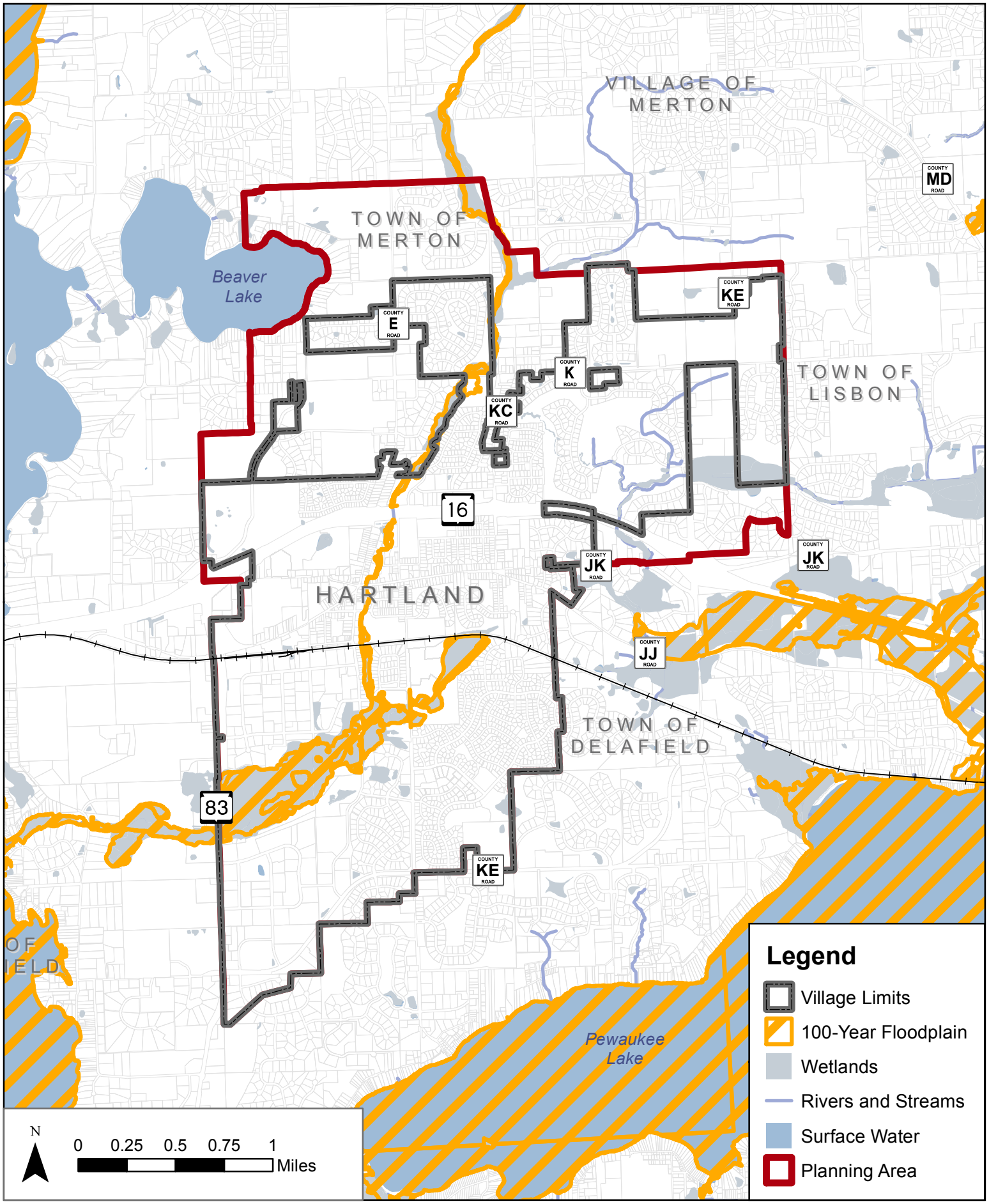


Village Topography - Existing Slopes

Figure 8

Village of Hartland - Comprehensive Plan

Village of Hartland



Water Resources

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 9

The planning area is located within two watersheds, the Rock River and Fox River watersheds, which are part of the larger Mississippi River drainage system. As shown on Figure 10, these watersheds can be divided into sub watersheds, which include the Pine Lake, Bark River, Pewaukee Lake, and Scuppernong Creek subwatersheds. The Village of Hartland is located mostly within the Bark River subwatershed which is part of the larger Rock River watershed. For stormwater management planning purposes, all of the subwatersheds may be further subdivided into individual drainage areas, termed subbasins.

Surface Water

Surface water resources, consisting of streams, rivers, lakes, and associated floodplains, form an important element of the natural resource base. Lakes and rivers constitute a focal point for water-related recreational activities, provide an attractive setting for properly planned residential development, and, when viewed in the context of the total landscape, greatly enhance the aesthetic quality of the environment. Lakes and rivers are, however, readily susceptible to degradation through improper land use development and management. Water quality can be degraded by excessive pollutant loads, including nutrient loads, from malfunctioning and improperly located onsite sewage-disposal systems; sanitary sewer overflows; urban runoff, including runoff from construction sites; and careless agricultural practices. The water quality of lakes and rivers may also be adversely affected by the excessive development of riverine areas and the inappropriate filling of peripheral wetlands, which removes valuable nutrient and sediment traps while adding to nutrient and sediment sources.

Lakes

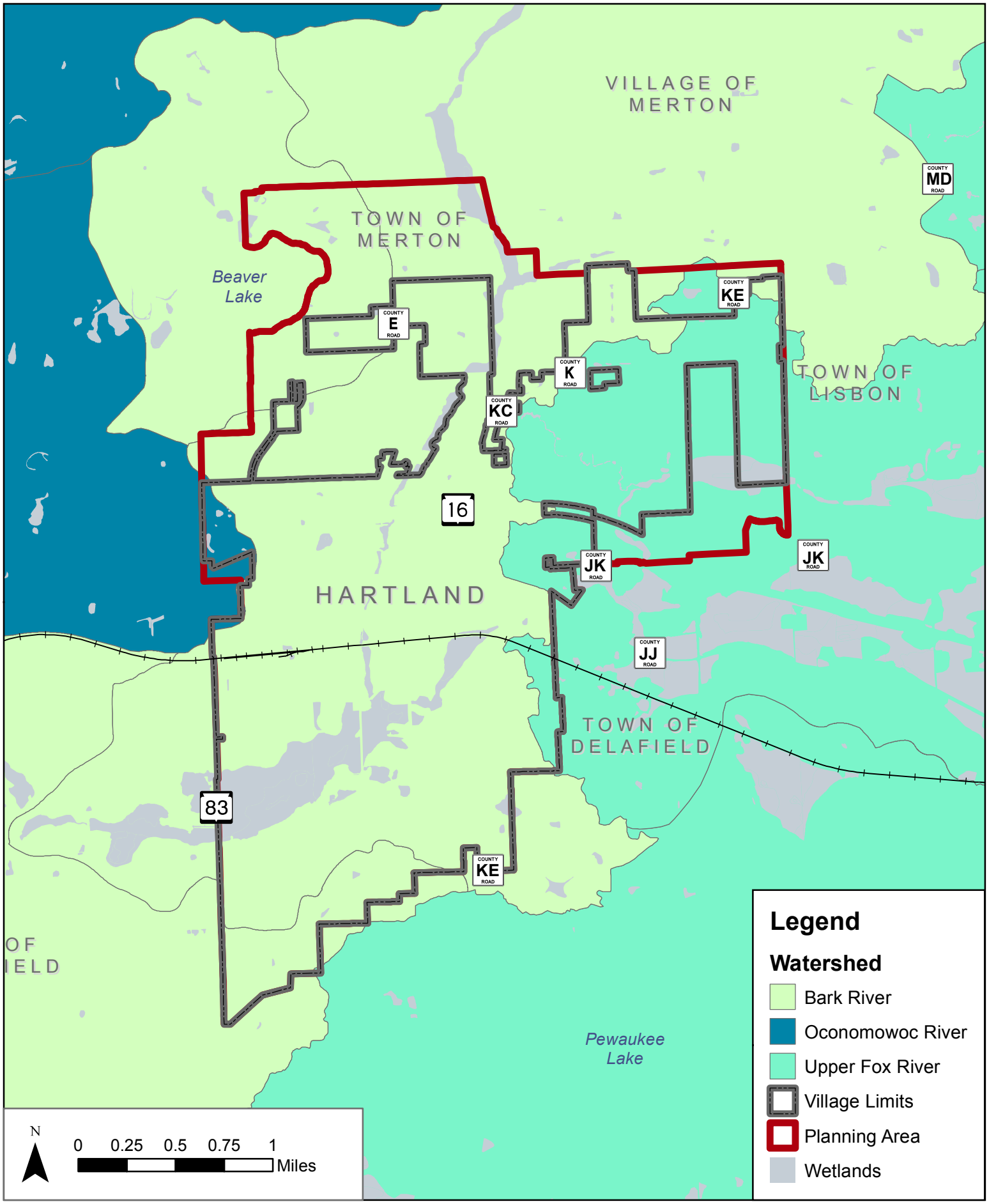
Lakes have been classified by the Regional Planning Commission as being either major or minor. Major lakes have 50 acres or more of surface water area, and minor lakes have less than 50 acres of surface water area. As indicated in Figure 9, there are four major lakes in the region, Beaver, Nagawicka, Pine, and Pewaukee Lakes. The total combined surface water area of these lakes, which includes surface water area outside the study area, is about seven square miles. The portion of the surface water area of the four lakes within the study area is approximately 3.3 square miles. The Village of Hartland is bounded on the south and northwest by these four lakes which provided Village residents readily accessible areas for water-oriented recreation and a pleasant aesthetic setting. Continued growth and development in the study area should be accomplished in a manner that preserves and enhances the natural beauty and environmental quality of these major lakes.

Rivers and Streams

Rivers and streams classified as perennial or intermittent exist within the study area as indicated on Figure 9. Perennial streams are defined as watercourses which maintain, at a minimum, a small continuous flow throughout the year except under unusual drought conditions. Intermittent streams are defined as watercourses which do not maintain a continuous flow throughout the year. A total of approximately 15.8 linear miles of perennial and intermittent watercourses exist within the planning area, including the Bark River that flows through the Village of Hartland. Of this total, about 7.6 linear miles, or about 48 percent, are perennial watercourses, and the remaining 8.2 lineal miles, or about 52 percent, are intermittent watercourses.

Wetlands

Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration that is enough to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally occur in depressions and near the bottom of slopes, particularly along lakeshores and stream banks, and on land areas that are poorly drained. Wetlands may, however, under certain conditions, occur on slopes and even hilltops.



Watersheds

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 10

Wetlands are generally poorly suited for most agricultural or urban purposes. Wetlands, however, have important recreational and ecological values. Wetlands contribute to flood control and water quality enhancement, since such areas naturally serve to store excess runoff temporarily, thereby tending to reduce peak flows and to trap sediments, undesirable nutrients, and other water pollutants. Wetlands may also serve as groundwater recharge and discharge areas. Additional important natural functions of wetlands include the provision of breeding, nesting, resting, and feeding grounds and predator escape cover for many forms of wildlife. In view of these important functions, continued efforts should be made to protect these areas by discouraging wetland draining, filling, and urbanization. The latter can be particularly costly in both monetary and environmental terms. Wetlands in the study area, as shown on Figure 9, with the largest concentrations of wetlands in the planning area occurring adjacent to intermittent streams and the Bark River.

Floodplains

The floodplain of a river or stream include the wide, gently sloping areas contiguous to, and usually lying on both sides of, the river or stream channel and the channel itself. For planning and regulatory purposes, floodplains are normally defined as the areas subject to inundation by the 100-year recurrence interval flood event. This is the flood event that has a one percent chance of occurring in any given year. Floodplain areas are generally not well suited to urban development, not only because of the flood hazard, but also because of the presence of high-water tables and, generally, of soils poorly suited to urban uses. The floodplain areas, however, generally contain important elements of the natural resource base such as high-value woodlands, wetlands, and wildlife habitat and, therefore, constitute prime locations for needed park and open space areas. Every effort should be made to discourage indiscriminate and incompatible urban development on floodplains, while encouraging compatible park and open space uses. Figure 9 shows the approximate location and extent of areas lying within the 100-year recurrence interval flood hazard area, or floodplain, in the study area for those areas in which floodplain studies have been conducted.

Groundwater Resources

An adequate supply of high-quality groundwater is essential if used for domestic consumption. Like surface water, groundwater is susceptible to depletion and deterioration. The available quantity of groundwater can be reduced by the loss of recharge areas, excessive or overly concentrated pumping, and changes in ground cover. In addition, groundwater quality is subject to degradation from onsite sewage-disposal systems, surface water pollution, improper agricultural practices, and inadvertent spills or leakage of pollutants at or below the land surface. An understanding of the relationship between groundwater resources and proper comprehensive planning is, therefore, important to prevent future development from adversely affecting the availability and quality of groundwater.

Groundwater within the Hartland area is available from two main water-bearing geologic units. The upper unit includes shallow limestone, referred to as the Niagara or dolomite aquifer, and overlying glacial deposits, referred to as the sand and gravel aquifer. These two interconnected aquifers are often called collectedly the “shallow aquifer.” Separated from the shallow aquifer by a relatively impervious barrier, the Maquoketa shale formation, is a deeper sandstone aquifer commonly referred to as the “deep aquifer.” The aquifer systems in the Hartland area are complex since the area is on or near the western limits of the limestone or dolomite aquifer and the Maquoketa shale. Thus, a portion of the area may have the sand and gravel formation as the only component of the shallow aquifer. In addition, the Maquoketa shale layer may be absent and not underlie the more westerly portion of the Hartland area. The area where the shale is absent is the beginning of the recharge area for the deep sandstone aquifer since precipitation and surface water can migrate downward through the shallow aquifer into the deep sandstone formations.

Water table levels within the shallow aquifer vary seasonally and with topography. Properly constructed wells can obtain adequate yields of groundwater from the shallow aquifer in most portions of the study area.

The deep sandstone aquifer can yield large quantities of groundwater suitable for municipal water supply purposes. Adequate yields of groundwater from the overlying sand and gravel aquifer are available in the Hartland area, and this aquifer is used exclusively as a water supply source. While the deep sandstone aquifer is not used by the Village of Hartland, it is used extensively by other Waukesha County communities.

Woodlands

Under good management, woodlands can serve a variety of beneficial functions. In addition to contributing to clean air and water and regulating surface water runoff, the woodlands contribute to the maintenance of a diversity of plant and animal life. Unfortunately, woodlands which required a century or more to develop can be destroyed through mismanagement in a comparatively short time. The destruction of woodlands, particularly on hillsides, can contribute to increased stormwater runoff and soil erosion, the siltation of lakes and streams, and the destruction of wildlife habitat. Woodlands should be maintained for their scenic, wildlife habitat, open space, educational, recreational, and air and water quality protection values.

Wildlife Habitat

Wildlife in the Village of Hartland study area include species such as rabbit, squirrel, woodchuck, raccoon, fox, whitetail deer, pheasant, and water fowl. The remaining wildlife habitat areas provide valuable recreation opportunities and constitute an invaluable aesthetic asset to the study area. The spectrum of wildlife species has, along with the habitat, undergone tremendous alterations since settlement by Europeans and the subsequent clearing of forests and draining of wetlands for agricultural purposes and urban development.

Wildlife habitats in the study area generally occur in association with existing surface water, wetland, or woodland resources. While these areas are monitored and reviewed during the development review process, considerations should also be made for the connectedness of these areas, allowing for wildlife to travel throughout the Village and surrounding region.

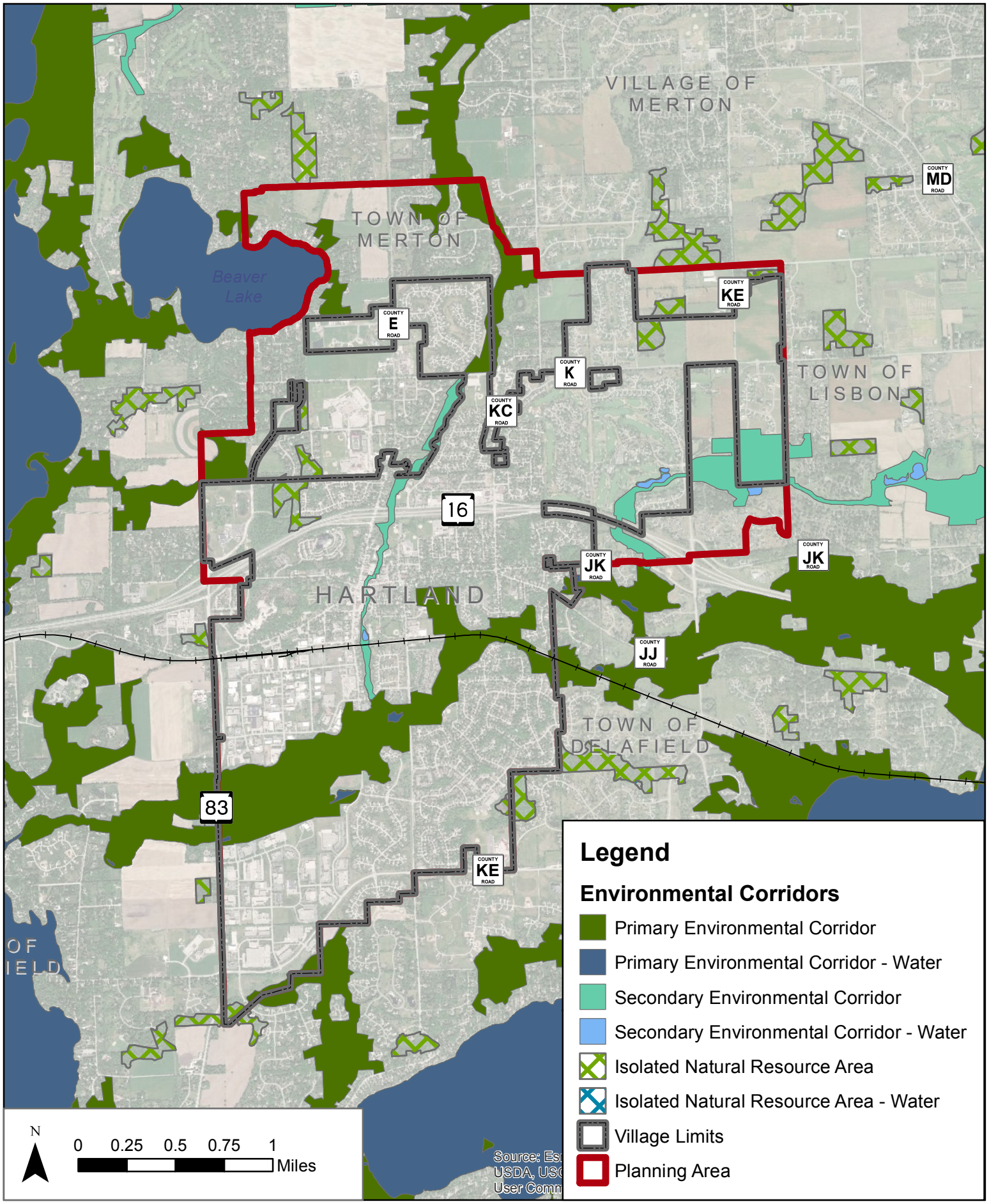
Resources-Related Elements

Many of the natural resources within the community contribute an active or passive recreational value to the Village and its residents. The Village's Comprehensive Outdoor Recreation Plan provides an assessment of these areas and plans for future preservation and improvements within the areas. This plan, which was updated concurrently with this Comprehensive Plan, is updated every five years and should be reviewed as development decisions are considered.

Environmental Corridors

Environmental corridors are elongated areas in the landscape that encompass concentrations of recreation, aesthetic, ecological and cultural resources. These corridors generally include one or more of the natural resource base elements discussion previously in this chapter. Environmental corridors have been identified throughout the Village and the planning area, and coordinate with regional planning efforts. These corridors and natural areas should be reviewed on a regular basis to ensure changes from development or other factors are adjusted.

The location of environmental corridors and other isolated natural resource areas within the planning area are shown on Figure 11. The essentially linear corridors represent a composite of the best remaining elements of the natural resource base in the study area and have immeasurable environmental and recreational value. Preservation of the primary environmental corridors, and careful consideration of preserving secondary environmental corridors and isolated natural resource areas, in an essentially open, natural state - including compatible park and open space uses and rural-density residential uses - will serve to maintain a high level of environmental quality in the area, protect the natural beauty of the area,



Village of Hartland

Environmental Corridors - 2015

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 11

and provide valuable recreation opportunities. Preservation techniques may avoid the creation of serious and costly environmental and developmental problems such as flood damage, poor drainage, wet basements, failing pavements and other structures, excessive infiltration of clear waters into sanitary sewers, and water pollution.

Primary Environmental Corridors

Primary environmental corridors are by definition at least 400 acres in size, two miles long, and 200 feet wide. These corridors include lakes, streams, wetlands, woodlands, steep slopes, natural areas, and wildlife habitats. About 6.6 square miles, of which half is related surface water area, or about 27 percent of the study area, were encompassed within the primary environmental corridors shown on Figure 11. These corridors are mostly associated with four major lakes and are located along perennial and intermittent streams, including the Bark River. The protection of primary environmental corridors from intrusion by incompatible urban uses, and thereby from degradation and destruction, should be one of the principal objectives of a local comprehensive plan.

Secondary Environmental Corridors

While secondary corridors may have many of the same qualities as primary corridors, they are smaller in size. Such corridors are by definition at least 100 acres in size and one mile long, except when they serve to connect primary environmental corridors, and often contain remnant resources from former primary environmental corridors which have been developed for intensive agricultural or urban land uses. As shown on Figure 11, about 0.4 square mile, or about two percent of the study area, is encompassed within secondary environmental corridors. Secondary environmental corridors in the Village of Hartland study area are mostly located along streams and include wetlands associated within these streams. Secondary environmental corridors facilitate surface water drainage, maintain “pockets” of natural resource features, and provide for the movement of wild- life, as well as for the movement and dispersal of seeds for a variety of plant species. Such corridors should be preserved in essentially open natural uses as urban development proceeds within the study area, particularly when the opportunity is presented to incorporate them into urban stormwater detention areas, associated drainageways, and parks and open space sites.

Isolated Natural Resource Areas

In addition to the environmental corridors, other small concentrations of natural resource base elements exist within the study area. These elements are isolated from the corridors by urban development or agricultural uses and, although separated from the environmental corridor network, may have important residual natural values. Isolated natural features may provide the only available wildlife habitat in an area, provide good locations for local parks and nature study areas, and lend aesthetic character and natural diversity to an area. Important isolated natural resource areas within the Village of Hartland study area include a geographically well distributed variety of isolated wetlands, woodlands, and wildlife habitat. These areas encompass about 0.5 square mile, or about 2 percent of the study area. These areas should be protected and preserved in a natural state whenever possible. Isolated natural resource areas at least 200 feet wide and five acres or greater in size are shown on Figure 11.

Environmental Corridor and Open Space Task Force

The Village of Harland Environmental Corridor and Open Space (ECOS) Task Force was established in 2016 in response to community engagement related to the degradation of these natural areas. The ECOS Task Force is charged with reviewing the identified environmental corridors throughout the community and identifying opportunities for preservation or enhancement of these resources. The work of the task force is set forth to meet four primary objectives:

1. Natural Resource Protection - Protect the underlying and sustaining natural resource base to enhance the social and economic well-being and environmental quality of the Hartland area.

2. Recreational Use - Provide residents of the Hartland area a wide range of educational and recreational opportunities in areas that have high environmental, scenic, and wildlife habitat value.
3. Community Benefit - Ensure the maintenance of natural resources that provide value by reducing flood damage, replenishing drinking water supplies, stabilizing steep slopes, reducing soil erosion, and providing clean air.
4. Quality of Life – Provide an environmental amenity to the community that supports community engagement and involvement, a sense of community pride, and improves the overall quality of life in the Village of Hartland.

The ECOS Task Force created the Environmental Corridor and Open Space Taskforce Report outlining recommendations for improvements, enhancement or actions for the management of these natural areas. This document was approved by the Village Board in 2017. The recommendations should be considered an incorporated into long-range planning considerations and implementation actions.

General Development Guidelines

These environmental corridors have been identified for the resources that they provide the community. Therefore, impacts to these areas should be carefully reviewed and considered as development is reviewed and proposed. The following guidelines should be considered related to proposals within or near environmental corridors.

- **Transportation and Utility Facilities** – All transportation and utility facilities proposed to be located within important natural resources will be evaluated on a case-by-case basis to consider alternative locations for such facilities. If it is determined that such facilities should be located within natural resources, development activities will be sensitive to, and minimize disturbance of these resources and, to the extent possible, such resources will be restored to the preconstruction condition.

- **Residential Development in Environmental Corridors** – All residential development proposed to be located within important natural resources will be evaluated on a case-by-case basis to consider alternative locations for such development. Limited residential development may be accommodated in upland environmental corridors, if buildings are kept off steep slopes. The maximum number of housing units, accommodated at a proposed development site within the environmental corridor, may be determined by dividing the total corridor acreage within the site, less the acreage covered by surface water, floodplains and wetlands, by five. The permitted housing units may be in single-family structures. When rural residential development is accommodated, conservation subdivision designs are strongly encouraged to locate development outside the corridor while maintaining an overall development density of no more than one dwelling per five acres.

  Single-family development on existing lots of record will be permitted as provided for under county or local zoning at the time of adoption of the land use plan.

- **Other Development** – In lieu of recreational or rural density residential development, up to ten percent of the upland corridor area in a parcel may be disturbed in order to accommodate urban residential, commercial, or other urban development under the following conditions: 1) the area to be disturbed is compact rather than scattered in nature; 2) the disturbance is located on the edge of a corridor or on marginal resources within a corridor; 3) the development does not threaten the integrity of the remaining corridor; 4) the development does not result in significant adverse water quality impacts; and 5) development of the remaining corridor lands is prohibited by a conservation easement or deed restriction. Each such proposal must be reviewed on a site-by-site basis.

  Under this arrangement, while the developed area would no longer be part of the environmental corridor, the entirety of the remaining corridor would be permanently preserved from disturbance. From a resource protection point of view, preserving a minimum of 90 percent of the environmental

corridor in this manner may be preferable to accommodating scattered homesites and attendant access roads at an overall density of one dwelling per five acres throughout the upland corridor areas.

- **Pre-Existing Lots** – Single-family development on existing lots of record should be permitted as provided for under county or local zoning at the time of adoption of the land use plan or on lands with the Primary Environmental Corridor amended through adopted sewer service plans.

  All permitted development presumes that sound land and water management practices are utilized.

Historic Resources

The preservation of historic places is intended to help ensure that the historic heritage of a community is protected and enhanced over time. Historic preservation planning recognizes that historic places are valuable resources whose damage or loss would be detrimental to the community. The key elements of an effective historic preservation planning effort include: 1) a thorough survey of historic resources, 2) community support for historic preservation, and 3) integration of historic preservation planning into the comprehensive community planning process. The principal means of implementing historic preservation plans include a local landmark or historic preservation commission created by municipal ordinance; a zoning ordinance with specific districts and district regulations for protecting historic sites and structures; and a demolition control ordinance. These principal means may be supplemented using easements and taxation policies.

The importance of historic preservation planning assumes that the historic resources of a community are valuable and should be carefully considered in planning for community development and redevelopment. Historic preservation can help to maintain the unique identity of a community, especially within a community's "downtown" area, in a time when many factors tend to create a national homogeneity in the environment. Other benefits of historic preservation include promoting tourism, increased real estate values and municipal tax revenues, managing decay in declining areas, creating community pride, and conserving cultural resources. Despite these potential benefits, other forces such as economics, public attitudes, and existing laws can sometimes work against historic preservation. Through proper planning, however, the impediments to historic preservation can be reduced.

To be most effective, historic preservation planning for communities such as the Village of Hartland should be integrated into the overall community planning process. As an integral part of the total planning process, historic preservation can be considered in addition to all the other needs and goals of the community, thereby affording such preservation equal consideration with other planning issues. In this way, historic preservation can become an issue of continuing concern and can be built into the ongoing development and redevelopment decision-making process of the community.

Existing Historic Preservation Inventory

Previous inventories have been completed to identify the historic and cultural resources within the Village and recognize the importance of historic preservation. The most recent detailed inventory for the Village was completed in 1985 through the *A Thematic Historic and an Intensive Survey of Historic Resources.* The survey provides a listing of the architectural and historic sites in the Village, including historical information for many selected sites in the inventory, with maps showing the location of a recommended historic district encompassing many of the most significant historic sites. The report may be further used to increase public and private sector awareness of the Village's historic and architectural heritage.

The inventory is intended to provide a basis for nominating significant sites and buildings for inclusion on the National Register of Historic Places, a mark of special status. If registered, such status would help protect the places from encroachment by State and Federal facilities development projects and may qualify for

State and Federal tax incentives and Federal matching grants, when available, for research, restoration, acquisition, or stabilization. Any city or village containing property listed on the National or State Registers of Historic Places must enact a historic preservation ordinance to protect and preserve such resources. The survey document inventories and describes the historic places and buildings in a given area and identifies some of them as potentially eligible for listing in the National Register of Historic Places. The reconnaissance survey cards and the intensive survey forms used to conduct the inventory contain pertinent information about the sites and buildings within a recommended historic district, such as location, ownership, building site, construction and geographic data, historic significance, and major historic and bibliographic references. These data can be drawn upon when establishing historic preservation-related zoning districts, when making decisions regarding property identified as having historic value, or when making improvements in the historic district.

Approximately 175 properties and sites within the Village were surveyed. Seventeen buildings and a historic district containing 33 dwellings were identified as eligible for nomination to the National Register of Historic Places, as shown in Table 12. The East Capitol Drive Historic District and 13 of the 17 buildings were officially nominated and accepted into the National Register of Historic Places and the Wisconsin State Register of Historic Places. In addition, a historic place referred to as the Beaumont Hop House (1863-65), located in the Town of Merton within the study area, is also included in the National and State Registers. In 1995 the Village of Hartland adopted a Historic Preservation Ordinance, administered by the Village of Hartland Architectural Board, to safeguard the significant historic resources in the Village of Hartland. The large number of identified historic places in the Village of Hartland and the high concentration of such historic places in and near the Village Center indicate that the area is rich in historic resources that should be protected for the present as well as future generations.

Table 12: Historic Places and Districts

Name	Location	Date	Architectural Style
Village of Hartland Well No.1	614 W. Capitol Drive	1933	Utilitarian
Dansk Evangelical Lutheran Kirke †	400 W. Capitol Drive	1910	Gothic Revival
Zion Evangelical Lutheran Church †	403 W. Capitol Drive	1910	Gothic Revival
Trapp Filling Station †	252-256 W. Capitol Drive	1922	Tudor Revival
Bank of Hartland †	112 E. Capitol Drive	1894, 1930	Georgian Revival
Sign of the Willows †	122 E. Capitol Drive	1923	Tudor Revival
First Congregational Church †	214 E. Capitol Drive	1923	Gothic Revival
Stephen Warren House †	235 E. Capitol Drive	1855	Greek Revival
Burr Oak Tavern †	315-317 E. Capitol Drive	1853-55	Greek Revival
Harold Hornburg House †	213 Warren Street	1928	Tudor Revival
Village of Hartland –Municipal Gas Plant	134 Cottonwood Avenue	1906	Commercial Vernacular
Sarah Belle Van Buren House †	128 Hill Street	1891-94	Vernacular
Harold Van Buren House	136 Hill Street	1934	Craftsman Bungalow
Jackson House †	235 North Avenue	1935-36	Tudor Revival
Ralph C. Bailie House †	530 North Avenue	1932	Spanish Colonial Revival
Hartland Railroad Depot †	301 Pawling Avenue	1879	Italianate
East Capitol Drive Historic District			

Name	Location	Date	Architectural Style
Residential Home	337 E. Capitol Drive	1890s	Queen Anne
Dr. Henry G.B. Nixon House	338 E. Capitol Drive	1893-95	Queen Anne
Residential Home	345 E. Capitol Drive	1946	Vernacular
Otto H. Willis House	400 E. Capitol Drive	1916	Bungalow
Hamilton E. Salsich	407 E. Capitol Drive	1897	Queen Anne
Salisch Carriage House	409 E. Capitol Drive	1897	Queen Anne
Gertrude Parker House	416 E. Capitol Drive	1921	Bungalow
Charles Wittenberg House	424 E. Capitol Drive	1926	Spanish Colonial Revival
Goodwin House	425 E. Capitol Drive	1859-66	Vernacular
Mark W. Rowell House	432 E. Capitol Drive	1923	Vernacular
Joseph Feix House	435 E. Capitol Drive	1933	Tudor Revival
Residential Home	504/506 E. Capitol Drive	1911	Vernacular
Dr. Edwin G. Benjamin House	511 E. Capitol Drive	1854	Vernacular
Residential Home	512 E. Capitol Drive	Early 1900s	Vernacular
George Pynn House	515 E. Capitol Drive	1907	Dutch Colonial Revival
Residential Home	518 E. Capitol Drive	Early 1900s	Vernacular
Residential Home	521 E. Capitol Drive	1955	Vernacular
Residential Home	524 E. Capitol Drive	1910s	Bungalow
Residential Home	527 E. Capitol Drive	1890s	Queen Anne
Residential Home	530 E. Capitol Drive	Early 1900s	Vernacular
Residential Home	533 E. Capitol Drive	1910s	Bungalow
Residential Home	543 E. Capitol Drive	1880-90	Italianate
Residential Home	544 E. Capitol Drive	1890s	Queen Anne
August Schraudenbach House	551 E. Capitol Drive	1907	Queen Anne
Residential Home	552 E. Capitol Drive	1880-90	Italianate
Residential Home	558 E. Capitol Drive	1890s	Queen Anne
Residential Home	563 E. Capitol Drive	1850	Vernacular
Oliver Frisbee House	600 E. Capitol Drive	1883-90	Italianate
Residential Home	606 E. Capitol Drive	Early 1900s	Vernacular
Residential Home	607 E. Capitol Drive	Early 1900s	Vernacular
Residential Home	614 E. Capitol Drive	1890-1910	Italianate
Joseph Counsell House	628 E. Capitol Drive	1887-91	Italianate
Residential Home	702 E. Capitol Drive	1891-97	Queen Anne

†Listed in both the National and Wisconsin State Registers of Historic Places.

Summary

If the Comprehensive Plan is to constitute a sound and realistic guide for making decisions concerning the physical development of the Village and environs, then pertinent Agricultural, Natural, and Cultural resources must be given careful consideration when judging the merits of land use development proposals. This chapter has presented a description of the aspects of the Agricultural, Natural, and Cultural resources within the developed environment of the Village of Hartland. The most important findings are as follows:

- Soil limitations for various urban and nonurban uses are an important consideration in any sound comprehensive planning effort. Onsite investigations are essential to determine whether a specific tract of land is suitable for development to be served by an onsite sewage-disposal system.
- The study area is located within the Rock River and Fox River watersheds, which are part of the larger Mississippi River drainage system. The Village of Hartland is located mostly within the Bark River subwatershed which is part of the larger Rock River watershed. The major surface water resources in the study area include the Bark River and Beaver, Nagawicka, Pine, and Pewaukee Lakes. About 3.3 square miles, or 14 percent of the study area, is known to lie within the 100-year recurrence interval floodplain.
- The study area includes significant natural resources. The planning area includes wetland areas, woodlands, and wildlife habitat areas. The planning area includes five sites identified as natural areas under criteria established by the Wisconsin Natural Areas Preservation Council, two sites identified as significant geological sites, and six sites identified as critical aquatic habitats.
- Other natural resource related elements that exist in the study area include 38 scenic overlooks, four miles of the 75-mile Kettle Moraine Scenic Drive, five miles of the planned 1,000-mile Ice Age National Scenic Trail, four miles of the 17-mile Lake Country Trail, and 36 park and open space sites. The Village of Hartland owns ten public outdoor recreation sites which provide residents with a variety of recreational facilities from play apparatuses to baseball diamonds.
- The best remaining natural resource features in the Village of Hartland study area, as in other parts of the Southeastern Wisconsin region, occur in linear concentrations in the landscape and are referred to as environmental corridors. Primary environmental corridors in the study area are primarily associated with the Bark River and four major lakes.
- The large number of historic buildings, especially in and near the Village Center, indicates that the Village is rich in historic resources. The Village contains 17 significant historic buildings and a historic district consisting of 33 dwellings. Thirteen of the 17 buildings and the district, East Capitol Drive Historic District, are listed on both the National and Wisconsin State Registers of Historic Places.

CHAPTER 5 – COMMUNITITY FACILITIES

The community facilities account for the elements of the built environment that contribute to the quality of life of Village residents, similar to the natural resources described in Chapter 4. Specifically, this chapter presents information on community facilities, and public utilities. This detailed information regarding related aspects of the built environment is essential to the preparation of a sound comprehensive plan. Long-range and capital improvement planning for the utility systems and municipal buildings should be referenced regarded specific capacity and implementation planning.

This element of the comprehensive plan was created by identifying the strengths, concerns, and weaknesses related to Community Facilities and Utilities in the Village of Hartland. The Plan Commission, Village staff, and planning consultant evaluated the following list of items to gauge the impacts of Community Facilities and Utilities within the community.

STRENGTHS

- The County operates a central communication center for police, fire, and emergency response. The Village of Hartland can become a part of the County's central communication center for dispatching emergency calls.
- The Village has its own municipal police department that protects its citizens and renders support to neighboring communities. In return they can receive support from the Waukesha County Sheriff's Department, and the Wisconsin State Patrol. Thirty fire departments operate 51 fire stations within the County.
- The Village has its own municipal sanitary sewer system facility which has adequate capacity to serve all property owners of the Village should it be required.
- The Village has a well-planned sewer service area to allow for higher density development and adequate services for residential and business growth.
- The Village has availability of a high-quality water source.
- The Village has an established and well recognized recycling program.
- The Village has an excellent public-school system and several districts are state and nationally recognized for their performance.
- Seven schools serve the residents of the Village and these exceptional educational institutions are a major reason why families are attracted to the Village.
- Private electric, gas, phone and cable systems are in place to meet projected Village growth

WEAKNESSES

- Businesses compete in a global environment and it is very important to make certain that all new business parks are built with the necessary infrastructure including adequate municipal sewer and water capacity, fiber optics and wireless infrastructure.
- Public waste treatment and private on-site sewage systems do not have the capability to filter out pharmaceutical waste, which eventually ends up in surface and groundwater.

Utilities

Utility systems are one of the most important elements influencing community growth and development. Urban development today is highly dependent on these utility systems, which provide the individual user with power, light, communication, heat, water, and sanitary sewer service. Information about these utilities is essential to any comprehensive planning effort.

Water Quality Management Plans

The regional water quality management plan is intended to provide recommendations to help meet a Federal mandate that the waters of the United States be made, to the extent practical, "fishable and swimmable." The findings and recommendations of the water quality management planning program for Southeastern Wisconsin are described in the 2013 amendment to the, *Regional Water Quality Management Plan for Southeastern Wisconsin, adopted by SEWRPC*. The regional water quality management plan consists of a land use and sanitary sewer service area element, a point water pollution abatement element, a nonpoint water pollution abatement element, a wastewater sludge management element, and a water quality-monitoring element. The adopted regional water quality management plan includes recommended sanitary sewer service areas attendant to each recommended sewage treatment facility in the Region. These initially recommended sanitary sewer service areas were based upon the urban land use configuration identified in the regional land use plan. As such, delineation of the areas was necessarily general, and did not reflect more detailed local planning considerations. Accordingly, the plan recommends that each community served by public sanitary sewerage facilities refine and detail sanitary sewer service areas for their area.

The Village of Hartland adopted a plan designating the Hartland sanitary sewer service area tributary to the Delafield-Hartland Water Pollution Control Commission (Dela-Hart) sewage treatment plant. The plan is documented in SEWRPC Community Assistance Planning Report No. 93, *Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin*, April 1985, and amendments thereto. Other refined sanitary sewer service areas located within the study area include the Delafield-Nashotah Sanitary Sewer Service Area, which is also tributary to the Dela-Hart sewage treatment plant, as documented in SEWRPC Community Assistance Planning Report No. 127, *Sanitary Sewer Service Area for the City of Delafield and the Village of Nashotah and Environs, Waukesha County, Wisconsin*, November 1992, and amendments thereto, and the Pewaukee Sanitary Sewer Service Area as documented in SEWRPC Community Assistance Planning Report No. 113, *Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin*, June 1985, and amendment thereto. Figure 12 shows the portions of these adopted planned sanitary sewer service areas that lie within the Village of Hartland planning area.

Sanitary Sewer System

The Hartland sanitary sewer service area comprises over 2,000 acres, covering a majority of the planning area. Portions of the planning area that are currently located within the Town of Lisbon are not included within a sanitary service area. Most residences and all institutional and business operations within the Village of Hartland were served by public sanitary sewer. The Village's system also extends outside its corporate limits to Arrowhead High School to the north in the Town of Merton, and to the Country-Aire Apartments located southeast of the intersection of Hill Street and Palmer Drive in the City of Delafield. The Village sewage system consists of five lift stations and a network of trunk, main, and lateral sewers.

The Village of Hartland sewer system is tributary to the Delafield-Hartland Water Pollution Control Commission (Dela-Hart) Town of Summit sewage treatment plant, which also serves the City of Delafield, Village of Nashotah, and certain areas in the Town of Delafield. The Dela-Hart sewerage system also includes the major trunk sewer system which conveys sewage to the sewage treatment plant located at 416

Butler Drive in the City of Delafield. The plant is designed to treat an average daily flow of approximately 2.2 million gallons of wastewater per day on an average annual basis.

Water Supply System

Similar the sanitary sewer service area, the existing public water service area totals over 2,000 acres within the planning area. Most residents and all businesses and institutions are connected to the public water supply system within the Village of Hartland. The Village also extended such services outside its corporate limits to Arrowhead High School and to Wee Know School and an adjacent residence located west of STH 83 in the City of Delafield.

The water system is served by five wells and pumping stations, an underground reservoir, and three storage towers. The total storage capacity of the towers and underground reservoir is about 1.30 million gallons of water. The pumping capacity of the five wells is about 6.8 million gallons per day. In 1993, a water system planning study recommended certain improvements to the system including the construction of a fifth well. The fifth well is located north of the intersection of Marquette Road and Briarcliff Court. The average daily consumption of the water system as reported in 1998 was about 0.78 million gallons. Additional information concerning the Village Sewerage Disposal and Water Supplies can be found in the *Utilities and Community Facilities Element: Comprehensive Master Plan.*

Stormwater Drainage System

Most of the urban development in the Village is served by an engineered drainage system consisting primarily of storm sewers, but also including drainage ditches and natural watercourses. Storm-water collected by the system is discharged into the Bark River, retention and detention ponds, or large wetlands which act as storm-water retention and groundwater recharge areas.

Solid Waste Disposal

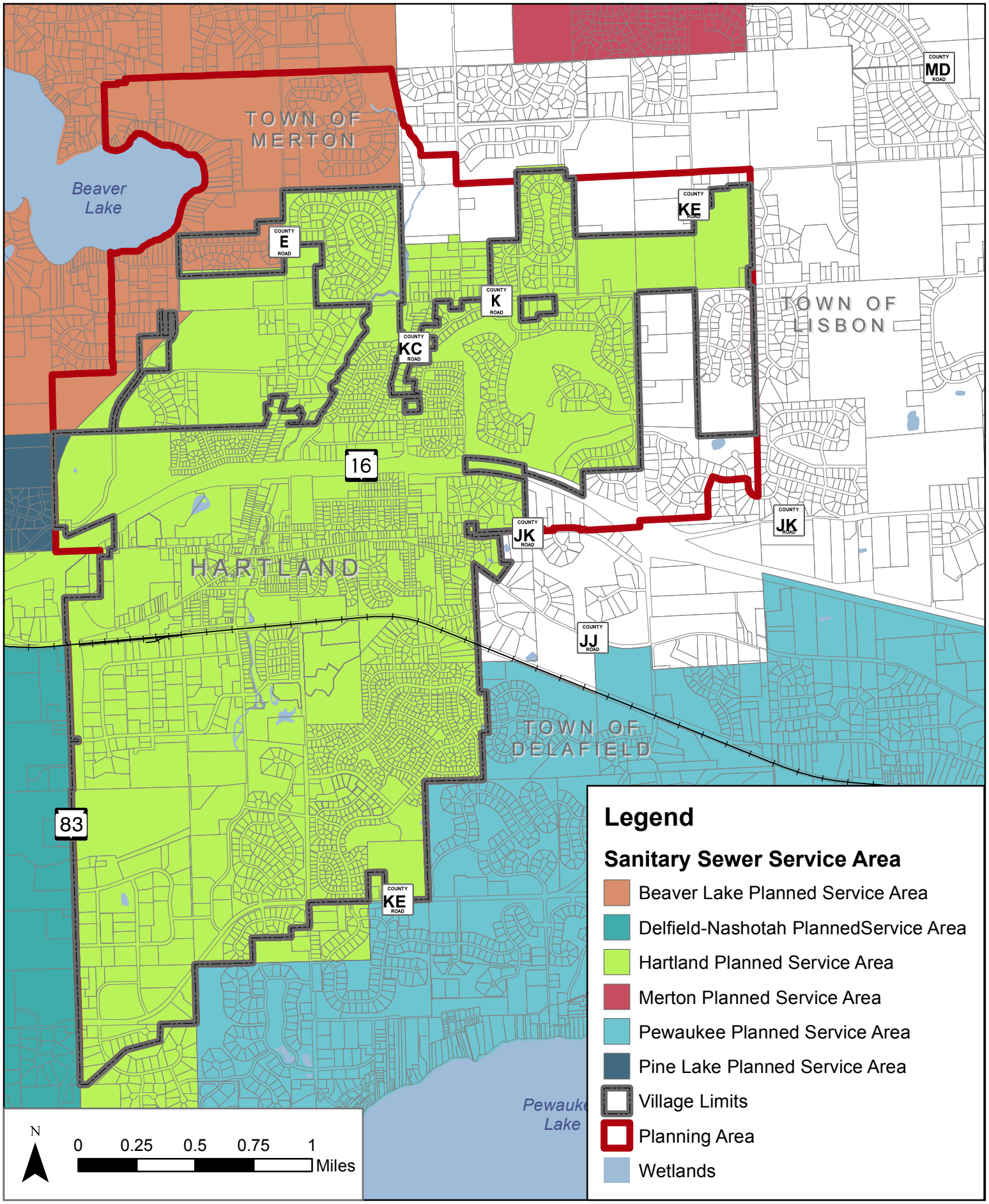
Trash and recyclable materials from single- and two-family dwellings were collected curbside on a weekly basis by a private firm. Multi-family dwellings and businesses were responsible for their own refuse disposal, which typically involved contracting with a private firm and utilizing the Village recycling site. The Village maintains a yard waste and a recycling transfer station at a site located on the Department of Public Works grounds at 701 Progress Drive. Village residents and businesses are responsible for conveying yard waste to this site for recycling and disposal purposes. Debris from brushes and trees are chipped, collected, and stored in a pile which is then made available for use by the general public and private composters. There are no active landfill sites in the Village.

Recycling

Wisconsin statutes provide for designation of “responsible units” for implementing recycling programs throughout the State. The duties of responsible units include:

1. To develop and implement a recycling or other program to manage the solid waste generated within its region.
2. To submit to the Wisconsin Department of Natural Resources a report setting forth the way the responsible unit intends to implement its program.
3. To provide information to the DNR on the status of implementation of the program. The Village is one of twelve municipalities that maintain their own Responsible Unit status for recycling and receives state grant funding.

The Village provides curbside pickup on a weekly basis. In January of 2015, the Village began single sort recycling pick up. Paper, cardboard, glass, plastic containers, metal cans, large rigid plastics and cartons will be collected.



Planned Snitary Sewer Service Areas

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 12

Yard Waste

The Village operates the Department of Public Works Garage and Recycling/Yard Waste Site located at 701 Progress Drive for processing and composting. The processing and composting facility operates April – November on the 2nd and 4th Tuesday from 6:00 – 8:00 p.m., and the 2nd and 4th Saturday from 9:00 a.m. – 1:00 p.m. The facility hours for the remainder of the year of 9:00 a.m. – 3:00 p.m. The Village of Hartland also conducts a yard waste brush and leaf pick-up for residents in the spring and fall of each year.

Gas and Electric Utilities

WE Energies

Urban development is also highly dependent upon private utilities such as electric power, natural gas, and communication facilities. The Village of Hartland is provided with electric power service by WE Energies. On average, electricity consumption increases by a rate of 2.5 to 3 percent per year due to population growth, business expansion, and higher usage among all customer segments. WE Energies increased the total energy generation from 6,000 megawatts to 8,300 megawatts in 2010. The current plan will not keep pace with increasing demand, due to limited supplies and the need for an improved transmission line grid. While other areas of Waukesha Country are facing the same supply situation, there is no additional demand anticipated for the Village. Electric power service is available on demand throughout the Hartland area and, accordingly, the availability of electric power does not constitute a constraint on the location and intensity of urban development in the study area. There are no electric power generation facilities located within the planning area.

American Transmission Company

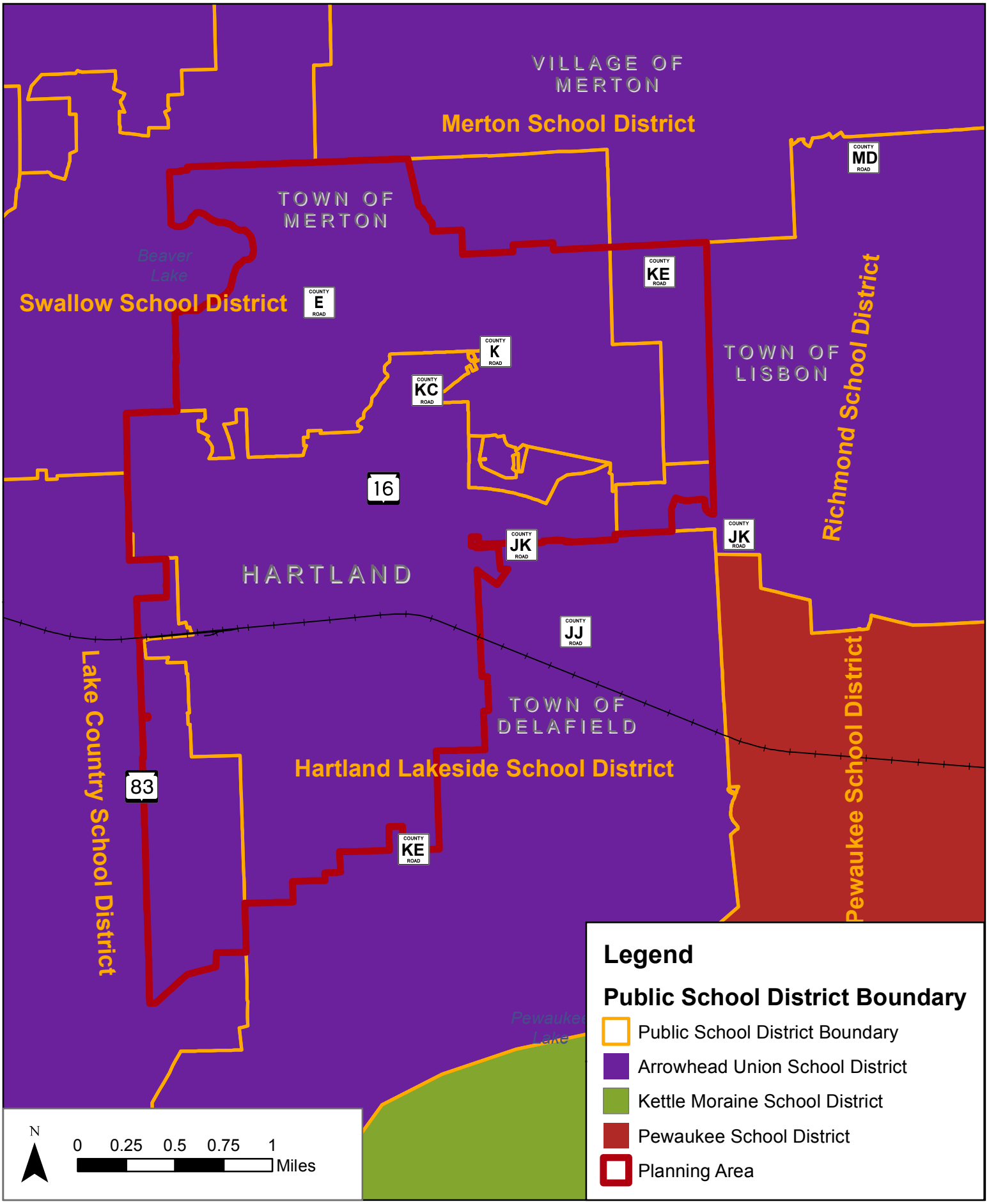
The electric system is comprised of three components: generating plants, transmission lines and distribution facilities. American Transmission Company is a public utility that owns and operates the transmission system, which carries electricity from generating plants to load centers or areas where a considerable amount of electricity is needed. American Transmission Company delivers transmission power in southeastern Wisconsin with various transmission facilities including:

- Edgewater, Point Beach and Sheboygan Energy power plants
- Pleasant Prairie Power Plant
- Oak Creek Power Plant

School Districts

The planning area lies entirely within the Arrowhead Union School District (See Figure 13). The Pewaukee School District and Kettle Moraine School District are located to the southeast of the planning area. The Arrowhead Union High School District consists of seven feeder school districts; the Swallow, Merton, Richmond, Lake Country, North Lake, Stone Bank, and Hartland/Lakeside. The Village of Hartland lies within three of these feeder school districts - Swallow, Lake Country, and Hartland/Lakeside School Districts - with most children from the Village served by the latter. The Merton and Richmond School Districts are located in portions of the planning area that are outside of the corporate limits.

In addition to the public schools described above, seven private schools exist in the study area, and serve various grade levels. They are Wee Know School, Prairie Hill Waldorf School, St. Anthony-On-The-Lake Catholic School, Divine Redeemer Lutheran School, University Lake School, St. Charles Catholic School, and Zion Evangelical Lutheran School. The latter two schools are located within the Village of Hartland.



School Districts

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 13

There are also three institutions of higher education within reasonable commuting distances from the Village. The University of Wisconsin-Waukesha (UWW), in the City of Waukesha, is a two-year campus, but their liberal and professional courses may be transferred to most four-year colleges and universities. The Waukesha County Technical College in the Village of Pewaukee, is part of the State of Wisconsin Vocational, Technical, and Adult Education system. The college offers general programs consisting of associate degree programs, vocational diploma programs, adult and continuing education programs, and apprenticeship training. Wisconsin's oldest college, Carroll College, in the City of Waukesha offers various bachelor and master degree programs.

Summary

If the Comprehensive Plan is to constitute a sound and realistic guide for making decisions concerning the physical development of the Village and environs, pertinent community facilities and utilities of the built environment must be given due consideration. This chapter has presented a description of the aspects of the community facilities and utilities within the developed environment of the Village of Hartland. The most important findings are as follows:

In the Village of Hartland, virtually all sanitary sewage is treated by a public sewerage system; domestic water is provided from a centralized public water supply system; and stormwater drains through an engineered storm sewer system, natural watercourses, roadside ditches, and culverts. Solid waste and recyclable materials are collected by a private firm with the Village maintaining a yard waste site and a recycling transfer station on the Department of Public Works grounds.

The Village of Hartland study area is well-served by electric power, natural gas, and communication facilities. Electric power and natural gas services are provided within the study area by the Wisconsin Energy Corporation. Telephone service is provided by Ameritech, Inc., and cable service is provided by Time Warner Cable.

The Village Hartland study area is mostly served by the Arrowhead Union High School District and seven feeder school districts operating within this District. The Village lies within three of these feeder school districts - Swallow, Lake Country, and Hartland/Lakeside School Districts - with most children from the Village served by the latter. There are three public schools in the Village - North Shore Middle School and Hartland North and Hartland South Elementary Schools.

A community center and all municipal offices are located in the Municipal Building at 210 Cottonwood Avenue. The Department of Public Works also has an operations facility located at 701 Progress Drive where maintenance equipment is stored. The Hartland Public Library is located near the Municipal Building.

Fire protection and emergency medical services in the Village are provided by the Hartland Fire Department. The Department belongs to the Lake Area Mutual Aid Fire Departments, consisting of twelve neighboring fire departments that may be called upon for additional fire-protection services.

Twenty-four-hour police protection service is provided by the Hartland Police Department, which is located in the Municipal Building.

CHAPTER 6 – HOUSING

Wisconsin's planning law requires that a local plan include a housing element. Th planning process necessitates the local government analyze the impact of the policies and regulations of the local government on the development of various types of housing. The analysis is intended to take into account the current and projected housing needs of the community. The analysis should result in policies which provide opportunities for development for the types and amounts of housing expected to be need over a twenty-year planning period. The housing element is to discuss the objectives, policies, goals, maps, and programs the local unit of government has available to provide an adequate housing supply which meets the existing and forecasted housing demand in the local government unit. The Village shall access the age, structural type, value and occupancy characteristics o the existing housing stock and identify specific policies and program that promote the development of housing for residents and provide a range of housing choice that meet the needs of residents of all income levels, age groups and persons of special needs. Policies and programs should be analyzed to promote the availability of land for development or redevelopment of a range of housing and how to maintain or rehabilitate the Village's existing housing stock.

Smart Growth Requirements

Section 66.1001(1) (b) of the Wisconsin State Statutes states that the housing element of the Comprehensive Plan must identify specific policies and programs that do three things:

1. Promote the development of housing for residents of the local government unit and provide a range of housing choices that meet the needs of persons of all income levels, all age groups and persons with special needs.
2. Promote the availability of land for the development or redevelopment of low income and moderate-income housing.
3. Maintain or rehabilitate the local governmental units existing housing stock.

In addition, the following comprehensive planning goals related to the housing element are set forth in Section 16.965 of the *Statutes* and must be addressed as part of the planning process:

- Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
- Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state government, and utility costs.
- Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.
- Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.

This chapter provides an inventory of existing housing stock data, including age structural condition, value, and occupancy characteristics. This information, along with housing demand inventory data such as household income, and demographic information presented in Chapter 2, is used to analyze housing needs for residents of the Village. The chapter also includes a brief discussion and description of government programs which facilitate the provision of housing, including affordable housing

The current community policies and ordinances affecting housing, design criteria for single-family, two-family, and multi-family units, and the percentage distribution of each housing type, is also discussed.

Lastly, this chapter sets forth housing goals and objectives through the year of 2045, and concludes with a recommended implementation strategy, defined as steps or actions to achieve housing goals and objectives.

This element of the comprehensive plan was created by identifying the strengths, concerns, and weaknesses related to housing in the Village of Hartland. The following strengths and weaknesses were identified related to the existing housing stock.

STRENGTHS

- Sufficient supply of mid to high market single-family residential
- High quality housing
- Diverse housing stock (age and style)
- Safe and welcoming neighborhoods
- Active neighborhood associations
- Support of cluster design development to preserve and highlight natural resources
- Management of Common Open Space
- Existing community character, supported by historic preservation policies
- Strong fiscal conditions promote overall community stability
- A diverse housing stock in neighborhoods that includes single-family and two-family homes

WEAKNESSES

- High cost of land
- A need for increased density and mixed - use development
- A need for more energy efficient construction/green building
- Potential need for additional senior housing (condo and side by sides)

Existing Inventory

The housing element helps to understand priorities for the housing stock to ensure that available options. This plan focuses not only on the present situation, but also on future trends and issues, which will guide the community housing policy and action over the next 25 years. The characteristics of the existing housing stock in the Village have been inventoried to help determine the number and type of housing units that will best suit the needs of the Village's residents through 2045. Land needed to accommodate additional housing units is included in the Land Use Plan map in Chapter 9.

The analysis of the future housing stock within the community began with an inventory of the existing housing stock. This inventory includes a variety of elements, such as availability and affordability. The existing housing stock inventory includes:

- Total housing units
- Vacancy rate
- Value of owner-occupied housing units
- Monthly cost of housing units by tenure
- Number of bedrooms
- Structure type and year built
- Condition of existing housing stock

Total Units

The quantity and tenure (owner- and renter-occupied) of existing housing units in the Village is one of the key inventory items needed to forecast the number of additional housing units that will be needed by 2045. Of the 3,608 housing units in Hartland, 2,252 units or 62 percent are owner-occupied. 1,279 of the housing units, or 35 percent are renter occupied, according to the 2017 ACS estimates. The number of vacancies in

2017 was 77 units, or 2 percent (see Table 13). When compared to the surrounding area, the Village's tenure of both owner-occupied and renter-occupied units lied within the range of the surrounding areas.

Table 13: Total Housing Units by Tenure, 2017

	Owner Occupied Units		Renter Occupied Units		Vacant Units		Total
	Number	Percent	Number	Percent	Number	Percent	Number
Village of Hartland	2,252	62.4%	1,279	35.4%	77	2.1%	3,608
Village of Pewaukee	4,545	77.2%	1,017	17.3%	325	5.5%	5,887
Village of Sussex	2,768	67.0%	1,281	31.0%	84	2.0%	4,133
Village of Merton	1,051	94.5%	43	3.9%	18	1.6%	1,112
City of Delafield	1,994	61.4%	1,142	35.2%	109	3.4%	3,245
Waukesha County	119,721	73.1%	37,275	22.8%	6,759	4.1%	163,755

Another key housing supply inventory item is the vacancy rate of various housing types. The vacancy rate is the number of vacant and available housing units divided by the total number of housing units within the Village. The vacancy rates for owner-occupied and rental units can be calculated using Table 14.

Some vacancies are necessary for a healthy housing market. The Federal Department of Housing and Urban Development (HUD) states that an area needs a minimum overall vacancy rate of 3.0 percent to ensure adequate housing choices, which should include a minimum 1.5 percent vacancy rate for owner-occupied housing units and a minimum 5 percent vacancy rate for rental units to ensure adequate housing choices. Vacant units can fall into several categories including for rent; for sale only; for seasonal, recreational, or occasional use; for migrant workers; and other vacant units.

The overall vacancy rate in Waukesha County was 4.13 percent in 2017, and met HUD guidelines. The rate was less than 3.43 percent in most of the communities near Hartland.

Table 14: Housing Vacancies, 2017

	Village of Hartland	Village of Pewaukee	Village of Sussex	Village of Merton	City of Delafield	Waukesha County
For Rent	0	5	18	0	0	1,328
Rented, Not Occupied	22	29	18	0	0	372
For Sale Only	44	63	39	18	54	1,295
Sold, Not Occupied	0	20	9	0	0	237
Seasonal Use	11	126	0	0	55	1,958
Other Vacant	0	82	0	0	0	1,569
Total Vacancies	77	325	84	18	109	6,759
Total Units	3,608	5,887	4,133	1,112	3,245	163,755
Vacancy Rate	2.13	5.52	2.03	1.62	3.36	4.13

Housing Cost

Monthly housing costs for owner-occupied housing units and rental housing units have been inventoried to determine if there is an adequate supply of affordable housing units for each household income level in the Village. HUD defines affordability as access to decent and safe housing that costs no more than 30 percent of a household's gross monthly income. Over 72 percent of all owner-occupied housing units in Waukesha County had a mortgage loan in 2017.

The monthly housing costs estimated in 2017 for households in Hartland and the surrounding area are provided in Table 15. In the Village, over 18 percent of owner-occupied users experience housing costs of 50 percent or more of their income.

Table 15: Monthly Owner Costs as a Percent of Income, 2017

	Village of Hartland		Waukesha County		City of Delafield		Village of Merton		Village of Pewaukee		Village of Sussex	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than 10.0%	24	1.9%	1,418	3.9%	89	8.1%	8	18.6%	31	3.1%	65	5.2%
10.0 to 14.9%	116	9.2%	3,932	10.9%	199	18.0%	15	34.9%	132	13.3%	178	14.2%
15 to 19.9%	289	22.9%	5,911	16.4%	145	13.1%	0	0.0%	388	39.0%	224	17.9%
20 to 24.9%	171	13.6%	5,424	15.0%	179	16.2%	0	0.0%	157	15.8%	226	18.0%
25 to 29.9%	154	12.2%	4,062	11.3%	39	3.5%	5	11.6%	102	10.3%	173	13.8%
30.0 to 34.9%	106	8.4%	2,728	7.6%	121	11.0%	0	0.0%	12	1.2%	97	7.7%
35.0 to 39.9%	142	11.3%	2,284	6.3%	26	2.4%	0	0.0%	18	1.8%	148	11.8%
40.0 to 49.9%	23	1.8%	2,747	7.6%	94	8.5%	15	34.9%	86	8.6%	43	3.4%
50% or more	235	18.7%	7,548	20.9%	212	19.2%	0	0.0%	69	6.9%	99	7.9%

Tools and Programs

ENERGY STAR Qualified Homes: Meet guidelines for energy efficiency set by the U.S. Environmental Protection Agency, and can include effective insulation, high performance windows, tight construction and ducts, efficient heating and cooling equipment, and qualified lighting and appliances. For more information on visit: www.energystar.gov.

FOCUS ON ENERGY - Energy Star Mortgages: Available to those who purchase a Wisconsin Energy Star home. Benefits include reduced closing costs and qualifying for a slightly higher mortgage due to increased energy savings. For more information e-mail: WESHinfo@focusonenergy.com.

HABITAT ReSTORE: Donates left-over building materials to be purchased at discounted prices, with profits benefiting Habitat for Humanity projects.

GREEN BUILT HOME: Certifies new homes and remodeling projects that meet sustainable building and energy standards and is in partnership with the Madison Area Builders Association.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED): Recognizes performance in five key areas: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. LEED can be found at: www.usgbc.org.

Summary

If the Comprehensive Plan is to constitute a sound and realistic guide for making decisions concerning the physical development of the Village and environs, pertinent housing issues of the built environment must be given due consideration. This chapter has presented a description of the aspects of housing within the developed environment of the Village of Hartland. The most important findings are as follows:

- The planning process necessitates that the Village analyze the impact of its policies and regulations on the development of various types of housing.
- The characteristics of the existing housing stock in the Village have been inventoried and analyzed to determine the number and type of housing units that will best suit the needs of the Village's residents through 2035. Land needed to accommodate additional housing units is included in the Land Use Plan map in Chapter 9.
- The Village has done a housing supply inventory and included information on the total number of housing units, the vacancy rate, the value of owner-occupied housing units, the monthly cost of housing units by tenure, the number of bedrooms available, the structure type and year built, and the condition of existing housing stock.
- The Village has reviewed affordable housing based on income characteristics of the residents, and the number of existing households. A variety of housing types and costs need to be maintained, to account for the income levels of these households, which may vary based on the median annual household income of the community.
- The Village has done a housing demand inventory and included an affordable housing needs assessment, data on household income related to housing cost, housing needs for workers, earnings and household incomes of workers, household size and number of bedroom, age of housing stock, and a household projection for 2035.
- The Village of Hartland has addressed the need for adequate consumer housing choice that allow for a full range of housing structure types and sizes including single-family, two-family, and multi-family. It is anticipated that all units designated for two-family and multifamily units will be in the public sanitary sewer service area.
- An inventory of government sponsored housing and housing related programs was completed to understand and assess the potential role of government in helping the private sector to meet the housing needs in the Village of Hartland. The Village needs to utilize existing local, state, and federal programs to educate young adults and families in the Village, so that they may transition from renter to home owner occupied housing.
- Residential Design Consideration was provided, in keeping with the concepts of the Regional Planning Commission, that an urban area should be formed into a number of spatially organized, individually planned residential neighborhood units, rather than as a single, large, formless mass of buildings and activities.
- Residential development on parcels containing environmentally significant areas, were reviewed. Wherever possible, housing units are to be located entirely outside of environmental corridors, isolated natural resource areas, and other environmentally significant areas, unless previously designated for development in an established sanitary sewer area.
- Public infrastructure facilities including: public sanitary sewer, a public water supply, storm water management, paved streets with curb and gutter, sidewalks, and street lighting, were not discussed in the housing chapter, but were reviewed in Chapter 5 – Utilities and Community Facilities. This infrastructure is critical in determining the overall cost and feasibility of constructing housing. With these municipal services available, it is possible to allow smaller lot sizes.

- The Village allows some low-density, single-family residences on larger lots, in areas outside of the Village center. But the residential development goals of the Village of Hartland also support higher density multi- family, or single-family development in the Village Center, and encourage a livable and walkable community. Based upon the current land values, and home values, it seems realistic that there could be new affordable housing within the Village, especially affiliated with the Village Center.

CHAPTER 7 – ECONOMIC DEVELOPMENT

Economic development is vital for all Wisconsin communities, including the Village of Hartland. With optimum paying jobs, growing businesses, the Village, the County and the Region will be able to maintain and expand their quality of life. In order to maintain the highest quality of life for its residents, the Village of Hartland needs to foster job growth, new business development, and retention of existing businesses. This is especially true to support the land designated for mixed-use, commercial and industrial uses within the 2045 land use plan.

Through the comprehensive planning process the Village determined the future demand for land to support growing population, household and employment levels. Future population, household and employment levels must be forecasted with land use and supporting facility plans taking forecast conditions into consideration.

This chapter will provide an overview of the methodology and assumptions that underlie the economic and employment projections of the Village of Hartland, Waukesha County and southeastern Wisconsin. Included is descriptive information pertaining to measures of economic activity and employment projections.

This element of the comprehensive plan was created by identifying the strengths, concerns, and weaknesses related to economic development in the Village of Hartland. Issues and opportunities for economic development were defined throughout the planning process:

STRENGTHS

- Employers and employees are attracted to the quality of life in Hartland, including educational opportunities, recreation, quality medical services and shopping and dining opportunities
- Low crime rates make the community a safe place to live and work
- Quality education can translate to a higher living wage
- Business retention is a key component
- Innovate business leaders can promote local investment
- Local spirit of entrepreneurship foster business growth
- Ownership versus rental of commercial/industrial space
- Superior work ethic of local employees
- Established Business Improvement District
- Recent economic development efforts within the downtown
- Importance of tradespeople

WEAKNESSES

- Wages are not increasing at pace with the cost of living
- Additional technology development needed to support changing industries
- Lack of entertainment venues
- Perception of high property taxes
- Rising healthcare costs
- Land use planning and zoning practices
- Aging workforce and the need for replacement employees

Workforce Analysis

In order for future economic growth and development it is essential to understand the current workforce demographics. Workforce data that is often analyzed includes income, educational attainment, labor availability and employer information.

Median Household and Family Income

The Village of Hartland median household income in 2017 according to the American Community Survey (ACS) was $74,707, while the median family income was $96,213. These totals represent an increase from the 2010 ACS totals of $67,099 and $86,069, respectively. While both the median household and family incomes have increased within the Village since 2010, the median incomes for the surrounding Waukesha County are higher. In 2017, the median household income in Waukesha County was $81,140 and the median family income was $100,275. According to the 2017 ACS estimates, approximately 40 percent of the households within the Village earn 80 percent or less of the Waukesha County Area Median Income (AMI). These households are considered to be low to moderate income households. A total of 3.3 percent of the Village's population was estimated to be living below the poverty level in 2017.

Per Capita County Income

Per capita personal income is defined as a location's total personal income divided by its total resident population. This measure is one of the most widely used measures of a location's economic health. According to the U.S. Bureau of Economic Analysis, per capita personal income in Waukesha County was $69,111 in 2017. This represents a growth of 2.8 percent growth from 2016. Overall, Waukesha County ranked second in the State for per capita income. However, the growth rate between 2016 and 2017 ranked 55th. Other adjacent counties such as Dodge, Jefferson, Milwaukee, Racine, Kenosha, Washington and Walworth are shown in Table 16.

Table 16: Per Capita Personal Income: By Selected Counties, 2015-2017

County	Per capita personal income				Percent Change 2016-2017	
	2015	2016	2017	Rank in State	Percent Change	Rank in State
Waukesha	65,095	67,231	69,111	2	2.8%	55
Dodge	41,260	41,531	42,640	50	3.2%	34
Jefferson	41,592	42,399	43,637	44	2.9%	49
Kenosha	42,146	43,284	44,879	33	3.7%	16
Milwaukee	43,291	43,621	45,099	32	3.4%	27
Racine	44,658	45,037	46,412	22	3.1%	43
Walworth	43,864	45,311	46,737	19	3.1%	40
Washington	51,839	53,060	54,760	5	3.2%	37

Source: U.S. Bureau of Economic Analysis

Educational Attainment

The Village of Hartland and Waukesha County have a highly educated population. Educational attainment for residents over the age of 25 was analyzed according to the 2017 ACS. This analysis found that 22.8 percent of those individuals graduated from high school, 25.3 percent have some college (but no degree), 34.7 percent obtained an associate or bachelor's degree, and 13.3 percent obtained a graduate or professional degree. It is important for higher education institutions and businesses to continue to develop and maintain relationships that integrate constant changing concepts, innovation and technology into core business functions to support a growing and changing economy.

Workforce Demographics and Labor Availability

The Department of Commerce does not keep statistics at the municipal level for Villages. While a direct correlation can be made between the number and type of employment at the regional level, this correlation is less accurate if projected down to the Village level. Nonetheless, it is important to understand the overall

economic condition of Waukesha County when reviewing employment opportunities at the local level. According to the 2017 ACS estimate, Waukesha had 212,647 people employed in its workforce, with an average unemployment rate of 3.3 percent. The Village of Hartland was home to 4,816 jobs for that same period, and an unemployment rate of 1.9 percent. The County and Village have a highly educated workforce, with an outstanding work ethic, that produces high quality goods and services. However, one of the biggest concerns, at the local, regional and state level, is the that the workforce is getting older. The Village of Hartland is no exception with 3,883 persons or 54.5 percent of its working age population over the age of 45 in 2017. These groups represent 46 percent of the Village's total workforce in 2017. In Waukesha County, employees over 45 comprise over 50 percent of the entire labor force. This changing age composition will have major implications for the future labor market. The Village and Waukesha County will need to retain and recruit a younger workforce to fill positions left vacant by retiring baby boomers. This is why it is important that the Village work together with others in the region to market the economic strengths and quality of life, rather than tackling this effort independently.

Employer and Employee Trends

Large Employers

The largest employers in Waukesha County are doing business in the health care and social assistance, professional services, construction, wholesale trade, and retail trade sectors. Collectively these types of businesses employ approximately 109,286 workers, making up 45.2 percent of the total workforce.

Table 17: Largest Business Trades in Waukesha County, 2019

Type of Business/Industry	Number of Businesses	Average Monthly Employment
Health Care and Social Assistance	1,644	29,525
Professional, Scientific, and Technical Services	1,550	14,750
Construction	1,456	16,122
Wholesale Trade	1,343	15,373
Retail Trade	1,209	25,070
Other Services (except Public Administration)	1,114	8,446
Finance and Insurance	1,004	12,783
Manufacturing	987	43,565
Accommodation and Food Services	812	16,977
Administrative and Support and Waste Management and Remediation Services	768	12,309
Real Estate and Rental and Leasing	464	2,795
Transportation and Warehousing	314	7,931
Educational Services	283	12,634
Arts, Entertainment, and Recreation	235	3,825
Management of Companies and Enterprises	174	8,080
Information	171	4,063
Public Administration	84	5,957
Agriculture, Forestry, Fishing and Hunting	29	170
Utilities	19	786
Mining, Quarrying, and Oil and Gas Extraction	16	305
Total	**13,676**	**241,466**

Source: Wisconsin Department of Workforce Development, QCEW 2019 Quarter 1

Average Wages

Average annual wages by industry indicates the sectors that provided a higher average annual wage than others. For many industries, the wages within the Village are higher than the County. Across all industries, the average annual wage is $7,361 higher in the Village.

Table 18: Average Annual Wage by Industry

Industry	Average Annual Wage for Wisconsin	Average Annual Wage for Waukesha Co.	Waukesha County's Average Annual Wage as a Percent of Wisconsin
All Industries	$48,891	$56,252	115.1%
Agriculture, Forestry, Fishing and Hunting	$35,771	$32,619	91.2%
Mining, Quarrying, and Oil and Gas Extraction	$65,630	$61,581	93.8%
Utilities	$95,326	$129,934	136.3%
Construction	$61,909	$69,364	112.0%
Manufacturing	$58,048	$68,372	117.8%
Wholesale Trade	$68,313	$74,404	108.9%
Retail Trade	$27,730	$29,080	104.9%
Transportation and Warehousing	$45,030	$46,380	103.0%
Information	$73,577	$97,118	132.0%
Finance and Insurance	$77,725	$87,469	112.5%
Real Estate and Rental and Leasing	$43,338	$47,292	109.1%
Professional, Scientific, and Technical Services	$74,088	$76,862	103.7%
Management of Companies and Enterprises	$101,105	$103,783	102.6%
Administrative and Support and Waste Management and Remediation Services	$32,191	$39,748	123.5%
Educational Services	$48,277	$45,846	95.0%
Health Care and Social Assistance	$49,643	$50,911	102.6%
Arts, Entertainment, and Recreation	$31,663	$17,637	55.7%
Accommodation and Food Services	$16,050	$16,476	102.7%
Other Services (except Public Administration)	$30,674	$37,105	121.0%
Public Administration	$47,859	$47,426	99.1%

Source: Wisconsin Department of Workforce Development, QCEW 2019

Industry Analysis

Waukesha County has experienced employment growth from 2010 to 2018 across many of its industries. Overall the total employment has grown from 201,996 individuals to 219,447 individuals, a growth of 8.6 percent. For planning and economic development purposes, it is important to analyze and understand what industry sectors have the greatest potential for future job growth. The data provided within in this analysis was obtained from the Woods & Poole Economics Inc. report or Waukesha County.

Agriculture, Forestry, Fishing, & Hunting

Agriculture, Forestry, Fishing, and Hunting establishments are primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats. In 2010, this sector made up less than 1 percent of total employment in the County. From 2010 to 2020, the sector is expected to have grown by 30 jobs. Looking to 2050, Agriculture, Forestry, Fishing, and Hunting are forecasted to grow by 151 jobs in all, still occupying less than 1 percent of total County employment.

Mining

The Mining sector comprises establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas. The term mining is used in the broad sense to include quarrying, well operations, beneficiating, and other preparation customarily performed at the mine site, or as a part of mining activity. In 2010, Mining was sized at 527 jobs, less than 1 percent of total County employment. From 2010 to 2020, it is projected that the sector will have grown by 103 jobs. From 2010 to 2050, it is anticipated that Mining will grow by 492 jobs, but still occupy less than 1 percent of total County employment.

Utilities

The Utilities sector comprises establishments engaged in the provision of the following utility services: electric power, natural gas, steam supply, water supply, and sewage removal. 795 jobs were held by Utilities in 2010 (less than 1 percent of total County employment). From 2010 to 2020, it is estimated that this sector will have declined by 158 jobs. Despite these predicted declines in the near future, the sector is expected to grow slightly from 2020 to 2040. However, from 2010 to 2050, the overall trend will likely be decline. The sector is predicted to shrink by 156 jobs in this time.

Construction

The Construction sector comprises establishments primarily engaged in the construction of buildings or engineering projects. Establishments primarily engaged in the preparation of sites for new construction and establishments primarily engaged in subdividing land for sale as building sites also are included in this sector. In 2010, Construction made up 6 percent of total County employment, with 16,101 jobs. From 2010 to 2020, the sector is expected to have grown by 6,572 jobs, an increase of over 40 percent. Looking to 2050, it is estimated that the Construction sector will still occupy 6 percent of total County employment and will have grown to 33,000 jobs (an increase of 16,899 jobs).

Manufacturing

The Manufacturing sector comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products. In 2010, Manufacturing made up 15 percent of total County employment, with 42,021 jobs. In 2020, the sector is predicted to have 46,377 jobs. From 2010 to 2050, Manufacturing is predicted to grow by 2,912 jobs and make up 8 percent of the total County employment. Despite growing in total number of jobs, Manufacturing is predicted to hold a smaller percentage of the total employment in 2050, because other sectors are growing more rapidly.

Wholesale Trade

The Wholesale Trade sector comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. The merchandise described in this sector includes the outputs of agriculture, mining, manufacturing, and certain information industries, such as publishing. 17,526 jobs were held by Wholesale Trade in 2010 (6 percent of total County employment). From 2010 to 2020, the sector is predicted to grow to 21,010 jobs. From 2010 to 2050, Wholesale Trade is predicted to grow by 11,921 jobs. The percent of total County employment for the sector is predicted to be 5 percent in 2050.

Retail Trade

The Retail Trade sector comprises establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise. In 2010, Retail Trade made up 10 percent of total County employment, with 29,153 jobs. In 2020, the sector is expected to hold 35,317 jobs. From 2010 to 2050, the sector is likely to continue growing. 35,771 jobs are expected to be added in this time. 12 percent of total County employment is predicted to be held by Retail Trade in 2050.

Transportation & Warehousing

The Transportation and Warehousing sector includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation. In 2010, the sector held 7,466 jobs in Waukesha County (3 percent of total employment). From 2010 to 2020, 462 jobs are expected to be added. In 2050, the sector is predicted to make up 2 percent of total County employment, with an estimated 8,881 jobs.

Information

The Information sector comprises establishments engaged in the following processes: (a) producing and distributing information and cultural products, (b) providing the means to transmit or distribute these products as well as data or communications, and (c) processing data. In 2010, the Information sector made up 2 percent of total County employment, with 5,916 jobs. From 2010 to 2020, it is expected that 138 Information jobs will be added. In 2050, it is estimated that 2 percent of total County employment will be held by Information, with an estimated 9,957 jobs.

Finance & Insurance

The Finance and Insurance sector comprises establishments primarily engaged in financial transactions (transactions involving the creation, liquidation, or change in ownership of financial assets) and/or in facilitating financial transactions. 18,545 jobs were attributed to the Finance and Insurance sector in 2010 (7 percent of total County employment). By the end of the decade, it is estimated that the sector will hold 22,812 jobs. From 2010 to 2050, it is estimated that 24,164 Finance and Insurance jobs will be added. The sector is expected to hold 8 percent of total County employment in 2050.

Real Estate & Rental & Leasing

The Real Estate and Rental and Leasing sector comprises establishments primarily engaged in renting, leasing, or otherwise allowing the use of tangible or intangible assets, and establishments providing related services. The sector held 13,751 jobs in 2010 and grew to 18,386 jobs in 2020. In 2050, the sector is estimated to hold 7 percent of total County employment and will have increased by an estimated 25,003 jobs over the 40-year period.

Professional, Scientific, & Technical Services

The Professional, Scientific, and Technical Services sector comprises establishments that specialize in performing professional, scientific, and technical activities for others. These activities require a high degree of expertise and training. 18,538 jobs belonged to the sector in 2010 (7 percent of total County employment). In 2020, that number is predicted to grow to 23,200 jobs. From 2010 to 2050, it is estimated that 14,016 jobs will be added, and 6 percent of total County employment will belong to the Professional, Scientific, and Technical Services sector.

Management of Companies & Enterprises

The Management of Companies and Enterprises sector comprises (1) establishments that hold the securities of (or other equity interests in) companies and enterprises for the purpose of owning a controlling interest or influencing management decisions or (2) establishments (except government establishments) that administer, oversee, and manage establishments of the company or enterprise and that normally undertake the strategic or organizational planning and decision making role of the company or enterprise. In 2010, the sector held 2 percent of total County employment, with 6,327 jobs. 3,402 jobs are expected to be added from 2010 to 2020. In 2050, it is expected that 4 percent of total County employment will be held by the Management of Companies and Enterprises sector, with 23,300 jobs (an estimated increase of 16,973 jobs).

Administrative & Support & Waste Management & Remediation Services

The Administrative and Support and Waste Management and Remediation Services sector comprises establishments performing routine support activities for the day-to-day operations of other organizations. These essential activities are often undertaken in-house by establishments in many sectors of the economy. The sector held 16,111 jobs in 2010 (6 percent of total County employment) and 20,310 jobs in 2020. From 2010 to 2050, the sector is expected to grow by 20,189 jobs and will eventually hold an estimated 7 percent of total County employment in 2050.

Educational Services

The Educational Services sector comprises establishments that provide instruction and training in a wide variety of subjects. The sector made up 2 percent of total County employment in 2010, with 4,732 jobs. From 2010 to 2020, the sector is expected to grow by 1,547 jobs. In 2050, Educational Services is still expected to hold 2 percent of total employment in Waukesha County and will have grown to an estimated 11,611 jobs.

Health Care & Social Assistance

The Health Care and Social Assistance sector comprises establishments providing health care and social assistance for individuals. The sector includes both health care and social assistance because it is sometimes difficult to distinguish between the boundaries of these two activities. In 2010, 27,461 jobs were held by Health Care and Social Assistance (10 percent of total County employment). From 2010 to 2020, it is predicted that the sector will grow by 7,566 jobs. By 2050, the sector will hold an estimated 11 percent of total County employment, with 62,634 jobs (an estimated increase of 35,173 jobs since 2010).

Arts, Entertainment, & Recreation

The Arts, Entertainment, and Recreation sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons. The sector held 5,944 jobs in 2010 (2 percent of total County employment) and is expected to hold 6,811 jobs in 2020. From 2010 to 2050, the sector is expected to grow by 4,211 jobs. An estimated 2 percent of total County employment will be held by Arts, Entertainment, and Recreation in 2050.

Accommodation & Food Services

The Accommodation and Food Services sector comprises establishments providing customers with lodging and/or preparing meals, snacks, and beverages for immediate consumption. The sector includes both accommodation and food services establishments because the two activities are often combined at the same establishment. 16,007 jobs were held by the sector in 2010 (6 percent of total County employment). In 2020, it is expected that the sector will have grown to 21,070 jobs. From 2010 to 2050, Accommodation and Food Services is expected to grow by 17,821 jobs. The sector is predicted to make up 6 percent of total County employment in 2050.

Other Services (except Public Administration)

The Other Services (except Public Administration) sector comprises establishments engaged in providing services not specifically provided for elsewhere in the classification system. In 2010, the sector held 14,630 jobs and 5 percent of total County employment. In 2020, Other Services is expected to have grown to 18,037 jobs. It is predicted that, from 2010 to 2050, 6 percent of total County employment will be held by the sector (an estimated 33,675 jobs).

Public Administration

The Public Administration sector consists of establishments of federal, state, and local government agencies that administer, oversee, and manage public programs and have executive, legislative, or judicial authority over other institutions within a given area. These agencies also set policy, create laws, adjudicate civil and criminal legal cases, provide for public safety and for national defense. The sector held 19,469 jobs

and 7 percent of total County employment in 2010. By 2020, the sector is predicted to hold 20,148 jobs. From 2010 to 2050, it is expected that 8,204 Public Administration jobs will be added. The sector is predicted to hold 5 percent of total County employment in 2050.

Overall Employment Projections

Employment projections are important to analyze when planning for future economic development. Planners, businesses, and local governments should understand the amount of projected employment growth as well as in what occupations this growth will occur.

Employment Projections

The Wisconsin Department of Workforce Development creating the 2017 Economic and Workforce Profile for Waukesha County that outlines many of the existing employment characteristics within the County. The analysis highlighted throughout this report includes existing 2016 and 2014 employment data to understand the existing economic setting. Projections for employment growth between 2014 and 2024 are outlined for Ozaukee, Waukesha and Washington Counties. These projections estimate the growth of 27,573 jobs over the ten-year period, or an increase of 7 percent. Of the three counties included in these projections, Waukesha County had the largest share, with 71 percent of the total jobs. The largest growth is forecasted in the other services (16%), construction (15%) and financial activities (13%) industries.

Table 19: Employment Projections for Ozaukee, Waukesha, and Washington Counties

Industry	2014 Employment	Projected 2024 Employment	Change (2014-2024)	
			Employment	Percent
All Industries	381,956	409,529	27,573	7.2%
Natural Resources	4,359	4,515	156	3.6%
Construction	17,142	19,708	2,566	15.0%
Manufacturing	67,231	67,871	640	1.0%
Trade, Transportation, and Utilities	68,187	71,481	3,294	4.8%
Information	5,640	5,492	-148	-2.6%
Financial Activities	20,397	22,979	2,582	12.7%
Professional and Business Services	44,566	49,667	5,101	11.4%
Education and Health Services	75,883	81,709	5,826	7.7%
Leisure and Hospitality	29,489	32,233	2,744	9.3%
Other Services	20,011	23,137	3,126	15.6%
Public Administration	10,573	10,506	-67	-0.6%
Self-Employed and Unpaid Family Workers	18,478	20,231	1,753	9.5%

Economic Development Programs and Initiatives

A variety of economic development programs are available for utilization by the Village and private organizations to assist or promote economic development within the Village. The following initiatives and programs support economic development activities in Waukesha County.

- Waukesha County Action Network (WCAN)
- Waukesha County Community Block Grant Program
- Waukesha County Center for Growth
- Southeastern Wisconsin Regional Planning Commission (SEWRPC)
- Milwaukee 7

- Wisconsin Department of Commerce (WDOC)
- The Wisconsin Department of Workforce Development (DWD)
- Wisconsin Housing and Economic Development Authority (WHEDA)
- Forward Wisconsin
- Wisconsin Main Street Program
- Wisconsin Economic Development Association (WEDA)
- U.S. Small Business Administration (SBA)
- U.S. Department of Housing and Urban Development (HUD)
- Service Corps of Retired Executives
- Waukesha County Business Alliance

Summary

If the Comprehensive Plan is to constitute a sound and realistic guide for the physical development of the Village, economic development factors must be considered. This chapter presented a description of economic development aspects related to the Village of Hartland. Key findings include:

- The economic viability of the Village necessitates that current and future population, household, and employment levels be reviewed, and that land use and supporting facility plans take forecasted conditions into consideration.
- In the Village, the median household income was $74,707, and the median family household income was $96,213 according to the 2017 ACS estimates. These incomes are lower than the Waukesha County median household income of $81,140 in 2017. Additionally, approximately 40 percent of Hartland households earn less that 80 percent of the County's median household income and are therefore considered low to moderate income households.
- The per capita personal income for residents of Waukesha County was $69,111 in 2017. This is the second highest per capita personal income for a County in the State of Wisconsin. The highest is $79,255 in Ozaukee County, and the lowest is $28,761 in Menominee County.
- The educational attainment of Hartland residents for those over 25 years of age indicated 22.8 percent graduated from high school, 25.3 percent have some college (but no degree), 34.7 percent obtained associate or bachelor's degrees, and 13.3 percent have graduate or professional degrees.
- Countywide, one of the biggest concerns is that the workforce is getting older. The Village of Hartland is no exception as 3,883 people, 54.5 percent of the population, was over 45 years of age in 2017. The median age in the Village was estimated at 54.5 in 2017.
- For planning and economic development purposes, it is important to analyze and understand which industry sectors have the greatest potential for future job growth, so that clear and understandable employment projections can be forecasted.
- Waukesha, Ozaukee, and Washington Counties are projected to grow to 40,9529 employees by 2024. The Village should monitor growth in specific sectors to understand the potential for capturing employment growth within strategic categories. Other services, construction and financial activities are the industries expected to experience the most growth.
- Projections show a decline in the public administration and information industries over the next 5 years.
- There are a number of programs and incentives by County, State, and Federal agencies and organizations that are available to assist the Village of Hartland with economic development.

CHAPTER 8 – TRANSPORTATION

The transportation system of the region benefits all Village residents and visitors by providing or the movement of goods and people into, out of, through and within the region. An efficient, durable, cost-effective transportation system is essential to sound social, community, and economic development. An understanding of the existing transportation system and future improvements is fundamental to the preparation of the Village of Hartland Comprehensive Plan.

The term “transportation system” describes several different aspects including:

- Multiple modes of transportation used to move people and goods
- Levels of jurisdictional authority
- Facilities that a user might access to begin, change, switch, or end a trip.

When people hear the term transportation system, they often only think of roadways and personal vehicles. While e roads account for the majority of the transportation system, they are not the only component. A transportation system includes roads, transit services, rail services, bicycle lanes, paths, trails, pedestrian accommodations, and airports. This chapter is laid out to address Village transportation issues and connect them to the 2035 Regional Transportation System Plan.

This element of the Comprehensive Plan was created by identifying strengths and weaknesses related to transportation in the Village:

STRENGTHS

- Easy access to the Interstate Highway System
- An established and efficient State and County Trunk Highway System is in place
- An established street maintenance program is being implemented
- A continued endorsement of long-range comprehensive planning related to streets, and an understanding of the impact of not planning long-range or failure to implement these plans
- An Official Map, which includes all existing and proposed street and highway locations, has been adopted by Village Officials
- Close proximity to both rail services
- Proximity to regional employment and activity centers

WEAKNESSES

- A lack of dedicated funding sources for transit at the Village level
- Collaboration with regional, county and local partners regarding alternatives transportation options and operations
- Comprehensive analysis of roadway improvements to understand needs and options before upgrading or improving
- A lack of grad separation between competing transportation modes such as street and railroad crossings
- Barriers created by the trunk highway system for providing mobility and community connections

Village Transportation System

The Comprehensive Plan recommends an integrated street system which, through its location, capacity, and design, can effectively serve the travel demand generated by the existing and proposed land uses incorporated in the recommended land use pattern. In the preparation of the street system plan, all modes of travel, including walking, bicycling, transit, and railway services, were considered with emphasis on how those modes may affect the utilization of the street network.

Street and Highway System

Transportation facilities, especially street and highway systems, are among the most important land use elements influencing the spatial distribution of development in a community. There are multiple entities within the Village that have jurisdiction over the roadway system. This includes the Wisconsin Department of Transportation (WisDOT), Waukesha County, the Village of Hartland, and private entities as shown on Figure 14. The three public entities with jurisdiction over the roadway system must work together to achieve a balanced and functional system. There are two State Trunk Highways (STH) within the Village that provide connections between the community and the greater region. STH 16 is a four-land divided freeway that horizontally transects the community. There are four interchanges of STH 16 within Hartland. STH 83 is a two-lane highway with at grade intersections that shares an alignment with the western edge of the community. There are six county trunk highways (CTH) that are managed by Waukesha County. The Village has jurisdiction over all other local roadways in the community. Responsibilities for the roadways includes the construction, right-of-way acquisition, maintenance, and snow removal.

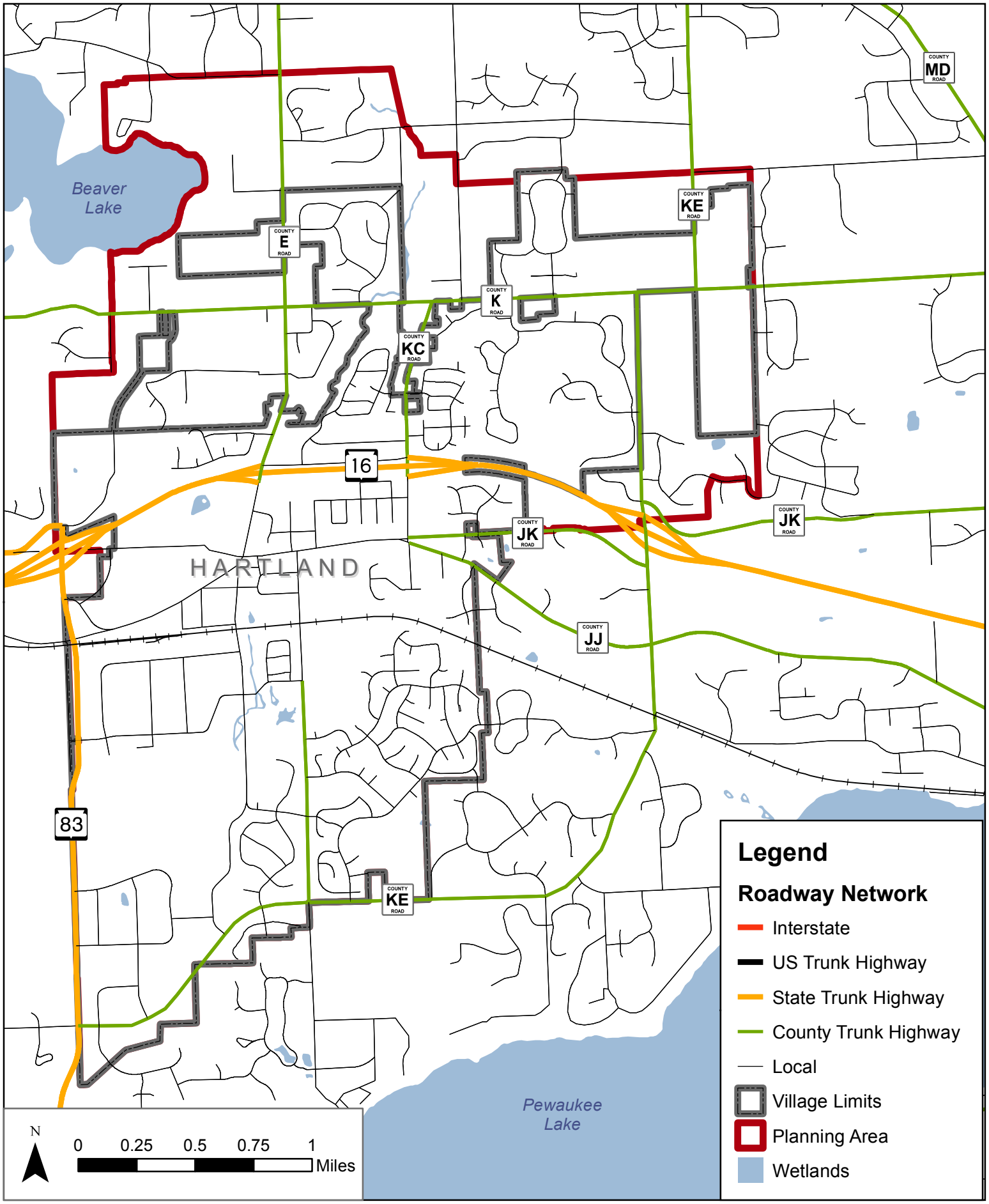
Regional Transportation Planning

Waukesha County and WisDOT maintain jurisdictional authority for most of the high functioning roadways within the Village. This jurisdiction provides the state and county with the construction, maintenance, expansion, and improvement efforts for these county and state trunk highways. Functional improvements to the arterial street and highway system have been identified in SEWRPC's Vision 2050 Plan, as shown in Figure 15. Within the Village of Hartland, STH 83 has been identified for widening and/or other improvement to provide significant additional capacity to a proposed 4-lane facility. I-94 has also been identified for widening to a 6-lane facility from STH 67 to CTH SS. Additionally, a new alignment of CTH KE has been identified within the planning area. This proposed alignment, as shown in the Vision 2050 Plan, is endorsed by the Village.

Traffic Studies

In addition to County and Regional transportation plans, the street network and its capacity, safety and operations can be analyzed through traffic studies. These studies can range from a large subarea study of the traffic needs from a large development to an impact analysis of a small development. The recommendations defined within these studies can inform improvements needed to the Village's system. While traffic studies should be considered as part of the development review process for large traffic generators, they may also be completed to assess existing operational issues.

There is one recent traffic study that is pertinent to the Village of Hartland. In 2000, a study evaluated alternative transportation measures to help reduce traffic congestion on North Avenue (CTH E). The study analyzed the need for a new north-south roadway extending generally from the interchange of STH 16 with STH 83 to CTH K in the Chenequa-Merton-Hartland area. A number of alternative alignments were considered, including an alignment following a portion of the now-abandoned bypass route of STH 83. Also, alternatives were considered that propose intersection traffic engineering improvements where North Avenue (CTH E) intersects with Hartbrook Drive, the southern Arrowhead High School Campus entrance, Arrowhead Drive, and CTH K. An alignment was finalized to connect STH 83 to CTH K and the roadway was constructed in 2011.

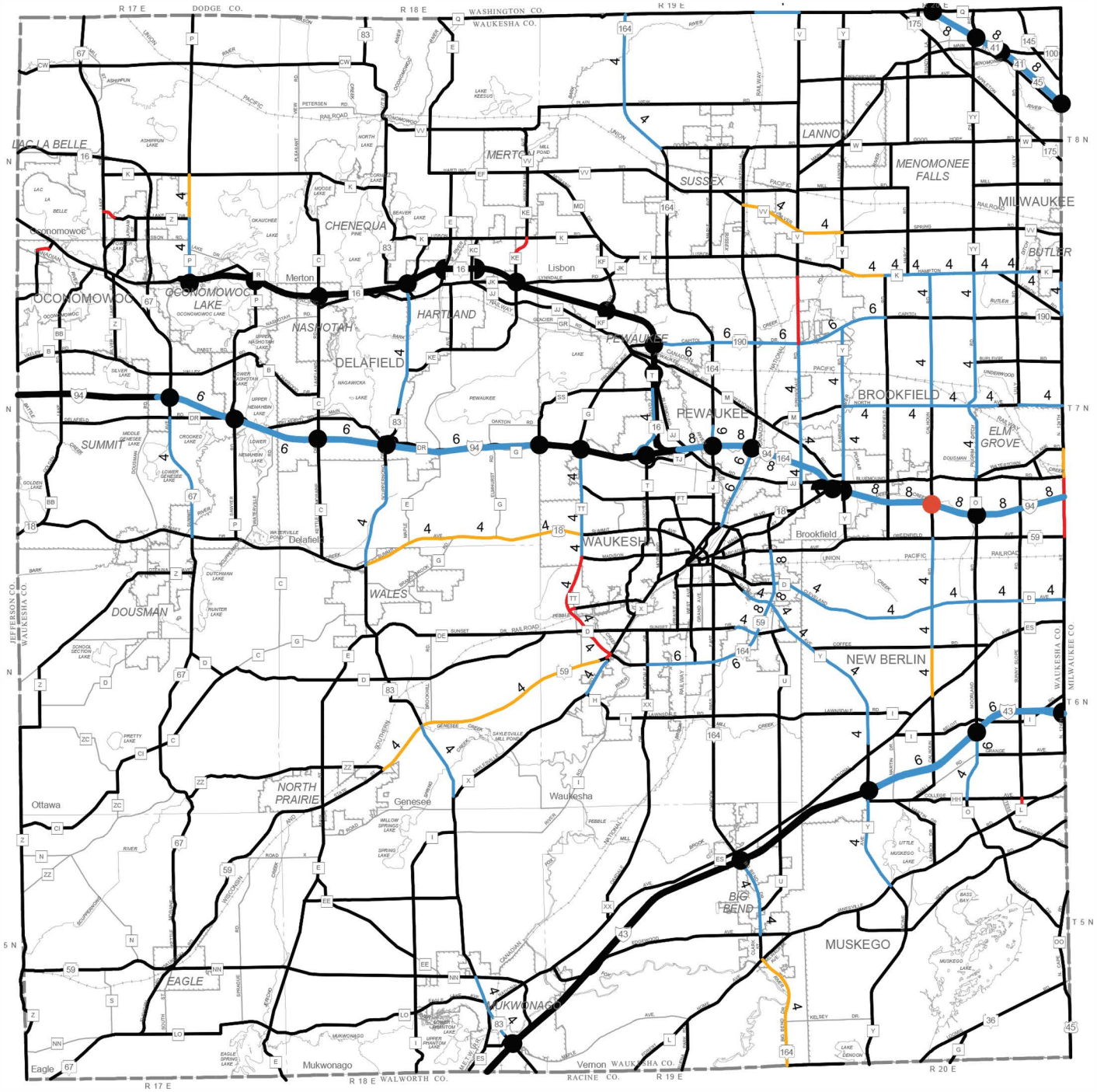


Village Roadway System

Figure 14

Village of Hartland - Comprehensive Plan

Village of Hartland



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- HALF NEW
- EXISTING

0 1 2 3 Miles

Source: SEWRPC

Vision 2050 Plan Recommended Functional Improvements

Figure 15

Village of Hartland - Comprehensive Plan

Village of Hartland

Official Mapping

Official mapping authority, granted to local governments under Section 62.23(6) of the *Wisconsin Statutes,* is an important but historically underutilized plan implementation device. An official map is one of the most effective and efficient devices to manage the problem of reserving land for future public use. The map is intended to identify the location and width of existing and proposed streets, highways, parkways, and drainage-ways, and the location and extent of railroad rights-of-way, public transit facilities, parks and playgrounds. The adoption of an official map presents the construction of buildings or structures and their associated improvements on lands designated for future public use. The features shown on an official map may be extended to areas beyond the boundaries of a city or village, but within the extraterritorial plat approval jurisdiction of the municipality.

The Village of Hartland adopted its first Official Map on April 12, 1999. The Official Map reflects current conditions within the Village corporate limits based on present cadastral maps and also identifies the location of future roadways alignments. The planned roadway extension for STH 81 to CTH K has been completed and is included on the official map as an existing roadway. The extension of CTH KE near Lisbon Road will continue be shown as a future alignment. The official map should be updated from time to time to continue to facilitate the proper implementation o any adopted development plan proposals, including the development plan set forth in this plan, relating to streets, highways, waterways, parkways, railways, public transit facilities, parks and playgrounds.

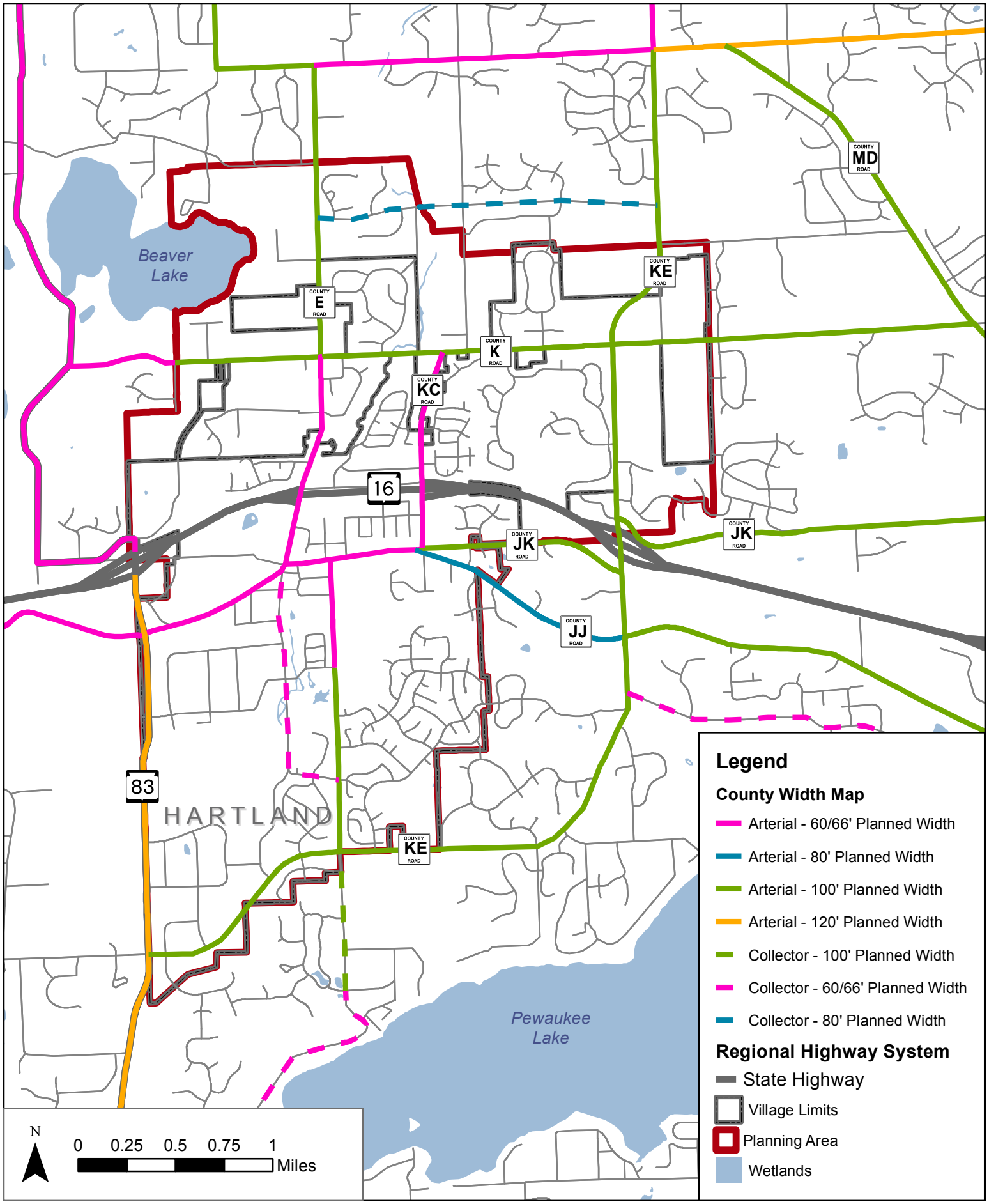
The City of Delafield and the Villages of Chenequa and Merton have also adopted official maps. These maps show general locations for future streets, parks and parkways in order to reserve land for such future public use. Under Section 80.64 of the Statutes, counties may adopt highway-width maps showing the location and width of proposed new highways and the widths of any highways proposed to be expanded. Such maps serve as a function similar to a local official map, but with jurisdiction limited to streets and highways. The Waukesha County Board initially adopted a highway-width map in 1954 and has amended it from time to time. The planned streets and street rights-of-way of the Waukesha County Established Street and Highway Width Map was last updated in 2011 and is available through Waukesha County's website. The alignments and right-of-way widths as defined within the Street and Highway Width Map at the time of the Comprehensive Plan's adoption are identified in Figure 16.

County Transportation Plan

The Waukesha County Comprehensive Development Plan includes a transportation element that focuses on the components of the transportation network under the County's jurisdiction and is intended to serve the County through the year 2035 and beyond. The document also describes additional functional improvements to the transportation systems that may be expected to serve the County under full development or "build out" conditions of urban areas shown in the adopted County land use plan. A synopsis of information from the Waukesha County Comprehensive Development Plan includes specific recommendations for networks within the Village.

Streets and Highways

The Village of Hartland has over 135 centerline miles of state, county and local roads. This includes two State Trunk Highways, multiple County Trunk Highways and a network of local roadways. The State system account for over 10 miles or 7.5 percent of all centerline mileage within the Village. The County system accounts for nearly 22 miles or 15.8 percent of all centerline mileage. The local roadway network consists of the remaining 105 centerline miles. This system of streets and highways serves several important functions; including providing movement of vehicular traffic; providing access for vehicular traffic to abutting land uses; providing for the movement of pedestrians and bicycles; and serving as a location for utilities and storm water drainage facilities.



Waukesha County Established Street and Highway Width Map with the Village of Hartland — **Figure 16**

Village of Hartland - Comprehensive Plan

Village of Hartland

Source: Established Street and Highway Width Map, Waukesha County, Wisconsin, 2011

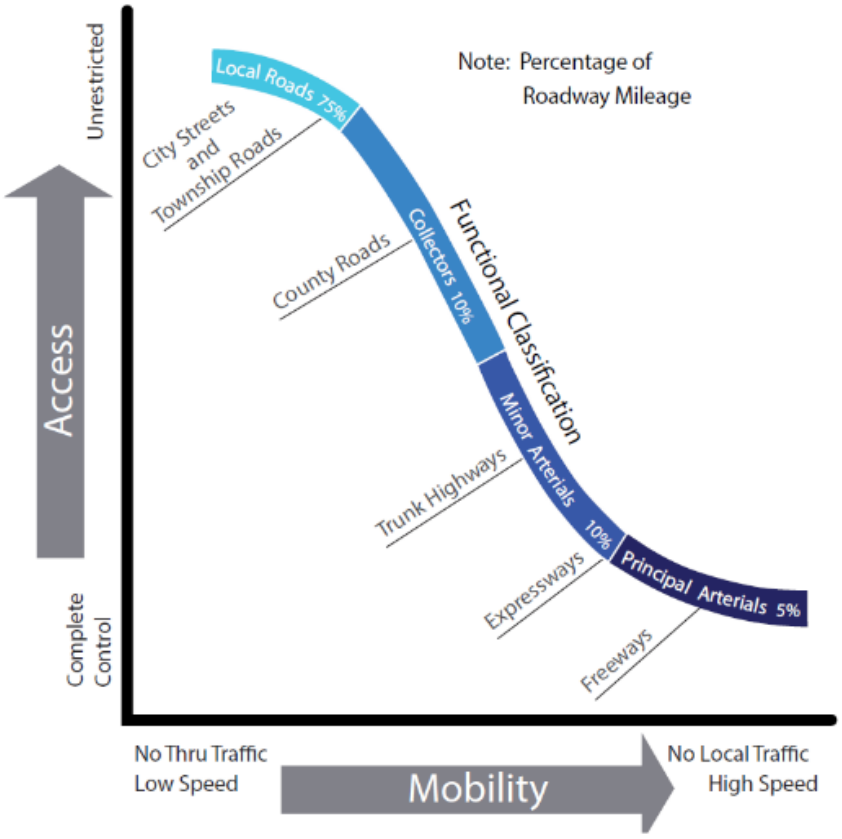
Traffic Counts

WisDOT conducts average daily traffic counts for county trunk highways, state truck highways and U.S> Highways in Waukesha County every three years. Traffic counts are reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the "annual average daily traffic" or AADT and is represented on traffic count or traffic volume maps. The AADT is based on a short-term traffic county, usually 48 hours, taken at a specific location. This count is then adjusted for the variation in traffic volume throughout the year and the average number of axles per vehicle. The short-term counts are collected over a three-year cycle at nearly 26,000 rural and urban locations. Recorded volumes throughout the planning area range from 450 vehicles on local roadways to 40,000 on the highway system, as shown in Figure 18. AADT volumes can be found on WisDOT's website.

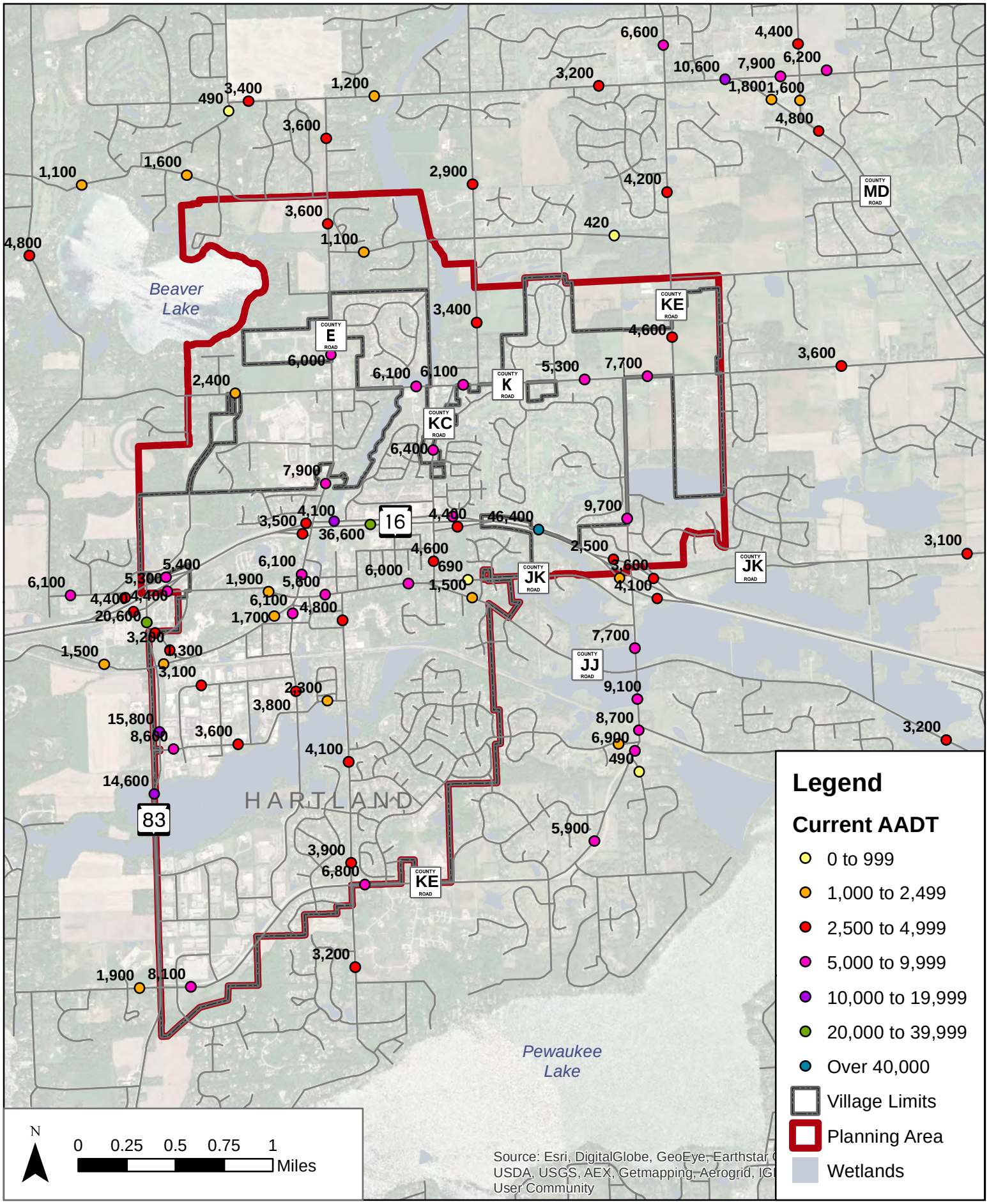
Functional Classification

Functional classification of roadways is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. This system is used to create a roadway network that collects and distribute traffic from neighborhoods and ultimately to the State or Interstate Highway System. Functional classification also seeks to manage mobility, access and alignment of routes, as shown in Figure 17. Roadway functional class can be connected to land use planning activities, to identify the best uses or roadways within a planning effort. Local comprehensive plan should consider the interaction between adjacent land use and transportation facilities by establishing policies that link access to property, zoning, and development density to the functional classification of area roadways.

Figure 17: Access/Mobility Relationship



The following section defines each of the functional classifications within Waukesha County. The functional classification system present within the Village of Hartland is shown in Figure 19.



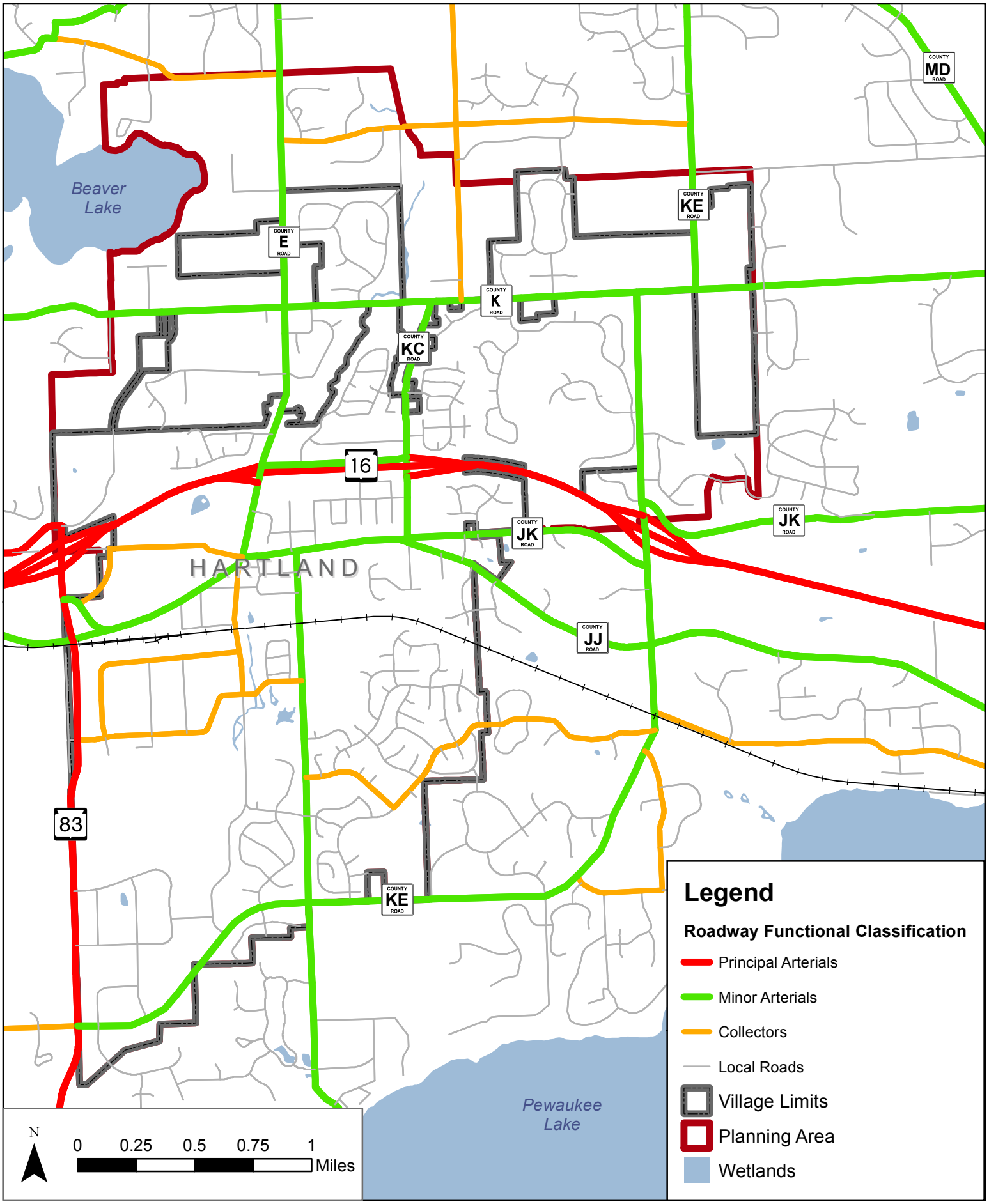
Existing AADTs

Figure 18

Village of Hartland - Comprehensive Plan

Village of Hartland

Source: Wisconsin Department of Transportation



Functional Classification

Figure 19

Village of Hartland - Comprehensive Plan

Village of Hartland

Arterial Streets

An arterial is a high-volume street that functions to move traffic between communities and activity centers and to connect communities to interstates. Arterial streets are defined by SEWRPC as streets and highway which are principally intended to provide a high degree of travel mobility, serving the through movement of traffic, and providing transportation service between major sub-areas of an urban area or through an area. In a rural area, an arterial is a high-volume street that functions to conduct traffic between communities and activity centers and to connect communities to interstate highways. Together, arterial streets should form an integrated, area wide system. The most heavily traveled arterial streets and highways in the County are I-94, US Highway 18, STH 190, CTH O, CTH D, I-4, STH 164, US Highway 41/45, STH 16, STH 59, CTH F, CTH J, and STH 74.

In addition to their functional classification, arterial streets and highways are also classified by the unit of government that has the responsibility, or jurisdiction, over the facility. The Wisconsin Department of Transportation has jurisdiction over the State trunk highway system, Waukesha County has jurisdiction over the County trunk highway system, and each local government unit has jurisdiction over local arterial streets within their community.

The State trunk highway system, which includes Interstate Highways, US Highways, and State highway, generally carry the highest traffic volumes, provide the highest traffic speeds, have the highest degree of access control, and serve land uses of statewide or regional significance. State trunk highways serve the longest trips, principally carrying traffic traveling through Waukesha County and between Waukesha Count and surrounding counties. County trunk highways should form an integrated system together with the state trunk highways and serve traffic between communities in the County and land uses of countywide importance. Local arterial streets and highways would serve the shortest trips, serve locally oriented land uses, carry the lightest traffic volumes on the arterial system, carry traffic at lower speeds, have the least access control and predominately serve traffic within a community.

Arterial streets can be broken into two types, Principal Arterials and Minor Arterials. Principal arterials provide the highest classification of streets and carry the highest traffic volumes. Freeways are typically classified as principal arterials as they provided for the highest level of mobility. Minor arterial streets provide intra-community travel and connect regional transportation routes with local collector streets. Minor arterials do not penetrate neighborhoods and are generally spaced no more than one mile apart in fully developed areas.

Collector Streets

Collector streets are defined as streets which are intended to serve primarily as connections between the arterial system and the local street system. They may include frontage roads that parallel freeways within the County. In addition to collecting traffic from, and distributing traffic to, the local streets, the collector streets provide a secondary function of providing access to abutting properties.

Local Streets

The function of local streets is to provide access to abutting property. As the lowest order streets in the hierarchy, local streets area designed to conduct traffic between dwelling units and higher classification streets. Local streets are typically under the jurisdiction of the local municipality.

County and Local Street Inventory

The Wisconsin Department of Transportation maintains a detailed database of county and local street information in the “Wisconsin Information System for Local Roads” (WISLR). Physical attributes such as right-of-way and pavement width, number of traffic lanes, type of surface and pavement rating, the presence and type of shoulders or curbs, and the presence of sidewalks are available through a database that can be accessed through the WisDOT website by registered users. Administrative information, including the

functional classification and owner of street, can also be obtained. The information in the database is provided by county and local governments and is intended to assist in the reporting of roadway pavement conditions. Under Section 86.302 of the Wisconsin Statutes, pavement ratings must be submitted to WisDOT by each county and local government every other year. The PASER method (pavement surface evaluation and rating) is the most commonly used method in Wisconsin, and the Village of Hartland employs the PASER rating method.

Public Transportation Systems Management

Public transportation is the transportation of people by publicly operated vehicles between trip origins and destinations and may be divided into service provided for the general public, and service provided to special population groups. Examples of special group public transportation include the yellow school bus service funded by local school districts, and fixed route bus service provided by counties and municipalities.

Inter-regional Public Transportation

Air, rail, bus and ferry carriers provide Waukesha County residents with public transportation service between the Southeastern Wisconsin Region and a number of cities and regions across the Country.

Commercial Bus Services

Badger Coaches, Greyhound, Coach USA, and Lamers Bus Lines provide intercity bus service within the Region. Badger Coaches provides daily round trips between Madison, downtown Milwaukee, and Mitchell International Airport. Greyhound has a regional hub in Milwaukee that provides passengers with the opportunity to transfer between buses. Greyhound operates a daily route between Milwaukee and Green Bay with stops in Manitowoc and Oshkosh. Lamers Bus Line provides a daily route trip service between Milwaukee and Wausau. Coach USA provides service between Goerke's Corners in Waukesha County and Chicago O'Hare International Airport, with stops in downtown Milwaukee and General Mitchell International Airport. Other employee related bus services are also provided by various employers in Waukesha County to serve their private needs and meet their needs for employees from outside of Waukesha County.

Public Bus Transportation

Waukesha Metro Transit oversees sixteen bus routes that ravel throughout Waukesha County and parts of Milwaukee County. Waukesha Metro Transit directly operates ten routes that provide bus service within the City of Waukesha. Waukesha Metro Transit administers for all Waukesha County. The County's service contracts with the Milwaukee Transit System and Wisconsin Coach Lines, Inc. for six routes comprising the Waukesha County Transit System. Para-transit service is provided to disabled individuals that cannot use fixed route transit service in accordance with the Federal Americans with Disabilities Act (ADA) of 1990. All transit vehicles that provide conventional fixed-route transit service must be accessible to persons with disabilities, including those persons using wheelchairs.

Employer Support Transit Service

Several employers within the area provide bus or van transportation to bring workers to Waukesha County. Wisconsin Coach Lines operates a bus route that picks up workers for school bus driving and for work at their facility in Waukesha. JNA, a temporary help service company, operates a bus route from West Bend that brings workers to Waukesha County businesses. Milwaukee Careers Cooperative receives funding from the Wisconsin Employment Transportation Assistance Program to operate a van service that brings workers to River West Nursing Home in Pewaukee, Waukesha Technical College, Ameritech, Target, and MTE, Inc.

Specialized Transportation

The Redline program provides lift-equipped vans for non-driving Waukesha County residents age 65 and older, individuals who use a cane, walker, crutches, wheelchair or scooter, or are legally blind.

The shared-fair taxi program provides reduced fares to taxi service to Waukesha County residents age 65 or older, or Waukesha County non-drivers, ages 18 to 64 who receive SSI or SSDI. Waukesha County communities that are involved include Hartland, Delafield, and Merton. Operators of the shared-fare taxi program can shift, but historically, participants have included Best Cab of Waukesha, Elmbrook Senior Taxi, Ann Marie Ryan's Transportation Services, Lake Country Cares Cab, Oconomowoc Silver Streak, New Berlin Senior Tax, Seniors on the Go of Mukwonago, and Mukwonago Senior Taxi. One of the constraints of the program is the fact that it is not offered County wide. Another constraint is the fact that this service is typically restricted within the municipality and does not support mobility throughout the County.

A third program, the shuttle program, serves ambulatory residents of age 60 and over in Menomonee Falls, Sussex and Lisbon.

Bicycle and Pedestrian Facilities

The Village of Hartland Comprehensive Plan references the adopted regional bicycle and pedestrians system plan element, presented in SEWRPC's *Vision 2050 Plan*. The Village's Comprehensive Outdoor Recreation Plan also reviews bicycle and pedestrian facilities throughout the community. These plans provide recommendations to encourage increase bicycle and pedestrian travel as alternatives to travel by automobile within the Region in a safe and efficient manner. The plan includes a recommended regional bicycle-way system designed to provide connections between urbanized areas and incorporated areas.

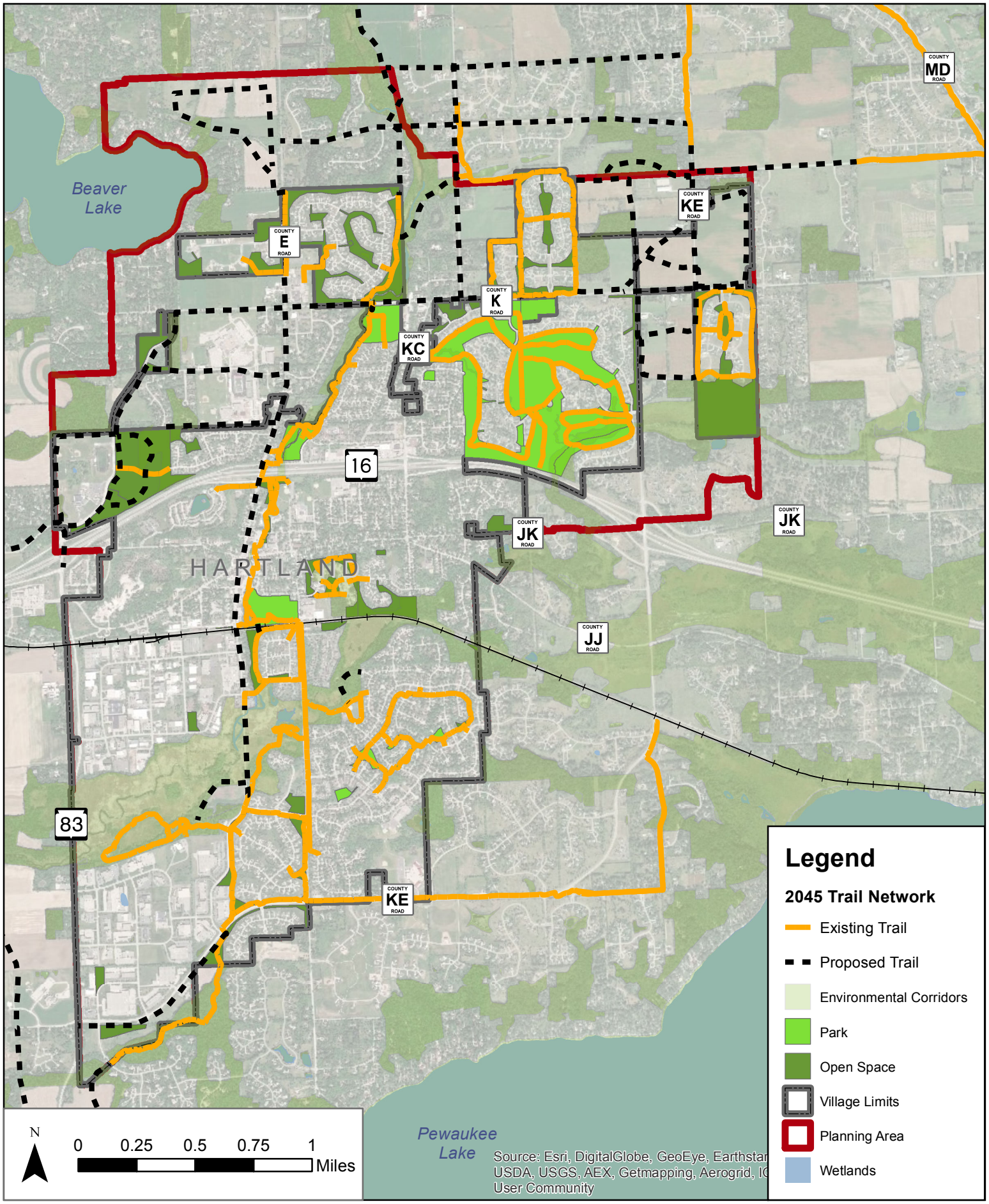
Trail-oriented facilities, such as bikeways, hiking trails, and a water trail, are advanced by the recommended comprehensive plan for both recreational and utilitarian purposes. As shown on Figure 20, a network of trails is recommended to traverse the Hartland study area, comprehensively linking residential areas and providing access to major activity centers as well as to significant natural resources. This interlinked network of trails would provide the residents of the Hartland area opportunities for a longer and wider array of trail-oriented recreational pursuits, such as biking, hiking, and canoeing. These trails would also provide safe and convenient pedestrian and bicycle access to major recreation attractions mentioned earlier and to key activity centers such as parks, schools, and shopping areas.

Bikeways

A "Bikeway" is a facility that includes any road, path, or way that may be used for bicycle travel. Examples of bikeways can include bike paths, bike lanes, shared roadways, bike routes, and bike trails. Approximately 56 linear miles of designated bikeways are recommended in the study area to serve recreational and utilitarian purposes by linking Village residents to significant urban and natural features. It is envisioned that the Village bikeways would be a part of and connect to a larger system of potential area wide bike trails in the Lake Country area, including the existing popular Bugline, Lake Country, and Glacial Drumlin Trails. The most popular bikeway in the Village is the multi-use Bark River Trail which is recommended to continue to extend north and west of the study area. It should be noted that collector and minor land-access streets within the study area can generally function as supplementary bikeways connecting to the primary bikeways without widening roadways due to the usually low traffic speed and volume on these streets. Existing busy streets that are recommended as bikeways should provide bicycle facilities as such streets are reconstructed or resurfaced. Bike trails should only be officially designated and used after proper improvements or facilities have been implemented to ensure safe usage.

Recreational Trails

Opportunities for trail-oriented recreation activities such as hiking, bicycling, cross-country skiing, and nature study, and routes for pleasure driving are provided in the study area. In addition to the hiking and cross-country ski trails provided in Naga-Waukee County Park and the Village of Hartland, other major trail facilities traversing the study area are shown on Figure 20.



Proposed Trail Network

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 20

These facilities offer the promise of enhancing the quality of the recreational amenities in the Hartland area. Approximately 4.5 miles of the existing eight-mile Lake Country Trail is located within the study area. The completed portion of this multiple-use recreation trail, which accommodates bicycling, extends approximately eight miles between the Landsberg Center in the northwest corner of the City of Waukesha and east of the study area, to Cushing Park located west of the study area in the City of Delafield. The trail is proposed to be extended 6.5 miles westward from Cushing Park to Roosevelt Park in the City of Oconomowoc.

A portion of the Ice Age National Scenic Trail is also located in the Village of Hartland study area. This trail is a planned 1,000-mile National scenic trail designated by Congress in 1982 as a hiking route which generally follows glacial moraines and other glacial features. The planned trail stretches from Door County in northeastern Wisconsin through the Kettle Moraine area in southeastern Wisconsin to Interstate Park in northwestern Wisconsin. As shown on Figure 20, about 9.3 miles of the Ice Age National Scenic Trail is planned to traverse through the Hartland study area, portions of which are already developed. The Ice Age Park & Trail Foundation acquired and developed, with assistance from the late U.S. Congressman Henry S. Reuss of Wisconsin, volunteers from the local Ice Age Chapter and students and teachers from Arrowhead and Kettle Moraine High Schools, property along the south segment of the Bark River and east of this site. Improvements to the so-named Hartland Ice Age Marsh include a trailhead parking lot at both sites, additional improved trail routes to overlooks, and boardwalks through marshes. The existing Hartland Ice Age Marsh is comprised of a trail network with two overlooks and waysides: the Aldo Leopold Overlook and Cottonwood Wayside on the west of Cottonwood Avenue and the John Muir Overlook and Maple Wayside on the west side of Maple Avenue. A short section of a trail located near the Maple Wayside is one of only three handicapped-accessible sections of the Ice Age Trail in the State that is owned and maintained by the Ice Age Park and Trail Foundation. The trails within the Hartland Ice Age Marsh have been improved to extend this trail westward from the Maple Wayside view platform through the marsh. Those portions of the Ice Age Trail owned or managed by the Ice Age Park and Trail Foundation are generally closed to bicycling.

The main routes of a recommended local trail network that would traverse the Village of Hartland study area, ultimately connecting residential areas to key activity centers are shown on Figure 20. Some of the recreation trails are proposed to connect to the Village's popular Bark River Trial, which is owned by the village of Hartland, and is a shared-use, wheelchair-accessible paved path that allows for a variety of trail-oriented uses, such as walking, bicycling, in-line skating, roller skiing, and cross-country skiing. As the popularity of this trail continues to grow, the path should be widened whenever possible. The comprehensive plan recognizes that privately owned and maintained trails, such as those within the Hartridge, Hawk's Nest, and Stillmeadows Subdivision, will continue to develop in the Hartland area.

Water Trail

A "water trail" is an official designated trail on a lake, waterway, or portion of a water way that usually contains a sufficient water level to navigate a small watercraft such as a canoe or kayak. The Bark River Water Trail, is recommended in the Bark River Greenway for development. This nearly three-mile trail in the Hartland study area consist of the southern portion of the Bark River extending from Nixon Park to the River's confluence with Nagawicka Lake, which could then further connect to a potential water trail designated around the Lake and eventually to where the River continues to flow southwest to the Rock River. This water trail--sometimes referred to as a paddling trail or a canoeing/kayaking trail--would essentially identify part of the Bark River as a navigable waterway that could accommodate low impact,

human-powered watercraft such as canoes and kayaks. Such small watercrafts typically create "no wake" and embrace the "Leave No Trace" code of outdoor ethics, which would promote the responsible use and enjoyment of the ecologically-sensitive marsh areas along the River. The trail would further serve as a place for solitude and respite from the urban environment, while providing educational and recreational opportunities.

Important factors for establishing a water trail are the provision of safe and convenient access to a navigable waterway with unobstructed passageways. Access points in the Village could be established at Nixon Park, which is subject to changing water levels, and/or north of the developed trailhead for the Ice Age Trail at Cottonwood Wayside, which is presently under private ownership but is recommended to be acquired as part of the Hartland Ice Age Marsh. As an alternative, an access point could be provided southwest of the Cottonwood Avenue river crossing. In addition, an access point may be provided west of STH 83 in the City of Delafield as part of the Bark River Greenway. These put-in and take-out destinations should include adequate parking facilities with potential restrooms and picnicking areas. Other trail improvements would include removing litter, clearing logjams for navigability, installing way finding and educational signs, and providing safe portaging areas. In addition, narrow or low underpasses (i.e. small culverts or low bridges) should be replaced with larger openings, when reconstruction is warranted, such as where Cardinal Lane and Cottonwood Avenue crosses the Bark River. Large box culverts or higher bridges are recommended, provided that the floodwater flow and storage capacity is not significantly affected, which is subject to approval by the Wisconsin Department of Natural Resources. Since bridges or overpasses may not be reconstructed for a period of time or not at all, an alternative is to provide safe portaging areas. A durable path should be provided for carrying watercraft, which should consist of more natural, less engineered facilities, such as submerged pavers with openings for vegetation to grow through to help retain the natural river bank appearance, along with providing proper roadside signage forewarning motor vehicle traffic of potential portage crossings.

Other transportation Facilities and Services

Passenger Rail Services

Amtrak operates its Chicago-Seattle intercity passenger service in the Region, the nearest stops being the Milwaukee Amtrak depot, Mitchell International Airport, and Sturtevant. Amtrak provides no stops in Waukesha County at this time. The adopted regional transportation system plan for southeastern Wisconsin includes this railroad line as a possible candidate for consideration of commuter rail service as an alternative to express bus service. To date, further consideration of commuter rail service in this corridor has not been requested by affected local governments. The Wisconsin Department of Transportation has also considered initiation of a high-speed intercity passenger rail service over this line between Milwaukee, Madison, and Minneapolis-St. Paul but has not yet made a decision to implement such a service.

Specialty Rail Services

The East Troy Electric Railroad is a 7 mile stretch of track from East Troy to Mukwonago. The line dates back to 1907 when it was part of the Milwaukee Electric Railway and Light Company line from East Troy to Milwaukee. The East Troy-Mukwonago segment was transferred to the Village of East Troy in 1939 and the remainder of the line to Milwaukee was abandoned. Between 1995 and 2000 the Friends of the East Troy Railroad Museum purchased the rail line and it operates it as a tourist destination offering rail rides on a weekly basis during the spring through fall season.

Rail Freight Services

Other Railway freight service in Waukesha County is provided by four railroad companies. These include the Union Pacific Railroad, Canadian National Railroad, Canadian Pacific Railway, and Wisconsin & Southern Railroad Company. All four railroads provide rail freight transportation to Metropolitan Chicago. About one-third of the rail traffic in the United States (including much of Wisconsin’s rail freight) originates, terminates, or passes through Metropolitan Chicago.

Union Pacific, with headquarters in Omaha, Nebraska, is the largest railroad in North America, operating in the western two-thirds of the United States. The railroad serves 23 states, linking every major West Coast and Gulf Coast port and provides service to the east through its four major gateways in Chicago, St. Louis, Memphis and New Orleans. Additionally, Union Pacific operates key north/south corridors and is the only railroad to serve all six major gateways to Mexico. The railroad is the nation's largest hauler of chemicals,

much of which originates along the Gulf Coast near Houston, Texas. Union Pacific is also one of the largest intermodal carriers – that is the transport of truck trailers and containers.

The Canadian Pacific Railway is a transcontinental railroad stretching from Vancouver to Montreal, and also serves major cities in the United States such as Minneapolis, Chicago, and New York City. Its headquarters are in Calgary, Alberta. In 1992, The Canadian Pacific Railway purchased the Soo Line Railroad. Over half of the Canadian Pacific Railway's freight traffic is in coal, grain, and intermodal freight, and the vast majority of its profits are made in western Canada. It also ships automotive parts and assembled automobiles, sulfur, fertilizers, other chemicals, forest products, and other types of commodities. The busiest part of its railway network is along its main line between Calgary and Vancouver.

Canadian National Railroad, a transcontinental railroad headquartered in Montreal, Quebec, serves ports on the Atlantic, Pacific, and Gulf coasts. It links customers to the United States, Canada, and Mexico. Canadian National derives revenues from the movement of petroleum and chemicals, grain, fertilizers, coal, metals, minerals, forest products, intermodal, and automotive. In 2001, Canadian National Railroad purchased Wisconsin Central Ltd. Wisconsin & Southern Railroad Co. (WSOR), a regional railroad with headquarters in Milwaukee, operates 700 miles of track (600 owned or leased and 100 in trackage rights) throughout south central Wisconsin and northeastern Illinois. It serves Waukesha, Genesee Depot, North Prairie, and Eagle in Waukesha County. The mission of WSOR is to provide rail freight service to rural communities in southern Wisconsin. In Waukesha County, WSOR operates over publicly owned railroad lines owned by the Wisconsin Department of Transportation and the Wisconsin River Rail Transit Commission.

Rail freight traffic in Wisconsin continues to grow in volume and revenue. This increase in traffic has resulted in a need to consider additional grade crossing separations at busy intersections and quiet zones where railroad locomotives are prohibited from sounding horns.

Rail Intermodal Facilities

Intermodal facilities are locations where bulk or containerized commodities are transferred from one mode of transportation to another. Intermodal transportation seeks to take advantage of the most cost-effective elements of each individual mode and maximize overall transportation efficiency. In 2004, The Port of Milwaukee is the only truck-rail intermodal facility operating in Southeastern Wisconsin. The 2020 Wisconsin Department of Transportation forecast indicates that six Wisconsin counties have concentrations of the types of commodities that generally indicate the potential for truck-rail intermodal movement (Brown, Dane, Outagamie, Milwaukee, Waukesha, and Winnebago). Nearly two-thirds of this estimate was identified as coming from, or to, Milwaukee and Waukesha counties. Currently, many shipments or destinations in Wisconsin are currently trucked to/from intermodal facilities located in Metropolitan Chicago or the Minneapolis/St. Paul Metropolitan Area.

Ferry

There are no ferry services within the Village of Hartland or Waukesha County. High speed cross-Lake Michigan ferry services are provided between Milwaukee and Muskegon, Michigan by Lake Express. This ferry service operates from April to October each year and handles automobiles, small trucks, and passengers.

Ports and Harbors

There are no harbors within the Village of Hartland or Waukesha County. Water freight and transportation facilities are provided to Waukesha County by the Port of Milwaukee, located about 20 miles east of the planning area in the City of Milwaukee. In 2006, the Port of Milwaukee handled over 3.5 million tons of Wisconsin commodities.

Air Services

Air services provide people, businesses, and goods with direct access to regional, national and international markets. The primary commercial airport serving Waukesha County with scheduled air carrier service is General Mitchell International Airport, owned and operated by Milwaukee County. Located within the City of Milwaukee, Mitchell International is the largest airport in Wisconsin and is served by 13 airlines offering over 200 departures and arrivals every day. Approximately 90 cities are served by nonstop or direct flights from Mitchell International.

Two principal airport facilities in Waukesha County provide general aviation services, those being Waukesha County-Crites Field and Capitol Airport. Crites Field, owned and operated by Waukesha County, is the larger of the two and can accommodate all types of general aviation aircraft up to and including business and corporate jets. It is equipped for full instrument landing system approaches. Capitol Airport is a private airport open to public use and provides an important facility for smaller business, personal, and recreational aircraft. Both Crites Field and Capitol Airport are reliever facilities for General Mitchell International Airport. Although Capitol Airport has more limitations on the size of aircrafts being serviced, it is generally limited to smaller aircrafts than Crites Field. The City of Brookfield does not support retaining the Capitol Airport as designated in the Regional Year 2035 Land Use Plan as noted in the City's Resolution 7655-06. The City of Pewaukee has also recently indicated they do not support retention of Capital Airport.

State Transportation Programs

WisDOT maintains approximately 10.5 percent of the public roads in the State. The State highway system includes over 750 miles of interstate freeways and over 11,000 miles of state and US-marked highways. While the state highway system only represents 10.5 percent of all of the public road mileage in Wisconsin, but the State highways carry about 60 percent of the highway travel each year. The following list of programs provides state and federal funds to assist local governments.

- Connections 2030
- Airport Improvement Program
- State Airport System Plan 2030
- Bicycle Transportation Plan 2020
- State Freight Plan
- Wisconsin Pedestrian Policy Plan 2020
- Wisconsin Rail Plan 2030
- Freight Rail Preservation Program
- Midwest Regional Rail Initiative
- Transportation Economic Assistance Program
- Congestion Mitigation and Air Quality Improvement Program
- Disadvantaged Business Enterprise Program
- Wisconsin Highway Improvement Program
- In This Together Program
- Local Transportation Enhancements Program
- Rustic Roads Program
- Scenic Byways Program
- Tourist Oriented Directional Sign Program
- Transit Assistance Programs

Summary

If the Comprehensive Plan is to constitute a sound and realistic guide for making decisions concerning the physical development of the Village and environs, then pertinent transportation issues of the built environment must be given due consideration. This chapter has presented a description of various aspects of the transportation system within the Village of Hartland. The most important findings are as follows:

- An efficient, durable, cost-effective transportation system is essential to the sound social, community, and economic development of the Village of Hartland. This plan includes review of roads, transit services, bicycle lanes, trails, pedestrian paths, as well as rail services, airports, and water ports and harbors.
- The Waukesha County Comprehensive Development Plan includes a transportation plan, which addresses an arterial street and highway system plan, and a public transit system plan intended to serve the County through the year 2035 and beyond. A synopsis of information from the Waukesha County Development Plan includes specific recommendations regarding streets in the Village that may be reclassified, or relocated to promote a smooth and efficient traffic flow for vehicles moving north east of the Village.
- The Village of Hartland Recommended Transportation Plan reflects a realignment of CTH KE south of Lisbon Road (CTH K). This alignment is endorsed by the Village and by SEWRPC, as shown in SEWRPC VISION 2050, due to safety concerns and construction expenses.
- Official mapping authority, granted to the Village under Section 62.23(6) of the *Wisconsin Statutes*, is an important but historically underutilized plan implementation device. The official map is one of the most effective and efficient devices to manage the problem of reserving land for future public use. The Village recently adopted its first Official Map for the Village and environs on April 12, 1999. The adoption of the official map prevents the construction of buildings or structures and their associated improvements, on lands designated for future public use.
- The Transportation Facilities and Services section contains three elements: arterial streets and highway, public transportation systems management, and bicycle and pedestrian facilities, and presents inventories of the existing transportation system in Waukesha County and the Village of Hartland.
- The Other Transportation Facilities and Services section contains information on Passenger Rail Service, Specialty Rail Services, Rail Freight Service, Rail Intermodal Facilities, Ferry Service, Ports and Harbors, and Air Services.
- WisDOT maintains 10.5 percent of the public roads in the State. The State highway system includes over 750 miles of interstate freeways and over 11,000 miles of state and US-marked highways. While the state highway system represents only 10.5% of all of the public road mileage in Wisconsin, the State highways carry about 60% of the highway travel each year.

CHAPTER 9 – LAND USE

The land use chapter and associated policies utilize the analysis and objectives set forth in this plan to guide growth and development that is sustainable and responds to the needs of the community. Similar to the other chapters, the land use discussion begins with a review of existing conditions, followed by recommendations for the future.

This Comprehensive Plan is intended, in part, to detail adopted area-wide and local plans as these plans pertain to the study area. An important step in this process was also gathering information on the existing framework of area-wide and local plans, topographic and cadastral maps, and related land use regulations. The plan takes into account the planning objectives reflected in the adopted land use control ordinances.

This element of the comprehensive plan was created by identifying the strengths, concerns, and weaknesses related to land use in the Village of Hartland. The Plan Commission, Village staff, and planning consultant evaluated the following list of items to gauge the impacts of existing and future land use within the community.

STRENGTHS

- A long history of advanced land use planning in the county and region
- An existing land use pattern that has given consideration to compatible uses
- A strong commitment to preserving environmentally sensitive lands
- An increase in the use of conservation or cluster design development
- A growing interest in intergovernmental discussions on land use
- Many municipalities have a strong sense of place (i.e., lakes, downtown)

WEAKNESSES

- Continued pressure for development on poor soil conditions
- A need for increased intergovernmental discussions on land use
- A lack of stable community boundaries
- A lack of commitment to previously defined or developed commercial locations
- A lack of consideration of how regulatory expectations impact the cost of projects and housing
- A lack of willingness by municipalities to re-evaluate existing land use and zoning
- The Village's water supply is finite, and trends show that ground water supply and quality is declining.

Land Use Plan Design Process

The process used to prepare the Comprehensive Plan and the future land use plan was influenced by the statutory requirements under the State of Wisconsin city planning enabling act and public input. The future land use plan presented in the Village's previous comprehensive plan was utilized as the starting point for the land use planning effort. This plan was developed in care coordination with the Waukesha County development plan efforts and requirements outlined in Statutes. A plan developed in the foundation of these two elements provided a solid foundation for reviewing and updating the land use plan for 2045. The process began with a review of the existing land uses, discussed in the following pages. This effort was followed by an analysis of the future land use plan and opportunities for change based on public input. Once a future land use plan was established, the design recommendations and policies were updated to reflect plan updates.

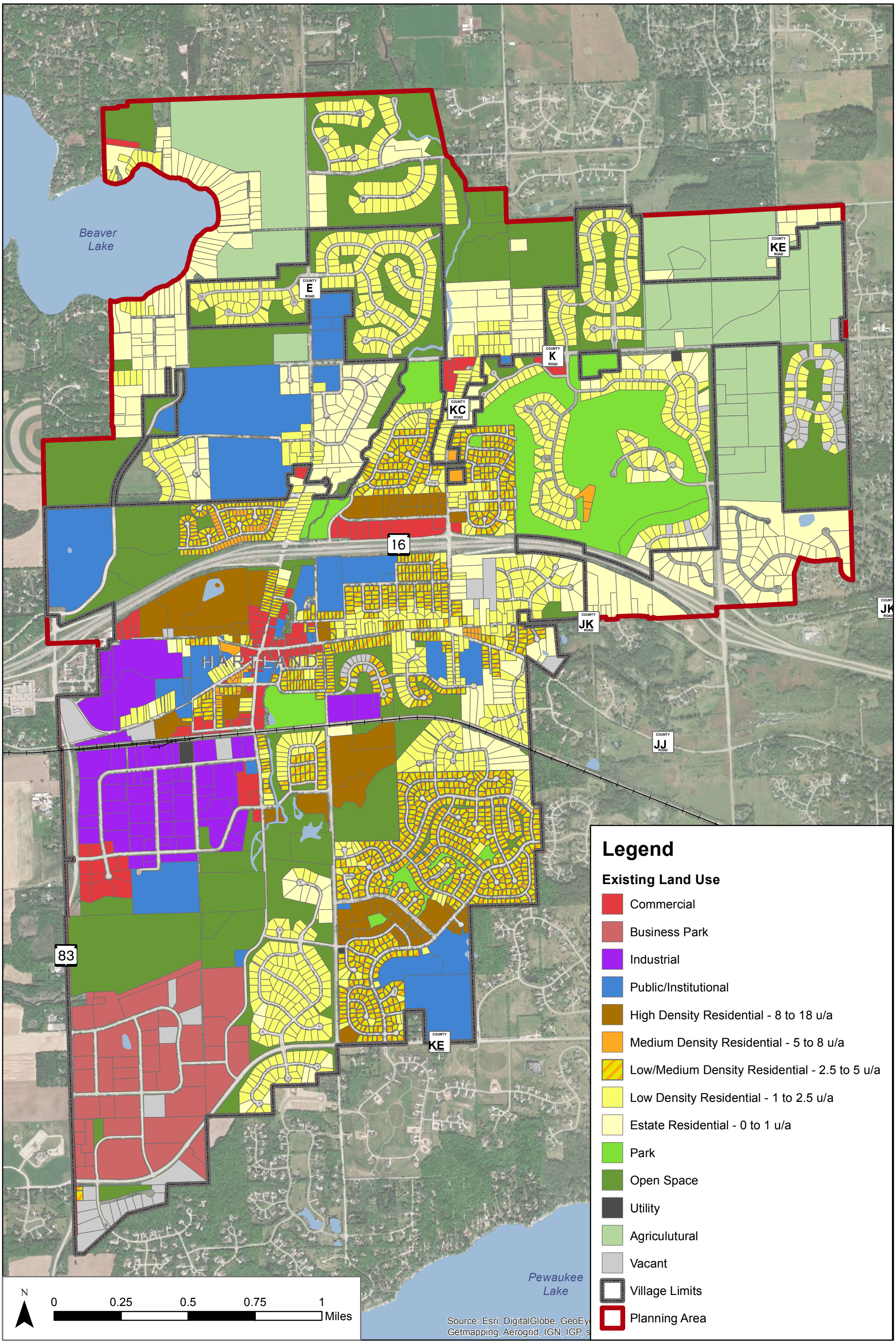
Existing Land Use

A study of the existing land uses throughout the study area was completed in 2019 to categorize the existing use of land. This analysis resulted in an existing land use plan show in Figure 21. The amount of land dedicated to each of the land use categories is outlined in Table 20.

Several important characteristics of the study area can be noted from examining Table 20 and Figure 21. First, natural resource and agricultural areas consisting of open spaces and agricultural lands are a predominant land uses representing about 13 percent of the study area. Natural resources increase in land consumption when surface water uses are included. Surface water areas from Beaver, Nagawicka, Pine, and Pewaukee Lakes comprised most of the natural areas; hence, the study area is known as part of the "Lake Country" area. Secondly, residential land uses represented approximately 47 percent of the study area. Residential land uses represented the largest group of land uses in the Village of Hartland. This information supports the perception of the Village of Hartland study area as consisting of an urban center—mostly the Village of Hartland—surrounded by still "open" lands and lakes, with some outlying residential development, that provide an attractive setting for the Village. A brief description of each of the existing land use categories is providing in the following section.

Table 20: Existing Land Uses

	Acres	Percent
Commercial	89	3.28%
Business Park	228	8.39%
Industrial	209	7.69%
Public/Institutional	219	8.07%
High Density Residential	202	7.43%
Medium Density Residential	26	0.96%
Low/Medium Density Residential	361	13.29%
Low Density Residential	560	20.61%
Estate Residential	130	4.78%
Park	236	8.69%
Open Space	254	9.34%
Utility	4	0.15%
Agriculture	100	3.68%
Vacant	99	3.64%
TOTAL	**2,717**	**100%**



Existing Land Use

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 21

Urban Land Uses

In 2019, urban land uses occupied over 2,300 acres of the study area. These urban uses include a range of development types, from the places you live, the places you work and the places you play. Generally, these land uses included urbanized development types that are provided access to city services in a compact development layout.

Commercial

Commercial uses comprised approximately 89 acres, or 3.3 percent, of the study area in 2019. These uses include commercial retain sales, services, office buildings and associated parking. A majority of the existing commercial land uses are located along the STH 16 corridor or within the downtown area.

Industrial

In 2019, industrial land use accounted for about 437 acres of the study area. These industrial land uses are represented in two different categories, Industrial and Business Park. Industrial uses are located in the Hartland/Lake Country Business Park in the western part of the Village and in a newer business park, the Bark River Commerce Center, located across the Bark River south of the older business park. Additional business parks in the vicinity of the Bark River Commerce Center include the Cottonwood Commerce Center, which is fully developed, and the Geason Commerce Center, which is nearly full.

Residential

The residential land use portion of a Land Use plan normally holds the most interest for community residents. Since the residential land use element of the plan seeks primarily to provide a safe, attractive, and comfortable setting for residential development, it is very important that this element be given careful consideration. The nature and extent of residential development is a major determinant of the type and location of utilities and community facilities needed to serve local residents.

In 2019, urban residential land uses accounted for 1,279 acres of the study area. These uses include high density residential, medium density residential, low to medium density residential, low density residential, and estate residential uses. These residential uses are located throughout the Village in various neighborhoods. The densities of residential uses shown in the existing land use map are consistent with those in the future land use map and categorize similar develop types into the different categories. For example, the Estate Residential land use category includes single-family homes on lots larger than 1 acre in size. The High Density Residential category includes multi-family developments, from apartments to senior living facilities, at a density higher than 8 units per acre.

Utility

The utility land use comprises 0.15 percent of the land uses within the Village. This category is intended to provide a designation for public utility uses that are neither an industrial or public/institutional use.

Public/Institutional

In 2019, public/institutional land uses accounted for 219 acres of the study area. This land use category represents major governmental and institutional land uses in the Village including churches, Village Hall, fire stations, and public and private schools.

Recreation

The park land use category represents 236 acres of the existing land use plan. This category represents existing recreational uses that are scattered throughout the community. The parks designated in this category are consistent with the Village's Comprehensive Outdoor Recreation Plan.

Vacant

In 2019, the vacant land use category was designated for 99 acres within the Village. This category is used to identify parcels of land that are not currently developed and present an opportunity for future growth and redevelopment.

Non-Urban Land Use

Nonurban land uses consist of wetlands, woodlands, surface water, agricultural lands, and other open lands. Nonurban lands and waters totaled about 354 acres, or about 13 percent of the Village of Hartland study area in 2019. The various types of nonurban land uses that occupy the Hartland area are described below.

Open Space

Open Space areas include wetlands, woodlands, and surface waters. Such areas encompassed about 254 acres of the study area in 2019. The open space category generally includes passive recreation opportunities, along with environmental corridors that are intended for preservation. More detailed information regarding the location and importance of natural resource areas is provided in Chapter 4.

Agriculture

The agricultural land use category shown on Figure 21 includes all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings. In 2019, agricultural lands occupied about 100 acres of the study area.

Regional Planning Efforts

Sound local planning practice should give consideration to broader area-wide plans. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the official area-wide planning agency for the seven-county Southeastern Wisconsin Region, which includes Waukesha County and the Village of Hartland. Since its creation in 1960, the Commission has prepared comprehensive plans for the physical development of the Region. While always advisory in nature to the government agencies concerned and to private sector interests, this framework of regional plan elements is intended to serve as a basis for more detailed county and local government planning, and is intended to influence both public and private sector decision-making with respect to development matters. An understanding of pertinent recommendations contained in regional, county, and locals plans is, therefore, important to the proper preparation of a Land Use plan for the Village of Hartland.

County and Regional Land Use Plans

Waukesha County adopted County comprehensive development plan is documented in a report titled *"A Comprehensive Development Plan for Waukesha County, Waukesha County, Wisconsin*," February 2009. The development plan is comprised of nine plan elements. While the development plan applies primarily to the thirteen civil towns which then comprised_the unincorporated territory of the County, the plan is also intended to provide guidance to the incorporated cities and villages, including the Village of Hartland, to the plan design year2035.

A regional land use plan documented in SEWRPC's Vision 2050, provides recommendations regarding the amount, spatial distribution, and general arrangement of the various land uses required to serve the needs of the existing and anticipated future resident population and economic activity levels within the Region. Particularly pertinent to updating the Land Use plan for the Village of Hartland are the recommendations for the protection of primary environmental corridors and agricultural lands of the Region, and for the encouragement of a more compact pattern of urban development. The regional plan recommends that urban development be encouraged to occur contiguous to and outward from the existing urban centers of the Region in areas which are covered by soils suitable for such use; which are not subject to hazards, such

as flooding; and which can be readily served by such essential urban facilities as public sanitary sewerage and water supply. These important recommendations provide a basic framework around which a community land use plan should be developed.

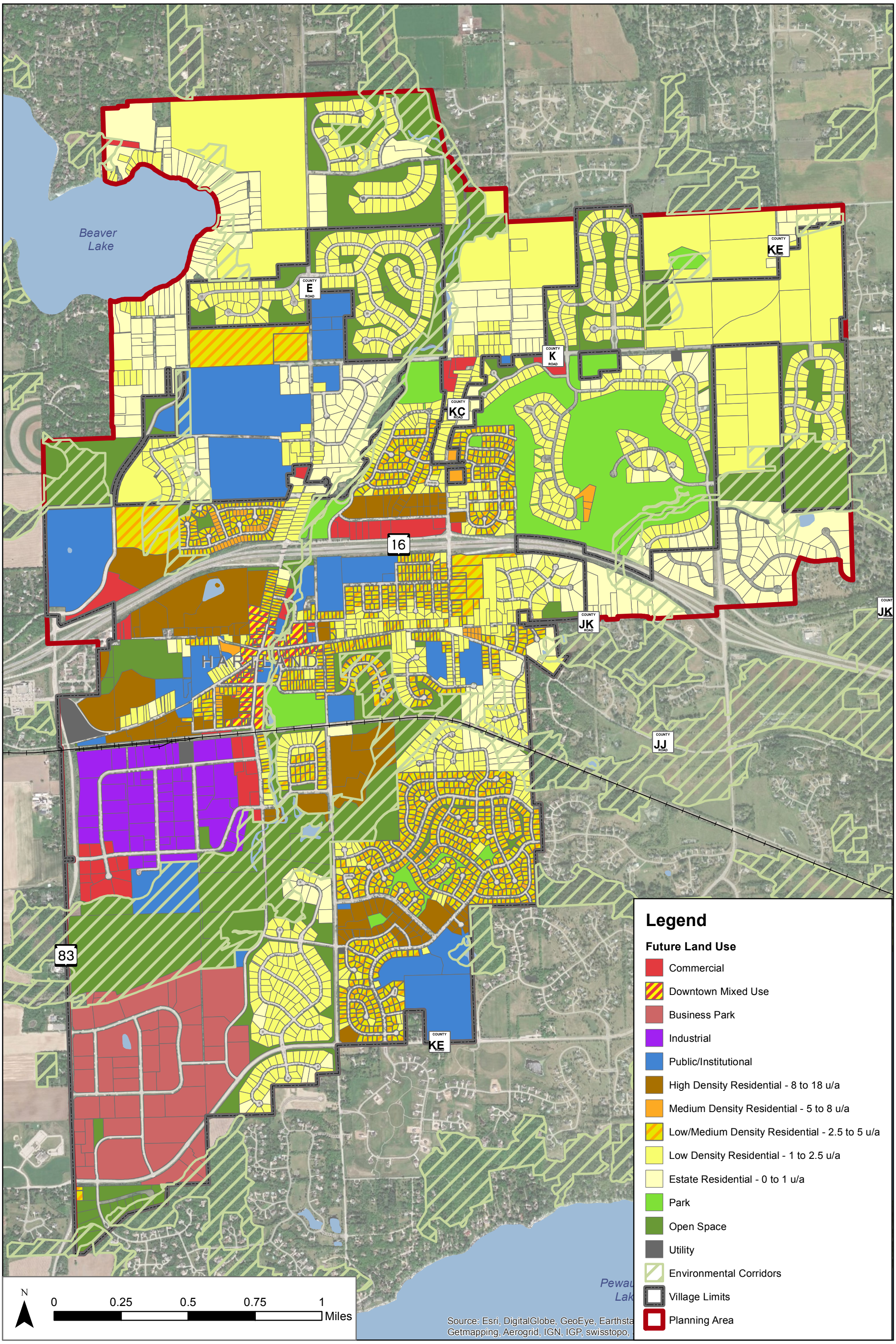
2045 Land Use Plan

A future land use plan is presented in the following section to serve as a guide for informing zoning and land use planning decisions within the Village of Hartland. The plan indicates where certain types of urban development should be encouraged while preserving historic and environmentally significant resources. In addition to showing the general land use pattern for the planned urban service area, Figure 22 also depicts relatively precise urban development patterns. These patterns include a street system layout and attendant lot and block layouts for those areas recommended for new development within the planned study area, as well as certain adjacent areas in order to provide a complete potential development pattern for the area with interconnecting streets. These more precise plans are intended to foster sound development of the traffic circulation, storm water drainage, sanitary sewerage, and water supply systems. The precise development patterns were based upon careful consideration of such factors as soil suitability, land slopes, surface drainage patterns, flood hazards, woodland and wetland cover, existing and proposed land uses, and real property boundaries. To ensure protection and preservation of the environmentally sensitive areas identified on the Land Use plan, such areas should be purchased by, or dedicated to, the Village of Hartland, or protected by private deed restrictions or conservation easements whenever possible.

An important recommendation of the Land Use Plan is the Village's desire to retain the "country" character surrounding the community, which would also help prevent the Village and other nearby developing urban municipalities from becoming indistinguishable from each other. To achieve this objective, cluster development, sometimes called conservation development, is recommended around the perimeter of the Village. Such cluster developments already exist to the south and east of the Village of Hartland in the Town of Delafield, including Hawk's Nest and Stillmeadow Subdivisions.

The recommendations shown on the Land Use plan should be considered flexible. The plan is intended to be used as a point of departure for evaluating development proposals of private and public agencies as such proposals arise. It should not be presumed that developers cannot present development plans harmonious with sound community planning objectives and standards, nor that any development plan that is privately advanced and at variance in some respect with the adopted Land Use plan is necessarily unacceptable. Local planning officials should remain receptive to proposed plan changes that can be shown to be better than the adopted plan while remaining compatible with the objectives for the development of the community as a whole.

The 2045 Land Use Plan is provided in Figure 22. Tables 21 and 22 provide detailed information about the land use categories used in the future land use plan, and the proposed land consumption.



Future Land Use

Village of Hartland - Comprehensive Plan

Village of Hartland

Figure 22

Table 21: 2045 Future Land Use Consumption

	Acres	Percent
Commercial	79	2.89%
Downtown Mixed Use	34	1.25%
Business Park	247	9.09%
Industrial	135	4.97%
Public/Institutional	222	8.18%
High Density Residential	251	9.22%
Medium Density Residential	11	0.42%
Low/Medium Density Residential	364	13.38%
Low Density Residential	760	27.97%
Estate Residential	117	4.31%
Park	236	8.69%
Open Space	249	9.16%
Utility	13	0.48%
TOTAL	**2,717**	**100%**

Land Uses Categories

A total of 13 land use categories were used to identify a future land use plan for the Village of Hartland. These categories represent all uses, from large lot residential to public utilities. Table 22 provides a summary of each of the future land use categories

Table 22: Land Use Categories

Category	Density	Summary
Commercial	N/A	Represents commercial retail sales, services, and office buildings throughout the community. This land use is a primary location for employees and the diversity of the development provides goods and services for residents
Downtown Mixed Use	12 to 18 units/acre	The Downtown Mixed-Use Category is a new category for the 2045 land use plan. This land use represents a mixture of commercial, public and residential uses throughout the core of the Village. Both vertical and horizontal mixed uses are encouraged throughout this area.
Business Park	N/A	The Business Park land use represents a variety of uses within the Village's industrial park. These locations are centers for employment but are not dependent on drive by traffic.
Industrial	N/A	Th Industrial land use category represents manufacturing and warehouse uses through the Village. These uses typically have higher commercial truck volumes and are not depended on drive by traffic.
Public/Institutional	N/A	The Public/Institutional category represents the government owned facilities throughout the community. These uses range from the Village Hall to schools and churches. Typically, new areas of Public/Institution are not identified unless future government sites have been purchased.
High Density Residential	8 to 18 units/acre	The High Density Residential category represent the highest density land use throughout the community. Densities should range from 8 to 18 units per acre and support multifamily development.
Medium Density Residential	5 to 8 units/acre	The Medium Density Residential represents smaller scale residential development, ranging from twin homes to dense single-family home areas.
Low/Medium Density Residential	2.5 to 5 units/acre	The Low/Medium Residential category is new to the 2045 land use plan. This category represents smaller long single-family developments throughout the community.
Low Density Residential	1 to 2.5 units/acre	The Low Density Residential category represents the standard single-family development that most consider when considering residential uses.
Estate Residential	0 to 1 units/acre	The Estate Residential land use category is also new for the 2045 land use plan. This land us represents large lot residential development, on lots greater than 1 acre in size.
Park	N/A	The Parks land use category represents dedicated Village, County or Regional Parks throughout the Village
Open Space	N/A	The Open Space category is used to identify public open spaces or environmental preservation areas.
Utility	N/A	The Utility category is used to represent properties service a public utility function. Cell towers are an example of this use.

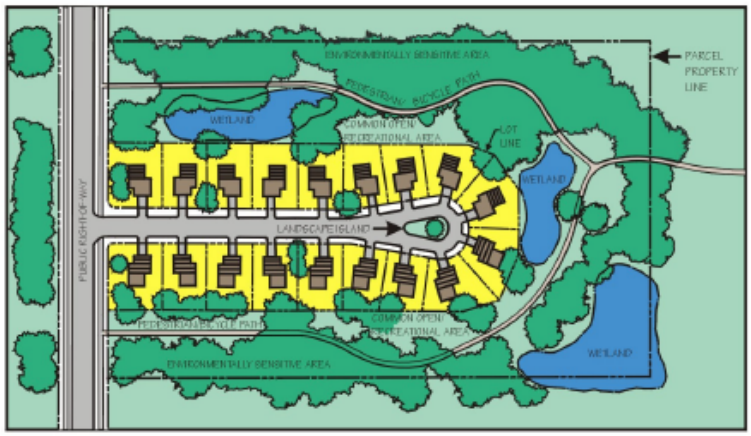
Future Land Use Strategies

While the future land use plan lays out the desired growth areas and development types within the Village, there are additional tools and strategies that can be employed to help the Village achieve its desired vision.

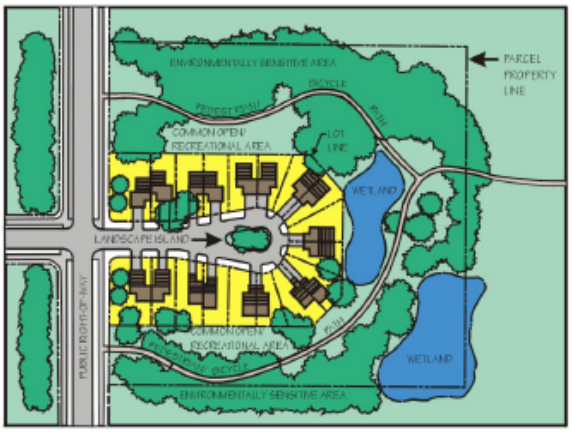
Residential Development containing Environmentally Sensitive Lands

The plan further recommends that open space and conservation design concepts be applied, whenever possible, to residential development proposed on lands containing Open Lands to be Preserved, or environmentally sensitive areas, as illustrated in the figures below. When properly designed, clustered developments can help maintain the overall country character of the landscape, preserve significant natural features, and minimize road construction and other site improvement costs. Lot sizes, for example, could be reduced and clustered while the rest of the site concerned is retained in permanent open space. This reduction in lot sizes also provides greater design flexibility to situate housing units away from environmentally sensitive features, while the overall density of the development, including the open space area, would not be permitted to exceed the maximum residential development density determined by the zoning district in which the development is located.

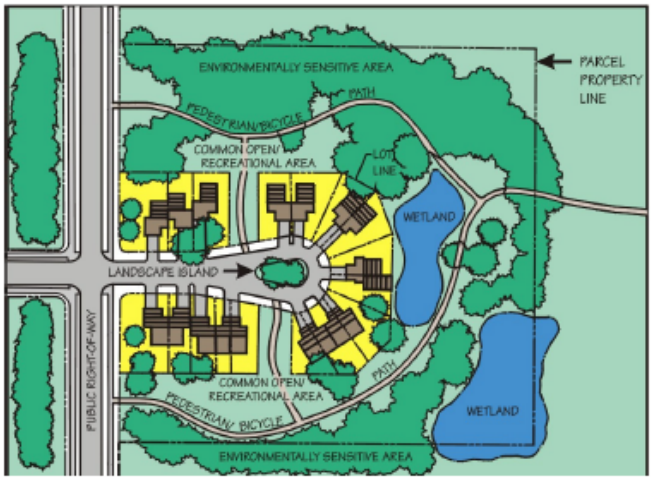
A. CLUSTERED SINGLE-FAMILY RESIDENTIAL DEVELOPMENT



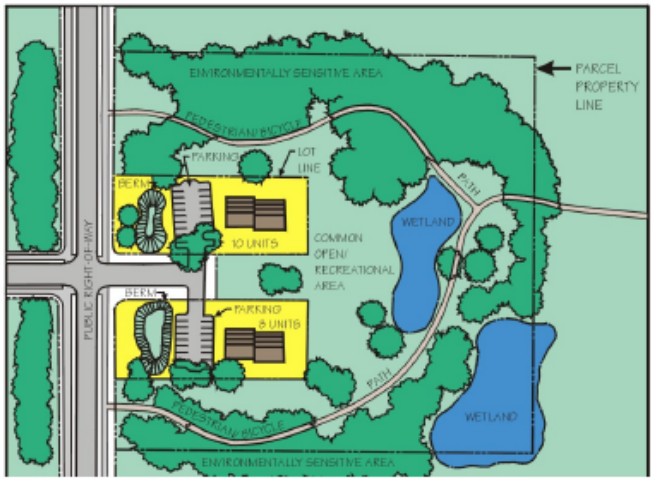
B. CLUSTERED TWO-FAMILY RESIDENTIAL DEVELOPMENT



C. CLUSTERED TOWNHOUSE RESIDENTIAL DEVELOPMENT



D. CLUSTERED MULTI-FAMILY RESIDENTIAL DEVELOPMENT



Source: SEWRPC.

Downtown Mixed-Use Development

The Downtown Mixed Use category is intended to provide a centralized vision for the Village's center or downtown. Recent efforts within the area have brought renewed investment and interest into this area. To retain the downtown as a lively and vibrant place, the presence of people drawn to and living within the downtown is important to project a thriving atmosphere. The Land Use plan, therefore, recommends that the downtown should accommodate high-quality, mixed-use development that is attractive and sensitive to the character of this area. Mixed-use development may include business activities located on the lower level(s) of buildings and residential dwelling units in the upper level(s). The downtown is also an ideal setting for senior housing due to convenient proximity to services, access to the library and community center, opportunity for recreational pursuits, especially walking and bicycling, and passive enjoyment of daily activities (people-watching) along the Bark River and the "Main Streets" (Cottonwood Avenue, North Avenue, and Capitol Drive) of the downtown.

Re-development of the southwestern portion of the downtown along Pawling Avenue may also be considered. This area was enhanced with street improvements to Pawling Avenue, the creation of additional off-street public parking areas, and the development of a senior housing complex. Over time, this area should continue to be redeveloped for mostly professional offices mixed with some retail activities and residential uses. Professional service-type businesses could include offices and studios for artists, accountants, doctors, dentists, engineers, computer programmers, landscape architects, lawyers, real estate agents, and other recognized professions. The old railroad depot building in this area has been preserved and sensitively improved to accommodate professional offices. Business uses along Cottonwood Avenue, North Avenue, and Capitol Drive would consist primarily of retail trade and service developments, while those along Pawling Avenue would contain mostly professional office-type developments. As redevelopment occurs in and near the downtown, the boundaries delineating the downtown in Figure 22 may be refined accordingly.

Any development proposed within the downtown should be sensitive to and compatible with the historic character as well as the desired design theme for the downtown. The Village has been working actively to maintain and improve the vitality of the downtown by providing significant street improvements, burying overhead utility lines, whenever possible, and improving building facades. Additional amenities such as street trees, decorative street lighting, attractive landscaped buffers along the railroad, and ornate street furniture should continue to be integrated into the streetscape. The plan recommends that the Village continue to maintain and improve the downtown in accord with the historic preservation standards in Chapter 4, the design guidelines for the Center in Appendix C, and the design recommendations discussed later in this chapter.

Environmentally Significant Areas

To effectively guide urban development and redevelopment in the Hartland area into a pattern that is efficient, stable, safe, healthful, and attractive, it is necessary to carefully consider the location of planned land uses in relation to the natural resource base of the area. Locating new urban development outside of environmental corridors and other environmentally sensitive areas will serve to maintain a high level of environmental quality in the community and will also avoid costly development problems such as flood damage, wet basements, failing pavements, and infiltration of clear water into sanitary sewerage systems. Properly relating new development to such environmentally significant areas will also allow the scenic beauty of natural resource areas to serve as a humanizing feature for the residents of the Hartland area.

The plan recommends substantial preservation of most remaining environmental corridors, isolated natural resource areas, and other environmentally significant areas. Development within these areas should be limited to required transportation and utility facilities, compatible outdoor recreation facilities, and very low density residential development carefully designed so as to minimize the impact on the natural features.

Cluster design concepts are recommended over conventional subdivision design if residential development occurs within environmentally significant areas.

Primary Environmental Corridors

Environmental corridors, more fully described in Chapter 4, are linear areas in the landscape that contain concentrations of high-value elements of the natural resource base. Primary environmental corridors contain almost all of the best remaining woodlands, wetlands, and wildlife habitat areas, as well as floodplains and steeply sloped areas where intensive urban development would be ill-advised. The protection of the primary environmental corridors from additional intrusion by urban development is one of the principal objectives of the recommended master plan. Primary environmental corridors are shown within the future land use plan as an overlay over the urbanized land uses. These corridors should be incorporated into development proposals for the various land use types.

Secondary Environmental Corridor

The secondary environmental corridors in the Hartland planned urban service area are located along a portion of the Bark River and an intermittent watercourse, and include the wetlands associated with these waterways. Similar to the Primary Environmental Corridors, these areas are shown as an overlay of the future land use plan and should be incorporated into development proposals for the preservation of these resources. The secondary environmental corridors should be carefully integrated into urban development with the goal of preserving corridor resources. Such areas may serve as corridors for the movement of wildlife and may also lend themselves for certain uses, such as parks, drainageways, or stormwater detention or retention areas. These corridors also serve as links between primary environmental corridors.

Isolated Natural Resource Areas

Isolated natural resource areas consist of areas with important natural resource values which are separated geographically from environmental corridors. Most of the isolated natural resource areas in the Hartland planned urban service area consist of tracts of woodlands that are at least 200 feet wide and five acres in area. The plan recommends that the remaining areas be preserved in essentially natural, open space uses whenever possible, since these areas sometimes serve as the only available wildlife habitat in an area and lend natural diversity to the community. Similar to secondary environmental corridors, isolated natural resource areas also lend themselves for certain uses such as parks, drainageways, or stormwater detention or retention areas.

Design Recommendations

Design recommendations were developed as part of the previous Comprehensive Plan Update, and continue to serve the community well for reviewing and guiding development within the Village. These recommendations have been carried over from the previous plan.

The Village Plan Commission requested, based in part on the results of a community survey, that this plan provide general design guidelines for enhancing the Village Center and other urban development within the Village study area. While it is not the purpose of the comprehensive plan to provide detailed plans for subareas and precise development and redevelopment recommendations which may require structural condition surveys, commercial market analyses, and site or building-specific analysis and engineered designs, it was determined that the plan should set forth generally applicable design guidelines that would help guide development in the Village. These guidelines would also be useful to public officials in the review and evaluation of site-specific development and redevelopment proposals and thereby assist in implementing the Village comprehensive plan.

General Recommendations

During the planning process, potential design improvements as well as design deficiencies were observed within the Village and environs. These observations indicated that several elements of design should be

addressed within the Village, including elements relating to the Village Center, streetscaping, utility poles and lines, offsite landscaping, architectural compatibility, and certain transportation related factors. Based, in part, on the design guidelines set forth, specific recommendations for improving identified design elements and addressing certain design problems are herein provided. The appearance and proper design of urban development and redevelopment within the Village, consistent with the suggested design recommendations, will help to produce over time a more attractive community, and will help to stabilize or increase real property values to the advantage of both the community and individual property owners.

Village Center and Surroundings

General

The viability of the Village Center depends largely on its ability to attract people to work, shop, conduct personal business, and seek entertainment. The comprehensive plan recognizes that extensive renovation and razing of certain existing structures in the Center, together with significant streetscaping, to create an almost totally new downtown area may likely occur within the Center over time in order to remain a viable retail and service area and a hub for community activities. While redevelopment in the Center is desirable, it is also important that future redevelopment efforts work to preserve, as much as possible, its mature architecture and distinct physical character. After all, the character of the Village as a small, orderly urban community is reflected by the compact arrangement and architecture of the old “store front” commercial buildings in the Village Center and the presence of the Bark River flowing through it. The Center provides a unique type of shopping environment that is typically not duplicated in modern shopping areas. As redevelopment proceeds in and near the Center, the boundaries may be refined accordingly. Further detail for Village Center planning and services is adopted by reference herein in the *Hartland Village Center Revitalization Plan* by Zimmerman Architectural Studios Inc. dated May 2007.

Historic Resources

The Village should continue to capitalize on the concentration of unique historic buildings located in and near the Village Center as a source of community identity. By continuing to preserve this resource, a distinctive positive image of the Village would be projected upon pedestrians, bicyclists, and occupants of motor vehicles traveling through the Center. Any proposed renovation to historic buildings, as well as new buildings proposed adjacent to such structures, should follow the historic preservation standards. By comparing future land use plan and historic properties mapping, it can be determined that the Center contains and is located near 17 historically significant buildings and the East Capitol Drive Historic District. To date, the Historic District and 13 of the 17 buildings are listed on the National and Wisconsin Register of Historic Places. Opportunities for experiencing this District and the other historic features should be promoted by continuing to distribute the Village’s descriptive brochures or booklets with attendant maps entitled, *Historical and Architectural Heritage Tour of Hartland Wisconsin, An Historical and Architectural Walking Tour of Hartland,* and *Historic Walking Tour of Hartland.* The Village should further utilize these distinct features by identifying them with explanatory plaques along a marked historic trail.

Design

By designating a Village Center and improving its streetscape scenery, this distinctive community identity would continue to retain its prominence as an important location for various social and economic activities. Any proposed new development within the Village Center should fit the visual urban context of its setting by adhering to the design guidelines specifically established for the Center.

The *Hartland Village Center Revitalization Plan*, completed by Zimmerman Architectural Studios, Inc., in May 2007 includes a map that shows the general boundaries of the study area. The Plan identifies additional streetscape improvements for a portion of the Village Center. The plan provides examples of potential illustrative redevelopment of East Capitol Drive at Oak Street, for the intersection of Capitol Drive at Hill Street and Cottonwood Avenue, and also at the intersection of Cottonwood Avenue and Park Street.

The *Hartland Village Center Revitalization Plan*, elaborates on design guidance found in *A Master Plan for the Village of Hartland:2020* completed in December 2004. The 2004 plan provided general guidance for and redesign for the intersections of Hill Street, North Avenue, E. Capitol Drive, and Cottonwood Avenue, and the intersection of W. Capitol Drive, Haight Drive, and Cottonwood Avenue to create better defined intersections with articulated crosswalks. That plan also recommends a more coordinated and efficient parking and traffic circulation layout for various areas, including the rear of buildings located south of E. Capitol Drive, between Goodwin Avenue and Maple Avenue (CTH E). Connections between business properties are recommended so that customers can drive between parking areas serving adjacent businesses. This arrangement reduces the number of driveway intersections along arterial streets, preserves open space, reduces construction cost, minimizes disruption of arterial traffic flow from vehicles entering onto and exiting off of the arterial; reduces the number of potential points of conflicts between through and turning traffic; and facilitates the control and separation of vehicles and pedestrian movements. Joint access reservations or easements should be provided for both shared cross-access and entrance drives mutually agreed upon between properties.

Buildings should continue to be located close to sidewalks to retain the pedestrian-oriented development pattern as opposed to setting buildings in the rear with parking in front, which would make the buildings less readily accessible from public sidewalks. Future redevelopment efforts involving property adjacent to the river should also seek to increase the visibility of, and pedestrian access to, the Bark River. “Transparent” facades should be provided, at least at the street level of storefronts, to increase the visibility of business activity from sidewalks and streets, thereby attracting pedestrians and potential customers. To retain this “inviting” atmosphere, clear or slightly tinted glass or related glazing material should be used rather than mirrored, smoked, or dark-tinted glass. Windows also allow patrons from the inside to peer outside to enjoy people-watching. For the same reason, buildings in the Village Center should be designed to allow tenants and customers to enjoy the activities in front of the buildings along the “main streets” (Capitol Drive, North Avenue, and Cottonwood Avenue) of the Center and in back of the buildings along the Bark River Greenway by properly integrating outdoor sitting areas, such as balconies, porches, decks, patios, and sidewalk cafes, into the overall facade design.

Proposed commercial or mixed-use buildings should reflect the architectural character of the Village Center with decorative facades covered by mostly ornate flat or low-pitched roofs in the central part of the Village Center and predominantly peaked gable and hip roofs for areas further from this core. The facades should be comprised of natural wood, stone, brick masonry, or a combination thereof; well-defined entryways; and architectural details. Unarticulated facade surfaces of plain “boxed” buildings constructed of cinder/concrete blocks, concrete slabs, or concrete panels with no decorative detailing should be discouraged.

Complementary streetscaping should be provided for the Village Center that reflects the overall design theme desired by community residents and business owners. The streetscape facade theme should be continued along Capitol Drive, North Avenue, Cottonwood Avenue, and Pawling Avenue. This theme may consist of a historic village setting or a historic theme with a contemporary flair supplemented with attractive landscaping. Historic photographs are an excellent means of identifying a potential theme for the Center. Discordant elements, such as the clutter of poles and wires and lack of landscaping, even if historically accurate, should be avoided.

Streetscaping features should continue to include trees, shrubs, and flowers planted along the street facades in the Center to enhance its attractiveness. “Hardscapes” consisting of such street and sidewalk features as wider sidewalks, decorative paving materials, flower planters, ornate signs, benches, bollards, bicycle stands, kiosks, or a clock tower could also be installed to provide a more interesting and comfortable shopping and walking experience. Such features are often successfully financed by community service organizations. Decorative street lamps, with colorful banners and/or flowers in hanging pots, at pedestrian scale and of a design compatible with the selected theme, should replace the existing lighting that appear

too massive and disproportional in relation to the limited space between the buildings and streets. To avoid a disorganized, nonfunctional, or cluttered appearance, it is recommended that a design professional such as an architect or landscape architect design a unified plan for the use of hardscape features in the overall Village Center, so that a coordinated, aesthetically pleasing, and functional image may be achieved.

Ultimately, all design features for the Village Center should be representative of a design theme desired by the community. Proposed developments and redevelopments should continue to help revitalize the Village Center by incorporating the aforementioned design elements. The Village has already been working towards improving the vitality of this Village Center. With continuing prudent planning and effective plan implementation on the part of the Village and the business community, the positive characteristics of the Center can be further enhanced.

Streetscaping

General

Streetscape improvements should be applied, not only in the Village Center as discussed above, but also along other streets located throughout the Village. Even though the design theme for the Center may not be implemented to the same extent in other areas of the Village, streetscaping features such as street trees, distinctive street signs with logos, and attractive street and traffic lights are recommended. Landscape plantings, especially trees, along streets and on abutting properties can help to define the street lines visually, add texture and color, provide shade and screening, and fill void spaces. Cul-de-sac turnarounds should include center landscaped islands containing trees. Street trees may be placed on gentle slopes with proper bracing for reinforcement. The streetscape may also include defined attractive gateways or main entryways as discussed below. If the provision of distinctive style streetlights (compatible to those eventually selected for the Village Center) throughout the Village is not practical, the traditional style of tall streetlights could be made more attractive by using colors, such as black or green, instead of the bare metal color. As another alternative, the poles could be colored black or green while the extended arms with the illumination head could remain silver (natural metallic color). The style or color selected for the streetlights should be emulated in the poles for street signs and traffic signs and signals. The overall streetscape image of the planned study area should be brought into accord with the design guidelines and the design recommendations discussed herein.

State Trunk Highway 83

The Village recognizes that arterial streets throughout the Region serve a function beyond the Village limits; however, such arterials located within the community are of paramount interest to the Village from both a safety and aesthetic perspective. Therefore, proper streetscaping is important along STH 83 which serves as a main “gateway” leading traffic into the Village. The Village recognizes that this highway may be converted to a four-lane divided highway; however, the Village has significant concerns on the impact such a widening will have on the safety and image of the community.

Village officials indicated that if such a highway improvement occurs, a number of factors should be considered in the design to ensure that a safe and attractive highway is established, including the provision of: a boulevard type arterial with raised landscape medians as opposed to an open asphalt, two-way center-turn lane; attractive streetscaping such as street trees, median scaping, and ornate raised channelizing islands as opposed to unattractive plain asphalt; and safe pedestrian/bicyclist crossings with defined crosswalks eventually at the intersection of STH 83 with Oakwood Road/ W. North Shore Drive (CTH KE) and possibly Cardinal Lane and W. Capitol Drive when lands located on the west side of the highway in the City of Delafield are developed in the future, including a future City park north of Oakwood Road. Additional improvements desired by the Village include separate shared pedestrian/bicycle paths desirably on both sides of STH 83, or at least on one side; and ornate or colored traffic light poles and street lights, possibly with colorful banners on streetlights at least at street intersections. Prior to any highway design activities,

the Village of Hartland and the Wisconsin Department of Transportation, which has jurisdiction over this arterial, should work closely together to address transportation and design related elements of mutual concern.

Utility Lines and Poles

The overhead wires and supporting structures of the electric power and telephone communication facilities create a sense of visual clutter along streets within the Village. One possible solution for this problem is to continue to bury utility lines as has been done in the past along a portion of E. Capitol Drive within the Village. Another solution is to relocate overhead lines and supporting poles to less visible areas, such as along the rear of properties. It is recommended that preferably all overhead utility lines within the Village planned study area be buried, especially along North Avenue, Cottonwood Avenue, and Capitol Drive which function as the “Main Streets” of the Village Center.

Signage and “Entryways”

General

Most freestanding advertising signs in the Village are provided with little or no landscaping around the base of the sign. By providing flower beds, colorful shrubs, and flowering trees in an elevated plant bed with decorative mulch at the base, without obstructing the face of the signs, their legibility and appearance could be improved. Signs should contain a decorative structural base constructed of material similar to or compatible with the building materials of the principal structure on a site. Generally, the fewer the words on sign faces, the more comprehensible will be the signs. Large type-face lettering properly spaced is more easily read from long distances and from moving vehicles. Main "entryways" into the Village, the Hartland Village Center, parks, residential neighborhoods, commercial centers, and business parks should also be well defined with attractive signs and/or landscaping to provide a sense of direction and identity. The design of entryways should be representative of the character of the area. Monument signs—sometimes called ground signs—are preferred over pole signs.

Village Welcome and Way-finding Signs/Maps

Village "Welcome" signs are lacking in certain strategic locations. Such signs should contain large lettering and be situated at key roadside locations where the sign is large enough to be readily visible and legible by occupants of motor vehicles entering the Village of Hartland along major arterials. Specifically, “Welcome” signs indicating that one is entering the Village should be provided near the intersections of STH 83 with CTH KE (North Shore Drive), Cardinal Lane, and W. Capitol Drive; the intersections of CTH KE with CTH E (Maple Avenue) and CTH (Lisbon Road); the intersection of Merton Avenue with Hartbrook Drive/STH 16 off-ramp; and where North Avenue and E. Capitol Drive (CTH JJ) meet the Village corporate limits. These signs should be low monument signs at a human scale, usually no more than four to six feet in height, on a decorative structural base surrounded by ornate landscaping and situated outside traffic vision clearance zones.

To further raise the profile of the community, the Village should eventually replace the existing street sign blades with unique bright and colorful street name signs containing a distinct icon or logo. Additional vibrant wayfinding or icon/symbol signs, containing similar color graphic features as the street name signs, may also be provided to direct traffic to public facilities or major activity centers such as schools, parks, the library, and the East Capitol Drive Historic District.

The popular and heavily used Bark River/Ice Age Trail, which traverses through the Village, also presents an economic opportunity for the community to tap into for potential business that could be generated from tourists or trail users. For example, colorful maps highlighting the location of services and attractions in the Hartland area should be posted at potential trail rest stops, such as near the Hartland Public Library; where the trail intersects with E. Capitol Drive (one of the “Main Streets” of the Village Center); Centennial,

Hartbrook, Nixon, and Bark River Parks; and Cottonwood and Maple Waysides of the Hartland Ice Age Marsh to direct trail users to key attractions. Points of interest may include existing historic landmarks, the East Capitol Drive Historic District, restaurants, and convenience stores, as well as others that may develop in the future such as bakeries, ice cream shops, coffee/sandwich shops, art galleries, trailside sporting shops, and specialty stores. The map may further indicate to trail users their proximity to schools, Nagawaukee County Park, and other local parks and trails, including the Bugline and Lake Country Recreation Trails, as well connections to the Ice Age National Scenic Trail, which is a part of and extends beyond the Bark River Trail.

Parking, Service, and Outdoor Storage Areas

Many parking lots in the Village lack adequate landscaping and are not well-defined, creating unattractive and unsafe "seas of asphalt". The function and aesthetics of parking, service, and outdoor storage areas can be improved by providing landscape islands in the interior of the parking lots and at the end of parking rows; by screening parking lots, loading/unloading service areas, and outdoor storage areas from adjacent residential areas, public streets, and, whenever possible, the Bark River/Ice Age Trail; by requiring protective curbing around landscape areas; and by requiring permanent paving with striped parking spaces and, as necessary, "wheel stops" or low "bumpers". Where space is limited for screening parking lots within the Hartland Village Center, low decorative stone walls that could supplement as sitting areas or decorative fences (i.e. wrought iron fences) could be provided with flowers or ornamental grasses at the base.

It is important to note that the provision of landscape islands is recommended, not only for aesthetic reasons, but also for functional and safety purposes. Islands located at the end of parking rows separate parked vehicles from driveways; provide an indication of the parking orientation and layout; and provide visual clearance areas, except for the minor obstruction of a tree trunk or light pole located in the island, for vehicles driving out of the general parking areas onto adjacent driveways. Islands with landscaping should maintain a visual clearance zone between the heights of 2.5 feet and 10 feet above the mean pavement grade adjacent to said islands. Any plants proposed in these islands should be salt-tolerant. In some cases, the number of parking spaces and the width of traffic aisles provided for individual land uses may be inadequate; in other cases excessive. Too few parking spaces with inadequate traffic aisles create an inconvenience to tenants or customers and may encourage vehicles to park on public streets thus increasing the potential for pedestrian and vehicular traffic conflicts. Too many parking spaces with excessively wide traffic aisles and even driveway openings convey inefficient use of lands that could otherwise be converted to attractive landscaped areas. Parking needs and parking lot layouts, including the use of shared driveways and traffic aisles between compatible land uses, should be carefully examined for any proposed development or redevelopment projects in order to assess compliance with good design practices.

Buffers and Perimeter Landscape Strips

The provision of adequate and attractive perimeter landscaping strips, which may also function as buffers with plantings along the boundaries of many individual sites, is lacking within the Village. In some areas, perimeter landscaping strips are not provided and entrances and exits to parking areas, such as along Pawling Avenue, are not well-defined. Perimeter landscaping strips located around a parcel provide space for attractive landscaping, screening from incompatible land uses, and filtration of storm-water runoff. These strips further clearly define the boundaries and entrances of a property and provide separation between parking lots and public sidewalks and streets. Perimeter landscaping strips, however, are not necessary for abutting sites that share entrances, traffic aisles, and parking lots at a common lot line.

A buffer may be defined as a landscape area that surrounds a land use and reduces or blocks visual nuisances, air and noise pollutants, or other negative factors associated with that use. Buffers can benefit the Village in protecting property values by separating dissimilar land use types and intensities visually and

physically. Buffers may represent a variety of features, including earth berms with plantings, fences and walls with plantings, wide open spaces, and grade separations in order to effectively buffer between dissimilar land uses. Landscaped buffer strips should be provided between new urban developments, as well as existing redeveloped areas, and any incompatible adjacent land uses.

Building Foundation Landscaping

A significant number of commercial, industrial, and multi-family building elevations in the Village that are visible from public streets and adjacent to customer and tenant parking lots do not provide sufficient landscaping at their foundation. These highly visible building elevations should be landscaped along the foundation with decorative mulch, flowers, shrubs, and trees to complement and enhance the aesthetics of the building as well as of the site. Building foundation plantings, including low planters, also help break up the monotony of tall and long continuous building walls.

Architectural Compatibility of Buildings and Related Structures

A number of existing buildings and related structures in the Village, including those in the Village Center, exhibit features that do not complement the neighboring buildings and structures. The architectural design guidelines established state that, although building facades of two adjacent buildings may be different, their overall appearance should be made compatible through the proper use of facade elements, including the building proportion and shape/form (i.e. roofline--pitch vs. flat roof), the fenestration (arrangement of openings such as windows and doors/entryways) and appurtenances of building facades, the use of materials and colors, and the style and placement of signs. Street trees and other general landscape materials that complement the buildings should be installed along the street facades of these buildings. Accessory buildings and structures should also reflect or be compatible with the architectural features of the principal building. To retain a human-scale environment, most buildings in the community should preferably be one to two stories in height, but no higher than three stories.

Maintenance

The proper maintenance of buildings and other structures, as well as landscaping, will help retain the aesthetic appeal of buildings and grounds within the Village over time. Buildings, fences, walls, and other structures should be kept in good condition and proper appearance by performing such routine maintenance tasks as painting, staining, repairing, replacing, and cleaning when necessary. Building code compliance is an effective method for ensuring that structures are properly maintained.

Landscaping should be provided only if it will be properly maintained by watering, pruning, mowing, edging, staking, fertilizing, spraying, and replacing when necessary. To ensure that these features are properly installed and maintained, upon submittal and approval of landscape plans for development or redevelopment proposals, a comprehensive maintenance schedule and a financial guarantee should be required to ensure that the initial installation and maintenance of landscape materials is in accordance with the approved plans.

Specifically, plants selected for use in certain areas of the urban environment, such as parking lots and along streets, should be salt-tolerant. If turf grass is proposed in landscaped areas, it should be properly maintained and protected from pedestrian and vehicular traffic, otherwise decorative mulch, such as stone or shredded bark, with underlying weed barrier should be used. Where very heavy traffic occurs, “all-weather” surface material such as decorative pavers should be considered; however, excessive paving of open space areas with hard-surface materials such as asphalt or concrete should be discouraged. Flower beds should be provided only if provisions are made for proper maintenance. Decorative stone or bark mulch in plant beds should be kept weed-free and replenished over time, as necessary.

Vehicle Access Points and Shared Cross-Access

Excessive driveway access points along arterial streets within the Village add to the potential for traffic conflicts and accidents and decrease the traffic capacity and safety of the streets concerned. Driveways along major arterial streets, insofar as is practicable, should be reduced by eliminating driveways or combining driveways to establish shared driveways between adjoining properties with compatible uses. Promoting shared cross-access between parking lots on adjoining store properties, for example, will help reduce the number of entrance drives. Access along major arterials can be further controlled by requiring no-access easements along the street frontage of proposed developments. As development or redevelopment occurs along arterial streets, the Village should attempt to reduce or limit the number of driveways.

The function of arterial streets can be further improved by ensuring that private driveways are located at sufficient distances from the intersections of arterial streets with other public streets. Within certain areas of the Village, driveways are located too close to such intersections. In some cases, the spacing between public streets intersecting with an arterial street is also too close. To the extent practicable, these separation distances should be increased. The distance between new direct public or private access and an arterial street intersection should be at least 115 to 230 feet, and preferably 250 feet where parcel size permits.

Pedestrian, Bicycle, and Recreation Trail Facilities

The Village should continue to provide pedestrian walkways, bikeways, and other recreation trails that would serve to link residents to important historic, recreational, and scenic areas. Pedestrian circulation is typically provided by concrete sidewalks or asphalt paths along at least one side of existing and new streets, parallel to the street pavement and within the street right-of-way. As development proceeds in the community, a need will arise or safe pedestrian and bicycle crossings at major arterial street intersections such as the intersections of CTH K (Lisbon Road) with CTH KE and CTH E (North Avenue) and those identified earlier along STH 83. Handicap ramps, pedestrian crossing lights, and defined crosswalks at these intersections will improve safety for pedestrians and bicyclists. In addition, paved shoulders or lanes marked for bicyclists should be provided along arterial streets designated as bikeways on Map 8-8 if a separate multi-use path is not provided. Paved shoulders or wide curb lanes should be provided on other arterial streets to accommodate bicycle travel. Bicyclists can ride on collector and minor land-access streets without widening such streets, since these streets usually accommodate low volumes of vehicle traffic traveling at slow speeds.

As noted earlier in this chapter, trail-oriented facilities are recommended to be provided for both utilitarian and recreational purposes. The Village should prepare a comprehensive trail facility plan for hikers, bicyclists, and canoeist/kayakers in order to identify the specific location and type of such facilities, including support facilities such as parking areas and restrooms, to be provided in the Village. Pedestrian and bicycle facilities should provide safe access to all land uses of neighborhood and community wide importance such as schools, parks, shopping areas, a community center, the East Capitol Drive Historic District, and the Hartland Village Center. Bicycle parking devices could be provided in the aforementioned locations to help promote the Village as a "bicycle friendly" as well as a pedestrian-oriented community. A network of trails is recommended that traverses the Hartland area linking residential areas with each other and with major activity centers and significant natural areas, including the Hartland Ice Age Marsh. Maps 8-9 and 8-10 also show the water trail advanced by the recommended comprehensive plan. These trail-oriented facilities would be a part of a larger system of trails for the Lake Country area, as illustrated on Map 8-6, for bicycle trails which show connections to the Bugline, Glacial Drumlin, and the Lake Country Recreation Trails. User-friendly maps should be provided for both trial location and way-finding purposes, including identifying points of interest.

CHAPTER 10 – INTERGOVERNMENTAL COOPERATION AND IMPLEMENTATION

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 facility 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- Existing Conditions, 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 2020 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 2020 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 ~~to~~ 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

2. 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 sf 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 sf or larger in size, and multi-family housing at a density of 17.4 units per acre or 3,000 sf 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 occurs 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.
   b. Commercial use should serve residents beyond the Village boundaries.
   c. The development shall have access to available and adequate water supply, sanitary sewer service, storm water drainage facilities, and power supply.
   d. The site should have minimal slope limitations and have adequate facilities for storm-water drainage or retention.
   e. The site shall be serviced adequately with fire and emergency services
   f. The site should be highly visible from arterial or collector streets.
   g. There shall be readily access to the arterial street and highway system.
   h. The site shall have adequate on-street and off-street parking and loading areas.
   i. The site should have adequate depth to provide an area for landscape screening from adjacent land uses.
   j. The site shall make provisions for properly located points of ingress and egress, appropriately controlled to prevent congestion on adjacent arterial streets.
   k. The site design should emphasize integration with nodes or centers, rather than linear strips.
   l. The site design shall appropriately integrate with adjacent land uses.
   m. 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.

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.

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 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 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 ensure 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.

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 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 2045. 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 should re-evaluate the entire plan in 2025 and every 5 years thereafter, following the availability of the 2020, 2030, and 2040 Census data. Initiating a comprehensive plan review using Year 2020 data will also allow for the evaluation of planning projections made as part of regional planning efforts, 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.