Chapter 9

LAND USE PLANS AND REGULATIONS

This chapter describes pertinent existing and future features of the built environment. Detailed information regarding existing land uses and other related aspects of the built environment is essential to the preparation of a sound comprehensive plan.

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 chapter presents, in summary form, the inventory findings with respect to these matters, and reflects the information and study area used in *A Master Plan for the Village of Hartland; 2020*. That study area, included the Village of Hartland and the adjacent communities, and was used because it identified with the overall characteristics of the Village of Hartland, and because the land use activities in this area affected a broader area than just the Village corporate limits. Much of the information is dated 1998, and will be updated as new census data becomes available.

Finally, this chapter describes a recommended land use plan for the Village of Hartland planned urban service area to the plan design year of 2035.

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.

Issues which the Village and citizen participants considered as strengths were:

- 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 (ie. lakes, downtown)

Issues which the Village and citizen participants considered concerns or weaknesses were:

- 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 in preparing the Comprehensive Development Plan for the Village was heavily influenced by statutory requirements under the State of Wisconsin city planning enabling act. The Statutes do not, however, explicitly provide direction in the case of conflicts between the Village adopted land use objectives and the County land use objectives. The Statutes do not specifically require that Village plans for the extraterritorial areas be included in a County comprehensive plan, but none-the-less to not prohibit the Village from including these areas in their planning area.

In an effort to adhere to both the requirements of the Wisconsin Statutes governing the preparation of the Waukesha County Comprehensive Development Plan and to sound planning practice, the County established the following approach in the preparation of the Comprehensive Development Plan for Waukesha County:

1. All duly adopted local land use plans would be reviewed for consistency with the County development objectives and standards approved by the Advisory Committee, as presented in Chapter 2 of this Plan. All inconsistencies would be identified and described.

2. Section 66.1001(3) clearly states that any local government that engages in official mapping, general or shoreland zoning, or subdivision regulation must carry out those actions in a way that is consistent with "that local governmental unit's comprehensive plan." This requirement applies most directly to the land use element, and the land use plan map, of local comprehensive plans. Although subdivision and official mapping ordinances can also regulate the use of land, zoning is the primary regulatory tool used by the Village to determine and control land use. As part of the County comprehensive plan, a planning conflict resolution process was established to assist local governments in areas of potential land use conflict. The issue resolution process involves the County and SEWRPC staff working with affected municipalities to reach agreement.

3. Municipalities were requested to prepare preliminary land use plans in a manner consistent with the Waukesha County approved development objectives and standards. Following review of local land use plans, inconsistencies with the development objectives were identified for the Village, and adjustments were requested. Statistical summaries of population, household, and employment levels under planned conditions were prepared through this planning process, and the Village's land use plan was compared to the projected population, household, and employment levels contained in the County Plan.

4. The compiled County land use plan was provided to the Village for review and comment. The Village extraterritorial plans were reviewed in accordance with this planning process, and conflicts were identified and addressed through intergovernmental meetings coordinated by the County and SEWRPC staff. In addressing such conflicts, efforts were made to arrive at consensus resolutions of the identified conflicts, in cooperation with the concerned community or communities, using planning standards as a point of departure for the deliberations. The plan conflict resolution meetings were provided to establish the foundation for inter-municipal or border agreements. In the case where consensus resolution was not reached, the extraterritorial plans would not be included in the Waukesha County Comprehensive Development Plan, but this would not preclude the Village from adopting its Plan or following its plan as detailed in number 2 above.

EXISTING LAND USES

The Regional Planning Commission inventories existing land uses in the Southeastern Wisconsin Region approximately every five years. A special field survey was conducted by the Commission in 1998 to update the 1995 inventory of the nature and extent of existing land uses in the Village of Hartland study area. The data collected were mapped and analyzed in order to provide a basis for considering future land use development patterns in the Hartland area. The Commission 1995 data for nonurban land uses such as water, wetlands, woodlands, agriculture, and other open lands were used to represent 1998 data for such uses, since it could be assumed that these features did not change significantly from 1995 to 1998, except for those areas that were converted to urban uses and accounted for as urban uses in the 1998 update.

The 1998 land uses in the approximately 24-square mile study area are shown on Map 9-1, and quantitatively summarized in Table 9-1. Existing land uses within the 1998 incorporated area of the Village of Hartland are shown on Map 9-2, and the amount of land devoted to each type of land use in the Village is set forth in Table 9-2. In 1998, the Village of Hartland occupied about 4.5 square miles, or about 19 percent of the study area.

Several important characteristics of the study area can be noted from examining Table 9-1 and Map 9-1. First, natural resource areas consisting of water, wetlands, and woodlands are the predominant land uses representing about 30 percent of the study area. 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. Second, agricultural-related uses represented about 22 percent of the study area in 1998. Third, residential land uses represented about 21 percent of the study area. Residential land uses, however, 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.

URBAN LAND USES

In 1998, urban land uses occupied almost 6,009 acres, or about 39 percent of the study area, and about 1,720 acres, or about 59 percent of the Village of Hartland. A discussion of the different types of urban uses within the study area and the Village follows.

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 1998, residential land use accounted for about 3,193 acres, or about 53 percent of the urban land uses and about 21 percent of the total land uses in the Village of Hartland study area. Within the Village of Hartland in 1998, residential land use accounted for about 718 acres, or about 42 percent of the urban land uses and about 25 percent of the total land uses in the Village. As shown on Map 9-2, single- and two-family residential uses in the Village are located throughout the Village; while multi-family residential land uses are located primarily near arterial streets.

Commercial

In 1998, commercial retail sales, services, office buildings, and associated parking uses accounted for about 207 acres, or about 4 percent of the urban land uses and about 1 percent of the total land uses in the Village of Hartland study area. Most commercial uses are located near the IH 94 and STH 83 interchange and in the Village of Hartland. Within the Village, commercial land uses accounted for about 94 acres, or about 5 percent of the urban land uses and about 3 percent of the total land uses in the Village. Commercial land uses in the Village are located predominantly in Hartbrook Mall and the Village Center area, or "downtown" area, of the Village along Capitol Drive and Cottonwood Avenue.

Industrial
In 1998, industrial land uses accounted for about 172 acres, or about 3 percent of the urban land use area, and about 1 percent of the total study area. Within the Village of Hartland in 1998, industrial land uses accounted for about 154 acres, or about 9 percent of the urban land use area, and about 5 percent of the total lands within the Village. 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.

Transportation and Utilities
In 1998, transportation and utility land uses, which include a railway line, streets and highways, and utility rights-of-way, accounted for approximately 1,384 acres of land in the study area, or about 23 percent of the urban land use area, and about 9 percent of the total lands within the study area. Within the 1998 incorporated area of the Village, these land uses accounted for about 420 acres, or about 24 percent of the urban land use area, and about 15 percent of the total lands within the Village. Major transportation and utility facilities include I - 94, STH 16, STH 83, the Canadian Pacific Railway, and a Wisconsin Electric Power Company (WEPCO) right-of-way.

Governmental and Institutional
In 1998, governmental and institutional land uses accounted for about 319 acres of land in the Village of Hartland study area, representing about 5 percent of the urban land use area, and about 2 percent of the total lands within the study area. Within the Village of Hartland proper in 1998, these land uses accounted for about 104 acres, or about 6 percent of the urban land use area, and about 4 percent of the total lands within the Village. Major governmental and institutional land uses in the study area include churches, Village and Town Halls, fire stations, and public and private schools.

Recreational
In 1998, recreational land uses represented approximately 735 acres of land, or about 12 percent of the urban land use area of the Village of Hartland study area, and about 5 percent of the total lands within the study area. Within the 1998 corporate limits of the Village, these land uses accounted for about 230 acres, or about 13 percent of the urban land uses and about 8 percent of the total lands within the Village. As shown on Maps 9-1 and 9-2, this category includes only those areas that have been developed for recreational uses, with facilities such as a beach, playgrounds, golf courses, tennis courts, and playfields. A complete identification of all scenic drives, major trails, parks and open space sites in the study area is shown on Transportation Map 8-5, with open space sites listed in Table 4-4 in the Natural Resource Chapter.

NON-URBAN LAND USES

Nonurban land uses consist of wetlands, woodlands, surface water, agricultural lands, and other open lands. Nonurban lands and waters totaled about 9,603 acres, or about 62 percent of the Village of Hartland study area in 1998, while such uses occupied about 1,177 acres, or about 41 percent of the area within the Village. The various types of nonurban land uses that occupy the Hartland area are described below.

Natural Resource Areas
Natural resource areas include wetlands, woodlands, and surface waters. Such areas encompassed about 4,624 acres, or about 30 percent of the study area in 1998. Of this total, wetlands represented about 787 acres, or about 5 percent of the study area; woodlands occupied about 1,669 acres, or about 11 percent of the study area; and surface water represented about 2,168 acres, or about 14 percent of the study area. In the Village of Hartland in 1998, natural resource areas encompassed about 426 acres, or about 15 percent of the Village. Wetlands encompassed about 216 acres, or about 7 percent of the Village; woodlands encompassed about 191 acres, or about 7 percent of the Village; and surface water encompassed about 19 acres, or about 1 percent of the Village. More detailed information regarding the location and importance of natural resource areas is provided in Chapter 4.

Agricultural

The agricultural land use category shown on Map 9-1 includes all croplands, pasture lands, orchards, nurseries, and nonresidential farm buildings. Farm residences, together with an approximately 20,000-square-foot dwelling site area, were classified as single-family residential land uses. In 1998, agricultural lands occupied about 3,471 acres, or about 22 percent of the study area. Within the 1998 Village corporate limits, agricultural land uses accounted for about 301 acres, or about 10 percent of the Village.

Other Open Lands

Other open lands include lands in rural areas that are not farmed, as well as lands in urban areas that have not been developed. Examples of open lands in urban areas include undeveloped portions of park sites, excess transportation rights-of-way, subdivision outlots, and undeveloped portions of commercial and industrial lots. Other open lands accounted for about 1,508 acres, or about 10 percent of the study area in 1998. Within the Village in 1998, these open lands encompassed about 450 acres, or about 16 percent of the Village area.

Table 9-1

SUMMARY OF EXISTING LAND USES IN THE VILLAGE OF HARTLAND STUDY AREA IN 1998

Land Use Category	Number of Acres	Percent of Subtotal (Urban or Nonurban)	Percent of Total
Urban[a]			
Residential[b]			
Single-Family	2,963.5	49.3	19.0
Two-Family	73.2	1.2	0.5
Multi-Family	156.5	2.6	1.0
Subtotal	3,193.2	53.1	20.5
Commercial	207.1	3.5	1.3
Industrial	171.7	2.9	1.1
Transportation and Utilities			
Arterial Streets and Highways	544.9	9.0	3.5
Collector and Local Streets	768.8	12.8	4.9
Railways	46.2	0.8	0.3
Communications, Utilities, and Others	24.2	0.4	0.2
Subtotal	1,384.1	23.0	8.9
Governmental and Institutional	318.5	5.3	2.0
Recreational[c]			
Public	299.2	5.0	1.9
Private	435.3	7.2	2.8
Subtotal	734.5	12.2	4.7
Urban Land Use Subtotal	6,009.1	100.0	38.5
Nonurban			
Natural Resource Areas			
Water	2,168.2	22.6	13.9
Wetlands	787.1	8.2	5.0
Woodlands	1,668.9	17.4	10.7
Subtotal	4,624.2	48.2	29.6
Agricultural	3,470.5	36.1	22.2
Other Open Lands[d]	1,508.0	15.7	9.7
Nonurban Land Use Subtotal	9,602.7	100.0	61.5
Total	15,611.8	- -	100.0

[a] *Includes related off-street parking areas for each urban land use category.*

[b] *Includes farm residences; other farm buildings are included in the agricultural land use category.*

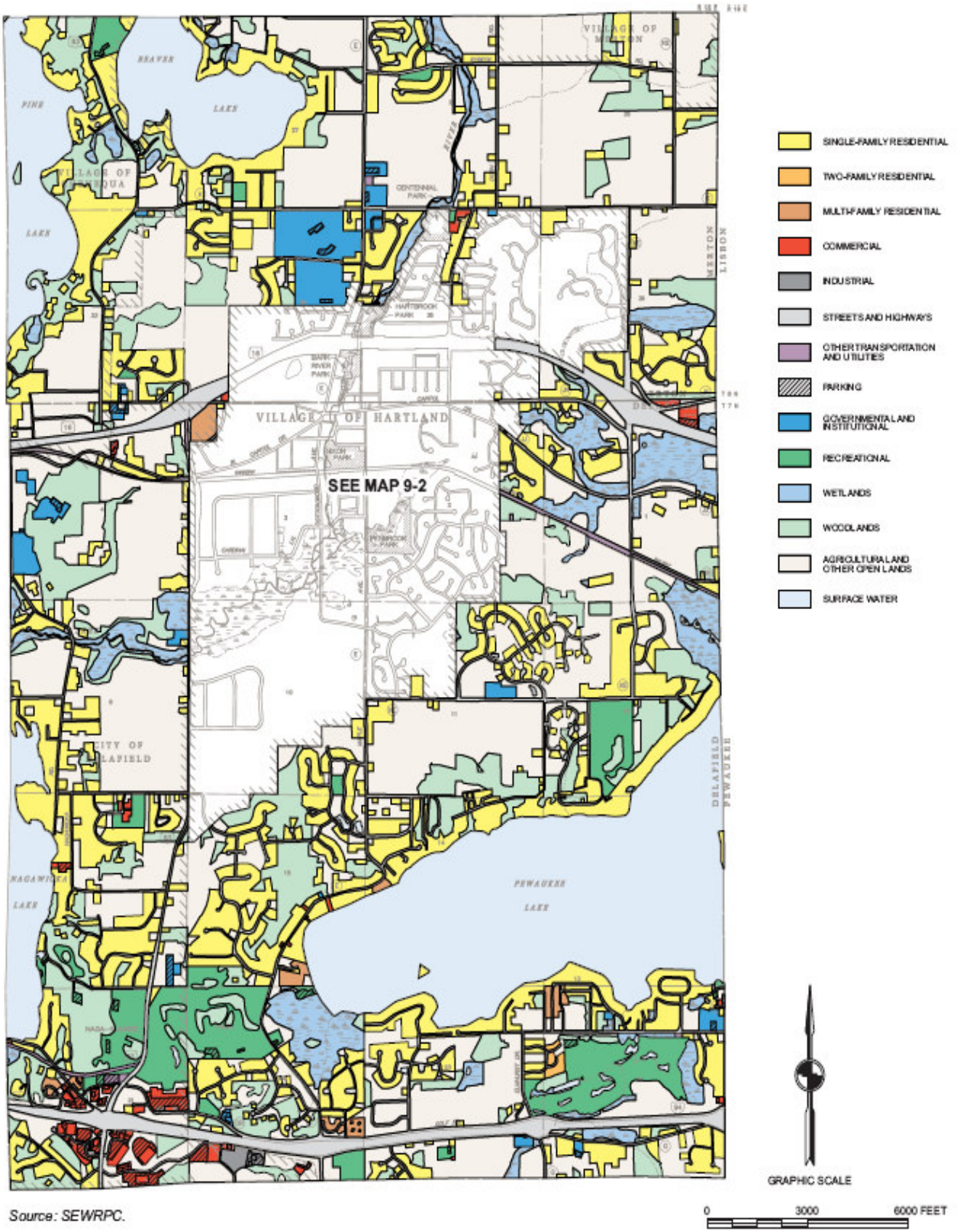
[c] *Includes only those areas used for intensive outdoor recreational activities.*

[d] *Includes unused lands.*

Source: SEWRPC

Map 9-1

EXISTING LAND USES IN THE VILLAGE OF HARTLAND STUDY AREA: 1998

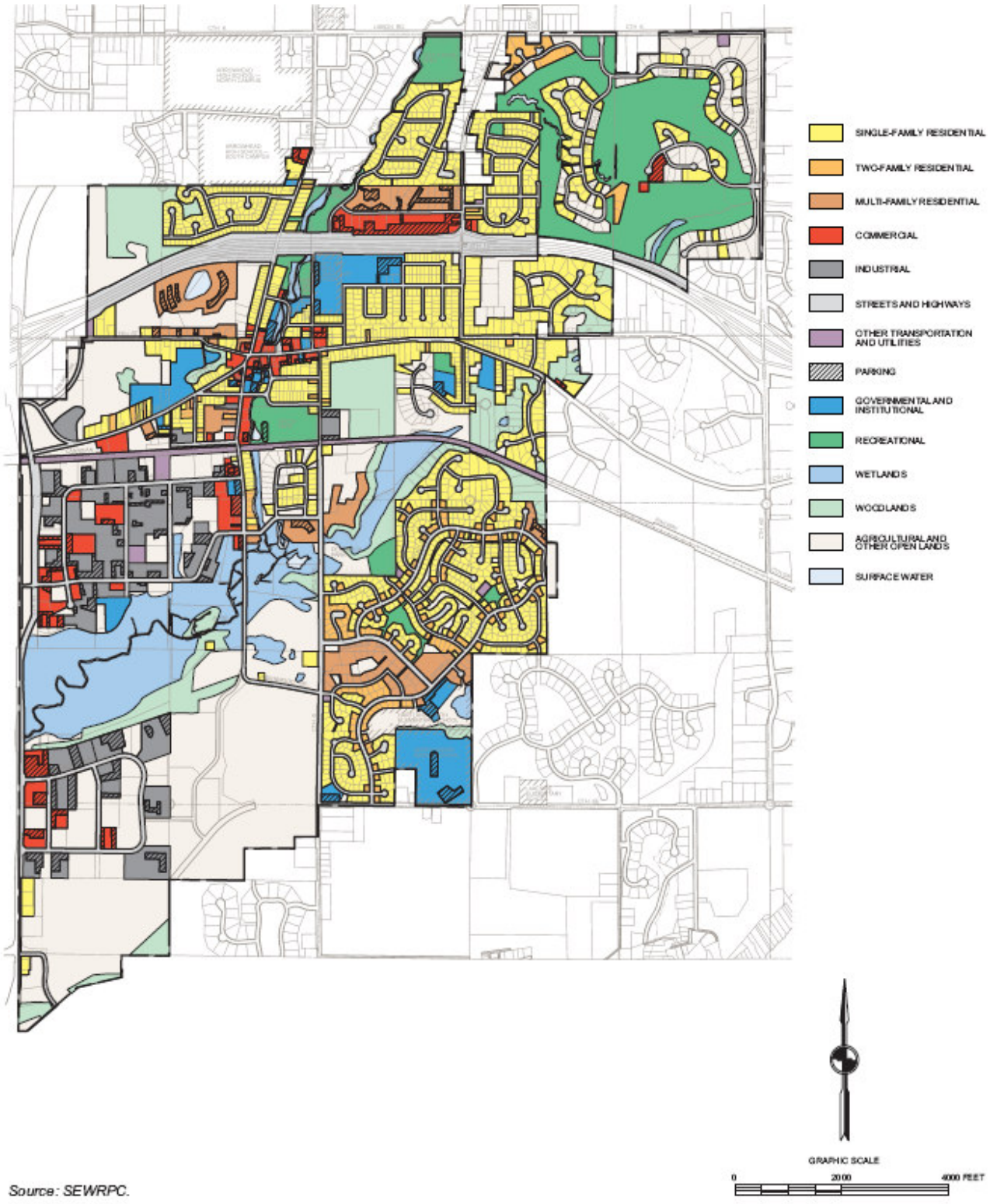


Source: SEWRPC.

and ***A Master Plan for the Village of Hartland: 2020***

Map 9-2

EXISTING LAND USES IN THE VILLAGE OF HARTLAND: 2004



Source: SEWRPC.

and ***A Master Plan for the Village of Hartland: 2020***

Table 9-2

SUMMARY OF EXISTING LAND USES IN THE VILLAGE OF HARTLAND IN 1998

Land Use Category	Number of Acres	Percent of Subtotal (Urban or Nonurban)	Percent of Total
Urban[a]			
Residential			
Single-Family[b]	549.5	31.9	19.0
Two-Family	64.8	3.8	2.2
Multi-Family	103.5	6.0	3.6
Subtotal	717.8	41.7	24.8
Commercial	93.7	5.4	3.3
Industrial	154.4	9.0	5.3
Transportation and Utilities			
Arterial Streets and Highways	140.4	8.2	4.9
Collector and Local Streets	249.4	14.5	8.6
Railways	21.3	1.2	0.7
Communications, Utilities, and Others	8.6	0.5	0.3
Subtotal	419.7	24.4	14.5
Governmental and Institutional	104.3	6.1	3.6
Recreational[c]			
Public	46.7	2.7	1.6
Private	183.1	10.7	6.3
Subtotal	229.8	13.4	7.9
Urban Land Use Subtotal	1,719.7	100.0	59.4
Nonurban			
Natural Resource Areas			
Water	19.4	1.7	0.7
Wetlands	215.9	18.3	7.4
Woodlands	190.5	16.2	6.6
Subtotal	425.8	36.2	14.7
Agricultural	301.0	25.6	10.4
Other Lands[d]	449.9	38.2	15.5
Nonurban Land Use Subtotal	1,176.7	100.0	40.6
Total	2,896.4	- -	100.0

[a] *Includes related off-street parking areas for each urban land use category.*

[b] *Includes farm residences; other farm buildings are included in the agricultural land use category.*

[c] *Includes only those areas used for intensive outdoor recreational activities.*

[d] *Includes unused lands.*

Source: SEWRPC.

EXISTING PLANS

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

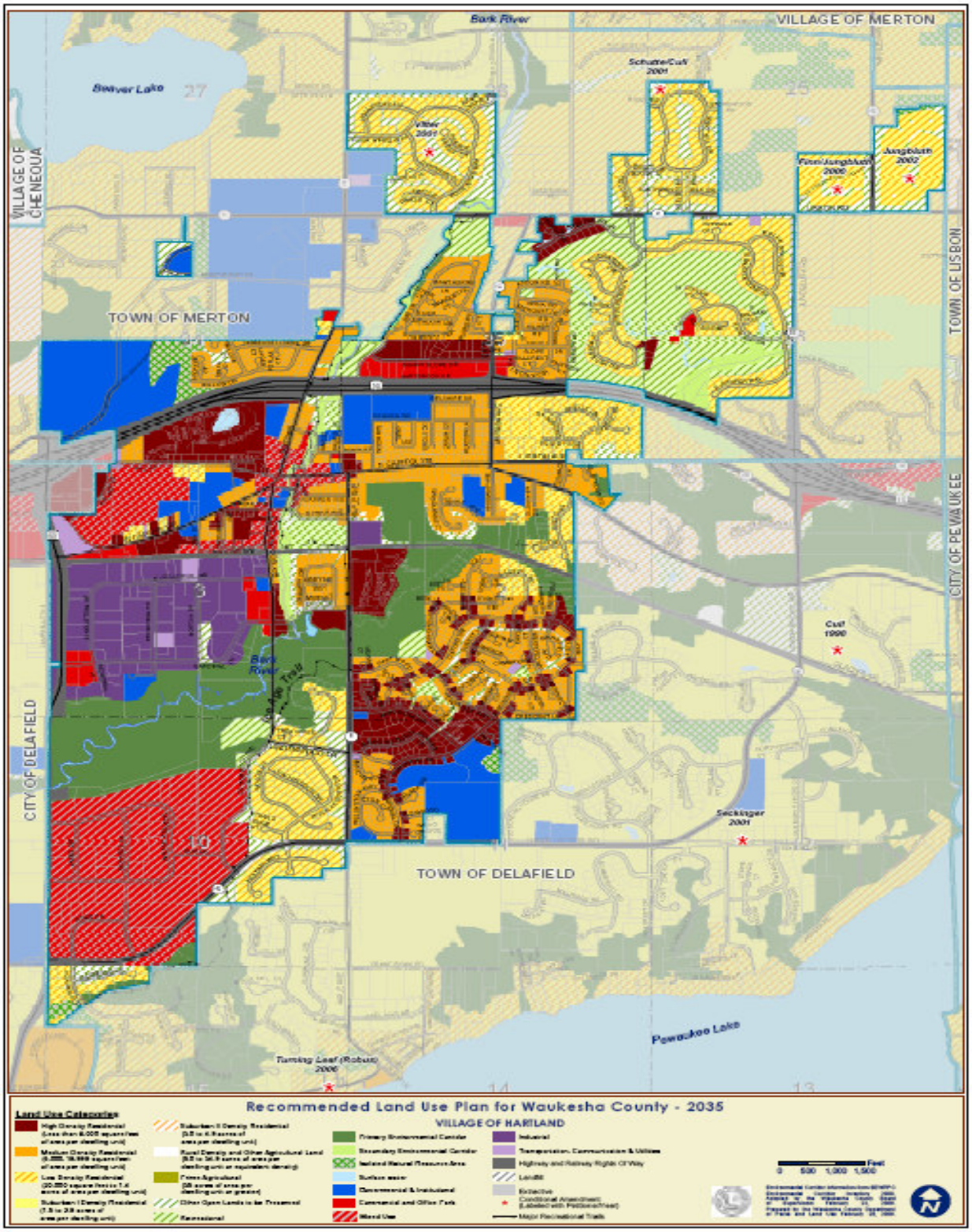
The recently adopted County comprehensive development plan is documented in a report titled *"A Comprehensive Development Plan for Waukesha County, Waukesha County, Wisconsin*," February 2009. The development plan is comprised of nine plan elements. While the development plan applies primarily to the thirteen civil towns which then comprised[1] 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 year 2035. The adopted County land use plan elements, as it pertains to the Village of Hartland study area, is shown on Map 9-3.

A regional land use plan documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035*, June 2006, 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.

[1]*The Town of Pewaukee has incorporated as a City since the adoption of the County plan.*

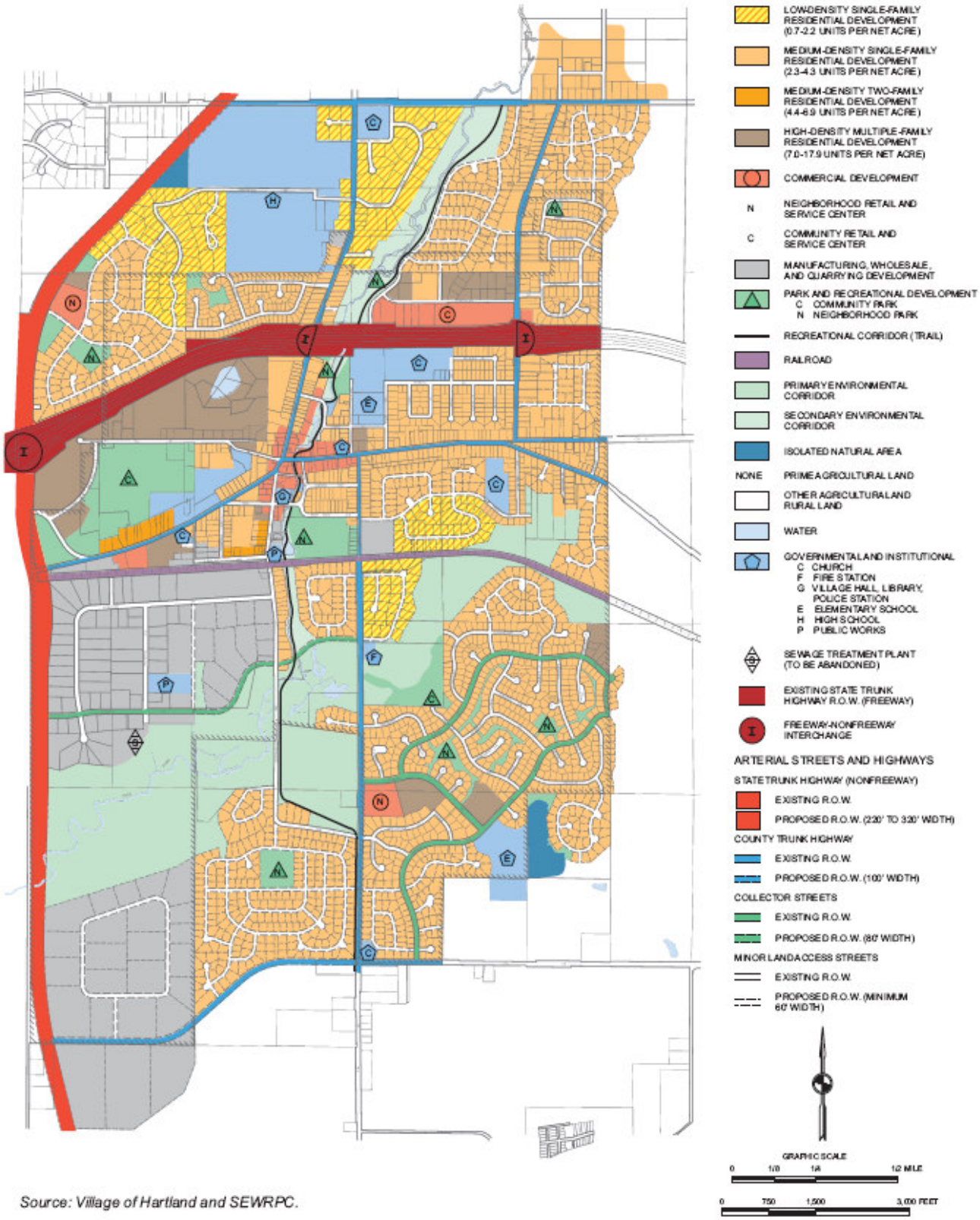
Map 9-3

ADOPTED WAUKESHA COUNTY LAND USE PLAN
FOR THE VILLAGE OF HARTLAND STUDY AREA



Map 9-4

YEAR 2000 LAND USE AND TRAFFIC CIRCULATION PLAN FOR THE VILLAGE OF HARTLAND

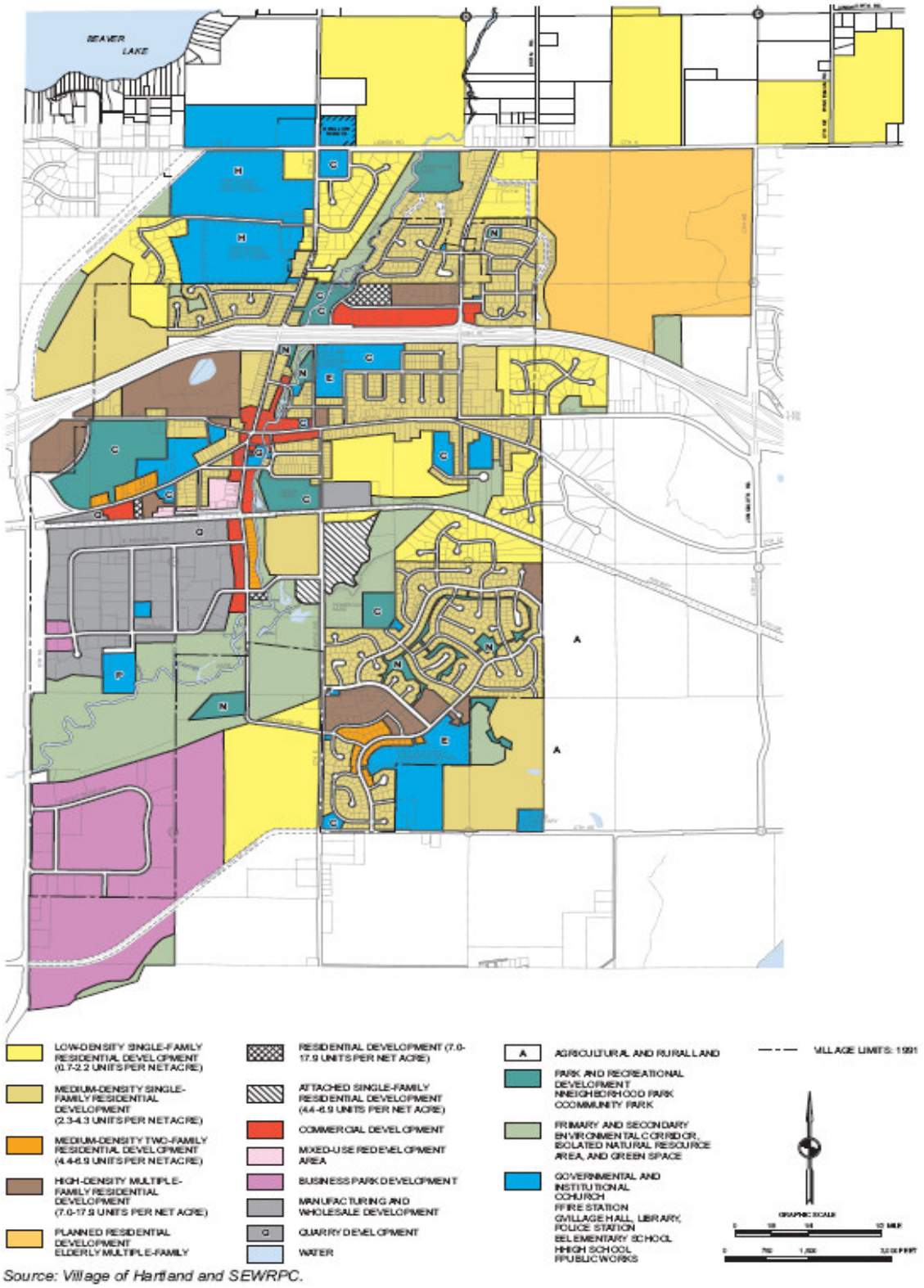


Source: Village of Hartland and SEWRPC.

and *A Master Plan for the Village of Hartland: 2020*

Map 9-5

AMENDED YEAR 2000 LAND USE AND TRAFFIC CIRCULATION PLAN FOR THE VILLAGE OF HARTLAND



Source: Village of Hartland and SEWRPC.

and *A Master Plan for the Village of Hartland: 2020*

RECOMMENDED VILLAGE LAND USE PLAN

Past Land Use planning efforts by the Village of Hartland include, traffic studies discussed in Chapter 8, Park and Open Space Plans discussed in Chapter 4, a Historic Preservation Study discussed in Chapter 5, and Land Use Plans as shown on Maps 9-4 and 9-5. The current recommended Land Use Plan for the Village of Hartland planned urban service area is presented on Map 9-6. The data in Table 9-3 compares existing 1998 and recommended 2035 land uses in the Hartland planned urban service area. 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, Map 9-6 also depict 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. Map 9-6 illustrates this recommended open space and conservation design concept for the undeveloped northern portion of the Hartland planned study area in the Swallow Field, and North View Neighborhoods. A more detailed plan for this general area is presented in SEWRPC Memorandum Report No. 163, *A Hartland-Merton Cluster Development Plan, Waukesha County, Wisconsin,* December 2004. This detailed plan attempts to retain the country character of houses surrounded by permanently preserved open space, in which said character would also be projected to the public from adjacent collector and arterial streets. The aforementioned document includes design guidelines for establishing cluster developments and further illustrates how this design concept can provide opportunities to create interconnecting open space with preserved natural resources. In addition, the document shows a potential bikeway and pedestrian/recreation pathway system that links residents to adjacent subdivisions and key activity centers.

The recommendations shown on the Land Use plan, while quite detailed, must, nevertheless, also 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.

Residential Development

Under the recommended plan, new residential development is proposed to occur both through the infilling of vacant platted residential lots and through the creation of new residential areas contiguous to, and extending outward from, existing residential development. Map 9-6 shows a recommended street and lot layout design for new residential areas within the planned urban service area. Map 9-7 shows a proposed layout if CTH KE was realigned south of Lisbon Road (CTH K) rather than north of (CTK K), which is discussed later. Table 9-3

indicates that areas designated for residential use under the recommended plan would total approximately 1,693 acres, or 44 percent, of the Village of Hartland in the 2035 planned urban service area. This represents an increase of about 596 acres, or 54 percent, over the 1998 level of about 1,097 acres of residential land. Incrementally, an estimated 149 acres of land is anticipated to be developed every five years to meet the Village's housing needs over the approximately 25-year planning period. A significant portion of the increase in residential development, about 400 acres or 67 percent, is recommended to consist of clustered-type residential development to help retain the country character surrounding the Village.

As indicated on Map 9-6, the recommended Land Use plan identifies eight categories of residential land uses based mostly upon the types of residential housing units that exist in the Village. Housing types in five of the classifications would be single-family housing units. The upper-medium-density classification would be two-family housing units and the two high-density residential classifications would consist of multi-family and senior housing with three or more dwelling units per building.

Single-Family Residential Development
Under the recommended plan, single-family residential development would total about 1,410 acres, or 37 percent, of the Village of Hartland in the 2035 planned urban service area. New areas of this residential classification are recommended to occur throughout the planned urban service area. The majority of the increase for all types of residential development would consist of single-family residential development, about 565 acres or 95 percent. Most of this increase would consist of cluster-type developments.

Low-Density Residential Development
Low-density, single-family residential developments would have densities of 1.3 dwelling units or less per net acre, equivalent to 32,670 square feet (three-quarters of an acre) or more per dwelling unit. This residential classification also includes cluster-type developments with minimum lot sizes of 20,000 square feet surrounded by permanently preserved common open space, where the overall total calculated density of 1.3 dwelling units or less per net acre would be maintained. Under the recommended plan, low-density single-family residential developments would total about 536 acres, or 14 percent, of the entire planned urban service area. Clustered development would account for about 365 acres, or 92 percent, of this total increase, recommended mostly in the northern and south central part of the planned urban service area.

Medium-Low-Density Residential Development
This classification of single-family residential development would have densities ranging from 1.3 to 2.2 dwelling units per net acre, equivalent to lot sizes ranging from 20,000 square feet to 32,759 square feet. The areas proposed for medium-low-density residential development under the recommended plan would total about 336 acres, or 9 percent, of the Hartland planned urban service area. New areas of this residential classification are recommended to occur mostly as cluster developments and in the planned residential and golf course development called Bristlecone Pines.

Medium-Density Residential Development
Under the recommended plan, new medium-density residential development would have densities ranging from 2.2 to 5.4 dwelling units per net acre, with lot sizes ranging primarily from 8,000 to 19,999 square feet. This residential classification would total about 538 acres, or 14 percent, of the Hartland planned urban service area. Most of this type of residential development exists throughout the planned urban service area with some new areas proposed mostly as infilled development continuing to be served by a full range of public facilities, including public sewer and water, engineered storm-water drainage, street lighting, and sidewalks.

Two-Family Residential Development
The areas proposed for upper-medium-density, two-family residential development would total about 120 acres, or 3 percent, of the Village in the 2020 planned urban service area. Densities for this classification would typically range from 5.8 to 8.7 dwelling units per net acre. These areas are proposed to occur both through the infilling of vacant platted lots and through the creation of new residential areas contiguous to, and extending outward from, such existing residential development.

Multi-Family Residential Development

The areas proposed for high-density, multi-family residential development under the recommended plan would have densities of 17.4 dwelling units or less per net acre. Areas under this classification would total about 163 acres, or 4 percent, of the planned urban service area, which includes approximately 15 acres of existing senior housing. New multi-family residential developments are proposed to be located adjacent to such existing land uses and to be served by public sanitary sewer and water supply. These areas are also recommended to be generally located in convenient proximity to commercial retail and service centers. Additional residential dwelling units under this classification, including senior housing and condominium units, may likely occur within the Village Center as discussed in the next section.

Table 9-3

SUMMARY OF 1998 EXISTING LAND USES AND RECOMMENDED LAND USES IN THE VILLAGE OF HARTLAND PLANNED URBAN SERVICE AREA: 2035

Land Use Category[a]	Existing 1998 Land Use		Planned Change: 1998-2035		Planned 2035 Land Use	
	Acres	Percent	Acres	Percent Change	Acres	Percent
Urban						
Residential						
Single-Family						
Low-Density (32,670 sq. ft. or more per dwelling unit)	141	3.7	395	280.1	536	14.0
Medium-Low-Density (20,000 to 32,669 sq. ft. per dwelling unit)	194	5.1	142	73.2	336	8.8
Medium-Density (8,000 to 19,999 sq. ft. per dwelling unit)	510	13.3	28	5.6	538	14.1
Single-Family Subtotal	845	22.1	565	66.9	1,410	36.9
Two-Family						
Upper-Medium-Density (Up to 8.7 dwelling units per net residential acre)	108	2.8	12	11.1	120	3.1
Multi-Family[b]						
High-Density (Up to 17.4 dwelling units per net residential acre	144	3.8	19	13.2	163	4.3
Residential Subtotal	1,097	28.7	596	54.3	1,693	44.3
Commercial	133	3.5	130	97.3	263[c]	6.9
Industrial	210	5.5	151	71.9	361[c]	9.5
Transportation and Utilities[d]	142	3.7	1	0.7	143	3.7
Governmental and Institutional	262	6.9	169	64.5	431	11.3
Recreational[e]	220	5.7	12	5.5	232	6.1
Urban Subtotal	2,064	54.0	1,059	51.3	3,123	81.8
Nonurban						
Primary Environmental Corridor[f]	376	9.9	-4	-1.1	372	9.7
Secondary Environmental Corridor[f]	69	1.8	-35	-50.7	34	0.9
Isolated Natural Resource Areas	55	1.4	-2	-3.6	53	1.4
Agricultural and Other Open Lands	1,255	32.9	-1,018	-81.1	237[g]	6.2
Nonurban Subtotal	1,755	46.0	-1,059	-60.3	696	18.2
Total	3,819	100.0	--	--	3,819	100.0

[a]Street rights-of-way and off-street parking areas are included in the associated land use category.

[b]Includes acreage associated with senior housing developments.

[c]Includes 50 percent of areas shown as business parks on Map 9-6.

[d]Includes only the railway and STH 16 freeway rights-of-way, the commuter center, and communication and utility properties.

[e]Includes only areas for intensive outdoor recreational activities.

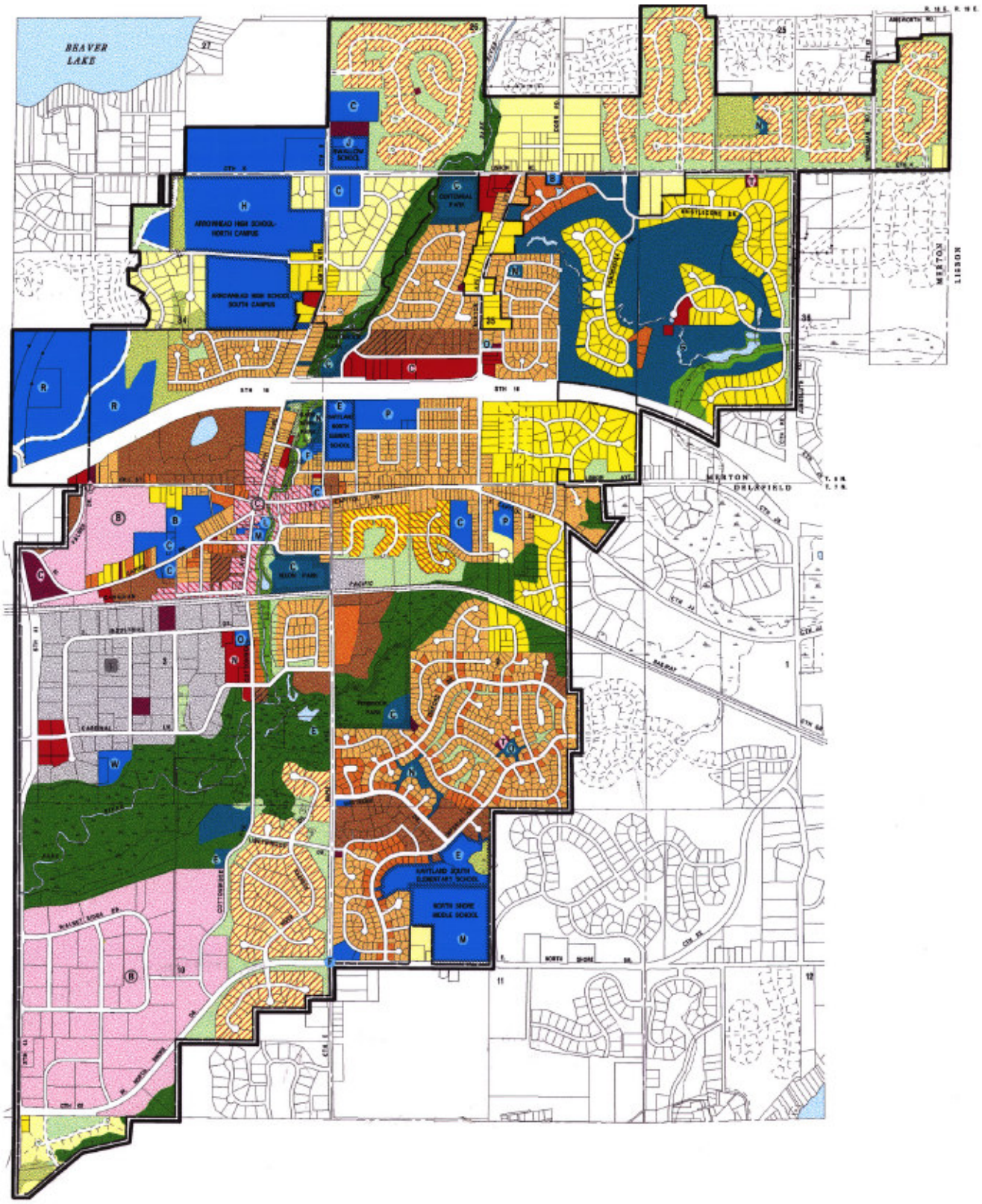
[f]Includes associated surface water areas.

[g]This total represents the areas identified as "Other Lands to be Preserved" and surface-water areas not encompassed in delineated environmental corridors or isolated natural resource areas in the recommended Land Use plan

Source: SEWRPC and A Master Plan for the Village of Hartland: 2020.

Map 9-6

RECOMMENDED LAND USE PLAN - VILLAGE OF HARTLAND
PLANNED URBAN SERVICE AREA: 2035



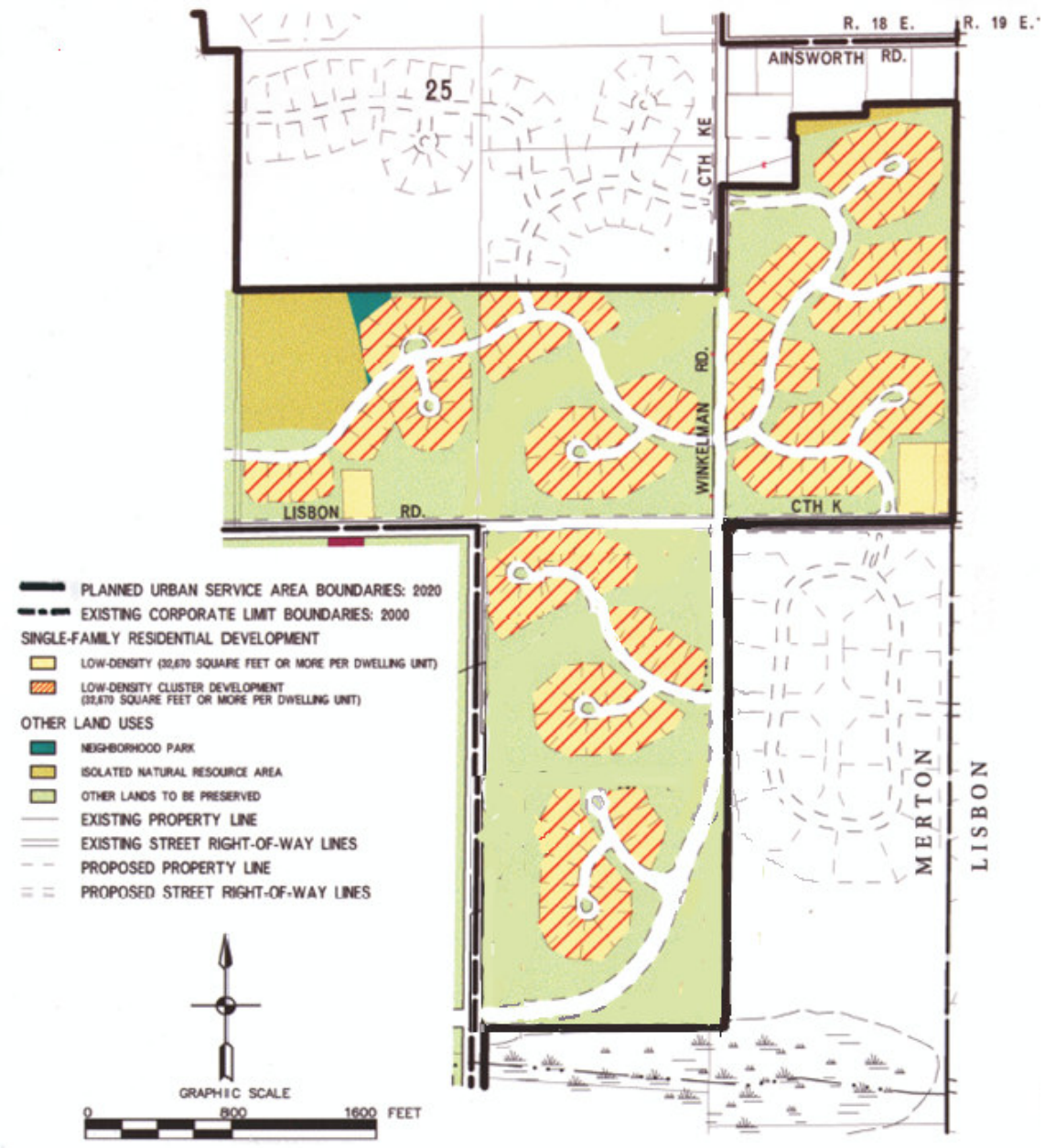
Source: SEWRPC as modified by the Village of Hartland

Map 9-6

LEGEND

Map 9-7

ALTERNATIVE LAYOUT FOR THE NORTHEAST PORTION OF THE VILLAGE OF HARTLAND PLANNED URBAN SERVICE AREA AND ENVIRONS: 2035



Source: SEWRPC
and *The Village of Hartland Comprehensive Plan: 2020*

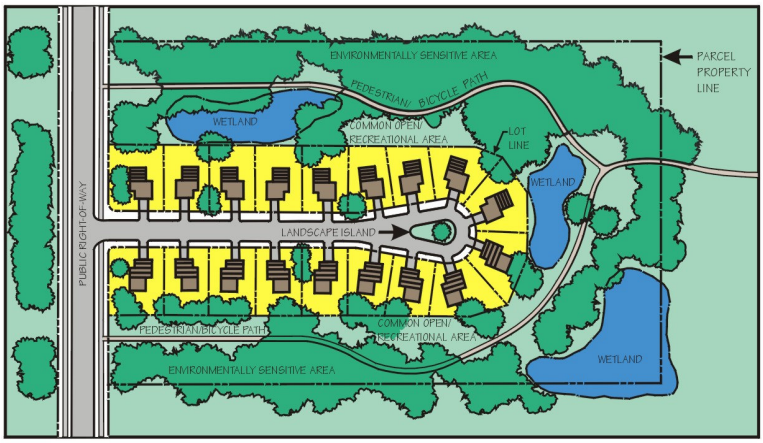
Residential Development containing Environmentally Sensitive Lands

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 Figure 9-1. 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.

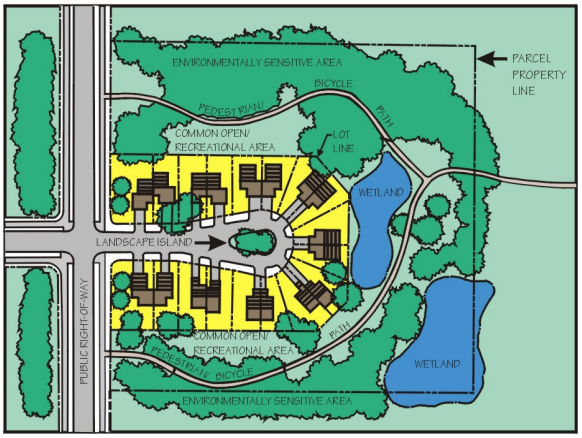
Figure 9-1

ALTERNATIVE RESIDENTIAL DEVELOPMENT DESIGNS COMPATIBLE WITH ENVIRONMENTALLY SENSITIVE AREAS

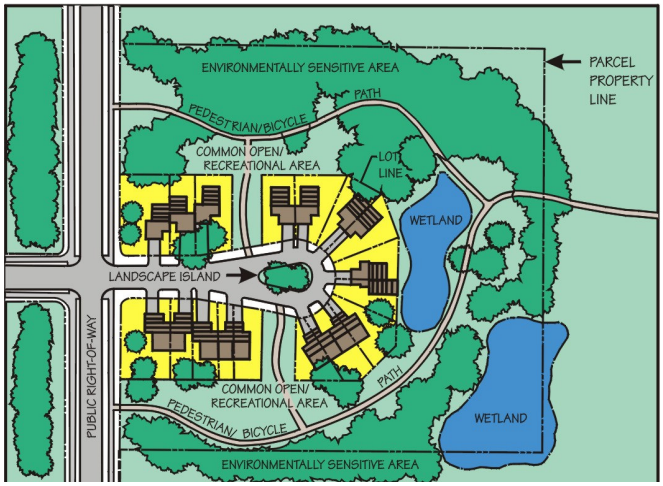
A. CLUSTERED SINGLE-FAMILY RESIDENTIAL DEVELOPMENT



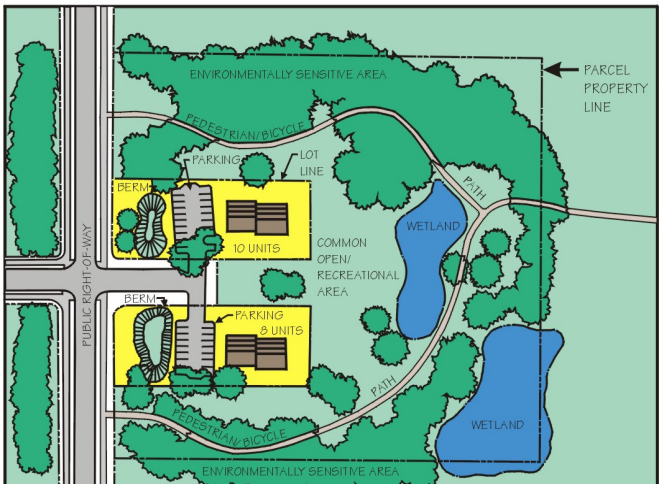
B. CLUSTERED TWO-FAMILY RESIDENTIAL DEVELOPMENT



C. CLUSTERED TOWNHOUSE RESIDENTIAL DEVELOPMENT



D. CLUSTERED MULTI-FAMILY RESIDENTIAL DEVELOPMENT



Source: SEWRPC.

Commercial Development
The recommended Land Use plan depicts various areas devoted to commercial land uses. Under the 2020 Plan, commercial development would encompass an area of about 263 acres, or 7 percent, of the planned urban service area. This represents an increase that would almost double the 1998 level of about 133 acres, by providing an incremental increase of 33 acres every five years over the 2020 planning period. However, commercial development is not expected to continue at that rate until 2035, which is the period for this document. Categories of commercial development shown on the plan include retail sales and services, mixed commercial-residential uses, and business and professional offices. Certain additional commercial development is also recommended to be integrated into a future commuter center as explained later.

Retail Sales and Services
The Land Use plan recommends mostly the continued use of existing neighborhood- and community-oriented shopping centers as well as other individual retail sale and service establishments. Planned shopping centers are characterized by two or more stores located together to share common parking facilities for customer automobiles and a shopping environment geared to pedestrian use with connecting sidewalks. Additional retail sale and service development would likely occur within the Village Center as part of an ongoing redevelopment effort and as associated facilities within the business parks, as discussed below.

Neighborhood shopping centers provide a concentration of retail and service establishments oriented to meeting day-to-day retail and service needs of nearby residents. Typical uses in such centers may include a grocery store or supermarket as an anchor supplemented by pharmacies, banks, deli/bakeries, coffee shops, restaurants with seating facilities, laundry and dry cleaner outlets, barber or beautician shops, and other small retail and service establishments. The plan identifies a neighborhood shopping center located northwest of the intersection of Cottonwood Avenue and Cardinal Lane to continue to serve nearby residences.

Community-oriented or area-wide shopping centers can also serve as the neighborhood center for nearby residences. In addition to providing for the sale of convenience goods that are normally found in neighborhood shopping centers, community retail sales and services should provide for additional shopper goods, such as clothing, furniture, appliances, building supplies, and specialty products such as florists, jewelry, hobby supplies, or recorded music, that are not day-to-day needs. This category may also include services such as savings and loan institutions, restaurants, movie theaters and other entertainment venues, service stations, and similar uses which require a location along an arterial street or highway carrying a high volume of traffic. Under the plan, the Village Center and a community shopping center located adjacent to STH 16, between North and Merton Avenues, are recommended to continue to serve the residents of the Village and environs.

Other general retail sales and services are characterized by individual stores with exclusive, onsite parking for customers, and are mostly oriented to meet the general retail and service needs of residents of the general Hartland area. Typical commercial uses include car washes, motor fuel service stations, automotive sales and repair centers, general merchandise stores, hardware and sporting equipment stores, fast-food restaurants, and other general retail sales and service establishments. As indicated in the plan, such businesses will continue to exist throughout the planned study area.

Village Center (Mixed Commercial and Residential Uses)
Inset A on Map 9-8 identifies a Village Center as a special planning district containing the downtown area that is proposed to continue to serve as a major focal point for cultural and commercial activities in the Hartland area, supported by other nearby attractions in the Lake Country area. The Bark River is also a vital focal point of, and contributing factor to, the Village Center. The Hartland Village Center is proposed to consist primarily of commercial retail and service developments mixed with some residential uses. In addition to providing similar services as a neighborhood shopping center, this community-oriented commercial center would provide shopper goods such as clothing, furniture, and appliances. The Center should also foster the identity of the Village, an identity due, in part, to the historic character of the buildings located in this area and the adjacent East Capitol Drive Historic District, which is listed in both the National and Wisconsin Register of Historic Places.

To retain the Village Center as a lively and vibrant place, the presence of people drawn to and living within the Center is important to project a thriving atmosphere. The Land Use plan, therefore, recommends that the Center 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 Village Center 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 Village Center. The plan further recommends the re-development of the southwestern portion of the Village Center along Pawling Avenue. Recently this area was enhanced with street improvements to Pawling Avenue, the creation of additional offstreet 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 Village Center, the boundaries delineating the Center in Map 9-8 may be refined accordingly.

Any development proposed within the Village Center should be sensitive to and compatible with the historic character as well as the desired design theme for the Center. The Village has been working actively to maintain and improve the vitality of the Center 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 Village Center 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.

Business and Professional Offices

This category includes a variety of business uses such as the offices and professional services of doctors, dentists, architects, engineers, attorneys, computer programmers, graphic artists, insurance agents, travel agents, financial planners, and other similar recognized professions and consultation services. These types of uses are recommended in the Village Center and two business/limited manufacturing parks consisting of mixed grouping of offices, corporate headquarters, financial institutions, and medical facilities with limited light industrial uses and the respective support facilities in an attractive park-like setting. New commercial uses under this category are proposed as infill development in an existing business park located south of Bark River, comprised of the so-called Geason, Bark River, and Cottonwood Commerce Centers. In addition, a new business/light manufacturing park, which may include a mixed-use residential component, is recommended northeast of the intersection of W. Capitol Drive and Vettleson Road, near the future commuter center and the STH 16 and STH 83 interchange. Both business parks are located near STH 83 which provides immediate access to a freeway, STH 16.

Industrial Development

The plan envisions that the areas devoted to industrial land uses would occupy about 361 acres, or 10 percent, of the planned urban service area. This total acreage includes new limited light manufacturing or industrial uses that may develop as affiliated facilities in the two abovementioned business parks. Overall, the total acreage represents an increase of about 151 acres, or 72 percent, over developed industrial land in 1998. While an estimated 38 acres of land is anticipated to be developed for industrial uses every five years until 2020, that pace of development is not anticipated to continue between 2020 and the 2035 planning period. As identified on Map 9-6, the increase in industrial lands would also take place as infill development and through the expansion of such existing uses located in an industrial or "business" park located north of the Bark River. This industrial park would consist of predominantly general manufacturing operations with associated services, including professional offices, with convenient access to STH 16.

Communication and Utility Development
Communication and utility land uses would encompass about eight acres of the study area in 2020 and beyond. Most of these uses reflected on the recommended Land Use plan already exist along with the new well and pump station site located in the northwestern part of the study area. Another well and pumping station may be provided in the northeastern part of the planned study area as development proceeds in that area; however, the location will be determined in the future. Other than new well and pumping station sites, no significant increase is anticipated for such land uses during the 2035 planning period.

Governmental and Institutional Development
As shown on Map 9-6, governmental and institutional land uses under the recommended plan would occupy about 431 acres, or 11 percent, of the planned urban service area according to the previous 2020 Plan. This represents an increase of about 169 acres, or 65 percent, over the 1998 level of about 262 acres of such uses. These uses include the continuation of existing governmental and institutional uses, as well as new and expanded areas for such facilities as discussed below. A significant portion of this increase is due to the new Lake Country Lutheran High School-(approximately 59 percent), and the future development of additional facilities for Arrowhead High School (about 31 percent).

Village Facilities
The Village of Hartland has completed a community facilities study to determine the facility needs of the Village to meet future public demand. The community facility study addresses, but is not limited to, administrative, public works, library, recreational, and police and fire protection services, and envisions the continued use of the existing Municipal Building based on information described in Chapter 5, and more fully detailed in the Utilities and Community Facilities Element completed by Ruekert-Mielke in 2006.

Fire Protection Facilities
The plan recommends a potential new fire station to be located south of an existing railway in the vicinity of the intersection of CTH KE (E. North Shore Drive) with CTH E (Maple Avenue). A station in this area would enhance fire protection and emergency rescue services, while avoiding grade level railway crossings, to the southern portion of the Village and surrounding areas as new residential, commercial, and industrial development continues to occur in this general area. Prior to developing such a station, an in-depth fire protection service analysis should be conducted for this area with assistance from the Insurance Services Office. The new station may only be developed if the fire protection services are shared with adjoining communities such as the City and Town of Delafield as lands within these respective communities develop near the southern half of the Village of Hartland.

The existing Hartland Fire Department, consisting of firefighters and emergency medical technicians, would then concentrate on providing services to the northern part of the planned study area and environs. The Department is presently part of the Lake Area Mutual Aid Fire Departments which consist of twelve neighboring fire departments that work together in Hazmat, fire, and rescue emergencies and training. The Department also has and would likely continue to have a reciprocal service agreement with the Lake Country Fire Department for structure fires in the Villages of Chenequa, Nashotah, or Hartland. The Village intends to continue to explore sharing fire protection and emergency rescue services with adjoining communities as development proceeds in the Hartland planned study area and environs.

Educational Facilities
The Village of Hartland is served by both public and private schools. As mentioned earlier, most of increase in governmental and institutional land uses is due the Lake Country Lutheran High School, and the future expansion of additional facilities for Arrowhead High School. The majority of the children within the Hartland study area will continue to be served by the Arrowhead Union High School District and two feeder school districts to this high school, Swallow and Hartland/Lakeside School Districts. These school districts have improved their respective facilities, including the development of the new North Shore Middle School and the significant expansion of Swallow School and Arrowhead High School, to meet present and future public educational needs.

The Arrowhead Union High School District continues to study if and to what extent certain high school facilities should be expanded to accommodate future enrollments and needs. As a result of this ongoing study and the concern of limited land available that can be provided with public utilities such as public sanitary sewer service, the District purchased land to the north of the existing high school, across CTH K (Lisbon Road), to reserve said land for potential future high school facilities. The improvement efforts by the various local school districts reflect their desire to continue to provide quality educational and recreational facilities to children of the Hartland area.

As part of any programming of on-going facilities analysis, the Village should explore the potential to utilize facilities from surrounding schools, especially if such schools are planned to be expanded or new schools developed. For example, the Village may request to utilize facilities such as a new theater, swimming pool, or other recreational facilities that may be constructed as part of a new school or a school expansion.

Park and Recreational Development

Specific recommended park and recreational uses for the Village planned study area are based, in part, upon recommendations contained in a document entitled, *Outdoor Recreation Plan, Village of Hartland, Waukesha County, Wisconsin*, February 1996, prepared by Ruekert - Mielke, and updated in April 2007 by R.A. Smith & Associates, Inc. In that report, recommendations were made regarding the development of trails and a new park, retrofitting existing facilities, and installing mostly accessory facilities at existing parks. Under the recommended Land Use plan, public and private intensive outdoor recreational uses would encompass a total of about 232 acres of land, or 6 percent, of the Village planned urban service area. This represents an increase of about 12 acres, or 6 percent, over the 1998 level of about 220 acres. These acreages do not include those portions of the recreation sites that contain environmentally sensitive areas within the site boundaries, which are discussed under separate environmental land use categories.

The plan shown on Map 9-6, calls for the development of a new neighborhood park in the northeastern part of the planned study area. This park would serve the residents of this area as development continues. Map 9-6 also shows the potential recreational development of Village-owned property located southwest of the intersection of Cottonwood Avenue and Lindenwood Drive. This site may alternatively be developed to accommodate future municipal operations. The Village of Hartland presently shares a recreational program with the City of Delafield to provide activities that would serve residents of both communities. The recreational strategic planning in 2009 revealed a need to provide a community center for the Village of Hartland and its environs. The Village should also continue to explore the potential to utilize existing and new recreational facilities of public and private schools and organizations such as athletic fields or swimming pools.

In addition to nearby lakes, the Village is surrounded by other major recreation attractions: about four and six miles north of the Village are, respectively, Monches County Park and Loew Lake State Park; about two miles south are the Lake Country Recreation Trail and Nagawaukee County Park, Ice Arena, and Golf Course; about five and nine miles southwest are, respectively, Lapham Peak State Park and the Kettle Moraine State Forest; about five miles southeast is the Retzer Nature Center; and about two miles west is Nashotah County Park.

Village Park System

The Land Use plan recognizes the continued use of the Village's well-established park system. This system includes neighborhood parks with tot lots/playgrounds, small playfields, and basketball and other court games that serve nearby residents. The system also includes community parks that serve the Village as a whole with larger facilities such as official baseball diamonds and softball diamonds, soccer fields, and support facilities consisting of parking, night lighting, and concessions generally provided in community parks and not neighborhood parks. As identified on the Land Use plan and on Map 4-12, in Chapter 4, existing Village parks consist of community parks, such as Centennial, Hartbrook, Nixon, and Penbrook Parks, and smaller neighborhood and other types of parks, such as Bark River, Louis Joliet, Castle, and Nottingham Parks. These existing parks provide a variety of recreational facilities for local residents, from playgrounds to baseball diamonds as noted in Table 4-4 in Chapter 4. The recreational needs of the Village residents would also be met by the recreational facilities located on public school sites, including the Mullet Ice Center. The plan recommends a new neighborhood park to be provided in the northeast part of the planned study area as residential development proceeds in this area.

Greenway
Linear environmental corridors in urbanized areas in Southeastern Wisconsin, that are held in public ownership, are often termed "greenways" or "parkways." Greenways are generally located along a stream or river, ridge line, or other linear natural feature and are intended to provide aesthetic and natural resource continuity. Greenways often serve as ideal locations for recreational trail facilities. The Village has been aggressively establishing the Bark River Greenway with trail facilities, as depicted on Maps 8-7 through 8-10. In addition, the adopted Waukesha County Park and Open Space Plan recommends that the greenway along the Bark River continue north and west of the Village, thereby serving as a location for a variety of resource-oriented recreation facilities, including bicycling, hiking, nature study, snowshoeing, ski-touring, river access, picnic areas, and support facilities such as parking areas and restrooms, while preserving significant natural features along the River.

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 Village master 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.[1] 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 occupied approximately 376 acres, or 10 percent, of the planned urban service area in 1998. Table 29 indicates that under the recommended plan these corridors would occupy about 372 acres, or 10 percent, of the planned urban service area. This decrease is due to locally committed urban development. The remaining primary environmental corridors located mostly along the Bark River and the east central part of the planned urban service area should, to the maximum extent practicable, be preserved in essentially natural, open uses or maintained for resource preservation and limited recreation purposes. In some cases, very low-density residential development of no more than 0.2 dwelling units per net acre, equivalent to one dwelling unit per five acres, compatible with the preservation of the corridors, may be permitted to occupy corridor lands. Such development should utilize the cluster design concept and, accordingly, should be sensitively integrated with the natural features on the site.

[1] *Primary environmental corridors are at least two miles in length, 400 acres in area, and 200 feet in width.*

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.[2] Under the plan, secondary environmental corridors would occupy about 34 acres, or 2 percent, of the planned urban service area. This is a decrease of about 35 acres, or 51 percent, from the 1998 total of about 69 acres due to the upgraded reclassification of secondary environmental corridor along a portion of the Bark River to primary environmental corridor. 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. These areas, under the recommended plan, would occupy about 53 acres, or 1 percent, of the planned urban service area. This is a decrease of about two acres, or 4 percent, from the 1998 total of about 55 acres due to locally committed development in woodland areas. 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.

Other Lands to be Preserved
The plan also recommends other open lands to be preserved as identified on Map 37. This land use category includes the common open areas of residential developments, including cluster developments, and small natural areas containing important natural resource values. Even though the natural areas do not currently qualify as part of an environmental corridor or isolated natural resource area, they may be environmentally significant in the sense that they contain soils poorly suited for urban uses, wetland vegetation, steep slopes, or floodplains; or provide buffer areas between incompatible land uses and areas for detention or retention ponds. These areas are usually either located adjacent to lands classified as environmental corridor and isolated natural resource areas or are small areas less than five acres in size. Under the recommended master plan, other open lands to be preserved would occupy about 237 acres, or 6 percent, of the planned urban service area, of which a large portion, about 204 acres or 86 percent, would be located in the common areas of residential subdivisions. Similar to isolated natural resource areas, the preservation of these areas may provide the only available wildlife habitat in an area and lend unique character and natural diversity to the community. As natural vegetation develops on some of these undisturbed areas, the re-vegetated land may eventually be reclassified as environmental corridor or isolated natural resource area.

Neighborhoods and Special-Purpose Planning Districts
This comprehensive plan conceptually recognizes that an urban area should be formed into a number of spatially organized, individually planned neighborhood units, rather than as a single, large, formless mass. The individual neighborhoods should be focused around a central feature to promote a sense of place and physical unity. Insofar as possible, each neighborhood should be bounded by arterial streets, highways, or railways; major parks, greenways, or institutional lands; bodies of water or waterways; or other natural or cultural features that serve to clearly define and physically distinguish it from surrounding neighborhoods. A name, based on a distinct land feature or land use character including historic heritage, should be selected for neighborhood units to provide a sense of identity. Ideally, residential neighborhoods should be provided, within reasonable walking and biking distances, necessary supporting local day-to-day services needed by the residents, such as an elementary school, local park, and local shopping facilities. As a practical matter, given the trends toward lower residential densities and household size and changes in the urban land market, a single elementary school and one commercial center would likely serve two or more neighborhoods.

[2]*Secondary environmental corridors are at least one mile in length and 100 acres in area, except where secondary corridors connect primary environmental corridor segments. In such cases, no minimum area or length criteria apply.*

As part of the planning effort, ten neighborhoods, technically considered "sub-neighborhoods," were identified within the Hartland planned urban service area and environs as shown on Map 9-8. The delineated "sub-neighborhoods" do not meet the criteria for classification as true neighborhood units in terms of the resident population of a single defined neighborhood that can sustain an elementary school or a neighborhood commercial center. Map 9-8 also identifies the location of public elementary schools, neighborhood parks, and local shopping facilities that would serve the neighborhoods. The neighborhoods were delineated so that they are bounded, insofar as possible, by distinct land features including the Bark River, the Canadian Pacific Railway, and the highways consisting of STH 16, STH 83, CTH E, CTH K, and CTH KE.

Four special-purpose planning districts are identified on Map 9-8, and reflect the existing industrial or business parks located to the north of the Bark River, and the business park area to the south of the Bark River comprised of the Geason, Bark River, and Cottonwood Commerce Center. Another special-purpose planning district is the Village Center, which consists primarily of commercial retail and service developments mixed with residential uses, but constitutes only a small percentage of overall land uses. The fourth planning district is the East Capitol Drive Historic District, in which 23 of the 33 dwellings were identified as historically significant for their distinct architectural features, and are therefore listed on the National and State Registers of Historic Places.

Future Population, Housing, and Employment Levels

The range of population, household, and employment levels envisioned for the Village of Hartland are set forth in Chapter 2. Based on past and current development trends and the finite amount of developable lands in the planned urban service area, the future forecast levels of population in the Village of Hartland may be expected to reach a resident population level of 11,088 persons by the year 2035. This level represents an increase of 3,183 persons, or 40.2 percent, over the year 2000 level of 7,905 persons. The number of households within the Village may be expected to reach a level of 4,216 units. This level represents an increase of 1,214 units, or 40.5 percent, over the year 2000 total housing stock of 3,002 units. Assuming that a constant ratio between population growth and employment continues to exist from 2020 to 2035, the number of jobs may be expected to increase from 3,600 jobs in 2000, to about 5,428 jobs by 2035. This level represents an increase of 1,828 jobs, or 48.9 percent, over the 2000 level, and equates to a 3.0 percent annual increase in employment during the 25 year planning period from 2010 to 2035. These projections do not take into account mitigating factors such as unforeseen economic adjustments.

DESIGN RECOMMENDATIONS

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 in Appendix C, 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

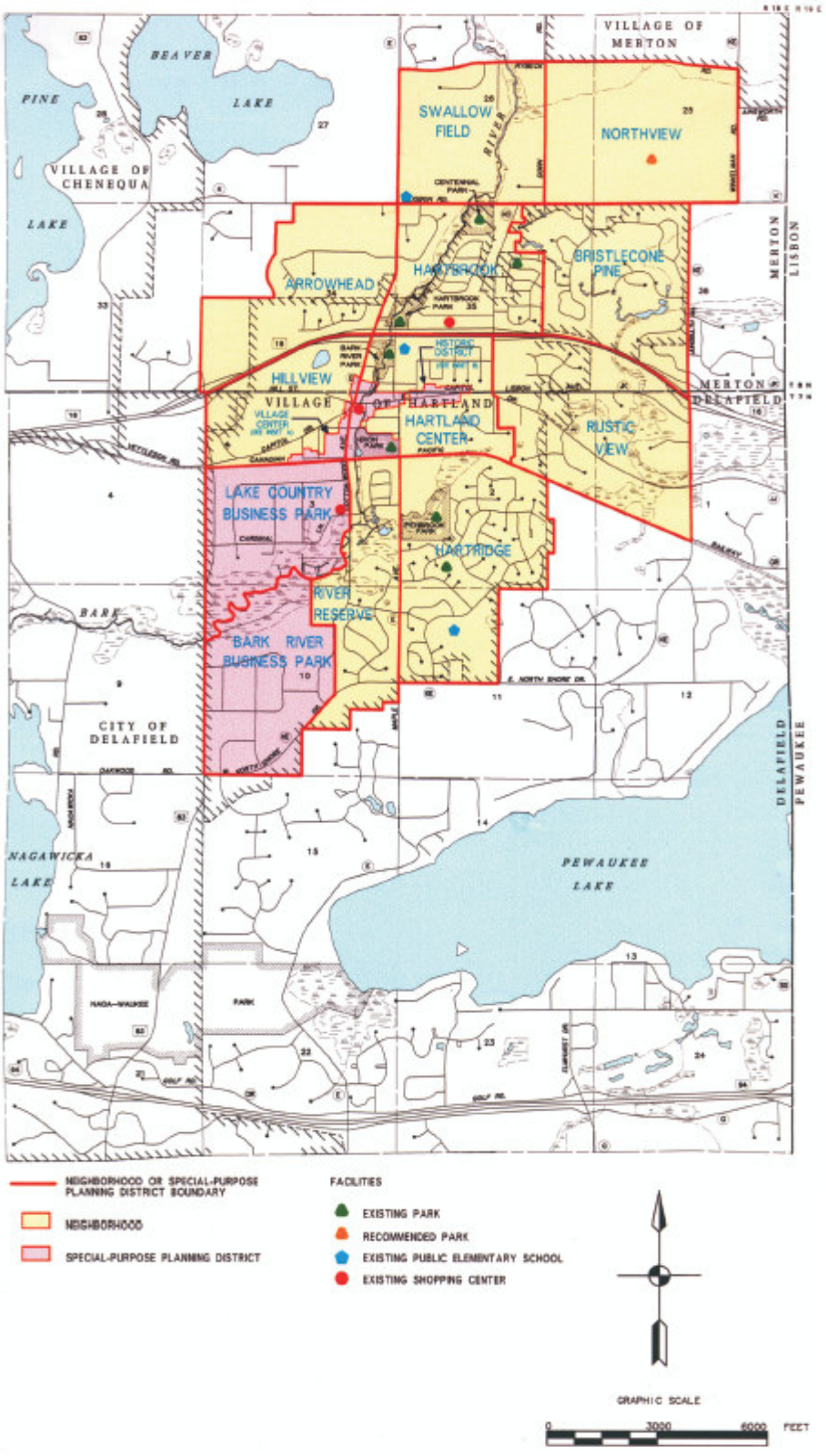
The viability of the Village Center depends largely on its ability to attract people to work, shop, conduct personal business, and seek entertainment. The comprehensive plan recognizes that extensive renovation and razing of certain existing structures in the Center, together with significant streetscaping, 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. Inset A of Map 9-8 defines the Center's boundaries to help provide a more precise sense of location. 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

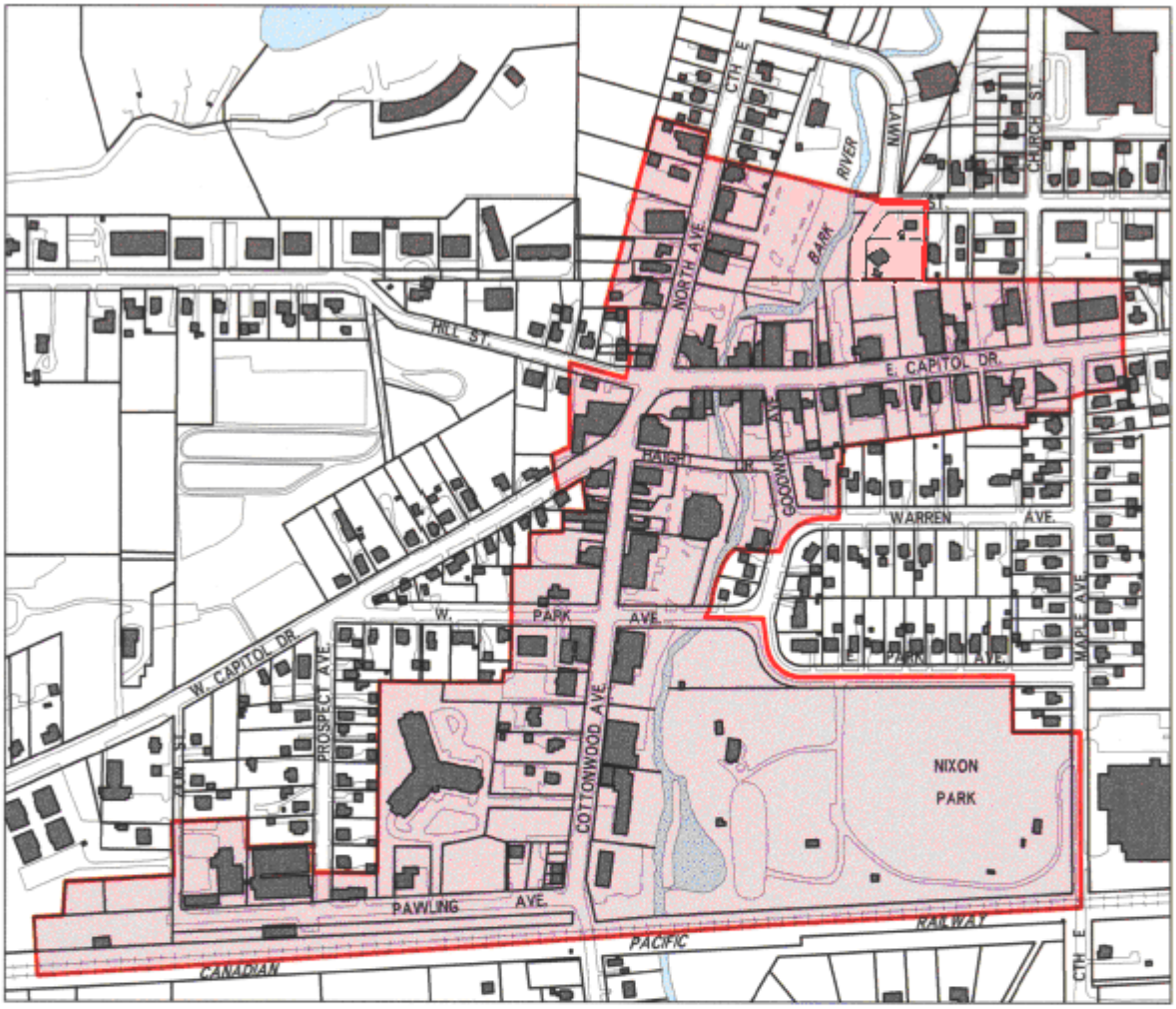
The Village should continue to capitalize on the concentration of unique historic buildings located in and near the Village Center as a source of community identity. By continuing to preserve this resource, a distinctive positive image of the Village would be projected upon pedestrians, bicyclists, and 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 and design guidelines in Chapter 4 and Appendix C, respectively. By comparing Map 9-8 and Map 4-14 in Chapter 4, it can be determined that the Center contains and is located near 17 historically significant buildings and the East Capitol Drive Historic District (see Inset B of Map 9-8). 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. This trail should be established as part of the recreational trail network for the Village of Hartland shown on Map 8-10.

Map 9-8

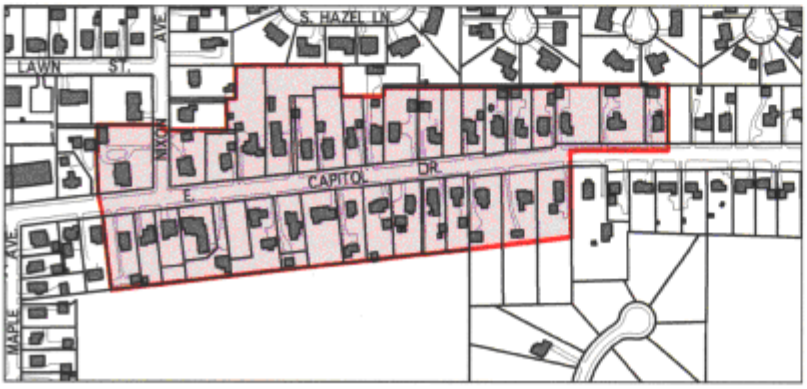
POTENTIAL NEIGHBORHOODS, NEIGHBORHOOD FACILITIES, AND SPECIAL-PURPOSE PLANNING DISTRICTS IN THE VILLAGE OF HARTLAND STUDY AREA

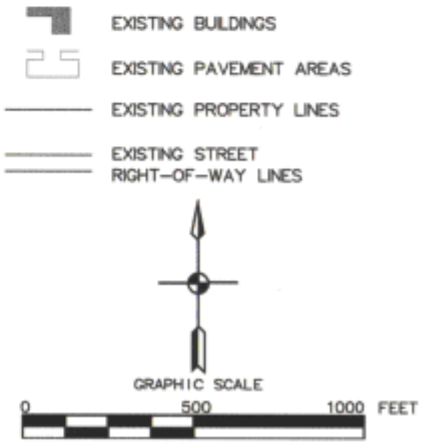


Inset A to Map 9-8



INSET B
EAST CAPITOL DRIVE HISTORIC DISTRICT





Source: SEWRPC.

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 in Appendix C. Figure C-31 in that Appendix provides a generalized example of potential streetscape façade improvements that could be applied to the Village Center to project a "curb appeal" to the passerby.

Map 9-9 is an excerpt of the *Hartland Village Center Revitalization Plan*, completed by Zimmerman Architectural Studios, Inc., in May 2007. The map 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.. Examples of these designs are found in Figures 9-2, 9-3, and 9-4 on the following pages.

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.

Map 9-9

VILLAGE OF HARTLAND
VILLAGE CENTER REVITALITION PLAN STUDY AREA: 2007

Source: Hartland Village Center Revitalization Plan, May 2007

Figure 9-2

ILLUSTRATIVE REDEVELOPENT:
EAST CAPITOL DRIVE AT OAK STREET

•Dooryard frontage
•Transition to larger yard away from corner
•Live-work and / or townhouse shown
•Could be three increments

Source: Hartland Village Center Revitalization Plan, May 2007

Figure 9-3

ILLUSTRATIVE REDEVELOPMENT: CAPITOL DRIVE AT COTTONWOOD AVENUE

Patterns | Features
- Retail frontage (deeper zone to compensate for narrow Capitol Drive frontage)
- Oak Street extension (Ice-age trail connect)
- South facing courtyard
- Fine-grain
- Thick wall | Building Edge
- Six-foot balcony
- Angled-shopfronts

Patterns | Features
- Diminished upper story
- Pedestrian-friendly
- Continuity of pathways
- View terminus
- Hidden gardens
- "Occupied"
- Parking interconnect
- Can be incremental
- What's around the corner?

Source: Hartland Village Center Revitalization Plan, May 2007

Figure 9-4

ILLUSTRATIVE REDEVELOPMENT:
COTTONWOOD AVENUE AT PARK STREET

Patterns | Features
- Terminates several views with design features
- South facing public space
- Fine-grain
- Thick wall | Building Edge
- Six-foot balcony
- Angled-shopfronts
- Retail frontage near East Capitol (deeper zone to compensate for narrow Cottonwood frontage)
- Dooryard condition at West Capitol

Patterns | Features
- Diminished upper story
- Pedestrian-friendly
- Hidden gardens (upper level at wooded hill)
- "Occupied"
- Parking tucked under and over
- Can be incremental
- What's around the corner?

Source: Hartland Village Center Revitalization Plan, May 2007

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 as illustrated in Figure C-32 in Appendix C. The overall streetscape image of the planned study area should be brought into accord with the design guidelines set forth in Appendix C 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, medianscaping (as illustrated in Figure C-15 in Appendix C), 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 as illustrated in Figure C-19 of Appendix C. 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, as illustrated in Figure C-16 in Appendix C. 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 K (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. Figure C-10 in Appendix C provides parking lot design standards, and Figures C-5 and C-20 in this Appendix illustrate potential landscaping that could be provided for parking lots.

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. Figure C-17 in Appendix C shows alternative landscaping that could be provided in such buffer areas.

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.

As illustrated in Figure C-18 of Appendix C, the planting beds do not necessarily have to be narrow linear strips located directly against a building, but may consist of large planting beds located at or near the drip-line of roof overhangs. 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 in Appendix C 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.

Appendix C provides architectural design guidelines that could be applied to the Village, including the Village Center. As noted in this Appendix, any historic preservation actions should be undertaken in accordance with the standards promulgated by the U.S. Department of the Interior for all forms of historic preservation including acquisition, protection, stabilization, preservation, rehabilitation, restoration, and reconstruction of significant historic features, including buildings. In addition, any historic features listed on the national or state register of historic places must be protected and preserved in accordance with a historic preservation ordinance enacted by the Village.

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. Table C-2 in Appendix C specifies the minimum spacing that should be provided between driveways located along arterial streets. 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. As set forth on Figure C-4 in Appendix C, 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 for 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. As shown on Maps 8-7 through 8-10, 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.

POSITIVE ATTRIBUTES

The Village is nestled in the "heart" (the community logo) of the Lake Country area. Some positive attributes can be enhanced and better utilized to improve the attractiveness of the Village. The growing community with its heavily traveled arterials and nearby major attractions, such as Lapham Peak State Park, Nashotah County Park, and Nagawaukee County Park and Ice Arena, along with the surrounding golf courses, lakes, and unique natural features of the area, has a high potential to project a very positive image to the public. Since Capitol Drive, North Avenue, Cottonwood Avenue, and STH 83 are perceived as key arterials in the Village, these arterial streets should project attractive streetscape facades to present an appealing profile of the Village to people visiting the community. The Village Center should continue to be enhanced, as discussed earlier, to realize its full potential as a local cultural and business hub for the Hartland area fostered by restaurants, its concentration of historic commercial buildings, a community center, the Hartland Public Library, the Lake Country Playhouse, the popular Bark River/Ice Age Trail, and the nearby Mullett Ice Center and East Capitol Drive Historic District. The Center may be further supported by a potential cultural center that could serve a multi-purpose function such as a senior citizen center, community center, and local art gallery/museum.

In addition to the cultural attractions of the area, distinct natural resources exist throughout the Lake Country area and the nearby Kettle Moraine State Forest. Unique glacial land forms in the area include drumlin fields, the interlobate glacial moraine, and outwash plains. These features project interesting topography with naturally attractive vegetation surrounding lakes and meandering waterways. The provision of a recommended trail network, including along the Bark River as illustrated in Maps 8-7 to 8-10, would connect residential areas to the aforementioned major attractions, the well-established Village park system, and unique natural features, thereby providing opportunities for Village residents and visitors to participate in a wide array of distinctive recreational experiences. All of these popular features provide the Village economic opportunities that may be derived from tourists, recreational users, and trail users drawn to the Hartland area. There is also an active partnership between the Village and the Mid-Kettle Moraine Partners Group, a coalition of volunteers dedicated to recognition and perpetuation of the proper use of the outstanding geological features which exist between the North and South units of the Kettle Moraine State Forest. As noted earlier, user-friendly maps should be provided for both trail location and way-finding purposes that identify these positive features.

TOPOGRAPHIC AND CADASTRAL MAPS

Good, large-scale topographic and cadastral, or real property, maps were essential to the preparation of a Land Use plan for the Village of Hartland. Topographic maps, at scales of one inch equals 100 feet and one inch equals 200 feet, were prepared for the Village of Hartland and surrounding areas in previous years as part of an ongoing topographic mapping program initiated by Waukesha County and administered by the Regional Planning Commission. The topographic mapping, in both digital and hardcopy form, consists of control survey features, such as U.S. Public Land Survey section corners and section lines; planimetric features, such as roads and buildings; hydrographic features, including streams, lakes, and wetlands; and hypsometric features, such as two-foot contour interval lines and spot elevation values. Cadastral maps, at a scale of one inch equals 200 feet, were also prepared for the Village of Hartland and surrounding areas as part of a recent cadastral mapping project, again, initiated by Waukesha County and administered by the Regional Planning Commission. The cadastral mapping includes property boundary lines, public street right-of-way boundaries, railway right-of-way boundaries, subdivision and platted land boundaries, and associated text such as property dimensions and tax key numbers. This cadastral mapping is also available in digital and hardcopy form.

LAND USE REGULATIONS

Good community development depends not only on sound long-range planning, but on practical plan implementation as well. Land use and development regulations perform a critical role in assuring that a Land Use plan is properly implemented. The following describes the existing regulations in effect in the Village of Hartland study area, including zoning, land division control, official mapping, and pertinent State and Federal regulations.

Zoning

Zoning is one of the major plan implementation devices available to any community. The primary function of zoning should be to implement the community's land use plan. A secondary function of zoning should be to protect desirable existing development. Zoning should be a major tool for the implementation of community plans and not a substitute for such plans.

A zoning ordinance is a law that regulates and restricts the use of private property in the public interest. The ordinance may divide a community into districts to confine or promote certain land uses in areas well suited to those uses. Within a given zoning district, a zoning ordinance may also regulate the height, size, shape, and placement of structures on sites, with the intention of assuring adequate light, air, and open space for each building; reducing fire hazards; and preventing overcrowding, traffic congestion, and the overloading or underuse of utility systems. Zoning may also be used to protect and preserve natural resources.

A zoning ordinance typically consists of two parts. The first part, the text, consists of regulations that apply to each of the various zoning districts, together with related procedural, administrative, and legal provisions. The second part, the map, shows the boundaries of the various districts to which the regulations apply.

Village of Hartland Zoning Ordinance

Land development and building activity in the Village of Hartland is regulated by the Village of Hartland Zoning Code as set forth in Chapter 17 of the Village's Municipal Code. Shoreland areas that were annexed into the Village after May 7, 1982, remain subject to Waukesha County shoreland regulations until the Village adopts shoreland regulations that are at least as restrictive as the County's regulations. The Village of Hartland enacted its initial zoning ordinance in 1952 and has updated it from time to time. As of December 31, 1998, the ordinance contained 22 basic zoning districts and five overlay districts, which are shown on Map 9-10. Table 9-4 presents a summary of the Village zoning regulations applicable within each district, including permitted and conditional uses, maximum residential density, minimum lot sizes, minimum yard requirements, and maximum building heights. It should be noted that, in January 1999, the Village added another basic zoning district to its ordinance, a RM-3 Condominium Multiple-Family Residential District.

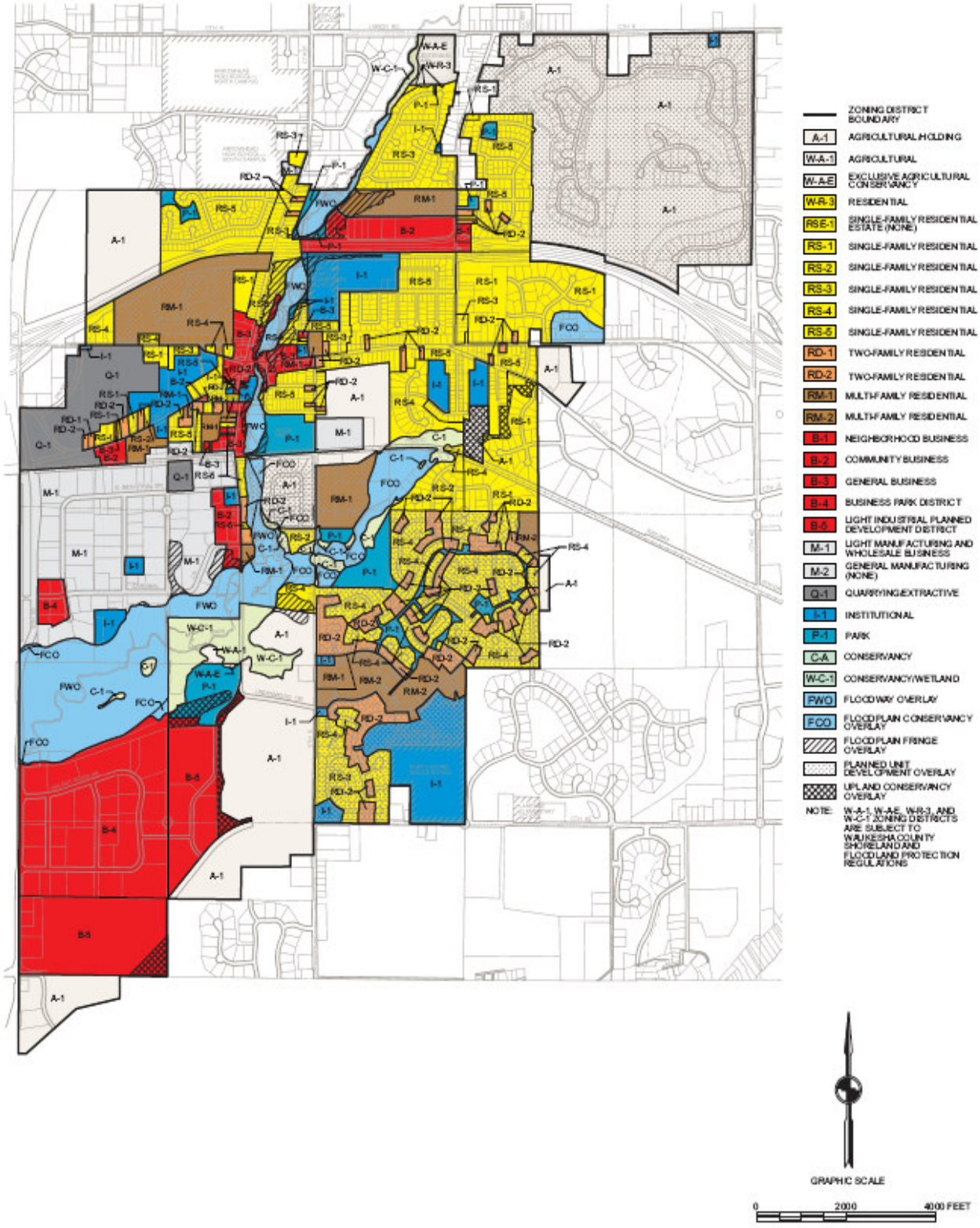
The Village zoning ordinance also includes architectural and landscape design guidelines, adopted in 1993, and a Historic Preservation Ordinance, adopted in 1995, as part of its zoning ordinance. Section 62.23(7) of the *Wisconsin Statutes* requires any city or village containing property listed on the National or State Register of Historic Places to enact a historic preservation ordinance by 1995 to protect and preserve such resources. Thirteen historic buildings and a historic district in the Village, as identified in Chapter 4 - Natural and Cultural Resources, are listed on the National Register of Historic Places and the Wisconsin State Register of Historic Places.

Other Zoning Ordinances

The study area, as noted in Chapter 1, lies in Waukesha County and includes portions of the Village of Chenequa, the Town and City of Delafield, and the Town and Village of Merton, each of which have adopted their own zoning ordinances. Since the two Towns in the study area have adopted their own zoning ordinance under village powers, no civil divisions in the study area are under the jurisdiction of the County's general zoning ordinance. However, the shoreland areas in these Towns and certain annexed lands within the study area are regulated by the County's shoreland and floodland protection ordinance, explained below. In cases where regulations for the shoreland areas of the Town and County conflict, the more restrictive regulations apply. Map 9-11 shows the existing zoning districts as of December 31, 1998, on lands in those civil divisions that are adjacent to the Village of Hartland and within the study area. The zoning district regulations for each civil division are summarized in Appendix A.

Map 9-10

EXISTING ZONING IN THE VILLAGE OF HARTLAND: 1998



Source: Village of Hartland and SEWRPC.

and *A Master Plan for the Village of Hartland : 2020*

Table 9-4

SUMMARY OF EXISTING ZONING DISTRICT REGULATIONS FOR THE VILLAGE OF HARTLAND: 1998

Zoning District	Permitted Principal Uses	Conditional Uses	Maximum Residential Density (dwelling units per net acre)	Minimum Lot Size			Minimum Yard Requirements			Maximum Principal Building Height (feet)
				Total Area (square feet)	Area per Dwelling Unit (square feet)	Width at Setback (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
A-1 Agricultural/ Holding	Agricultural-related uses, floriculture, viticulture, truck farming, farm dwellings, forestry, family day care home	Airports, commercial feed lots, housing for farm laborers, communica-tions towers, veterinary clinic, wind energy conversion systems	- -	217,800 (5 acres)	217,800 (5 acres)	200	50	25	50	60
RSE-1 Single-Family Residential Estate	Single-family dwellings, foster family homes, family day care homes, community living ar-rangements for 8 or fewer persons	Community living arrangements for 9 to 15 per-sons, wind energy con-version systems, bed and breakfast establishments	1.0	43,560 (1 acre)	43,560 (1 acre)	150	50	30	50	35
RS-1 Single-Family Residential	Same as RSE-1 permitted uses	Same as RSE-1 conditional uses	2.0	22,000	22,000	110	40	20	35	35
RS-2 Single-Family Residential	Same as RSE-1 permitted uses	Same as RSE-1 conditional uses	2.9	15,000	15,000	100	30	15	30	35
RS-3 Single-Family Residential	Same as RSE-1 permitted uses	Community living arrangements for 9 to 15 per-sons, bed and breakfast establishments	3.6	12,000	12,000	90	30	10 on one side; 25 total	30	35
RS-4 Single-Family Residential	Same as RSE-1 permitted uses	Same as RS-3 conditional uses	4.3	10,000	10,000	80	30	10 on one side; 25 total	25	35
RS-5 Single-Family Residential	Same as RSE-1 permitted uses	Same as RS-3 conditional uses	5.4	8,000	8,000	70	30	10 on one side; 25 total	25	35
RD-1 Two-Family Residential	Two-family dwellings, foster family homes, community living arrangements for 8 or fewer persons	Community living arrange-ments for 9 or more persons, wind energy conversion systems	5.8	15,000	7,500	90	30	10 on one side; 25 total	25	35
RD-2 Two-Family Residential	Same as RD-1 permitted uses	Community living arrangements for 9 to 15 persons	8.7	10,000	5,000	75	30	10 on one side; 25 total	25	35
RM-1 Multiple-Family Residential	Multiple-family dwellings, foster family homes, community living arrangements for 15 or fewer persons	Community living arrangements for 16 or more persons, housing for the elderly, mobile home parks, wind energy conversion systems	10.9	- -	Efficiency, 4,000;one-bedroom, 5,000; two-bedrooms or more, 6,000	80	30	15 on one side; 35 total	40	35
RM-2 Multiple-Family Residential	Same as RM-1 permitted uses	Community living arrangements for 16 or more persons, housing for the elderly, commercial day care centers	17.4	- -	Efficiency and one-bedroom, 2,500; two-bedrooms or more, 3,000	75	30	15 on one side; 35 total	40	35
B-1 Neighborhood Business	Retail stores, services, offices, shops, financial institutions, clubs, taverns, restaurants, self-service laundries	Drive-in establishments, veterinary services, gasoline stations, commercial day care centers, wind energy conversion systems	- -	20,000	- -	100	40	40	40	35
B-2 Community Business	All B-1 permitted uses plus department stores, furniture stores, theaters, medical and dental clinics, natatoriums, pet grooming, radio broadcasting studios, roller-skating establishments	All B-1 conditional uses plus automobile sales and services, game arcades	- -	20,000	- -	100	30	10	25	45
B-3 General Business	All B-2 permitted uses plus funeral homes, gasoline stations, hotels and motels, resale stores	Veterinary clinics, game arcades, housing for the elderly, motor vehicle repair shops, bed and breakfast establishments, wind energy conversion system	- -	4,800	- -	40	None	None; 8 if provided	25	45

Table 9-4 (continued)

Zoning District	Permitted Principal Uses	Conditional Uses	Maximum Residential Density (dwelling units per net acre)	Minimum Lot Size			Minimum Yard Requirements			Maximum Principal Building Height (feet)
				Total Area (square feet)	Area per Dwelling Unit (square feet)	Width at Setback (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
B-4 Limited Business and Light Industrial Planned Development	Schools and training centers, offices, wholesalers and distributors, warehousing, light industrial, metal fabrications, printing establishments, dry cleaning, restaurants, hotels, motels	Incinerators, automobile service stations, dyeing establishments, research laboratories, bottling plants, wind energy conversion systems	- -	30,000	- -	150	50[a]	25[a]	25[a]	45
B-5 Light Industrial Planned Development	Offices, business services, training centers, light industrial, metal fabrication, radio and other electronic assembly, printing establishments, wholesalers, distributors	Financial establishments, medical clinics, storage or warehousing establishments, research laboratories, bottling plants, restaurants, government buildings, wind energy conversion systems.	- -	30,000	- -	150	50[a]	25[a]	25[a]	45
M-1 Limited Industrial and Wholesale Business	Fabricating, manufacturing, storage, wholesales, related services	Airports, recreational establishments, research laboratories, heliports, bus and rail depots, communication towers, storage of explosives, motor vehicle repair, wind energy conversion systems	- -	30,000	- -	100	30	10 on one side; 30 total	25	45
M-2 General Industrial	All M-1 permitted uses plus any other manufacturing, fabricating, and storage uses, except manufacturing of explosives, flammable liquids, chemicals, and gaseous or vaporous substances	Airports, recreational establishments, research laboratories, heliports, bus and rail depots, communication towers, wind energy conversion systems, and the storage, manufacture or fabrica-tion of explosives, flammable liquids, chemicals, and gaseous or vaporous substances	- -	40,000	- -	125	30	25	25	45
Q-1 Quarrying/ Extractive	None	Mineral extraction operations, ready-mix and asphalt plants, topsoil operations, wind energy conversion systems	- -	- -[b]	- -	60	100[c]	100[c]	100[c]	75
I-1 Institutional	Schools, churches, hospitals, nursing homes, clinics, museums, art galleries, public administrative offices and service buildings, communication towers, water towers	Cemeteries, crematory services, wind energy conversion systems	- -	8,000	- -	70	30	10 on one side; 25 total	25	35
P-1 Park	Recreational uses, fairgrounds, forest preserves, zoos	Wind energy conversion systems	- -	- -[b]	- -	- -[b]	40	20	40	50
C-1 Conservancy	Certain recreational uses, existing agricultural uses, piers, docks, walkways, silviculture, harvesting of wild crops, maintenance of existing streets, bridges, and drainage systems	New streets, parks and recreation areas, utilities, railroad lines	- -	- -	- -	- -	- -	- -	- -	- -
FWO Floodway Overlay	Streambank protection, agricultural uses excluding structures, parking and loading areas, utility lines and towers, viticulture, certain recreational uses	Nonhabitable accessory structures, municipal water and sewage systems, navigational structures, bridges, marinas	- -	- -	- -	- -	- -	- -	- -	- -
FCO Floodplain Conservancy Overlay	Same as FWO permitted uses	Same as FWO conditional uses	- -	- -	- -	- -	- -	- -	- -	- -

Table 9-4 (continued)

Zoning District	Permitted Principal Uses	Conditional Uses	Maximum Residential Density (dwelling units per net acre)	Minimum Lot Size			Minimum Yard Requirements			Maximum Principal Building Height (feet)
				Total Area (square feet)	Area per Dwelling Unit (square feet)	Width at Setback (feet)	Street Yard (feet)	Side Yard (feet)	Rear Yard (feet)	
FFO Floodplain Fringe Overlay	Permitted uses in underlying zoning district except structures	Filling and floodproofed structures and utilities permitted in the under-lying zoning district	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]
UCO Upland Conservancy Overlay	Forest and game manage-ment, park and recrea-tion areas, recreation trails and any permitted uses in the underlying zoning district except structures	Any permitted uses, accessory uses, or conditional uses in the underlying zoning district, including structures	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]
PUD Planned Unit Development Overlay	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]	[d]

NOTE: This table is a summary and should not be used to answer zoning related questions. Refer to the official Village of Hartland Zoning Code for specific zoning district information.

[a] *100 feet if abutting a residential district.*

[b] *Lots shall provide sufficient area for the principal structure and its accessory structures, the operation, off-street parking and loading, and all required yards.*

[c] *The area to be extracted shall be set back at least 200 feet from the right-of-way lines of public streets and all property lines.*

[d] *As per underlying basic zoning district requirements.*

Source: Village of Hartland Zoning Code and SEWRPC.

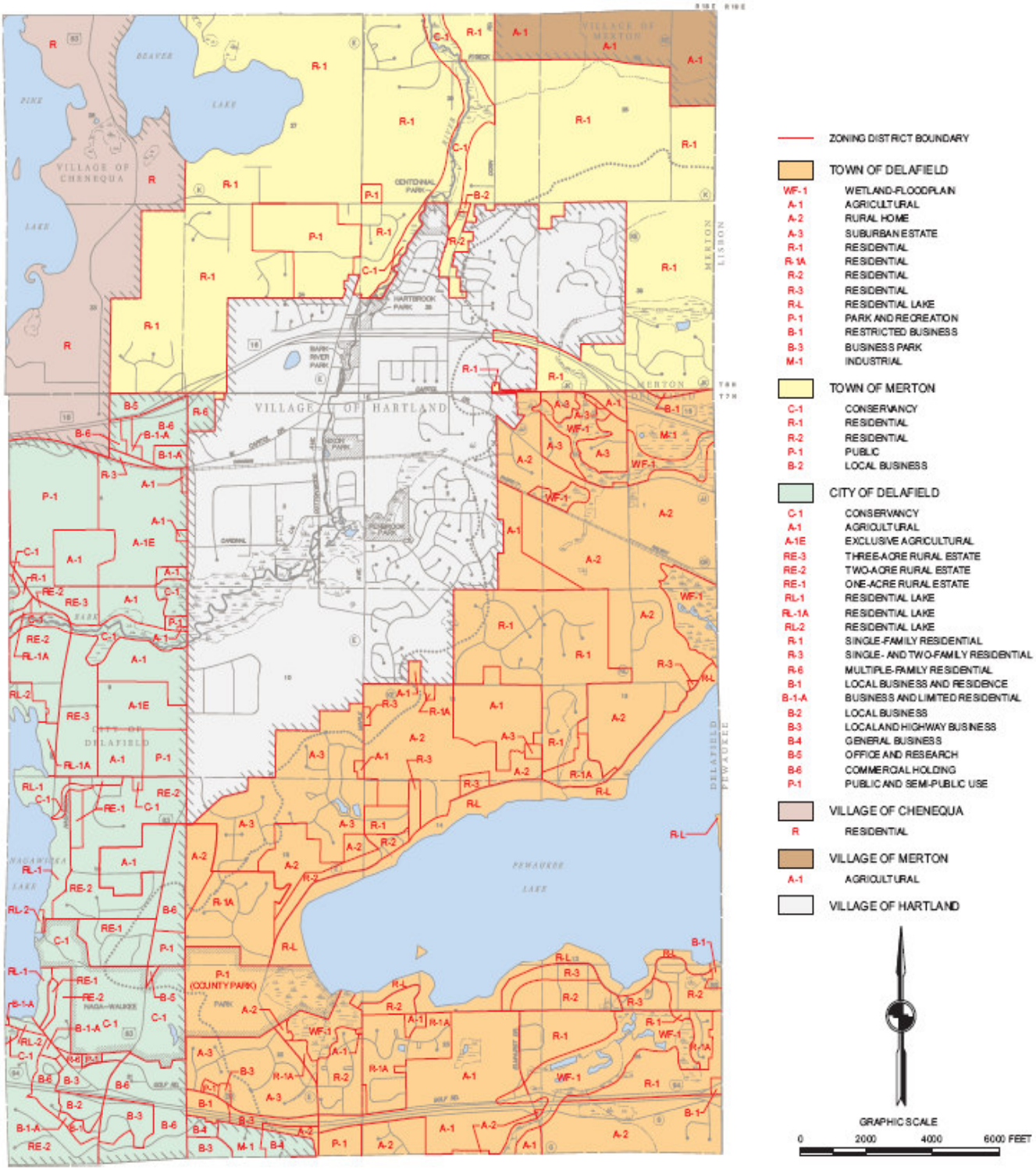
Waukesha County Ordinances

The Waukesha County Shoreland and Floodland Protection Ordinance was adopted in June 1970, and has been amended periodically. Shorelands are those areas lying within 1,000 feet of the shoreline—ordinary high-water mark—of navigable lakes, ponds, or flowages, or within 300 feet of the shoreline of navigable rivers or streams, or to the landward side of the 100-year recurrence interval floodplain, whichever distance is greater. The floodplains and shorelands in the towns of Waukesha County, including the Towns of Delafield and Merton in the study area, are regulated by this County ordinance. The County ordinance contains 23 zoning districts and two overlay districts. The ordinance includes a C-1 Conservancy/Wetland District that regulates all shoreland-wetlands five acres or larger in size

Waukesha County Shoreland and Floodland Protection Ordinance regulations apply to areas in the Village of Hartland annexed after May 7, 1982, as indicated on Map 9-12. After annexation, the Village is responsible for administering the County regulations. Section 59.692(7) of the *Wisconsin Statutes* requires county shoreland regulations to remain in effect in areas annexed after that date unless the annexing city or village has adopted shoreland regulations that are at least as restrictive as the county's regulations. County shoreland regulations are usually more restrictive than city or village regulations, because State regulations requiring the adoption of shoreland zoning ordinances specify more restrictive standards for county ordinances than for city and village ordinances. Some of the provisions that must be included in county shoreland ordinances but are not required in city and village ordinances are larger minimum lot sizes; 75-foot minimum setback requirements from shorelines; limitations on clearing vegetation within 35 feet of shorelines; and restrictions on filling, grading, lagooning, dredging, ditching, and excavating in shorelands. The Waukesha County ordinance also includes a 75-foot minimum setback requirement from the 100-year floodplain or the landward edge of the C-1 Conservancy /Wetland District boundary and limitations on the type of accessory structures allowed within this 75-foot setback. All lands in the study area that are subject to the Waukesha County shoreland and floodland regulations, as of December 31, 1998, are shown on Map 9-12. As further indicated in this map, only lands annexed into the Village of Hartland after May 7, 1982, were subject to such County regulations.

Map 9-11

EXISTING ZONING IN THE CIVIL DIVISIONS ADJACENT TO THE VILLAGE OF HARTLAND: 1998



Source: City of Delafield, Village of Chenequa, Village of Merton, Town of Delafield, Town of Merton, and SEWRPC.

Waukesha County also adopted a construction site erosion control ordinance on May 5, 1992, and a storm-water management ordinance on May 28, 1998. These ordinances were combined and are now referred to as the Waukesha County Construction Site Erosion Control and Storm-water Management Ordinance, which applies to the unincorporated areas of the County and certain annexed areas. Based on Section 59.693(10) of the *Wisconsin Statutes*, any lands annexed after May 5, 1992, are subject to the County's construction site erosion control regulations, and those annexed after May 28, 1998, are subject to the County's storm-water management regulations, as well as the erosion control regulations, unless the annexing city or village has adopted regulations that are at least as restrictive as the County's regulations. The Ordinance sets forth administrative procedures, performance standards, and enforcement standards. The Ordinance was enacted to preserve and protect the natural resources and quality of waters in the County by reducing the amount of sediment and other pollutants leaving construction sites.

Land Division Regulations

A land division ordinance is a public law that regulates the division of land into smaller parcels. Land division ordinances provide for public oversight of the creation of new parcels and help ensure that new urban development is appropriately located; that lot size minimums specified in zoning ordinances are observed; that adequate rights-of-way for arterial, collector, and minor land-access streets are appropriately located and dedicated or reserved; that access to arterial streets and highways is limited in order to preserve the traffic-carrying capacity and safety of such facilities; that adequate land for parks, drainageways, and other open spaces is appropriately located and preserved; that street, block, and lot layouts are appropriate; and that adequate public improvements are provided.

Ideally, land division control regulations are a means of implementing or carrying out a community comprehensive plan. As such, land division regulations should coordinate and integrate development with the comprehensive plan, and they are, therefore, properly prepared within the context of such a plan. Since land division is not merely a means of marketing land, but rather the first step in the process of building a community, substantial benefits are derived from sound subdivision regulations. Much of the form and character of a community is determined by the quality of its land divisions and the standards which are built into them. Once land has been divided into blocks and lots, streets established, and utilities installed, the development pattern is permanently established and unlikely to be changed. For generations, the entire community, as well as the individuals who occupy these subdivisions, will be influenced by the quality and character of the sub-division design.

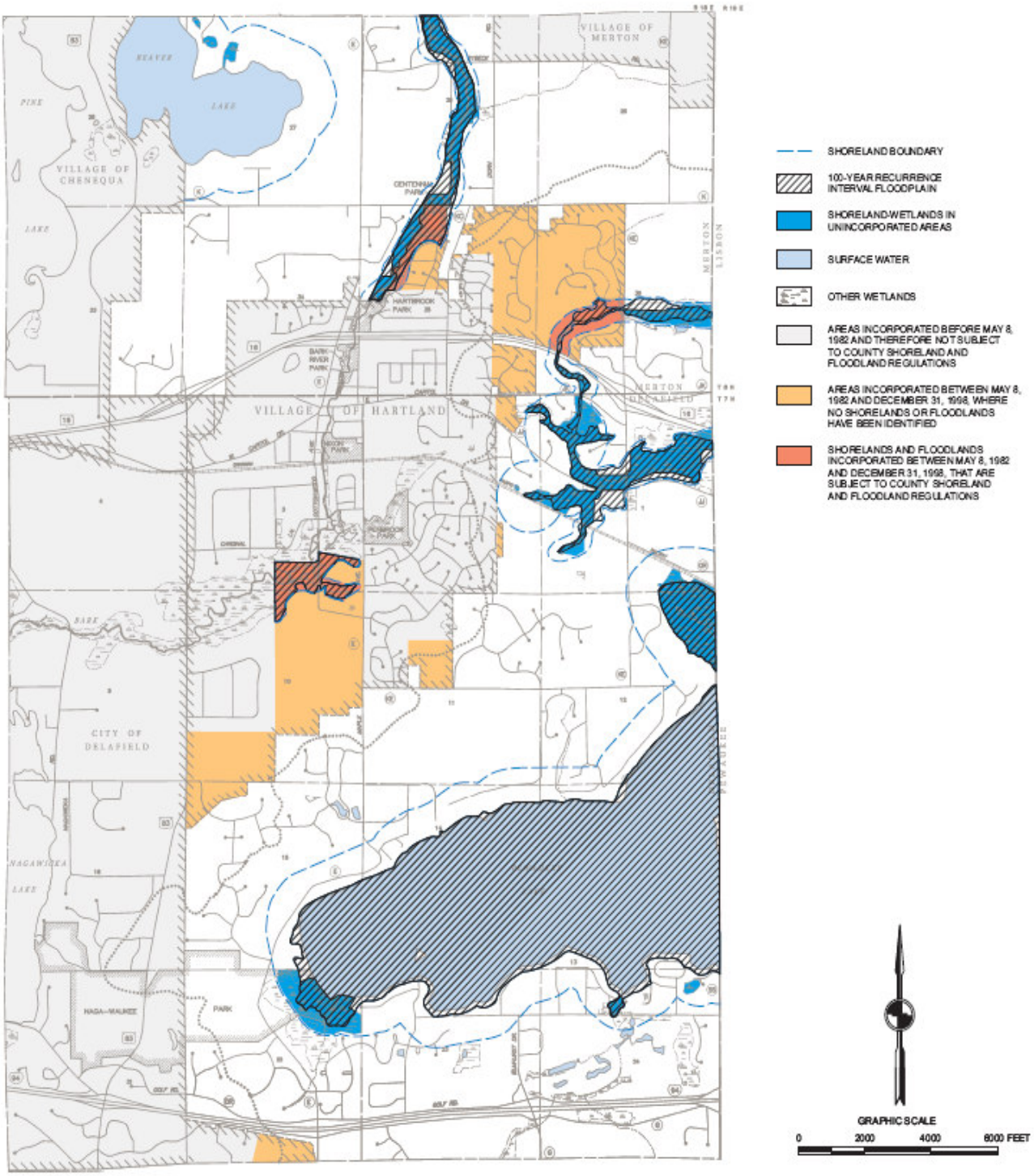
Village of Hartland Land Division Ordinance

The Village of Hartland Land Division Ordinance is set forth in Chapter 18 of the Village's Municipal Code. By reference and associated text, the ordinance conforms to the procedures outlined in Chapter 236 of the *Wisconsin Statutes* for platting lands within the corporate limits of the Village and its extraterritorial plat approval jurisdiction area, that is, areas located outside of the Village's corporate limits but within one and one-half miles of those limits, except when this area may overlap another extraterritorial jurisdiction. When an extraterritorial jurisdiction overlaps with those of another city or village, a line equidistant from the corporate boundaries of each municipality concerned is used to determine the limit of extraterritorial jurisdiction. Such a situation exists and could arise because of the proximity of the Village of Hartland to the Cities of Delafield and Pewaukee and the Villages of Chenequa and Merton. Specifically, the ordinance regulates the creation of "subdivisions," defined as the division of land into five or more parcels of 1.5 acres or smaller, at any one time or by successive divisions within a five year period. Such land divisions are created by a subdivision plat. All other land divisions other than "subdivisions" are also regulated by this ordinance, and may be created through the use of a certified survey map.

The Village land division ordinance sets forth design standards and specific data requirements to be provided on all preliminary plats, final plats, and certified survey maps. Importantly, this ordinance requires a subdivider to install subdivision improvements such as sanitary sewers, water distribution lines, sidewalks, streetlights, street signs, street pavements, storm-water drainage facilities, and erosion and sediment control devices; to provide easements for certain improvements; and to make provision for park, playground, and open space sites or pay a fee in lieu of site dedication.

Map 9-12

AREAS IN THE VILLAGE OF HARTLAND STUDY AREA SUBJECT TO WAUKESHA SHORELAND AND FLOODLAND PROTECTION ZONING REGULATIONS: 1998



Source: Waukesha County and SEWRPC.

Other Land Division Ordinances
The Village of Chenequa, Town and Village of Delafield, and the Town and Village of Merton, all located within the Village of Hartland study area, have each adopted land division regulations. Similar to the Village of Hartland, these communities regulate subdivisions created by a subdivision plat and all other minor land divisions, other than "subdivisions," typically created through use of a certified survey map. Waukesha County also adopted a land division ordinance for unincorporated shoreland areas in the County. Any division of land, except the creation of parcels greater than 20 acres or those created to transfer adjacent lands, is regulated by the Waukesha County Shoreland and Floodland Subdivision Control Ordinance. The requirements of the County's ordinance apply in addition to the requirements of the land division ordinance of the affected Towns. In addition, Waukesha County reviews and has approval authority for all subdivisions in unincorporated areas, and has objecting authority for all subdivisions in incorporated areas. The County is designated by Chapter 236 of the *Wisconsin Statutes* as an objecting authority and may object to plats that are in conflict with adopted County plans for any parks, parkways, expressways, major highways, airports, drainage channels, schools, or other planned public developments. The Waukesha County Parks and Land Use staff regularly comments on all plats in the County.

Similar to the Village of Hartland land division ordinance, each of the above mentioned County and local land division ordinances set forth detailed design standards and specific data to be provided on all preliminary plats, final plats, and certified survey maps. These ordinances also require the subdivider to install subdivision improvements prior to final plat approval, although the types of improvements required varies among the civil divisions. The ordinances contain provisions for the dedication of lands for public use or open space purposes, such as parks and recreational facilities, or a fee in lieu of land dedication.

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 railway rights-of-way, public transit facilities, parks, and playgrounds. The adoption of an official map prevents 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 adopted its first Official Map for the Village and environs on April 12, 1999. The Official Map reflects current conditions within the Village corporate limits based on present cadastral maps and also shows the location of three future streets just outside of the Village; a future street extending northeast from STH 83, between STH 16 and CTH K; a future street extending east from E. Imperial Drive, between the Village corporate limits to CTH KE; and the recently completed curved alignment of CTH KE southeast of the Village in the Town of Delafield. The official map should be updated from time to time to continue to facilitate the proper implementation of any adopted development plan proposals, including the development plan set forth in this report, relating to streets, highways, waterways and parkways, railways, public transit facilities, parks, and playgrounds.

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 66.1031 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 a function similar to local official maps, but with jurisdiction limited only 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, as it applies to the study area in 1998, is shown on Map 8-3, but has been amended by the Village of Hartland concerning the location of the intersection of CTH KE at CTH K, to reflect the SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035.*

State and Federal Environmental Regulations

Chapters NR 110 and COMM 82 of the *Wisconsin Administrative Code* require that the Wisconsin Department of Natural Resources, in its regulation of public sanitary sewers, and the Wisconsin Department of Commerce, in its regulation of private sanitary sewers, make a finding that all proposed sanitary sewer extensions conform with adopted area-wide water quality management plans and the sanitary sewer service areas identified in such plans, as illustrated in Map 5-1 of this chapter. If a locally proposed sanitary sewer extension is designed to serve areas not recommended for sewer service in an area-wide water quality management plan, the State agencies concerned must deny approval of the extension. The State agency concerned must find that the area proposed to be served is located 1) within an approved sewer service area and 2) outside of areas involving physical or environmental constraints which, if developed, would have adverse water quality impacts. Areas in the Village of Hartland study area having such physical or environmental constraints may include wetlands, shorelands, floodplains, steep slopes, highly erodible soils and other limiting soil types, and groundwater recharge areas, as identified in Chapter 4.

Chapter NR 103 of the *Wisconsin Administrative Code* establishes water quality standards for wetlands. These standards, like the more general policies set forth for wetlands protection under Section NR 1.95, are applied by the Wisconsin Department of Natural Resources in all its decisions under existing State authority. In cases where State certification of a proposed wetland modification is denied, the U.S. Army Corps of Engineers permit, discussed below, would also be denied. The water quality standards for wetlands are intended to provide protection to all waters of the State, including wetlands, for all present and potential future uses, such as for public and private water supply; for use by fish and other aquatic life, as well as by wild and domestic animals; for preservation of natural flora and fauna; for domestic and recreational uses; and for agricultural, commercial, industrial and other uses.

Under Section 404 of the Federal Clean Water Act as amended, the U.S. Congress has provided for the regulation of most wetlands in the Nation. That Statute requires the U.S. Army Corps of Engineers, working in cooperation with the U.S. Environmental Protection Agency, to regulate the discharge of dredged and fill materials into waters of the United States, including lakes, rivers, and wetlands. In carrying out this responsibility, the Corps of Engineers identifies waters of the United States, including wetlands, and determines when permits are required for the discharge of dredged and fill materials. Some silviculture, mining, and agricultural activities in water and wetland areas may be exempt from the individual permit requirement; certain minor activities, such as boat ramp construction and shore stabilization, may be undertaken under a pre-approved general, or nationwide, permit. Section 401 of the Act requires that the issuance of such Federal permits must be consistent with State water quality policies and standards.

SUMMARY

If the Land Use plan is to constitute a sound and realistic guide for making decisions concerning the physical development of the Village and environs, pertinent features of the built environment must be given due consideration. This chapter has presented a description of the existing land use pattern and other aspects of the developed environment of the Village of Hartland. The most important of these findings are described below.

- Of the approximately 24-square mile study area, about 9.4 square miles, or 38 percent, were devoted to urban land uses. Nonurban land uses occupied about 15.0 square miles, or 62 percent of the study area. The Village of Hartland occupied about 4.5 square miles, or 19 percent of the study area in 1998. Urban land uses occupied about 2.7 square miles, or 60 percent of the Village; nonurban land uses occupied about 1.8 square miles, or 40 percent of the Village.

- Natural resource areas consisting of wetlands, woodlands, and water were the largest land use in the study area, encompassing 30 percent of the study area in 1998. The next largest group was agricultural-related uses, encompassing 22 percent of the study area. Residential land uses represented about 21 percent of the study area. Residential uses, however, consisting mostly of single-family residential development, was the predominate land use in the Village, encompassing about 25 percent of the incorporated area

- 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.

- 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, Hartland North, and Hartland South Elementary Schools.

Furthermore, land use development must be guided and shaped in the public interest through planning efforts, and sound application of public land use controls. This chapter presents recommendations about future land uses within the Village, and concludes by describing existing local and area-wide plan documents that relate to the Village of Hartland study area, these include; existing topographic and cadastral - real property - maps available for this planning effort, and existing land use regulations in effect in the study area. The following summarizes the key findings:

- Pertinent recommendations of county and regional plans, as they relate to the Village of Hartland study area, have important implications for any local planning effort and include land use, transportation system, bicycle-way system, water quality management, agricultural soil erosion control, and park and open space plans. Past planning efforts by the Village of Hartland include plans related to land use, transportation, historic preservation, and park and open space elements.

- An interconnecting network of trail-oriented facilities, such as a water trail, bikeways, and recreational trails, is further advanced by the plan to link residents to major activity centers and natural features of the Hartland area for utilitarian and recreational purposes.

- A recommended urban development pattern has been presented, including the amount and spatial distribution of residential, commercial, industrial, governmental, institutional, and recreational land uses that will meet the needs of the resident population of the Hartland area through the year 2035. A detailed street, block, and lot layout design is included in the Land Use plan for those areas recommended for new development to foster sound development.

- Design recommendations for the Village are provided, including a general development /redevelopment plan for a portion of the Village Center. These recommendations are intended to help the Village continue its efforts to maintain and improve its unique visual character and the vitality of the Hartland Village Center. Specific recommendations include improvements to the streetscape in the community and Village Center; the identification and preservation of significant historic resources in the Center and the rest of the community; the reduction or elimination of overhead utility lines and supporting structures; the encouragement of landscaping by owners of private property; and the provision of architectural guidelines to ensure architectural compatibility of buildings and other structures. Any revitalization effort, including that for the Village Center, should play a significant role in instilling a sense of community identity and pride in Village residents and business owners.

- Topographic and cadastral maps were essential for preparing the Land Use plan for the Village of Hartland. Topographic maps were prepared for the Village of Hartland and surrounding areas. Cadastral maps were also prepared for the area, which show existing property lines and street and railroad rights-of-way.

- Zoning regulations are in effect throughout the entire Village of Hartland study area. The Village of Hartland Zoning Ordinance regulates all land within the Village of Hartland corporate limits. Adjacent municipalities each have an adopted zoning ordinance to regulate lands within their respective civil division.

- The Waukesha County Shoreland and Floodland Protection Ordinance applies to lands in the unincorporated portions of the study area as well as properties annexed into cities and villages after 1982. The Ordinance regulates lands which are located within 1,000 feet of navigable lakes, ponds, and flowages; and within 300 feet of navigable rivers and streams or to the landward side of the 100-year recurrence interval floodplain, whichever is greater.

- The Waukesha County Construction Site Erosion Control and Storm-water Management Ordinance protects the quality of waters in the County by reducing the amount of sediment and other pollutants leaving construction sites during land development and land disturbing activities.

- The division and improvement of land in the Village of Hartland study area are regulated by land division ordinances. The Village land subdivision control ordinance applies to all land in the Village and within its extraterritorial plat approval jurisdiction. All civil divisions in the study area have adopted land division regulations. The ordinances regulate subdivisions created by plats and other minor land divisions created by certified survey maps, and set forth requirements for the appropriate design of lots, access, and improvements such as streets, drainage, and water and sewer facilities.

- The Village of Hartland and most communities within the study area, except the City of Delafield and the Town of Merton, have an adopted Official Map. Official maps are intended to reserve land for future public use and open space sites such as streets, drainage-ways, parks, and parkways within civil divisions as well as establish the extraterritorial plat approval jurisdiction of cities and villages. villages. While Waukesha County has adopted an Established Street and Highway Width Map, the Village of Hartland has rejected this map because if does not reflect highways per SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035.*

LAND USE OBJECTIVES

The following list provides an overview of Planning Objectives for this Chapter.

LAND USE ALLOCATION – OBJECTIVE NO. 1

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 storm-water-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 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 Table 9-6. Table 9-6 also provides walking and bicycling travel distance standards that should be met for neighborhood and community services. Sites for outdoor recreation facilities to serve neighborhoods and the community should be provided in accordance with the standards set forth in Table 9-7.

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. 9 in Chapter 3, and at densities consistent with those shown in Table 9-5.

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 Table 9-6.

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 storm-water management facilities, and power supply, including natural gas and electricity. Sites for new community industrial centers should be provided in accordance with the standards set forth in Table 9-6.

Table 9-5

URBAN LAND USE STANDARDS FOR THE VILLAGE OF HARTLAND STUDY AREA

Land Use Category	Development Standard (gross area)[a]
Residential	
Single-Family Dwellings	
Suburban-Density (1.5- to 4.9-acre lots)	180 to 587 acres per 100 dwelling units
Low-Density (20,000- to 65,339-square-foot lots)	55 to 179 acres per 100 dwelling units
Medium-Density (8,000- to 19,999-square-foot lots)	24 to 54 acres per 100 dwelling units
Two-Family Dwellings	
Upper-Medium-Density (5.5 to 8.7 dwelling units per net residential acre[b])	15 to 24 acres per 100 dwelling units
Multi-Family Dwellings	
High-Density (8.8 to 17.4 dwelling units per net residential acre[b])	7 to 14 acres per 100 dwelling units
Commercial	6 acres per 100 retail trade employees
Industrial	9[c] acres per 100 industrial employees
Governmental and Institutional[d]	
Public Elementary School	10 acres plus one acre per 100 student
Public Middle School	20 acres plus one acre per 100 student
Public High School	30 acres plus one acre per 100 student
Church	2.5 acres per 1,000 persons
Other[e]	4.5 acres per 1,000 persons
Public Outdoor Recreation	
Regional and Multi-Community	In accordance with the adopted Waukesha County Park and Open Space Plan
Community Park and Middle or High School Sites Combined[f]	3.1 acres per 1,000 persons
Neighborhood Park and Elementary School Sites Combined[f]	3.3 acres per 1,000 persons

[a] *Gross area includes associated street rights-of-way and off-street parking for each land use category.*

[b] *Net residential acreage includes only those areas occupied by housing units and associated buildings plus required yards and open spaces. It does not include associated street or utility areas.*

[c] *Assuming a net land-to-building ratio of from 5:1 to 7:1. If the net land-to-building ratio is between 3:1 and 5:1, then 6.0 acres per 100 employees should be used.*

[d] *The overall standard for all governmental and institutional uses, including schools, churches, and other governmental and institutional uses, is 12 acres per 1,000 persons.*

[e] *This category includes hospitals, municipal buildings, libraries, post offices, police and fire stations, and other related governmental and institutional uses.*

[f] *School sites should be associated with a park site. Natural areas should also be incorporated into the design of a park site; however, such areas as steep slopes, floodlands, drainageways, wetlands, and woodlands should not be included when determining whether acreage standards have been met for accommodating certain recreational facilities. See Table 9-7 for more details.*

Source: SEWRPC.

Table 9-6

SITE AREA, SERVICE RADIUS, AND TRAVEL DISTANCE STANDARDS FOR COMMUNITY FACILITIES IN THE VILLAGE OF HARTLAND STUDY AREA

Facility Type[a]	Service Capacity	Required Site Area (gross acres)	Service Radius: Medium-Density Neighborhood[b] (miles)	Walking Distances[c] (miles)		Biking Distances[c] (miles)	
				Optimum	Maximum	Optimum	Maximum
Shopping Facilities							
Retail and Service Centers							
Neighborhood[d]	4,000 to 10,000 persons	5-15	1.25	0.25	0.50	0.75	1.25
Community[e]	10,001 to 75,000 persons	15-60	1.75	0.50	0.75	1.00	1.75
Highway-Oriented Commercial Developments	15,000 vehicles or more per day[f]	--[g]	--	--	--	--	--
Employment Facilities							
Community Office Developments	1,000 or more employees	Minimum 20	--	1.00	1.50	3.00	5.00
Community Industrial Developments	300 or more employees	Minimum 20	--	1.00	1.50	3.00	5.00
Public Transit Facilities							
Local Transit Stops	--	--	0.25	0.25	0.50	0.75	1.00
Rapid-Transit Facilities[h]	--	--	3.00	0.50	1.00	1.00	3.00
Public Education Facilities							
Elementary School (Grades K-5)	350 to 500 students	13.5-15[I,j]	0.75[m]	0.25	0.50	0.75	1.00
Middle School (Grades 6-8)	750 to 900 students	27.5-29[I,k]	1.00[m]	0.50	0.75	1.00	1.50
Senior High School (Grades 9-12)	1,000 to 1,500 students	40-45[I,l]	1.50[m]	0.75	1.00	1.50	2.00
Community Libraries	--	--	1.50	0.75	1.00	1.50	2.00
Public Outdoor Recreational Facilities							
Sub-Neighborhood	--[n]	--[n]	--[n]	0.25	0.50	0.50	0.75
Neighborhood	4,000 to 8,000 persons	5-24[o]	0.75	0.25	0.50	0.50	0.75
Community	Minimum 7,500 persons	25-99	2.00	0.50	1.00	1.50	2.00
Multi-Community	--	100-249	4.00	--	--	3.00	5.00
Major	--	250 or more	10.00	--	--	3.00	5.00

[a]Service radius standards for fire stations are presented under Objective No. 6 of this chapter.

[b]A medium-density neighborhood is defined as an area having between 2.2 to 6.1 dwelling units per net acre, with an average of approximately 6,500 persons per square mile.

[c]One-way distances from the farthest dwelling unit to the facility.

[d]A neighborhood shopping center is defined as concentrations of stores including a grocery store or supermarket as the anchor and other retail stores and services such as a pharmacy, variety store, beauty parlor, laundromat, or bank that meet the day-to-day needs of neighborhood residents. Neighborhood shopping centers should not deal in such shopper goods as clothing, furniture, and appliances.

[e]A community shopping center usually contains at least one supermarket and either a junior department store, discount store, or similar major tenant in addition to other retail stores and services found in neighborhood shopping centers. The need for a neighborhood shopping center can be met by a community shopping center.

[f]Indicates minimum average weekday traffic volume required on an abutting freeway, highway, or arterial street.

[g]A minimum site area of five acres at an interchange location should be provided for commercial developments serving freeway traffic.

[h]Includes park-and-ride lots and car-pool parking lots.

[i]Includes both land for the school building and for associated facilities such as parking, loading, and recreation facilities.

[j]*Elementary school site area is based upon the standard of 10 acres, plus one acre for each 100 students.*

[k]*Middle school site area is based upon the standard of 20 acres, plus one acre for each 100 students.*

[l]*High school site area is based upon the standard of 30 acres, plus one acre for each 100 students.*

[m]*Arrowhead Union School District provides busing services for kindergarten students located one or more miles from their school and for students from grades one through 12 located two or more miles from their school; however, exceptions may be made due to the presence of hazardous conditions.*

[n]*To be determined on an individual sub-neighborhood basis for those sub-neighborhoods that are not an integral part of a specific neighborhood area due to distance or physical barriers such as separation by a major highway or waterway. Such parks should contain about three to five acres of area to accommodate at least a playground and a combined playfield/softball diamond facility.*

[o]*Neighborhood park sites not associated with a school site should contain between 10 to 15 acres in area per park site, depending on the types of outdoor recreation facilities needed to serve the neighborhood residents.*

Source: SEWRPC.

Table 9-7

STANDARDS FOR PUBLICLY-OWNED OUTDOOR RECREATION SITES FOR THE VILLAGE OF HARTLAND STUDY AREA

Site Type	Size (gross acres)	Parks			Schools[a]		
		Minimum Per Capita Requirement (acres per 1,000 persons)[b]	Typical Facilities	Service Radius (miles)[c]	Minimum Per Capita Requirements (acres per 1,000 persons)[b]	Typical Facilities	Service Radius (miles)
Community	25-99	2.2	Swimming pool or beach, nature study area, picnic areas, soccer and other playfields, baseball diamonds, softball diamonds, tennis courts, passive activity area[d]	2.0[e]	0.9	Soccer and other playfields, baseball diamonds, softball diamonds, tennis courts	0.5-1.0
Neighborhood[f]	5-25	1.7	Picnic areas, softball diamonds, tennis courts, playground, soccer and other playfields, basketball goals, ice skating rink, passive activity area[d]	0.5-1.0[g]	1.6	Soccer and other playfields, playground, softball diamonds, tennis courts, basketball goals	0.5-1.0

[a]*In urban areas, the facilities commonly found at school recreation sites often provide a substitute for facilities usually found in parks. Indeed, recreation lands at the neighborhood level are most appropriately provided through a joint community-school district venture with the recreational facilities and space being located on one site, available to serve the recreation demands of both the student and the resident neighborhood population.*

[b]*The per capita acreage standards for neighborhood and community recreation sites are intended to be applied in a combined fashion. In this respect, a total of at least 6.4 acres of land should be provided at neighborhood or community recreation sites for each thousand urban area residents. Of the 6.4 acres, 3.9 acres should be provided at neighborhood or community parks, and 2.5 acres should be provided at school recreation sites or, if not distributed to school sites, then added to neighborhood or community parks.*

[c]*In the application of these service radius standards, the need for a neighborhood park can be met by a community, multi-community, or major park. The need for a community park can be met by a multi-community or major park.*

[d]*A passive activity area is defined as an area that provides an opportunity for less athletic recreational pursuits such as pleasure walking, relaxation, and informal picnicking. Such areas are generally in all parks and consist of a landscaped area with mowed lawns, shade trees, benches, and picnic tables.*

[e]*This standard applies to urban areas with a resident population of at least 7,500 persons. If a municipal population is less than 7,500 persons, then at least one community park should still be provided to serve residents of the municipality.*

[f]*The acreage standards are for accommodating only outdoor recreational facilities typically located in a neighborhood, exclusive of the natural areas and the area required for school building site and associated parking and loading facilities. Natural areas should be incorporated into the design of a park site; however, acreages of areas with steep slopes, poor soils, floodlands, drainageways, wetlands, and woodlands should be considered as additions to the park-school acreage standards.*

[g]*A service radius of 0.5 mile should be used in high-density residential areas, 0.75 mile in medium-density residential areas, and 1.0 mile in low-density residential areas. A 0.75 mile radius is generally appropriate in the Village of Hartland study area.*

Source: SEWRPC.

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 include some 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 on a case-by-case basis, some of the required open areas may be floodplain or wetland.

2. The Village has mapped all environmental corridors, to include primary and secondary environmental corridors, and isolated natural resource areas. These areas generally allow for development at a density not greater than one unit per five acres. However, modifications into environmental corridors may include minor deletions or encroachments where development of such lands is consistent with adopted sewer service area plans as recommended by SEWRPC.

3. Individual development projects must be developed as Planned Unit Developments or conservation design developments, to 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. Primary environmental corridors, secondary environmental corridors, isolated natural resource areas, wetlands and floodplains 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 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 Rural Areas
Zoning in rural areas should be administered in accordance with the Village's Comprehensive Plan.

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 shorelands 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; rural density residential development limited to no more than one dwelling unit per five upland acres; or, in lieu of such rural density residential development, limited sub-urban 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 will be 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 villages own and operate essential public utilities, not provided by adjacent towns, the plan assumes that villages will either annex unincorporated territory recommended in the plan for suburban development and provide extensions of essential utility services to serve such development, or that the villages 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 66.0225: 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.

As indicated in further detail in Chapter 10, on pages 10-19 and 10-20 of this plan, and in Table VII-2 of the Waukesha County Comprehensive Development Plan, the Village of Hartland has cooperative agreements with the City and Town of Delafield, and has worked cooperatively with the Town of Merton regarding areas of mutual concern with regard to 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.

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.

Brownfield Redevelopment

Factors contributing to the abandonment or underutilization of older commercial and industrial sites vary from site to site, but often include structures which are obsolete in terms of accommodating current manufacturing, warehousing, and office needs; inadequate site access to the freeway system; and insufficient site area for

horizontally-oriented structures, contemporary parking and loading requirements, and possible future plant expansion needs.
Once abandoned, the re-use of former commercial and industrial sites is frequently constrained by contamination problems created by past industrial and commercial activities, giving rise to the term "brownfields"—sites which are underutilized or abandoned due to known or suspected environmental contamination. While brownfields tend to be concentrated in older areas, they also occur in outlying areas. Redevelopment of brownfields is often hindered by high cleanup costs, and, even where contamination is only suspected, the potential for high cleanup costs tends to dampen private-sector interest in redevelopment.

In order to maintain the viability of existing urban areas, special efforts to promote the reuse of brownfields are required. Local units of government should include the cleanup and re-use of brownfields as a key element in their planning for the revitalization of urban areas and promote such re-use through such tools as tax-incremental financing. Limited State and Federal financial assistance has been made available in support of the cleanup and re-use of contaminated sites. Local units of government should make full use of, and assist private developers in securing, available State and Federal financial assistance.

The re-use of brownfield sites need not be limited to industrial use, but may include a mix of residential, commercial, recreational, and other development, in accordance with local development objectives. Properly carried out, the cleanup and re-use of brownfields has many potential benefits in addition to the underlying environmental benefits: elimination of blight, increase in the property-tax base, expansion of the housing stock, provision of jobs in close proximity to concentrations of the labor force, and increased use of existing public infrastructure.

In the Village of Hartland, an area of TCE contamination was found in the 1980's in the vicinity of 445 Cardinal Lane and Cottonwood Avenue. This area was mitigated due to contaminants from approximately 1990-2005, and was closed per the DNR, based on findings that the levels of contaminants were within the normal range. However, the site still contains monitoring wells to assure that it continues to meet all required standards.

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. In cooperation with Waukesha County, the Village as 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.