CITY OF HARTFORD

2030 Smart Growth Plan

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Element 1: Issues & Opportunities

Purpose of the Comprehensive Plan

The Comprehensive Planning Legislation passed under the 1999 – 2001 Wisconsin State Biennial budget, requires that by January 1, 2010, all programs, action and decisions of a community be consistent with the adopted local comprehensive plan (WI Statute 66.1001). In addition, the local plans are required to have at minimum a 20-year plan horizon and include, at a minimum, the nine elements identified by the statute, to guide existing and future community development.

In 2007, the City of Hartford began the comprehensive planning process. The state of Wisconsin requires all municipalities who wish to have a say in land use decisions after 2010 and who wish to continue to receive state funding for projects, complete a comprehensive plan by January 1, 2010. The requirements of what needs to be included in the comprehensive plan are provided in the Wisconsin Smart Growth Law, Wisconsin Act 9.

Prior to the adoption of this comprehensive plan, the City of Hartford *Neighborhood Plans* served as the guide for land use decisions. This Neighborhood Plan was adopted in 2000 and replaced the original Seven Neighborhood Land Use Plans that were adopted between 1982 and 1984.

Planning in the City of Hartford has always been an on-going activity that strives to reach a balance between quality of life, economic development, private property interests, community character and future needs of the community. In planning for the future, this comprehensive plan will help guide future decision making, policies and developments. This plan will assist both elected officials and the public in understanding potential future City development.

Wisconsin Comprehensive Planning Law

The Wisconsin Planning Law requires nine elements to be included within a comprehensive plan. These elements are:

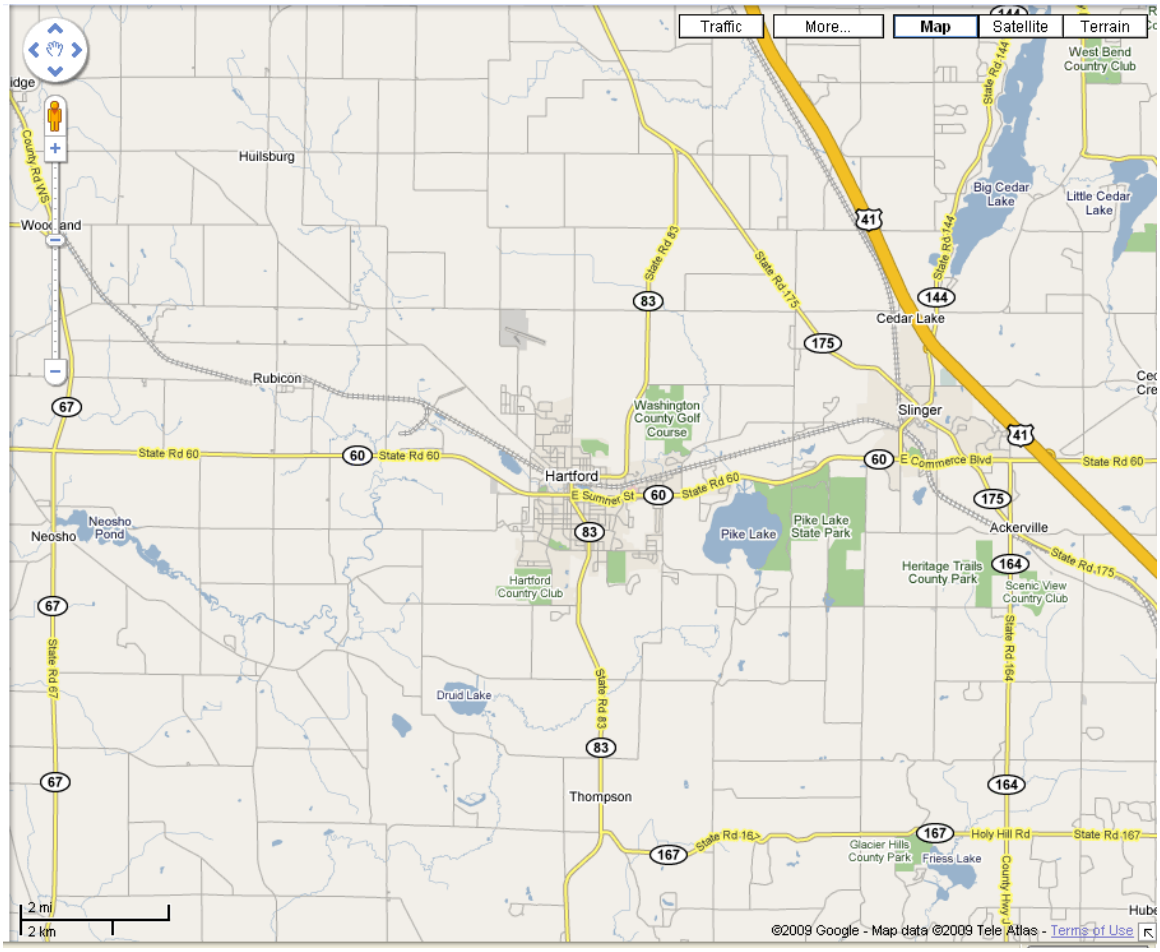
1. Issues and Opportunities
2. Housing and Population
3. Transportation
4. Utilities and Community Facilities
5. Agricultural, Natural and Cultural Resources
6. Economic Development
7. Intergovernmental Cooperation
8. Land Use
9. Implementation

Comprehensive Plan Organization

This document is organized into nine chapters, one for each element. Within each chapter, a policies section is present. The goal statements that are present within these sections are intended to guide public policy and reflect actions and votes taken by the Common Council and Plan Commission as of this writing. The goal statements are not meant to constrain a future Common council and / or Plan Commission to a particular course of action, and are not binding.

City of Hartford – Location

The City of Hartford is located in Southwestern Washington County and eastern Dodge County. The City is bounded by the Town of Hartford and the Town of Rubicon. STH 60 bisects the City in an east/west direction.



History of Hartford[1]

According to the Hartford Centennial Committee, "John Thiel, from Germany and Nicolas Simon from Prussia, are credited with being the first surveyors of Hartford. In 1843 they made a prospecting expedition to Washington County from Prairieville, now Waukesha. They explored the Pike Lake area where the Pottawatomi Indians were encamped and came upon the rapids. They were so impressed by the water power that they decided to make the area their permanent home. John Simon returned to Prairieville and described the location to his friends. James and Charles Rossman accompanied Nicolas Simon back to Hartford and immediately bought forty acres around the rapids of the river. They started construction of the dam around 1844, soon after moving here. The dam remains here today in the area East of Jackson Street. The construction of Rossman's Saw Mill on the Rubicon River accounted for the steady growth of Hartford. Rails were laid for the Milwaukee – LaCrosse line in 1855. This was the main line between Minneapolis and Chicago until the early 1900's when the route between Oconomowoc and Portage was double tracked". Hartford was incorporated as a village in 1871 and a dozen years later, with the population at 1,500, became a city.

Lau Harness Company, River (Jackson) Street
(View is looking west)

Pacific Coast Carnation Milk delivery wagon at Main & Sumner Streets

[1] Information was gathered from Heritage of Hartford. Published by the Hartford Centennial Committee, Inc.

Plan Commission

The City of Hartford's seven-member Plan Commission has overseen the development of the Comprehensive Plan. Wisconsin State Statutes, s. 62.23(2), states that one of the Plan Commission's functions is "to make and adopt a master plan for the development of the City". The Statute goes on to say "the Commission may from time to time amend, extend or add to the master plan or carry any part or subject matter into greater detail".

Benefits to Comprehensive Planning

- Coordinates community activity
- Understand the past and present
- A roadmap to the future
- Proactive rather than reactive
- Save money
- Preserves local control
- Preserves local autonomy
- Promotes property rights
- Promotes economic development
- Promotes intergovernmental cooperation
- Protects resources

Open House

The City of Hartford has a long history of public input on land use policy and decisions and the Plan Commission welcomed participation from the public during the creation of the Smart Growth Plan. During the presentation and discussion of each chapter of the Smart Growth Plan, the Plan Commission provided a forum for citizen comments and notice appeared in the local paper that the Plan Commission will be discussing elements of the Smart Growth Plan. Many of these comments will be absorbed into the final Smart Growth Plan.

Community Participation

In addition, the Common Council will hold a formal public hearing on the elements of the Smart Growth Plan prior to taking action.

City Website

Draft Chapters of the Smart Growth Plan were placed on the City website for review and comment by the public. The City of Hartford website is:

www.ci.hartford.wi.us

Strengths and Weaknesses

Strengths

The City of Hartford has a number of inherent Strengths that position us well for continued growth and development and contribute to a high quality of life.

- There is substantial natural geographic beauty in this area. The Kettle Moraine, Pike Lake and the surrounding State Forest, as well as views of Holy Hill all contribute to one of the most beautiful parts of Southeast Wisconsin.
- The City enjoys numerous cultural amenities, including the Schauer Arts & Activities Center, the Wisconsin Auto Museum, and the Chandelier Ballroom.
- The City of Hartford has a diverse housing stock with numerous housing types, arrangements, and price points. This housing stock contributes to the existence of dynamic and desirable neighborhoods.
- The City has a high rate of citizens who are also employed here.
- The City of Hartford serves as a major employment base within Southeast Wisconsin and has a varied economic base.
- The City has a strong history of planning to ensure that growth contributes to true community development and preserves those characteristics that define the City of Hartford.
- The City runs its own water, sewer, and electric utilities. Long-range plans are in place for each of these utilities to ensure that new developments and the existing built environment will be adequately served by these crucial services.
- The City of Hartford has a comprehensive Park system including a plan for a Rubicon River Parkway system, which will eventually create an east - west pedestrian and bike path across the entire Hartford area.
- The City of Hartford has entered into constructive and beneficial Intermunicipal Agreements with the Village of Slinger, the Village of Richfield, the Town of Erin, and the Town of Rubicon. All of these agreements reduce conflicts with surrounding municipalities, and help secure the City's growth area.
- All of these strengths contribute to a strong sense of place and community for the City of Hartford.

Weaknesses

There are also some inherent weaknesses that the City must attempt to overcome in order to ensure that a high quality of life for Hartford Citizens continues.

- The City is not located on a major limited access highway / freeway, and thus the City's value as a commercial and retail hub is limited.
- The City's economy is focused primarily on the industrial sector, thus making it more likely that the City will feel a greater impact from downward economic swings.
- Wetlands and environmental corridors are prevalent throughout the Hartford area. While these are environmental amenities, the need to build neighborhoods around them limit the connectivity and cohesiveness of newer residential developments and neighborhoods.
- The prevalence of wetlands and environmental corridors also constrains the ability of the City to create a comprehensive interconnected road pattern. Thus, STH 60 and STH 83 are forced to bear a greater traffic burden.
- The City of Hartford is not in the Great Lakes Basin. As a result, all of the City's water must come from shallow wells within a few miles of the City. The City's ability to continue to find appropriate sources is likely to be the largest constraint to the City's overall growth.

Issues and Opportunities

Issues

These are potential threats that could negatively impact the City of Hartford, and should be addressed.

- Continued conflicts with surrounding Towns / Villages.
- Potential Violations of Intermunicipal Agreements by surrounding Municipalities.
- The potential that areas desirable for development within the City's growth area (especially commercial) will have their development rights purchased or transferred. This fragments the City, and pushes development further out, thus increasing sprawl.
- Continued Reductions in State Shared Revenues.
- Potential Inability to find additional cost effective water wells.

- Continuing delay of Arthur Road Reliever Route, an important component of the City's long-range transportation plan, and a vital alternative to STH 60 for east – west traffic.
- Loss of Downtown Business.

Opportunities

These are potential things that the City of Hartford can do or foster to improve the Community as a whole, and make the City more competitive as we move forward through the 21st century.

- Completion of the Arthur Road Reliever Route, which will provide an important traffic alternative for cars as well as truck traffic coming from or going to the Dodge Industrial Park. Completion of this route may also help in recruiting more businesses to the Industrial Park.
- Expansion of the Dodge Industrial Park, which will help in recruiting more businesses to the Industrial Park, and increasing the employment base of the City.
- Completion of the Airport Layout Plan, including a new longer runway, which may help in recruiting more businesses to the Industrial Park.
- Tax Incremental Financing available to bridge the financing gap for appropriate industrial, office, and downtown developments. Many municipalities are over the valuation threshold, and are thus unable to use this important economic development tool.
- Completion of the Rubicon River Parkway, which will provide an alternative means of transportation for Citizens and will generally improve the quality of life in Hartford.
- Completion of the new Library at the Park Avenue and Millstream site to catalyze downtown development, and generally improve the quality of life in Hartford.
- Adding additional housing units downtown to catalyze downtown development and make downtown a regional destination. This may also help attract more entertainment and leisure businesses downtown.

Element 2: Housing

Housing Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Housing Element. The Housing Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Transportation
- Utilities and Community Facilities
- Agricultural, Natural & Cultural Resources
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

Planning for the provision of housing may be new to many local units of government. Local governments are generally not housing developers, but the programs and actions of local governments (or inaction) can influence the housing market.

The Comprehensive Planning process necessitates that local governments analyze the impact of the local government's policies and regulations on the development of various types of housing. The analysis is intended to take into account the current and projected housing needs in the community. The analysis should result in policies that provide opportunities for the development of the type and amounts of housing expected to be needed over a 20-year planning horizon.

The City of Hartford is a diverse community offering a variety of housing types. These housing types include single-family, two-family, apartments, condominiums, senior housing and community based residential facilities. The most common housing type is single-family homes. Housing is perhaps the most important feature for any community as it provides personality and character to a City. An analysis of Census and Planning Department housing data reveals an interesting contrast of housing ages within the City. Nearly 50% of the housing stock in the City has been constructed during the last twenty years, and 20% of the housing stock is at least 70 years old. This bifurcation indicates a community with a quickly changing character, and creates challenges to maintain the older neighborhoods.

2030 Hartford Housing Vision

Why Plan for Housing?

Housing is very important for Wisconsin and the people who live here. Housing costs are the single largest expenditure for most Wisconsin residents. According to the *Consumer Expenditure Survey*, prepared by the Bureau of Labor Statistics/U.S. Department of Labor (2007), households in the Midwest spend an average of 32% of their annual incomes on housing, compared with 18% for transportation and 12% for food. The proportion of income that Midwesterners spend on housing has risen 5% in seven years.

More than 61% of Hartford households are owner-occupied and it is likely that these homes are their owner's most valuable asset and largest investment. Appreciation in home value was the major source of wealth in the U.S. during the first half of the decade when nearly 60% of typical homeowners' net worth was in home equity. Even with the recent decline in home values, homes will continue to represent the majority of many Americans' net worth.

While many Wisconsinites enjoy good housing situations, other Wisconsinites are struggling. According to the State of Wisconsin's 2000 *Consolidated Plan for the State's Housing and Community Development Needs*, households in the low-income range have great difficulty finding adequate housing that can accommodate their needs within their financial means. Families that cannot afford housing frequently become intermittently homeless, which causes great personal stress for those involved and can also stress limited community resources. The social benefits of housing are important but difficult to quantify. Studies have shown that in addition to being a place to sleep, relax, and keep possessions, decent shelter is important for one's self-respect; people who take responsibility and pride in their homes are more likely to also participate in community and civic activities. However, the federal government has cut back drastically on housing assistance, leaving state and local communities to grapple with these problems. This problem has only become more critical with the recent recession, housing slowdown, and credit crunch.

In addition to its social importance, housing plays a critical role in state and local economies. According to a study entitled *Housing's Contribution to Wisconsin's Economy*, prepared by the Wisconsin Realtors Foundation in 1992, the value of the state's housing stock was worth nearly one trillion dollars. The study documented that in 1990, the construction industry employed 83,000 workers (not including lawyers, real estate, financial, and insurance workers), making it the state's second leading industry in employment. Finally, the study estimated that housing contributed about 12% to the state's gross product.

Housing is also a major source of revenue for many local communities in the form of property taxes. And, for many communities, housing is one of the largest land uses and the largest capital asset. By considering housing related issues now, as part of a comprehensive planning process, Hartford can be better prepared to meet their future housing needs.

Housing Demographics

Growth

During the 1990's and 2000's, Hartford experienced a rapid increase in population. During this decade, the City of Hartford has been the 5th fastest growing community with a population over 10,000 in the State. This growth can be largely attributed to the continued growth of industry in the city, as well as the overall migration trends of the greater Milwaukee area.

Table:1 Housing and Populations Projections 2000 – 2030

	2000	2005	2010	2015	2020	2025	2030
Households	4,279	5,138	5,802	6,526	7,233	7,897	8,483
Population	10,905	12,807	14,158	15,622	17,067	18,422	19,644

Source: Wisconsin DOA

Existing Housing Supply

The composition and average age of the City's housing stock has changed dramatically over the past twenty years. Nearly half of the housing in the City was built during this period. However, 30% of the housing stock is at least 50 years old. Housing age creates some concerns with maintenance and repair. With older housing stock, additional care may be required by the City and residents to ensure the continued maintenance and upkeep of these dwellings. Lead is an especially troublesome issue with older housing stock, and the cost of removing it from a home can be substantial.

However, it is vital to the overall health of the community to ensure that the older areas of the City maintain their value and vibrancy. In addition, the City of Hartford should fight the tendency to consider older neighborhoods to be the sole areas that are "affordable." This stratifies the new and old neighborhoods into socioeconomic enclaves and creates areas of disinvestment in the older neighborhoods, which ultimately leads to deterioration of those neighborhoods.

Table 2: City of Hartford – Age of Housing

Year Structure Built		
2000 – 2008	1,677	27.7%
1990 – 1999	1,223	20.2%
1980 – 1989	416	6.9%
1970 – 1979	533	8.8%
1960 – 1969	433	7.1%
1940 – 1959	618	10.2%
1939 or earlier	1,162	19.2%

Sources: 2000 Census, City of Hartford Planning & Zoning Annual Report

Cost of Housing

Affordability of housing is an important component in the creation of any community. The more affordable and diverse the housing stock is, the more the community can attract skilled laborers and provide housing for everyone. Hartford boasts one of the largest industrial parks in Wisconsin and supplying a skilled labor force to businesses within the Industrial Park is important to the City. Housing needs to be affordable for those workers to live within the City. The ongoing commitment to providing housing affordable to people employed in the community will remain crucial to the City's continued economic development.

Table 3: Specified Owner Occupied Housing Units

Value	Owner-Occupied Units	Percent
Less than $50,000	7	.03%
$50,000 - $99,000	403	17.1%
$100,000 - $149,999	1,282	54.4%
$150,000 - $199,999	543	23.0%
$200,000 - $299,999	121	5.1%
$300,000 and greater	0	0%
Median (dollars)	$129,900	Source: 2000 Census

As of 2000, the city had a housing stock that was relatively affordable to residents, at least compared to other communities in Washington County. The median owner occupied housing unit in the City of Hartford in 2000 cost $26,000 less than the median owner occupied housing unit in Washington County in 2000.

More recent census data is not available as of this writing, but the City has tracked home sales reported from the Washington County register of deeds since 2006. Staff believes this data to be relevant and useful for comparison purposes to the 2000 census data.

All Residential Units Sales Data

	2006	2007	2008
Median	$ 193,000	$ 185,500	$ 190,000
Minimum	$ 73,400	$ 51,000	$ 80,000
Maximum	$ 394,000	$ 350,000	$ 350,000
Number of Sales	314	309	221

Table 4

As the chart above demonstrates, the median value of a home in the City has increased dramatically during the past decade. This, combined with more restrictive lending in the wake of the credit crisis makes it increasingly difficult for many to pursue homeownership.

Types of Housing

The city of Hartford offers a variety of housing choices throughout the City.

As of December 31, 2008 UNIT TYPE	NUMBER OF UNITS	SHARE OF TOTAL
Single Family	3,372	55.63%
Two Family	910	15.01%
Multi Family (3-4 units)	413	6.81%
Multi Family (5+ units)	1,367	22.55%
TOTAL	**6,062**	**100.00%**

Table 5

In the Hartford Neighborhood Plans adopted in 1995, the City sets forth a goal of maintaining a mix of housing types composed of 55% single family, 15% two family, and 30% multi-family dwelling units. The ratios are intended to reflect an allowance for a range of housing types appropriate to community needs with an emphasis on maintaining single-family housing as the majority housing type. These ratios have served as a guide to decision makers when reviewing development proposals.

While it is laudable to try to ensure that all forms of housing continue to get built in the City, after tracking these ratios for more than a decade, it has become apparent that these ratios are probably the natural equilibrium for the City of Hartford housing market. In addition, changing demographics (especially the aging of the baby boomers, the age at which couples start families and the smaller families in each household), and increases in land and home costs may

well contribute to developers emphasizing two-family and multi-family development more in the future.

Occupancy Characteristics

The movement of people into and out of housing impacts the city in many ways. In Hartford, the data indicates there has been an influx and turnover in housing from 1990 to 2000. This trend likely accelerated in the 2000's, though the data to back up this assertion is not yet available (Data will be provided from the 2010 Census). This is not surprising due to the large number of new dwelling units that were constructed during this time period. This new construction included a wide variety of housing choices that appealed to all ages, and created a movement of people to newer housing options.

Year Householder Moved Into Unit		
1999 to March 2000	1,098	25.6%
1995 to 1998	1,427	33.3%
1990 to 1994	671	15.6%
1980 to 1989	455	10.6%
1970 to 1979	294	6.9%
1969 or earlier	346	8.1%

Table 6

Age of Population

As the Baby-Boom generation continues to age, greater demand will be placed on alternative forms of housing. Different forms of housing can include condominiums and senior housing facilities. Many of these persons will move out of their single-family detached home and move into an alternative living facility. This housing shift will create more single-family housing options for people entering the housing, while creating a new demand for alternative housing.

Senior Housing

As stated previously, the demographics of the city are changing and the population is becoming older. As the population ages, it will be important to provide housing choices for all stages of life. Numerous senior oriented housing options are present throughout the City. They range from two-family condominium developments, to large-scale independent living apartments, to Residential Care Apartment Complexes, to assisted living facilities. Many of these types of housing have been built in the City of Hartford in the last ten years. Overall, the City offers both the breadth and depth of Senior Housing Options to meet the citizens' needs over the short and medium term. Over the

long term, the City should continue to plan for appropriate locations (through the land use element) for all types of senior housing.

Future Housing Needs

Household size has steadily shrunk over the past 40 years. People are waiting longer to start families, and have smaller families once they start. Dual income households have been the norm for decades, and people work longer hours than they did a generation ago. Seniors are increasingly opting to age within their communities rather than move south. All of this means that future housing needs within the City of Hartford are likely to be very different than past and current housing needs. For singles and dual income couples without children, as well as empty nesters, a large yard is much less desirable. These two groups of people are becoming a greater proportion of our population. These demographic groups' home style of choice is frequently apartments or condominiums.* Small lot single-family development (such as the Settlement Ridge Subdivision) will likely continue to increase in popularity as well. These forms of housing may become more common at the expense of larger-lot single-family detached housing. As a result, it is important for the City to consider flexibility in its future housing ratio formula.

** U.S. Housing Trends - Generational Changes and the Outlook to 2050, John Pitkin and Dowell Myers*

Housing Issues and Concerns

Affordability

The city is continuing to strive to ensure housing remains affordable for all segments of the population. The city will continue to work with local housing agencies and groups to ensure housing needs are met for the entire community. These local housing groups include Habitat for Humanity of Washington County, the Hartford Community Development Authority, Washington County and many other partners located within Washington County and the region. The City will continue to strive to ensure a variety of housing is built and will remain committed to providing a housing stock consisting of 55% single-family, 15% two-family and 30% multi-family.

Housing Design

One concern in the community is with future housing designs. In too many developments, new dwellings have become dominated by garages and contain very few windows. These types of houses have what appears to be a blank wall

appearance, and lack character. In order to avoid monotony, the City will continue to work with developers and homeowners to create varied housing designs.

Incorporating design standards into the zoning code may assist in providing a variety of housing styles. Design standards would create guidelines for new and existing structures. These guidelines can vary from providing recommendations for future development to requiring features on a particular structure. Examples of cities that utilize design standards include the cities of Milwaukee, Mequon, and Cedarburg.

An architectural review board is another way for the city to ensure a variety of housing designs. This board would review developments on the basis of architectural standards and would provide a recommendation if the project should be approved or denied. This board would provide useful guidance in the development of new dwellings and the preservation of community character. However, this additional layer of government would serve to slow down the development process, would likely add to the overall cost of housing, and may actually result in fewer acceptable designs and more monotony. As a result, the City chooses not to pursue the creation of an architectural review board.

Housing Updates

A large portion of the city housing stock was constructed prior to 1980. As these homes continue to age, it is important for the City to encourage maintenance in order to keep these neighborhoods attractive and marketable. It is necessary that these homes be preserved, and also updated to continue to provide an attractive home for future homeowners in the city.

Zoning Flexibility

Hartford currently uses a zoning code that was developed more than 30-years ago and is based on the Euclidian model. The validity of Euclidian zoning was affirmed in 1926 when the United States Supreme Court ruled zoning ordinances could separate uses into districts and land uses could be regulated by a variety of tools as long as the ordinance was to protect the health, safety and welfare of the general public. Over time, this approach to zoning has served to separate almost all different uses, rather than just the incompatible uses. It is important for the City of Hartford to keep zoning as flexible as possible to ensure that compatible uses are intermixed, thus creating more memorable and sustainable neighborhoods.

Housing Programs

A variety of housing programs are available to residents in the city of Hartford. These current programs include:

- **Department of Housing & Urban Development (HUD):** Federal agency with primary responsibility for housing programs and community development. It provides subsidized housing through low-income public housing and the Section 8 program that provides subsidies for private property owners renting low-income households.
- **Division of Housing & Intergovernmental Relations (DHIR):** One of two state agencies that administer housing programs. It administers several programs that are funded by the state and many more that are funded by HUD. These funds are used to help organizations develop the capacity to develop housing or to provide various types of financial assistance to homebuyers or renters through grants to local governments or non-profit agencies.
- **Wisconsin Housing & Economic Development Authority (WHEDA):** WHEDA provides mortgage financing for first-time homebuyers and financing for multi-family housing. Specific programs evolve and change with the needs of the housing market.
- **Tax Increment Financing (TIF):** TIF is a tool that can be used for development and redevelopment of blighted areas. TIF can be used to cover costs of public works or improvements including costs of demolition, land assembly, public improvements, and new buildings.

Possible future programs that may be valuable to the City of Hartford include:

- **Housing Trust Funds:** These financial resources are available for housing projects targeting the needs of mid- or low-income households. Such funds are used to fill financial gaps to make projects feasible.
- **Housing Linkage Programs:** This program encourages developers of office, commercial, retail, or institutional development to construct or make financial contributions towards affordable housing. The underlying rationale behind these voluntary programs is that new non-residential development creates a need for housing by attracting new employees to the area.

Past Plan Considerations

Previous plans have provided recommendations as they relate to housing and have guided the city during the development process. Those recommendations include:

- Provide for and promote convenience living and traveling in an urban community.
- Provide for and promote harmonious urban development.
- Bring the family living area into a scale that allows an individual to be part of a cloistered family unit while being a part of a larger unit – the neighborhood.
- Aesthetic design guidelines should be developed and implemented as a Plan Commission policy for the review of new commercial, industrial, and multi-family residential developments. Further, the Planning and Zoning Department should utilize a comparable set of site design guidelines in the review of new single family and two family developments.
- First, the current housing stock ratio of 55% single-family, 15% two-family, and 30% multi-family should be maintained. Second, a comprehensive housing development policy which addresses issues of availability and affordability should be developed in conjunction with the Community Development Authority and approved by the Plan Commission and Common council.
- Encourage the use of the City's existing Planned Unit Development ordinance to overcome the otherwise high cost of extending utilities past environmental corridors and promote "cluster" developments.

Coordination with other Elements

Transportation
The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the housing element and is important to provide the community with adequate transportation routes to and from their homes. Additional information about Transportation in Hartford is located in the Transportation Chapter.

Utilities and Community Facilities
Housing and utilities and community facilities are intertwined throughout the city. The houses of the city depend on utilities to provide the infrastructure to heat homes and keep them warm/cool. The City's sanitary sewer service area dictates where housing and other development can be located.

Community facilities provide residents a convenient way to access parks, schools, and libraries. These facilities need to be properly located in order to conveniently serve the residents in the city. Additional information is located in the Utilities and Community Chapter.

Agricultural, Natural, and Cultural Resources
Wetlands and environmental corridors are prevalent throughout the Hartford area. While these are environmental amenities, the need to build neighborhoods around them limit the connectivity and cohesiveness of newer residential developments and neighborhoods. In addition, conservation of surrounding agricultural resources requires the City to develop housing patterns in a compact and efficient manner.

Economic Development
As discussed in this chapter, it is important for the city to provide affordable housing to maintain its commercial and industrial sectors. An affordable local housing stock will create living opportunities for all employment areas. The economic wellbeing of the city depends on its housing stock. Further information is available in the Economic Development Chapter.

Intergovernmental Cooperation
Intergovernmental cooperation between the City and the surrounding communities is important to all aspects of a comprehensive plan. However, intergovernmental cooperation is especially important to the success of housing within and outside of the city. It is important for the City to concentrate housing in areas that have the full range of city services available. The City will continue to work with surrounding municipalities in order to provide for orderly housing developments that benefit both the City and the municipality. Additional information is available in the Intergovernmental Cooperation Chapter.

Land Use
Land Use is an important component of the Housing Chapter. Land use dictates where housing will be located, but also affects housing values. A noisy or noxious use will decrease residential property values, while it may have little impact on industrial land. It is important that housing uses fit into the surrounding neighborhoods. Additional information is located in the Land Use Chapter.

Housing Policies

The most important part of any comprehensive plan is the goals, objectives and policies. This component of any plan provides the framework for future development within the community. Future growth and implementation of this plan is dependent upon appropriate goals and policies being established.

Housing Goal #1

Provide a wide range of housing choices throughout the city that meets the needs of all persons.		
Objectives	***Partner***	***Date***
Maintain a housing stock ratio of 55% single-family, 15% two-family, and 30% multi-family.	Plan Commission Common Council	Continuous
Encourage the maintenance and rehabilitation of existing homes in Hartford.	Plan Commission Common Council	Continuous
Update the zoning code to allow a variety of housing types and styles. Styles may include rental housing, narrow-lot singles, townhouses, row houses, apartments, and live-work units.	Plan Commission Common Council Developers	Ongoing
Increase the number of housing units that are orientated towards seniors.	Plan Commission Common Council Developers	Continuous
Designate areas along transit corridors and near commercial service areas for high and medium density residential development	Plan Commission Common Council	Addressed in Land Use Map
Encourage private funds for rehabilitation efforts through coordinated marketing and education efforts with private lenders.	HCDA Plan Commission Common Council	Continuous

Housing Goal #2		
Promote the availability of land for the development or redevelopment of low-income and moderate-income housing.		
Objectives	***Partner***	***Date***
Support the donation of vacant lots and structures appropriate for infill housing to organizations engaged in providing affordable housing in established neighborhoods.	HCDA Habitat for Humanity	Continuous

Housing Goal #3		
Maintain or rehabilitate existing housing stock.		
Objectives	***Partner***	***Date***
Provide a clear path to maintain existing housing through clear guidelines in the Housing Code and Construction Code.	Building Inspection Dept. Common Council	Continuous

Element 3: Transportation

Transportation Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Transportation Element. The Transportation Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Utilities and Community Facilities
- Agricultural, Natural & Cultural Resources
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The purpose of the Transportation Chapter is to guide public policy regarding the evolution of the City's overall transportation system, and to recommend policies and actions that are consistent with the land use and urban design components of the Comprehensive Plan. Most of the transportation system in the City is in the public realm, which includes streets, trails, sidewalks and public parking lots.

Transportation Vision Statement

The City of Hartford is committed to fostering the improvement and expansion of all modes of transportation in and around the City as a means of increasing accessibility for all citizens, to enhance the efficiency of travel, to enhance the productivity of commerce, to provide recreational opportunities to all citizens, and to improve social interactions for all citizens.

Auto/Trucking/Highways

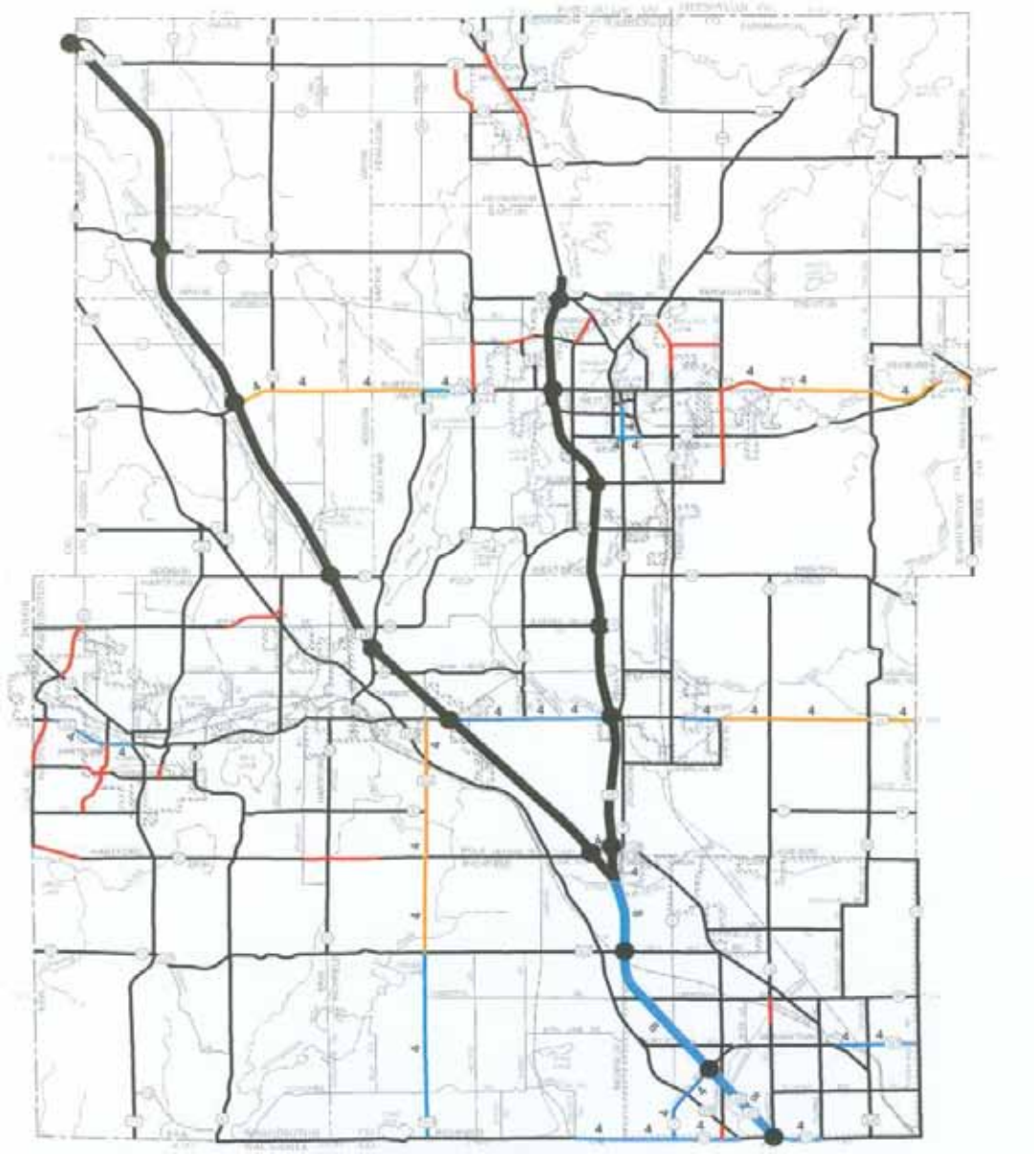
Hartford has two major state highways that serve as the primary street connectors to other communities and regions: STH 60 and STH 83.

Highway 60 begins in Grafton near Lake Michigan and ends in Prairie du Chien at the Mississippi River. STH 60 covers 185 miles in Wisconsin and continues on for many more in Iowa as US-18. This east – west route is a vital transportation route for the city, and is the primary means of accessing the City by vehicle.

STH 83, a north – south highway, covers more than 74 miles in Wisconsin. This highway connects to Illinois SR-83 at the state border and continues until it terminates six miles north of Hartford. STH 83 provides an important connection to neighboring cities located to the south of the city. Both STH 60 and STH 83 will continue to serve as the primary traffic routes through the city for citizens and visitors.

The map below shows the City's existing and planned collector and arterial roadways within the context of the larger Washington County highway network.

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



Street Hierarchy

The City of Hartford incorporates a Street Hierarchy System in planning its street network. Included in the City's Standardized Development Specifications Manual, it demonstrates the following system:

Major Arterials: The purpose of Major Arterials is to serve as primary thoroughfares. Major Arterials should generally travel in one direction. Ideally, a Major Arterial would travel completely through the City.

Minor Arterials: The purpose of Minor Arterials is to connect at least two Major Arterials.

Collector Streets: The purpose of Collector Streets is to connect at least two Minor Arterials.

Minor Streets: The purpose of Minor Streets is to serve local functions.

If this hierarchy is violated, the system does not work as well. This system is predicated on each of these roads generally traveling in one direction, and intersecting roads that travel in a perpendicular direction.

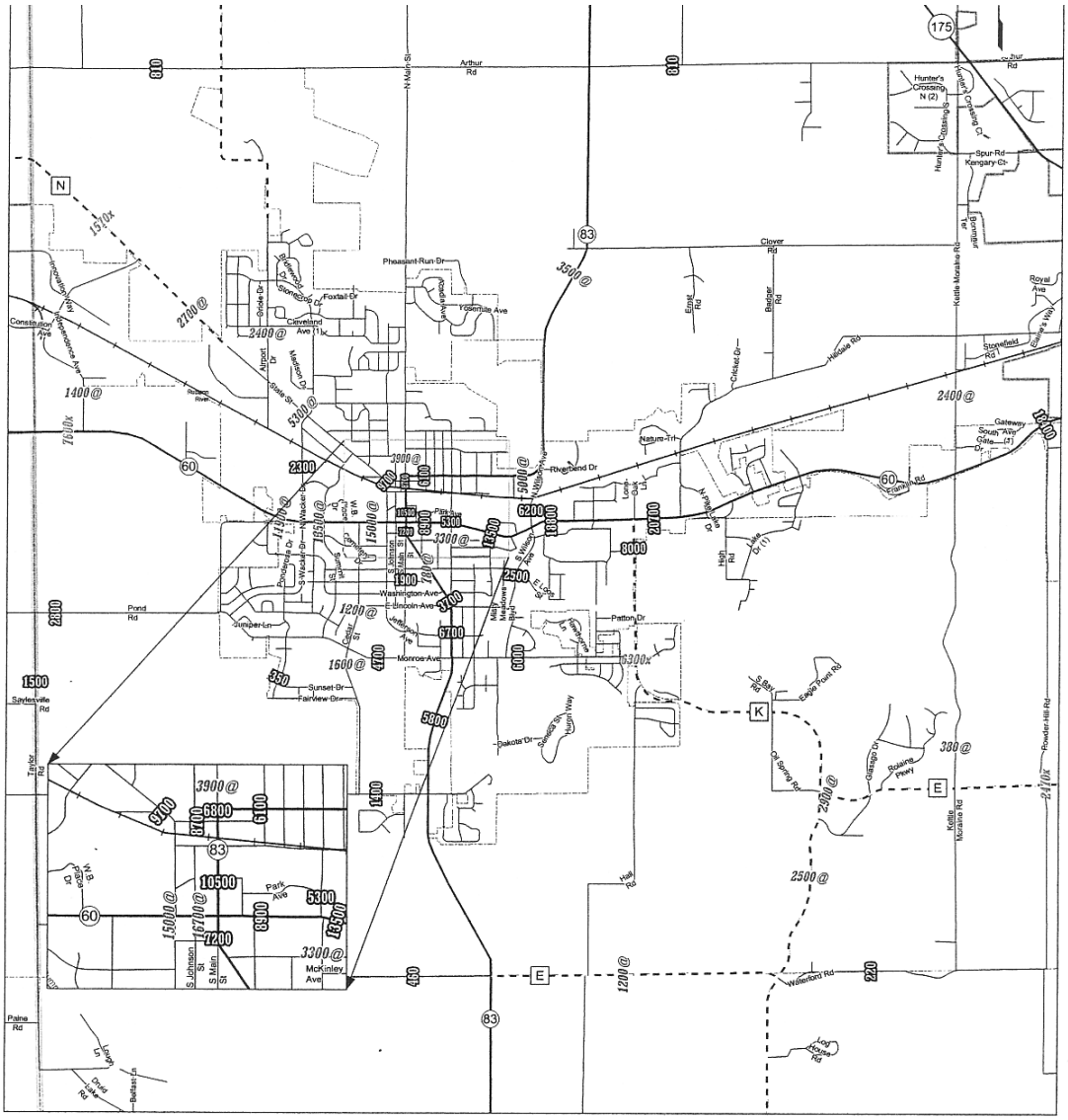
Levels of Service & Traffic Levels

The Wisconsin Department of Transportation utilizes a letter coded system to determine how efficiently and effectively arterials handle traffic. Levels of Service (LOS) are coded A – F.

- LOS "A" is defined as free traffic flow, with low traffic density.
- LOS "B" is defined as minimum delays, with stable traffic flow.
- LOS "C" is defined as stable operation. Periodic backups of a few vehicles may develop behind turning vehicles.
- LOS "D" is defined as more restricted movements, more frequent delays occur. "D" is considered an acceptable peak hour operating condition.
- LOS "E" represents the capacity of an intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds.
- LOS "F" is defined as demand volumes greater than capacity resulting in complete congestion.

As part of the State's STH 60 project in 2007, a Traffic Impact Analysis of STH 60 was performed. This analysis studied STH 60 from Main Street to Wacker Drive. The completion of additional arterials in late 2006, combined with the addition of four traffic lanes on STH 60 and the changes to the STH 60 / STH 83 intersection improved the STH 60/83 intersection peak hour LOS as well as the STH 60 LOS west of STH 83. Gradual increases in traffic from residential, industrial, and commercial development will put pressure on the intersection in 10 - 15 years. Similarly, traffic on STH 60 as a whole will slowly increase.

The map below shows traffic levels as measured by the Wisconsin Department of Transportation in 2007. This is the most recent measure. In general, the traffic figures illustrate prevailing traffic patterns within the City, and help identify potential traffic bottlenecks and areas of concern. However, these numbers were measured while STH 60 was under construction on the west side of the City. As a result, many of the numbers are skewed by drivers' attempts to circumvent the construction area.



Northern & Southern Transportation Routes

Reliable and efficient transportation systems are critical to successful economic development as well as the efficiency of travel. Given the increasing traffic levels on the State Highways in Hartford, especially STH 60, it is important for the City to actively seek to create alternative arterials.

The City remains committed to constructing an extension of Independence Avenue to Arthur Road as part of a Northern Transportation Route. This transportation route is especially important given its proposed terminus at the Dodge Industrial Park and its potential ability to transfer truck traffic from STH 60.

Washington County analyzed potential layouts for a Northern Transportation Route in 2005. After significant public input, the County Highway & Transportation Committee approved a layout for the transportation route. This proposed route was also incorporated into SEWRPC's Regional Transportation System Plan for Southeastern Wisconsin: 2035. The County Highway & Transportation Committee also recommended that the County approve funding for the design of the proposed transportation route. The County Board voted against approving the design funding. As a result, the timetable for providing this important alternative to STH 60 has been extended.

The City of Hartford will continue to actively participate in the effort to establish and maintain the Northern Transportation Route, including public relations activities, lobbying efforts at all levels of government, and incorporation of the Route in all subsequent regional planning related to transportation corridors.

Similarly, The City will continue to actively work with Washington County and the surrounding Towns and Villages towards the development of a Southern Transportation Route as identified in SEWRPC's Regional Transportation System Plan for Southeastern Wisconsin: 2035.

Challenges

Wetlands and environmental corridors are prevalent throughout the Hartford area. While these are environmental amenities, the need to build streets around them limits the connectivity and cohesiveness of the street system, and puts added pressure on STH 60 and STH 83.

Public Right-of-Way Dedication

The City of Hartford will continue to require that new developments dedicate Right-of-Way to the public to ensure that the effectiveness of the road transportation system is maintained and improved, and to ensure that all citizens have unencumbered access to the full street system.

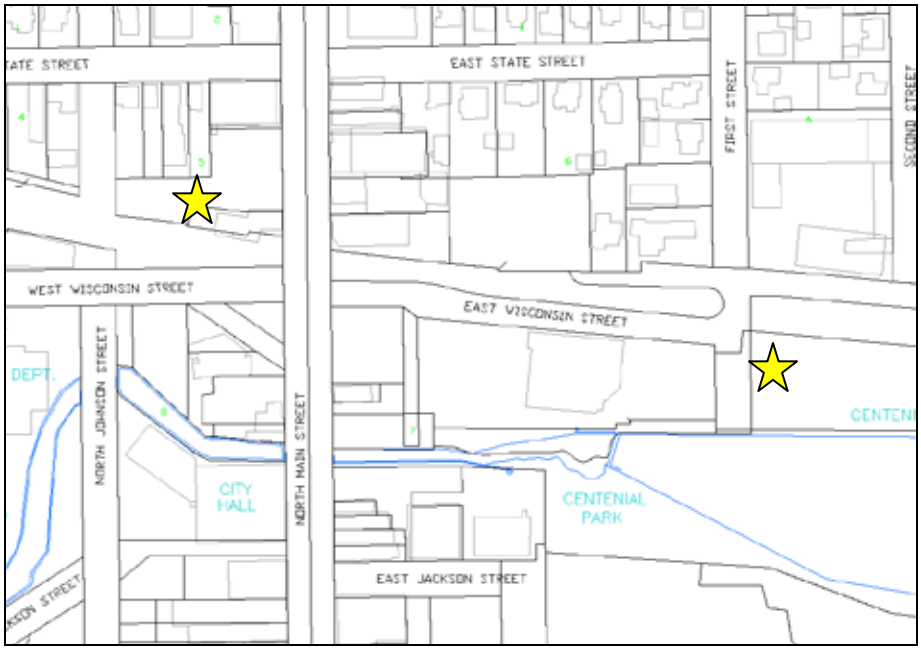
Transit

The City of Hartford Parks and Recreation Department provides taxi service within the City. Service area for the City Taxi includes the City of Hartford and one (1) mile outside of the City limits. Service is also provided in Dodge County up to a ten (10) mile limit. Long distance service is available with advance notice for transportation to Milwaukee or the Columbus train depot. Taxis also provide package pickup/delivery service. The City Taxi also serves as the primary transportation facility for the disabled within the Hartford area.

The Washington County Commuter Express is a bus service offered to allow residents of Washington County an alternative to driving to Milwaukee. For a small fee, residents can ride the bus to various locations in Milwaukee. Departure locations closest to Hartford are the Fair Park Pavilion and a park and ride location in Richfield. The city will continue to support commuter bus system as an important and cost effective link for residents to commute to Milwaukee.

SEWRPC's Regional Transportation System Plan for Southeastern Wisconsin: 2035, proposes an expansion of the Washington County Commuter Express with a stop to be located somewhere in Hartford.

Commuter rail with service from the City of Hartford into the Milwaukee Central Business District also remains a possibility. The City has identified two City-owned properties in the downtown area that may be appropriate to serve as stops for either transit service (see map below). One is currently a parking lot and the other is the northwestern corner of Centennial Park. Any changes to the use of these areas should incorporate the potential of a transit stop.



Bicycles

Bicycle paths linking Hartford to Washington and Dodge Counties are in place along STH 83 from Monroe Avenue to Lee Road, and from North Wilson Avenue to Pike Lake State Park. When completed, the Rubicon River Corridor Trail, endorsed by the Common Council in 2007 will link the Kettle Moraine State Forest- Pike Lake Unit with Willowbrook Park, Centennial Park, West Side Park, and additional bicycle paths proposed in jurisdictional plans for both Dodge and Washington County.

Walking

The City of Hartford has long been committed to the inclusion of public sidewalks throughout the City. Currently, most of the City streets are served by five-foot wide sidewalk on both sides. This interconnected system provides citizens a safe and efficient means to exercise, visit neighbors, and reach nearby commercial businesses and government offices. This pedestrian system is also integrated into the Rubicon River Parkway. The City of Hartford will continue to require that new residential and commercial developments provide sidewalks and/or bicycle paths to ensure that the effectiveness of the bike / pedestrian transportation system is maintained and improved.

A segment of the Ice Age Trail links the Pike Lake State Park in the Town of Hartford to other parts of the southeastern Wisconsin region, including Holy Hill located in the Town of Erin.

Railroads

Railroad right-of-way owned by the Wisconsin Department of Transportation bisects the City of Hartford along an east-west route which roughly parallels State Trunk Highway 60. Spur lines service industrial operations in the Dodge and Western Industrial Parks, as well as within the downtown area. The Wisconsin and Southern Railroad operates several freight trains per day along this route. Common commodities transported on this rail line include corn, grain, canned goods, lumber, paper, fertilizer, aggregate, ethanol, plastic, gasoline, sugar, pulpboard, metal scrap, military vehicles, lube oil and steel.

Amtrak passenger service is available from three locations in central and southeastern Wisconsin. Milwaukee has two stations: one located in downtown and one at Mitchell International Airport, while the Columbus station is located approximately 32 miles west of Hartford.

Air Transportation

The Hartford Municipal Airport is a general aviation airport owned by the City of Hartford which serves recreational and business aeronautical needs. It has a service area extending from Beaver Dam to Germantown and is capable of handling a wide variety of personal and business aircraft. The Hartford Municipal Airport is a designated reliever facility for Milwaukee's Mitchell International Airport, located 38 miles to the southeast.

The City approved an Airport Layout Plan (ALP) for the Hartford Municipal Airport in 2001. This plan calls for the reconfiguration of the runway to an east-west orientation. The plan also calls for lengthening the runway from its current length of 3,500 feet to a proposed length of 5,000 feet. The additional runway length will allow a greater variety of planes to land at the Hartford Municipal Airport.

Water Transportation

Limited water transportation is available in Hartford due to the lack of physical water features. Pike Lake and the Rubicon River provide more recreational opportunities than transportation opportunities. The closest transportation facility to Hartford is the Port of Milwaukee.

Car and passenger ferry service is also available in Manitowoc and Milwaukee. The S.S. Badger from Manitowoc provides service to Ludington, Michigan, while the Lake Express ferry in Milwaukee provides service to Muskegon, Michigan in 2 ½ hours.

Comparison to Other Plans

The Southeast Wisconsin Regional Planning Commission approved A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035. This plan is in accord with the City's street, pedestrian, and bicycle transportation plans. The plan also represents the overall views of the State Department of Transportation.

Past Plan Considerations

Previous plans have provided recommendations as they relate to transportation and have guided the city with developments. Those recommendations include:

- Provide for and promote convenience in living and traveling in an urban community.
- Requests for right-of-way dedication or eminent domain proceedings need only be initiated in conjunction with affected projects which are scheduled on the City of Hartford's Five Year Capital Improvement Plan.
- Implement a comprehensive sidewalk installation program as an element of the five year Capital Improvement Program. The development of the Wacker Drive to Liberty Avenue segment of the Rubicon River Parkway should be expedited to provide a pedestrian linkage between the City and the Dodge Industrial Park.
- Consider the purchase of development rights on a case-by-case basis in order to eliminate excessive number of driveways entering on to arterial streets.
- Continue to require the construction of frontage roads where commercial and industrial lands abut arterial streets.

Coordination with other Elements

Housing
The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the housing element and is important to provide the community with adequate transportation routes to and from their homes. Additional information about Housing in Hartford is located in the Housing Chapter.

Intergovernmental Cooperation
All of the Intermunicipal Agreements that the City of Hartford has entered into have included provisions for the support of a Northern Transportation Route, mirroring the policy goals listed in the Transportation Chapter. Additional information about Intergovernmental Cooperation in Hartford is located in the Intergovernmental Cooperation Chapter.

Economic Development
The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the City's ability to promote economic development and is important to provide the community with adequate transportation routes to and from businesses. Additional information about Economic Development in Hartford is located in the Economic Development Chapter.

Land Use
The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the Land Use element and is important to provide the community with adequate transportation routes to and from homes and businesses. Additional information about Land Use in Hartford is located in the Land Use Chapter.

Transportation Policies

Transportation Goal #1		
Achieve greater street connectivity and create efficient traffic patterns with distributed traffic as the City of Hartford and surrounding areas continue to grow.		
Objectives	***Partner***	***Date***
Utilize Street Hierarchy System in planning City's expanding street network.	Plan Commission Common Council Developers	Continuous
Actively participate in the effort to establish and maintain the Northern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing
Actively participate in the effort to establish and maintain the Southern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing
Create and extend existing and planned Arterials to reduce traffic pressures on STH 60 and STH 83	Plan Commission Common Council Developers	Continuous
Continue to require that new developments dedicate Right-of-Way to the public	Plan Commission Common Council Developers	Continuous

Transportation Goal #2		
Support efforts to improve transportation systems that enhance the productivity of commerce, and increase the desirability of Hartford as a place to locate businesses		
Objectives	***Partner***	***Date***
Actively participate in the effort to establish and maintain the Northern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing
Actively participate in the effort to establish and maintain the Southern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing
Seek to expand industrial and commercial access to rail roads	Plan Commission Common Council Developers State of Wisconsin	Ongoing
Work to implement the approved Airport Layout Plan (2001)	Plan Commission Common Council Developers State of Wisconsin	Continuous

Transportation Goal #3		
Promote alternative forms of transportation, including transit, bicycle, and pedestrian modes of transportation		
Objectives	***Partner***	***Date***
Maintain and expand transit alternatives within and around the City, including the potential addition of commuter bus and / or commuter rail service to the City of Hartford	Plan Commission Common Council State of Wisconsin SEWRPC	Ongoing
Follow the recommendations of the Rubicon River Corridor Trail (2007)	Plan Commission Common Council Parks & Recreation Committee Developers	Ongoing
Continue to require the public dedication and improvement of sidewalks in all new commercial and residential developments.	Plan Commission Common Council Developers	Ongoing

Element 4: Utilities & Community Facilities

Utilities and Community Facilities Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Utilities and Community Facilities Element. The Utilities and Community Facilities Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Agricultural, Natural & Cultural Resources
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The purpose of the Utilities & Community Facilities Chapter is to guide public policy regarding the evolution of the City's overall utilities and community facilities system, and to recommend policies and actions that are consistent with the land use and urban design components of the Comprehensive Plan. Much of the utilities and community facilities system in the City is in the public realm.

Utilities and Community Facilities Vision for Hartford

The City of Hartford subscribes to the policy that urbanizing land should be located in a compact manner within an existing city or village where the full range of urban services and facilities will be available. The City of Hartford will strive to ensure that new growth and development is served by municipal sanitary sewer, water, and electric service. Where practical, growth and development should occur close to existing services and radiate outward. The City will also strive to continually improve the efficiency and effectiveness of Police, Fire and Emergency, Public Works, Parks and Recreation, and Library services to the Citizens of Hartford.

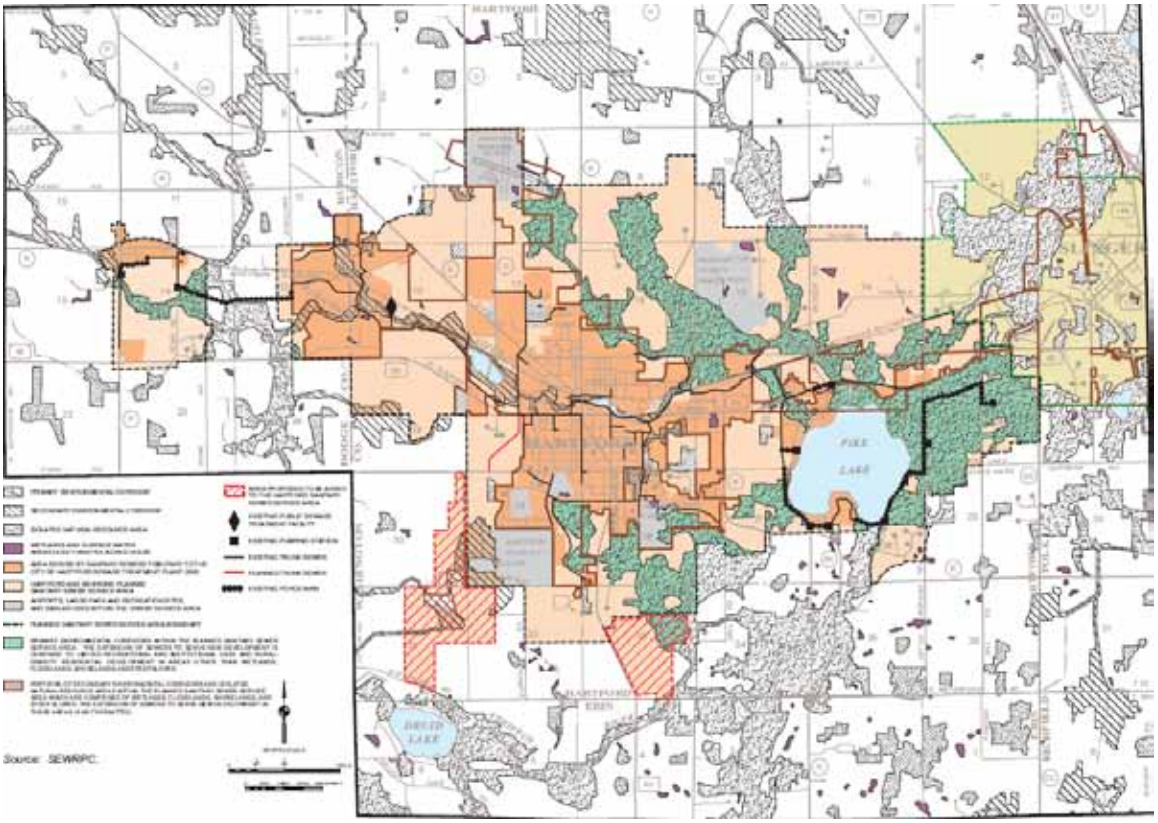
Sanitary Sewer Service

The City's SEWRPC-approved Sanitary Sewer Service Area (see map 1 below) defines where the City can extend sewer main to accommodate development. The area is intended to accommodate the orderly growth of the City for at least

20 years. Within the City of Hartford Municipal Code, the City's position regarding the provision of sanitary sewer service is clearly stated.

In Chapter 25 (Wastewater Treatment System) the Code reads that: "*The Common Council of the City of Hartford finds and declares that the public health, comfort and safety is preserved and enhanced by the provision of the Sewerage system in the promotion of a clean and healthful environment and that the failure to connect to the Sewerage System is contrary to minimum health standards*."

The City of Hartford opened a new sanitary sewer treatment facility in 1999. The sewage treatment plant has a design capacity of 3.6 million gallons per day (mgd) on an average annual basis. If all of the lands within the sanitary sewer service area were developed according to the Land Use Plan, an expansion of the sewer treatment plant would be necessary. The plant was designed with a future expansion in mind. The ability of the City of Hartford to adequately provide sanitary sewer service within the sewer service area is not expected to constrain the orderly growth and development of the City over the next twenty years.



Map 1: SEWRPC Approved Sanitary Sewer Service Area

On-site Wastewater Treatment Technology

The City of Hartford discourages the use of On-site Wastewater Treatment Technology (septic systems, holding tanks, etc.) within the City, and prohibits it when sanitary sewer service is available. Sanitary sewer service is simply a better environmental and economic choice for development than onsite wastewater treatment technology.

Storm Water Management

The Wisconsin Department of Natural Resources (DNR) issued the City of Hartford a permit to discharge stormwater from the municipal separate storm sewer system (effective January 2006) in compliance with the provisions of Chapter 283 Wisconsin Statutes, and Chapters NR 151 and 216 Wisconsin Administrative Code.

The minimum requirements of the City of Hartford's Wisconsin Pollutant Discharge Elimination System Permit are summarized in the eight control measures listed below:

1. Develop and implement a public education and outreach program to increase the awareness of storm water pollution impacts on waters of the state to encourage changes in public behavior to reduce such impacts.
2. Develop and implement a program to notify the public of activities required by this permit and to encourage input and participation from the public regarding these activities.
3. Develop, implement and enforce a program to detect and remove illicit connections and discharges to the stormwater system.
4. Develop, implement and enforce a program to reduce the discharge of sediment and construction materials from construction sites.
5. Develop and implement a pollution prevention program that establishes measurable goals for pollution prevention.
6. Develop and implement a municipal storm water management program which shall achieve compliance with the developed urban area performance standards of Section NR 151.13(2), Wis. Adm. Code, for those areas of the municipality that were not subject to the post construction performance standards of Section NR 151.12 or 151.24.
7. Develop and maintain a storm sewer system map.
8. Submit an Annual Report to the Department of Natural Resources in accordance with Section 3.10 of the General Permit.

Water Supply

Within the City of Hartford Municipal Code, the City's position regarding the provision of water service is clearly stated.

In Chapter 24 (Water Service) the Code reads that: "*To assure preservation of public health, welfare and safety, the owner of any house, building or property used for human occupancy, employment, recreation or other habitation, situated within the City and adjacent to a water main, or in a block through which a water main extends, is hereby required at his expense to install a lateral and to connect such facilities to the structural plumbing in accordance with the provisions of this Ordinance within 12 months after the public water main first becomes operational, or if an immediate health hazard exists, within 10 days, upon receipt of notice from the City Health Officer or the City Building Inspector*."

The City completed and endorsed the Water System Master Plan for Hartford, Wisconsin in 2003, which was updated in 2005. The recommendations of the water study included constructing new wells in both of the water pressure zones, and constructing 1-2 water towers. Well 16 (within the township of Rubicon) came on-line in 2009 and its addition to the municipal water supply is expected to ensure an adequate water supply for at least the next ten years. The Hartford Water Utility began construction of Water Tower # 4 in 2009. It will hold 750,000 gallons of water, and will help to ensure the proper flow and pressure of the water supply for at least the next ten years.

However, the City of Hartford is not in the Great Lakes Basin. As a result, all of the City's water must come from shallow wells within a few miles of the City. The City's ability to continue to find appropriate sources is likely to be the largest constraint to the City's overall growth.

Power Plants/Transmission Lines

The City of Hartford, through the Hartford Electric Utility, provides electric power to residents of the City of Hartford. Hartford Electric is a member of WPPI Energy, a regional power company serving 51 customer-owned electric utilities. Together, WPPI Energy's member utilities purchase all of their electric requirements from WPPI Energy and supply power to more than 192,000 customers in Wisconsin, Iowa and Michigan.

Hartford Electric commissioned a 20-year plan for the electric system in 2002 to improve the distribution and reliability of the electric transmission system, and to strategically plan for future growth of the system in conjunction with the growth of the City.

Hartford Electric also is working with the Village of Slinger Electric Utility on a joint venture that will improve electric reliability and provide each community with backup electrical supplies. The major accomplishment to date has been the completion of a jointly owned substation northeast of the City of Hartford. Overall, Hartford Electric is well positioned to accommodate the orderly growth and development of the City over the next twenty years

Solid Waste Disposal

The City provides curbside pickup of single-family and two-family garbage through a contracted service. For larger items, a solid waste sticker is available for purchase. This sticker is placed on larger items such as furniture, carpeting/padding, and mattress/box spring for curbside pickup. Larger refuse items can also be disposed at the West Bend Transfer location in West Bend.

Recycling Facilities

The City provides curbside recycling pickup of single-family and two-family garbage through a contracted service. Items collected at the curb include aluminum cans, cardboard, glass, newspapers/magazines, plastic, and steel (tin) cans. The City also operates a recycling center for larger items such as car batteries, large cardboard, garden waste, grass clippings, appliances, metal items, and tires. Computer recycling is also available from the Volunteer Center of Washington County.

Parks

The City completed and endorsed the City of Hartford Park and Open Space Plan in 2005. This plan identified and predicted park and recreation use patterns for the citizens based on the City's growth and development. It identified new areas where parks should be located, and proposed additional improvements to individual parks to better meet the needs of park users. These recommendations form the basis of the City's pursuit of additional land for parks as well as the basis for seeking park improvements.

Since 2000, the City has added more than 75 acres of passive and active use parks. Most of these additions have been accomplished in conjunction with residential development, wherein the City was able to negotiate for the purchase or dedication of land that the City found desirable for park additions.

The City completed and endorsed the Rubicon River Corridor Trail Master Plan in 2007. Bicycle paths linking Hartford to Washington and Dodge Counties are in place along STH 83 from Monroe Avenue to Lee Road, and from North Wilson

Avenue to Pike Lake State Park. When completed, the Rubicon River Corridor Trail will link the Kettle Moraine State Forest- Pike Lake Unit with Willowbrook Park, Centennial Park, West Side Park, and additional bicycle paths proposed in jurisdictional plans for both Dodge and Washington County.

The Park and Recreation Department operates a Recreation and Fitness Center at 125 North Rural Street. Opened in 2000, this facility provides a comprehensive range of recreation and fitness services to Citizens of Hartford as well as citizens in surrounding Townships.

Cemeteries

There are four cemeteries in the City of Hartford – two of them are owned and managed by the City. As the need for additional cemetery space arises in the Hartford area, lands near the airport would appear to be the most appropriate location.

Police

The City of Hartford Police Department provides protection services for the City of Hartford. Along with providing protection, the police department has the following programs:

School Liaison Program
The Police School Liaison Officer (PSLO) is a patrol officer assigned to special duties geared towards enforcement efforts and prevention in the schools, and with youth in the community. The PSLO also provides presentations for school children and works with staff members to resolve issues that arise in the schools. The PSLO frequently assists in the resolution of school related problems through counseling and use of school imposed sanctions to address minor issues. The PSLO also works with school officials to maintain a safe learning environment for our children.

The C.A.T. Program
The Hartford Police department implements the C.A.T. (Combat Auto Theft) Program. This purpose of this program is to identify and apprehend auto thieves in the community. The C.A.T. Programs voluntarily allows residents to sign a consent form which allows police to stop their vehicle without cause if the vehicle is being operated during the hours of 1:00 A.M. and 5:00 A.M. During this C.A.T. stop officers check the identity of the operator, vehicle registration and look for sign showing the vehicle was stolen.

Law Enforcement Tip Program

The Hartford Police Department is a participant in the Washington County Law Enforcement Tip Program. This program enables citizens to provide information they have about criminal activity in their community. The caller can remain anonymous and information leading to arrests can result in a reward for the tipster.

Police Explorers

In 2006, the Hartford Police Department started a Police Explorer Post. The Explorer program is a branch of the Boy Scouts of America organization for young people age 14-21. The Explorer Program gives the participant an opportunity to learn about law enforcement from a different perspective, and assess it as possible career choice. The Police Explorer Post assists City officers with traffic control at special events and parades.

Facilities

City Staff conducted a Management Facilities Study Report and outlined a series of scenarios for the use of three City owned properties: City Hall, the Riverbend Property (formerly the API Building), and the Mill Pond Lot. The Common Council unanimously supported the scenario that called for the construction of a new library structure at the Mill Pond Lot, and reallocating and redesigning space in City Hall to better accommodate the Police as well as the Administrative, Finance, Engineering, Planning, and Community Development Departments. Under this scenario, much of the ground and first floors would be completely renovated to create a much larger and more efficient Police headquarters.

Fire and Rescue

The Hartford Emergency Squad started as a bicentennial project in 1976. In 1976, the first year of service, the squad responded to 202 calls. The City now operates two ambulances and responds to over 800 EMS calls annually.

The Hartford Fire and Rescue Departments merged January 1, 2000. They continue a long standing commitment to serving the communities of the City of Hartford and the Townships of Hartford, Erin, and Rubicon. The Hartford Fire and Rescue Department personnel include over 60 paid-on-call volunteers who respond to over 1,100 emergency calls annually.

The Fire and Rescue Department is studying the possibility of gradually transitioning to a larger full-time Paramedic and Fire Staff to improve response time and service. In conjunction with more full-time staffing, the Fire and Rescue Department would build a second Fire and Rescue Station. These changes and additions will improve the overall quality of the Fire and Rescue squads to the citizens of Hartford and surrounding Townships.

Libraries

The Hartford Public Library was founded on August 25, 1904 through the efforts of the Hartford Free Library Association and was housed in two upstairs rooms in the old City Hall. In 1931, with the construction of the current City Hall completed, the Library relocated there and has remained there ever since. When City Hall was remodeled in 1985, the Library moved to its current 14,500 square foot location. On opening day, the Library's collection consisted of 51,000 books and other materials, serving the 7,500 residents of the City of Hartford and the surrounding rural areas.

Today, the Library services almost 25,000 people. This increase occurred when county-wide service began in 1987. Their collections now include over 130,000 printed volumes, audio-books, compact discs, videos, DVDs, reading and travel kits, and CD-Rom software for computers.

The Library Board purchased two acres of land adjacent to the Hartford Mill Pond in 2002 to construct a new facility. A Library Needs Assessment Study conducted in 2007 recommended a facility of at least 25,000 square feet for the Library to house the current collection. In addition, City Staff conducted a Management Facilities Study Report and outlined a series of scenarios for the use of three City owned properties: City Hall, the Riverbend Property (formerly the API Building), and the Mill Pond Lot. The Common Council subsequently unanimously supported the scenario that called for the construction of a new library structure at the Mill Pond Lot, and reallocating and redesigning space in City Hall to better accommodate the Police as well as the Administrative, Finance, Engineering, Planning, and Community Development Departments.

Currently, the Library has contracted with an architecture firm that is designing an approximately 35,000 square foot facility to be located on the Mill Pond Lot, with utility and underground work scheduled to begin in 2010, with a completion expected in 2012.

Schools

Two public school districts cover the City of Hartford. Two private school systems also operate within the City. In addition, the Moraine Park Technical College serves the Hartford Area

Hartford Joint 1 School District

The School District of Hartford is a K-8 school district including two elementary schools (Lincoln Elementary, Rossman Elementary) and one middle school (Central Middle School). Total enrollment of the three schools is 1,647. In

response to large-scale community growth and the corresponding increase in school enrollment, the School District of Hartford approached voters with a referendum in 2007 to consider building a new elementary school north of West State Street and west of North Wacker Drive. The referendum was turned down. The City has worked with the School District to identify potential sites that would be appropriate for the location of a school in terms of transportation and utility infrastructure extension, as well as predicted areas of future residential growth.

Hartford Union High School

The High School is located on the southwest side of the City. Total enrollment of the school is 1,701. Hartford Union High School has begun the process of developing and implementing a strategic plan. The HUHS Strategic Planning Team met in October, 2007, to complete a five-year strategic plan. The plan was approved by the Board on December 17, 2007. The strategic plan dealt primarily with achieving educational benchmarks, and did not identify additional short or medium term space needs.

St. Killian School

St. Killian School is a K-8 Catholic school district, with a total enrollment of 195 students. It is located on the northwest side of the City.

Peace Lutheran School

Peace Lutheran School is a K-8 Lutheran school district, with a total enrollment of 189 students. It is located on the north side of the City.

Moraine Park Technical College

Moraine Park Technical College is part of the Wisconsin Technical College System. The Moraine Park Technical College District is comprised of all of Fond du Lac and Green Lake counties, most of Dodge and Washington counties, and portions of six other counties. Twenty-six (26) K-12 school districts are found within the Moraine Park Technical College District borders.

The College has campuses in Beaver Dam, Fond du Lac and West Bend; regional centers in Hartford and Ripon; and offers evening classes at high schools and other facilities throughout the District.

UW – Washington County

UW – Washington County is part of The University of Wisconsin Colleges system. The University of Wisconsin Colleges is a multi-campus institution that prepares students for success at the baccalaureate level of education, providing the first two years of a liberal arts general education. The primary campus is in West Bend. The Washington Express degree program provides adult learners

the opportunity to complete their associate degree by attending classes two nights a week in Hartford.

Health Care Facilities

Aurora Medical Center (Hartford Memorial Hospital) has operated as a hospital in the City of Hartford for almost 90 years. It offers a comprehensive set of services to meet the health care needs of citizens of the Hartford area. There have been numerous expansions of the hospital in the last twenty years, and additional space is available to accommodate future expansions to meet the needs of a growing populous.

Other Government Facilities

City Staff conducted a Management Facilities Study Report and outlined a series of scenarios for the use of three City owned properties: City Hall, the Riverbend Property (formerly the API Building), and the Mill Pond Lot. The Common Council unanimously supported the scenario that called for the construction of a new library structure at the Mill Pond Lot, and reallocating and redesigning space in City Hall to better accommodate the Police as well as the Administrative, Finance, Engineering, Planning, and Community Development Departments.

The Public Works Department operates out of a building at 710 West Sumner Street. The building was heavily damaged in a 2008 fire, and has since been renovated. The building is expected to meet the demands of the Public Works Department for the foreseeable future.

Coordination with other Elements

Housing
The ability of the City to adequately provide utility services to an area has a large impact on the housing densities that possible for that area. In addition, the placement of community facilities, such as the library, can create an amenity that attracts additional housing nearby.

Economic Development
The ability of the City to promote itself as a good location for businesses (especially industry) is conditioned upon the ability of the City utilities to efficiently provide utility services.

Intergovernmental Cooperation

Some of the Intermunicipal Agreements that the City of Hartford has entered into have included provisions for the extension of sanitary services to the surrounding Towns as well as the maximum extent that sanitary sewer service can be extended during the terms of the agreement.

Land Use

The ability of the City to adequately provide utility services to an area has a large impact on the land use possible for that area. In addition, the placement of community facilities, such as the library, can influence the type of development that occurs around it.

Utilities and Community Facilities Policies

UCF Goal #1		
Provide sufficient sanitary sewer, water, and electric service to all properties in the City of Hartford, and ensure that new growth and development is served by municipal sanitary sewer, water, and electric service.		
Objectives	***Partner***	***Date***
Expand sanitary sewer mains as development occurs to provide sewer service to the few City properties that do not have it, and to ensure that new development is served by sanitary sewer service	Sanitary Sewer Utility Plan Commission Common Council Developers	Ongoing
Expand the Sewer Treatment Plant when designed sewer treatment capacity is neared	Sanitary Sewer Utility Common Council	Ongoing
Expand water mains as development occurs to provide water service to the few City properties that do not have it, and to ensure that new development is served by municipal water service	Water Utility Plan Commission Common Council Developers	Ongoing
Follow recommendations of Water System Master Plan for Hartford, including building additional municipal water wells and water towers as needed	Water Utility Plan Commission Common Council	Ongoing
Expand electrical transmission lines as development occurs to provide Hartford Electric service to the few City properties that do not have it, and to ensure that new development is served by Hartford Electric service	Electric Utility Plan Commission Common Council Developers	Ongoing
Follow recommendations of Long Range Electric Service Plan for Hartford Electric	Electric Utility Common Council	Ongoing

UCF Goal #2		
Strive to continually improve the efficiency and effectiveness of Police, Fire and Emergency, Parks and Recreation, and Library services to the Citizens of Hartford.		
Objectives	***Partner***	***Date***
Follow recommendations of Management Facilities Study Report calling for the redevelopment of large portions of City Hall to create a larger and better designed Police Headquarters	Plan Commission Common Council Police Department	2014
Begin transition to a larger full-time Paramedic and Fire Staff to improve response time and service. In conjunction with more full-time staffing, build a second Fire and Rescue Station	Plan Commission Common Council Fire Department	Unknown
Follow recommendations of City of Hartford Park and Open Space Plan, including acquiring lands for additional parks approving capital project additions and improvements to existing parks	Plan Commission Common Council Park and Rec. Commission	Ongoing
Follow recommendations of Rubicon River Corridor Trail Master Plan, including acquiring lands for additional parks approving capital project additions and improvements to existing parks	Plan Commission Common Council Park and Rec. Commission	Ongoing
Follow recommendations of Management Facilities Study Report calling for the construction of a new library structure at the Mill Pond Lot	Plan Commission Common Council Library Board	2010-2012

UCF Goal #3		
Assist the Public School Districts in expanding school facilities as necessitated by the growth and development of the City of Hartford		
Objectives	***Partner***	***Date***
Identify potential sites that would be appropriate for the location of a school in terms of transportation and utility infrastructure extension, as well as predicted areas of future residential growth	Plan Commission Common Council City Staff Hartford Joint 1 School District Hartford Union High School	Unknown

Element 5: Agricultural, Natural & Cultural Resources

Agricultural, Natural & Cultural Resources Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Agricultural, Natural & Cultural Resources Element. The Agricultural, Natural & Cultural Resources Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Utility & Community Facilities
- Economic Development
- Intergovernmental Cooperation
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The purpose of the Agricultural, Natural & Cultural Resources Chapter is to guide public policy regarding the management of the area's overall agricultural, natural & cultural resources, and to recommend policies and actions that are consistent with the land use and urban design components of the Comprehensive Plan.

Agricultural, Natural & Cultural Resources Vision for Hartford

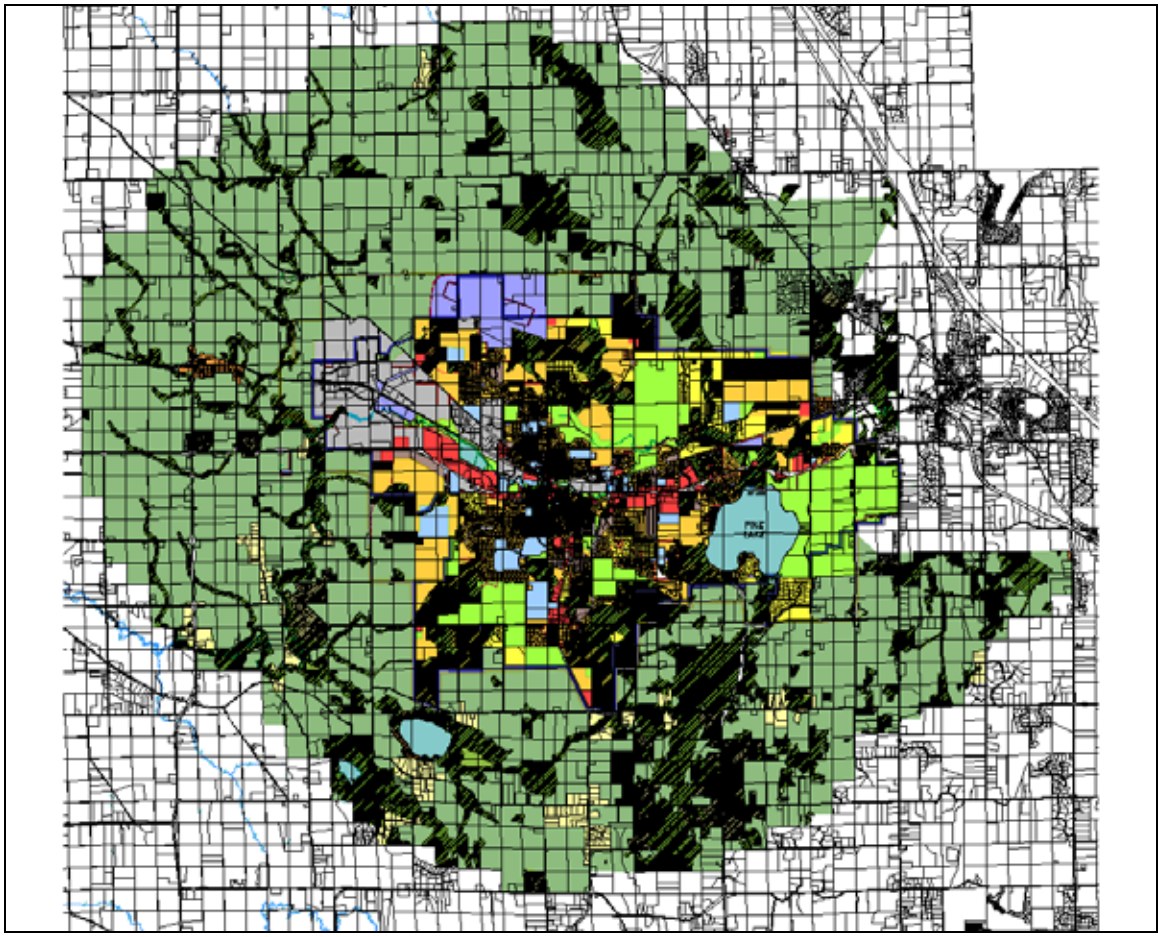
The City of Hartford subscribes to the policy that prime agricultural land outside the City's sanitary sewer service area (SSA) should generally be protected from development. Also, the City of Hartford will strive to protect the primary, secondary, and isolated environmental corridors as described and mapped by SEWRPC, as well as the Kettle Moraine State Forest – Pike Lake Unit from Development. In addition, the City of Hartford will promote and support its myriad cultural resources.

Agricultural Resources

Large amounts of prime agricultural land are present in the Hartford area. The City has actively taken steps to attempt to preserve some of the best agricultural lands in Washington and Dodge County.

The City of Hartford exercises its 3-mile extraterritorial land division jurisdiction under SS 236.45(3). Per the City's subdivision ordinance (Chapter 12), lands

outside the City but within this 3-mile area can generally only be split into new parcels if no lots smaller than 35 acres are created. The City also has specific criteria for considering agricultural and non - agricultural land division requests within this area. The result has been to stop the development of numerous large-lot town land divisions that would have converted hundreds of acres of quality farmland.



Map 1: City of Hartford Extraterritorial Land Division Authority

Other potential programs for managing the area's agricultural resources include the Purchase of Development Rights and the Transfer of Development Rights.

Under a Purchase of Development Rights (PDR) program, a landowner voluntarily sells the development rights of a parcel of land to a public agency or to a charitable organization, such as a local land trust, local unit of government or state government. Development rights are comparable to other rights that come with a parcel of land such as mineral rights, water rights, or logging rights. When a landowner sells his or her development rights, the right to develop or subdivide

that parcel of land is permanently relinquished. However, the landowner still retains all other rights and responsibilities associated with that land, i.e. the right to farm that property and to post it as private property, as well as paying property taxes. The landowner is compensated for the value of the development rights to the property.

Transfer of development rights (TDR) is the concept of preserving open space, including farmland, by allowing the owners to sell to a developer all or a portion of the development rights to their land. The developer takes the rights and adds them to another parcel in the same zoning jurisdiction, thereby using the second parcel more intensively. The first parcel is then deed restricted from being developed in the future to the degree that development rights were conveyed.

The City of Hartford believes that PDR and TDR can be appropriate growth management tools, but are probably better suited in a community that includes both developed and undeveloped areas, such as Germantown. When PDR or TDR is used in areas near the City of Hartford, it can undermine the City's land use plan and can cause leapfrog development. For example, if a property near the City boundary has its development potential sold, future City development must take place further out. This causes neighborhood fragmentation and sprawl. TDR would work somewhat better in this scenario because more dense development would occur, and the leapfrog development would not be necessary, at least in the short term.

PDR and TDR are also expensive programs. State, County, and local governments, as well as land trusts, rarely have enough funds to make substantial purchases, and thus the program creates fragmented pockets of preservation, without significantly altering the larger development pattern of the area. TDR is probably more economically viable, as a developer pays for the development rights, but is able to use them elsewhere.

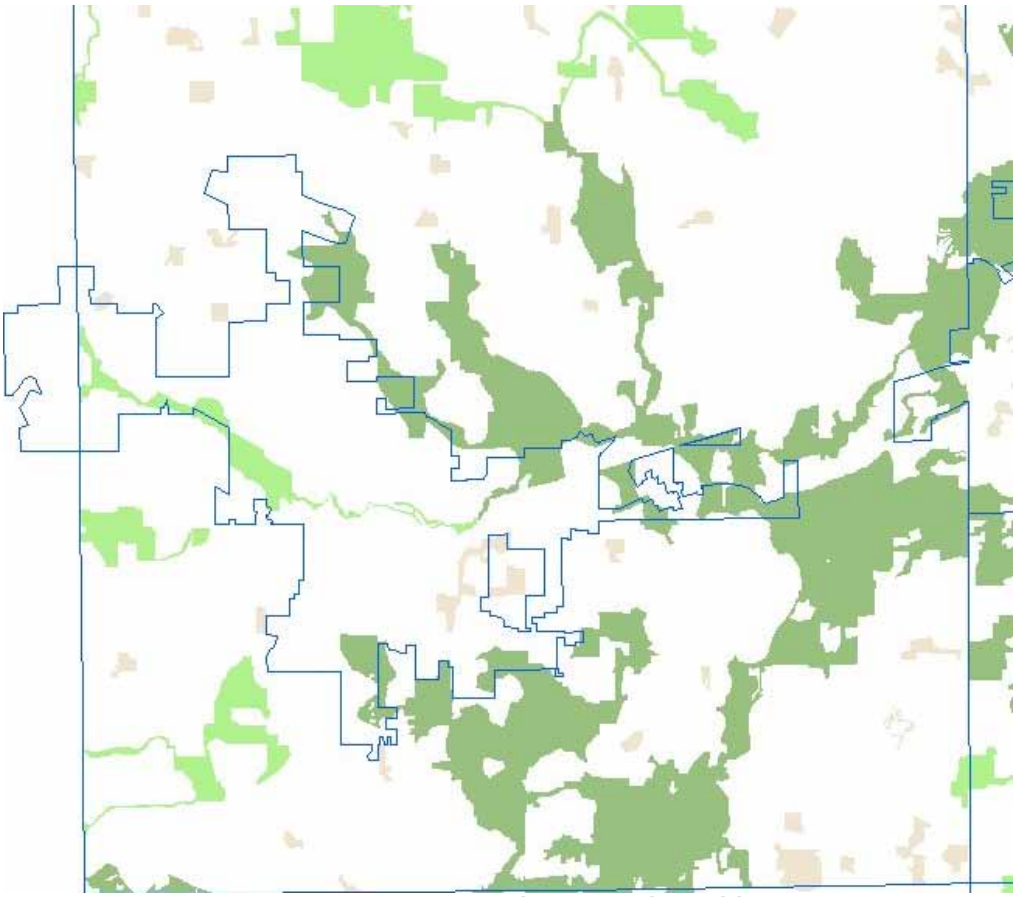
The City of Hartford believes that Agricultural Lands within the sanitary sewer service area should continue to be used for farming as long as the property owner desires, but that if developed, the properties should be developed within the City, where a full range of urban services are offered.

Natural Resources

The City of Hartford and surrounding area is blessed with substantial natural geographic beauty. The Kettle Moraine, Pike Lake and the surrounding State Forest, as well as views of Holy Hill all contribute to one of the most beautiful parts of Southeast Wisconsin. The City has taken numerous steps to help ensure the preservation of these areas for generations to come.

Wetlands and environmental corridors are prevalent throughout the Hartford area. While these are environmental amenities, the need to build neighborhoods around them limit the connectivity and cohesiveness of newer residential developments and neighborhoods. Wetlands are regulated by the DNR and are protected within the City of Hartford's boundaries by the C-1 Lowland Conservancy District. In this district, uses are restricted primarily to recreational and limited agricultural uses. The C-2 Upland Conservancy District also restricts development, allowing no more than one residential unit per five acres.

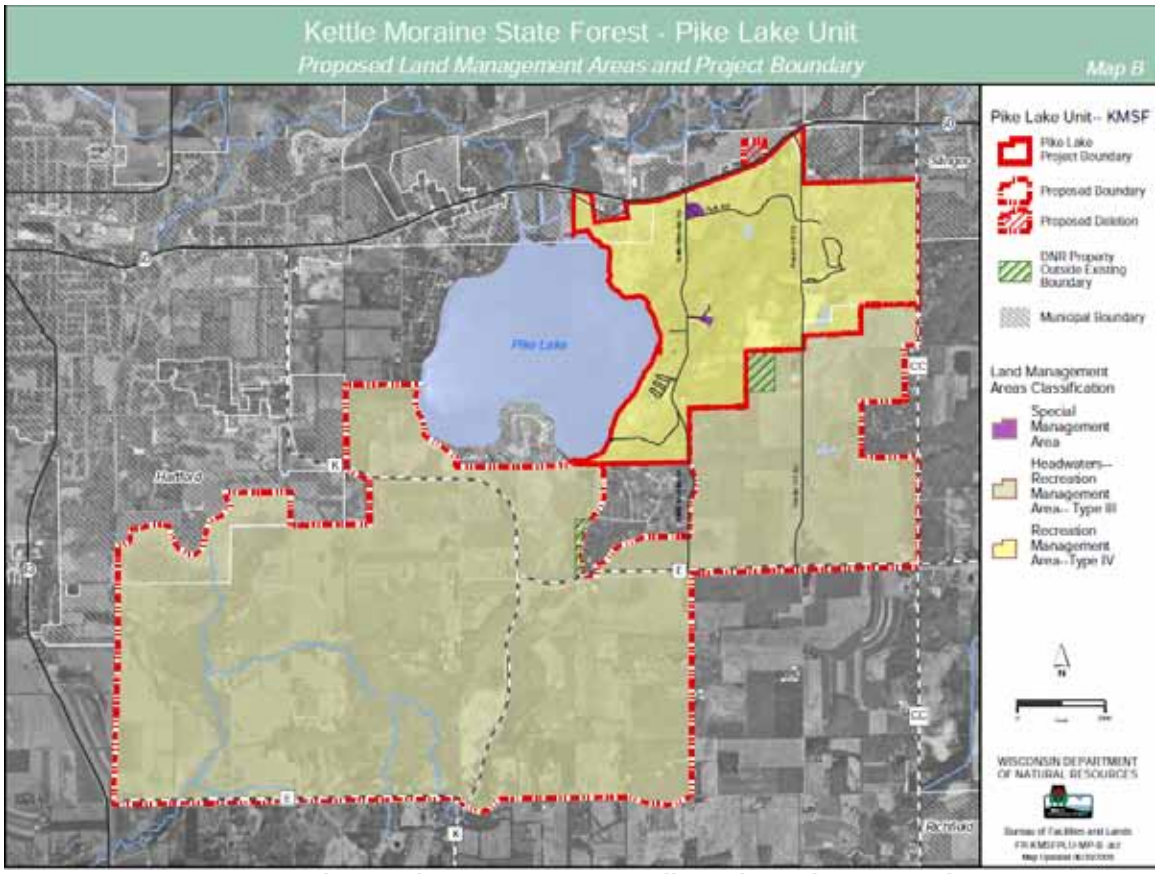
Since 2000, the City has added more than 45 acres of passive use (wooded parks with trails) parks. These areas were identified by the Southeast Wisconsin Regional Planning Commission (SEWRPC) as Primary, Secondary, or Isolated Environmental Corridors (see map below). All of these additions were accomplished in conjunction with residential development, wherein the City was able to negotiate for the purchase or dedication of land that the City found desirable for park additions. These parks are scattered around the City and provide citizens with nearby access to natural areas.



Map 2: Environmental Corridors

SEWRPC also protects Primary and Secondary Environmental Corridors by restricting the number of sewer connections that are allowed within them (One connection per five acres). The City of Hartford helps prevent excessive development of the Environmental Corridors within its extraterritorial land division jurisdiction by restricting land divisions that would create additional lots.

The Kettle Moraine State Forest - Pike Lake Unit is on the City of Hartford's east side. The State Forest's proximity to the City provides a wonderful resource for boating, hiking, and camping. The Department of Natural Resources (DNR) recently completed a long-range master plan (see map below) that seeks to expand the boundaries of the State Forest into a configuration that could ultimately increase its size by thousands of acres. The City of Hartford has worked to try to have the City's Land Use Plan coincide with much of the proposed State Forest Boundaries, so that the City can help prevent development that conflicts with the goals of the State Forest Master Plan.



Map 3: Kettle Moraine State Forest – Pike Lake Unit Master Plan

Cultural Resources

The City enjoys numerous cultural amenities, including the Schauer Arts & Activities Center, the Wisconsin Auto Museum, the Chandelier Ballroom, and the Hartford History Room.

The Schauer Arts & Activities Center is a performing and visual arts complex located in downtown Hartford. Originally a canning factory, the building was built in 1918. After extensive renovations, the Schauer Center opened in February 2001, and now boasts the 571-seat Ruth A. Knoll Theater, the Suckow Family Art Gallery, The Lodge and Ante meeting rooms, a catering prep kitchen, rehearsal hall, dance studio, and Pikes Peak banquet room. The Schauer Center is the Kettle Moraine's regional center for the arts, staging professional touring performances, being home to community arts groups, offering arts classes for all ages, as well as hosting social and business functions. **Information provided from the Schauer Arts & Activities Center Website*

Located adjacent to the Schauer Arts & Activities Center, the Wisconsin Automotive Museum is Wisconsin's largest auto museum, featuring an ever-growing display of classic, vintage autos and automotive artifacts, such as "The Kissel", which was manufactured in Hartford from 1906 to 1931. The most famous Kissel model is the "Speedster" which as affectionately known as the "Gold Bug" and owned by such stars of the day as Fatty Arbuckle and Amelia Earhardt. Other attractions include: An exhibition dedicated to the Nash, which was 1st built in Kenosha in 1916, an all-new display area for the Hudson Essex Terraplane, over 90 other rare treats, such as Reos, Pierce-Arrows, Pontiacs, Studebakers, Chevrolets and Fords, set off in a striking Art Deco interior, other automotive artifacts such as license plates, spark plugs, oil cans and signs, and industrial and outboard engines built in Hartford from 1936—1992. **Information provided from the Wisconsin Auto Museum Website*

The Chandelier Ballroom, located at 150 Jefferson Avenue, has a long history dating back to the 1920's. In 1928, Joseph Schwartz, Jr. began construction of the octagon ballroom. It was constructed to be one of the most architecturally prominent recreational facilities in Wisconsin. The Ballroom has been a local landmark for over 75 years. The Schwartz Ballroom, as it was known then, opened for business on October 20, 1928. Over the years, throughout the great Depression, World War II, and other significant events in American history, the Ballroom was used for a variety of purposes, such as an entertainment venue for Vaudeville groups, Big Bands, Presidential Birthday Balls, as well as for a prisoner of war camp during World War II, when it held in excess of 600 German draftees.

Since World War II, the Chandelier Ballroom has been used to host local and national music groups as well as wedding receptions and parties. In 1996, the Rotary Foundation initiated a $1 million dollar restoration effort for the Chandelier Ballroom. The Chandelier Ballroom, a historic structure that is listed on the National Register, can once again be enjoyed by today's generation and for many future generations. **Information provided from the Chandelier Ballroom Website*

The Hartford History Room is part of the Hartford Library and is "staffed" primarily by individual volunteers, not by a historical or genealogical society. The History Room provides a treasure trove of historical and genealogical information. It will be moving along with the library to a new larger location on Park Avenue.

Coordination with other Elements

Housing
Wetlands and environmental corridors are prevalent throughout the Hartford area. While these are environmental amenities, the need to build neighborhoods around them limit the connectivity and cohesiveness of newer residential developments and neighborhoods. In addition, conservation of surrounding agricultural resources requires the City to develop housing patterns in a compact and efficient manner.

Intergovernmental Cooperation
The City of Hartford's agreements with the surrounding Towns and Villages can have a large impact on how well we can protect and manage the area's agricultural and natural resources. In addition, the City's exercise of its 3-mile extraterritorial land division jurisdiction helps prevent the loss of agricultural lands in the surrounding towns.

Agricultural, Natural & Cultural Resources Policies

ANC Resources Goal #1		
Manage and protect the Hartford Area's agricultural resources		
Objectives	***Partner***	***Date***
Continue to enforce the City's 3-mile extraterritorial land division jurisdiction to prevent development of agricultural lands within the 3-mile area and outside the City's Sanitary Sewer Service Area	Plan Commission Common Council City Staff	Ongoing

ANC Resources Goal #2		
Manage and protect the Hartford Area's natural resources		
Objectives	***Partner***	***Date***
Continue to enforce C-1 Lowland Conservancy and C-2 Upland Conservancy Zoning requirements	Plan Commission Common Council City Staff	Ongoing
Continue to add Primary, Secondary, and Isolated Environmental Corridors to the Park system in conjunction with development	Plan Commission Common Council Park and Rec. Commission Developers	Ongoing
Endorse the Department of Natural Resources' (DNR's) long-range master plan for the Kettle Moraine State Forest - Pike Lake Unit.	Plan Commission Common Council	Ongoing

ANC Resources #3		
Manage and protect the Hartford Area's cultural resources		
Objectives	***Partner***	***Date***
Promote and assist the continued development of cultural resources in the City of Hartford, especially the Schauer Arts & Activities Center, the Wisconsin Automotive Museum, the Chandelier Ballroom, and the Hartford History Room	Plan Commission Common Council City Staff	Ongoing

Element 6: Intergovernmental Cooperation

Intergovernmental Cooperation Introduction

Wisconsin's planning law requires that a local comprehensive plan include an Intergovernmental Cooperation Element. The Intergovernmental Cooperation Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Utility & Community Facilities
- Agricultural, Natural & Cultural Resources
- Economic Development
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process. The purpose of the Intergovernmental Cooperation Chapter is to guide public policy regarding the City of Hartford's interactions with the surrounding Towns and Villages.

Intergovernmental Cooperation Vision for Hartford

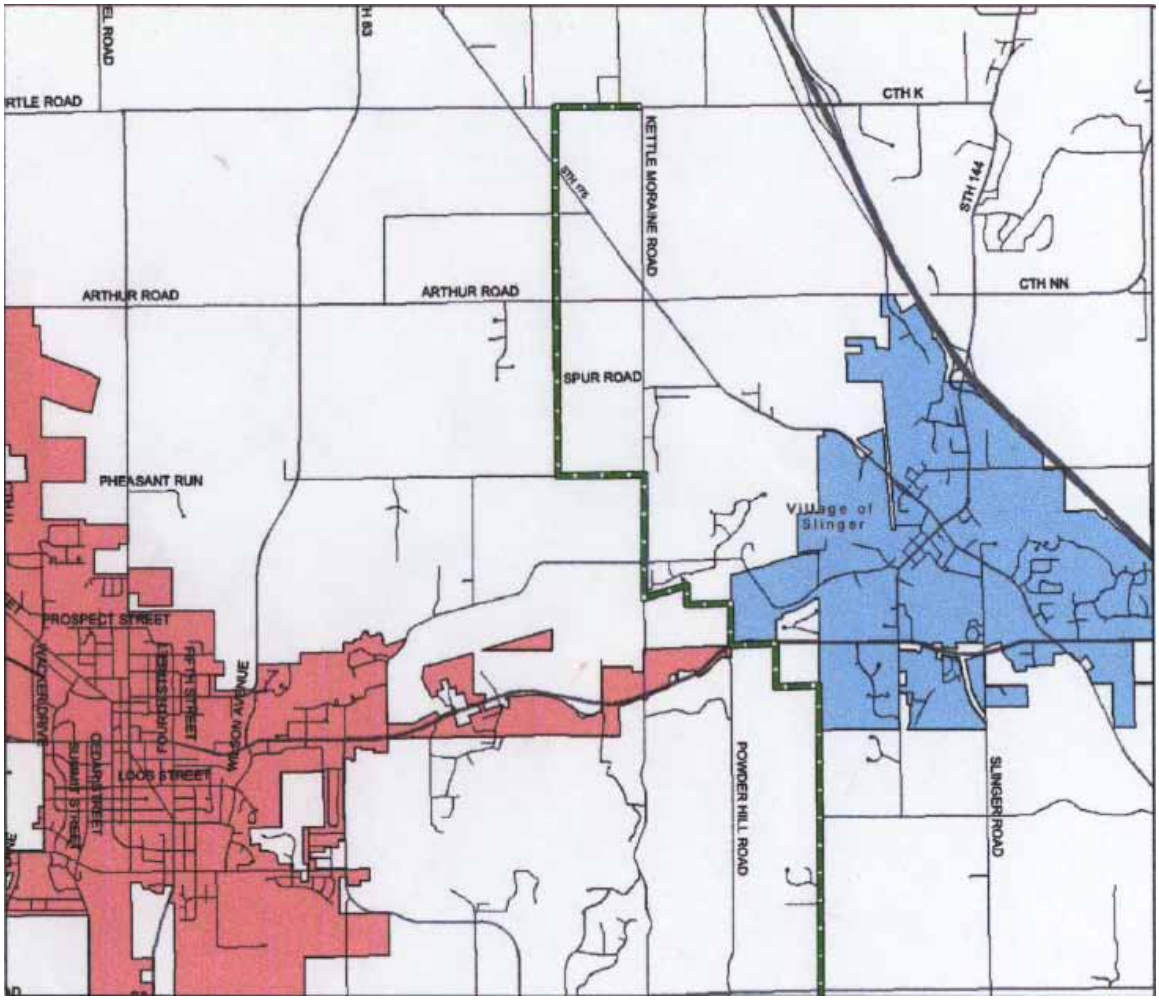
The City of Hartford recognizes that its actions, policies, and plans impact the actions, policies, and plans of the surrounding Towns and Villages. Where its interests align, the City of Hartford will strive to reach Intermunicipal Agreements, Border Agreements, and / or Comprehensive Zoning Ordinances with each surrounding Town and Village in order to eliminate sources of contention between the City of Hartford and the surrounding Towns and Villages.

Agreements with Villages

Village of Slinger

The City of Hartford entered into an Intermunicipal Agreement with the **Village of Slinger** in 2003. The agreement defines both the City's and the Village's Long-Term Growth Areas (see map below), and defines the administration of the approval of land divisions in both the City's and the Village's extraterritorial land division area. The Agreement also has provisions for the two municipalities to jointly construct and operate an electric distribution substation. In addition, the Agreement describes how the City and Village will cooperate to foster the creation of the Arthur Road Northern Transportation Route. This Agreement has

been very successful in eliminating sources of contention between the City of Hartford and the Village of Slinger. The Agreement runs for a term of 20 years.



Map 1: Growth Line between the City of Hartford and the Village of Slinger

Village of Richfield

The City entered into a Boundary Agreement with the Town of Richfield (Now the **Village of Richfield**) in 2007. The agreement defines the boundary between the City and the Village, for a period of 20 years. During this period, the Village of Richfield agreed not to accept annexation petitions from properties in either the Town of Erin or the Town of Hartford. In addition, the Village of Richfield agreed to not exercise its 1.5-mile extraterritorial land division jurisdiction for twenty years in areas where the City exercises its 3-mile extraterritorial land division jurisdiction (portions of the Town of Erin, the Town of Hartford, and the Town of Polk).

Agreements with Towns

Town of Erin

The City of Hartford entered into an Intermunicipal Agreement with the **Town of Erin** in 2004. The agreement stipulates that the City will not accept annexation petitions from properties in the Town of Erin for a period of 20 years. The City also agreed to abandon its extraterritorial zoning rights and jurisdiction under WISSTAT Chapter 66 for all areas of the Town during the term of the Agreement.

In return, the Town agreed to restrict commercial, industrial, and institutional development within the entire Town. The City has the ability to deny developments of this type larger than two acres in the Town if the City feels heightened economic competition with City commercial, industrial, or institutional developments would result. The Town also agreed not to pursue the incorporation of any portion of the Town, or seek Charter Town status for the Town or any portion of the Town, including areas outside the extraterritorial jurisdiction of the City, for the term of the Agreement.

In addition, the City agreed to provide fire protection, prevention, and inspection services to most of the Town. The City and the Town also agreed to work cooperatively for the development of Arthur Road as a Northern Transportation Route from Highway 41, through and serving the Village of Slinger, to the Dodge Industrial Park in the City. Finally, the City and the Town agreed to work cooperatively with Washington County in the selection of a Southern Transportation Route that serves the needs of the City while being the least intrusive to traffic patterns existing through the Town.

Town of Rubicon

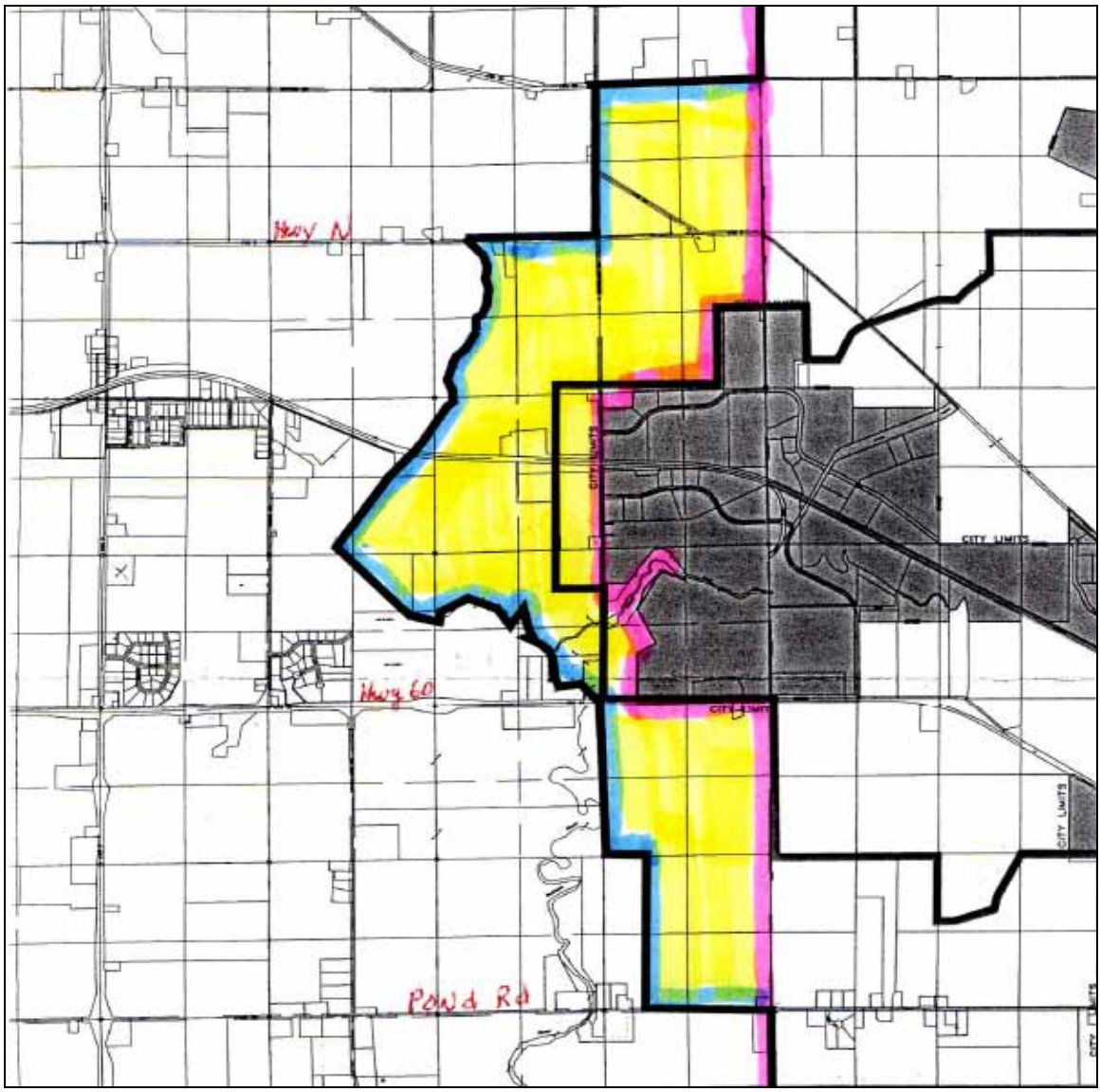
The City of Hartford entered into an Intermunicipal Agreement and also created a Comprehensive Zoning Ordinance (CZO) with the **Town of Rubicon** in 2007. The agreement defines the maximum extent of the City's growth area for a period of 25 years (see map below). The City also agreed to withdraw its extraterritorial zoning and land division rights and jurisdiction under WISSTAT Chapter 236 and WISSTAT Chapter 66 for all areas west of Highway P in the Town. In addition, the City agreed that if City development occurred west of Goodland Road, sewer rates charged by the City to the Rubicon Sanitary District would be reduced, and revenue sharing between the City and Town would commence.

The parties agree to the limited development and expansion of the Rubicon Sanitary District to enhance the tax base of the Town and maximize the value of the District to the Hartford Water Pollution Control Facility. In return, the Town agreed to restrict commercial, industrial, and institutional development within the Town east of Highway P. The City has the ability to deny developments of this type larger than two acres in the Town if the City feels heightened economic

competition with City commercial, industrial, or institutional developments would result.

The City and the Town also agreed to work cooperatively for the development of Arthur Road as a Northern Transportation Route from Highway 41, through and serving the Village of Slinger, to the Dodge Industrial Park in the City.

Under the CZO, the City of Hartford administers zoning for the Town of Rubicon east of Highway P, and no changes to the CZO and / or the zoning map can be made without City approval.



Map 2: Growth Line between the City of Hartford and the Town of Rubicon

Town of Hartford

The City of Hartford has periodically negotiated with the Town of Hartford to create a new Intermunicipal Agreement. The City and Town have an agreement from 1992 that deals with the provision of sanitary sewer service to the Pike Lake Utility District (along the south and west shores of Pike Lake) as well as the potential service and annexation of Town properties along the sanitary service main. In addition, the agreement has provisions for a Joint City –Town Planning Committee.

The City of Hartford had also approved a more comprehensive agreement with the Town entitled the Vision 2020 agreement. This agreement laid out the growth area of the City, and had other provisions similar to portions of the Erin and Rubicon Agreements. However, the Town of Hartford sued to have portions of the agreement nullified soon after it was ratified. This action made the rest of the agreement unenforceable and undesirable, so the agreement was nullified in whole.

The City of Hartford continues to occasionally meet with the Town of Hartford to discuss the framework for a potential comprehensive Intermunicipal agreement.

Towns Without Agreements

Town of Addison

The City of Hartford has negotiated with the Town of Addison over a series of meetings to create an Intermunicipal Agreement. At the last meeting, City Staff presented a draft agreement to representatives of the Town. The Town representatives indicated that they would review it, but did not want to continue negotiations at that point. This was in 2008.

Town of Herman

The City of Hartford has negotiated with the Town of Herman over a series of meetings to create an Intermunicipal Agreement. Due to difficulty in scheduling the meetings, and a lack of urgency by either party, the negotiations have not continued.

Other Towns

The City of Hartford has extended invitations to begin discussions of possible Intermunicipal Agreements to the Towns of Ashippun and Polk. Neither Town has chosen to respond at this writing.

Coordination with other Elements

Transportation
All of the Intermunicipal Agreements that the City of Hartford has entered into have included provisions for the support of a Northern Transportation Route, mirroring the policy goals listed in the Transportation Chapter. Additional information about Transportation in Hartford is located in the Transportation Chapter.

Utilities and Community Facilities
Some of the Intermunicipal Agreements that the City of Hartford has entered into have included provisions for the extension of sanitary services to the surrounding Towns (Hartford and Rubicon) as well as the maximum extent that sanitary sewer service can be extended during the terms of the agreement (Rubicon, Erin).

Agricultural, Natural, and Cultural Resources
The City of Hartford's agreements with the surrounding Towns and Villages can have a large impact on how well we can protect and manage the area's agricultural and natural resources. In addition, the City's exercise of its 3-mile extraterritorial land division jurisdiction helps prevent the loss of agricultural lands in the surrounding towns.

Economic Development
The City of Hartford's agreements with the Towns of Erin and Rubicon contain provisions limiting the scale of commercial and industrial development that can occur within those towns. This serves to ensure that larger scale commercial and industrial development within the area is focused into the City, where it belongs.

Land Use
By entering into these Intermunicipal Agreements, the City of Hartford has limited its outward growth in three directions. As a result, the agreements have a large impact on the Land Use component of the plan. There is still more than adequate land for the orderly growth of the City during the timeframes of the agreements, but sound land use planning becomes increasingly important.

Intergovernmental Cooperation Policies

Intergovernmental Cooperation Goal #1		
Maintain and improve positive relationships between the City of Hartford and the Villages of Slinger and Richfield, and the Towns of Erin and Rubicon		
Objectives	***Partner***	***Date***
Continue to enforce and uphold the provisions of the City's Intermunicipal Agreement with the Village of Slinger	Plan Commission Common Council City Staff	Ongoing
Continue to enforce and uphold the provisions of the City's Boundary Agreement with the Village of Richfield	Plan Commission Common Council City Staff	Ongoing
Continue to enforce and uphold the provisions of the City's Intermunicipal Agreement with the Town of Erin	Plan Commission Common Council City Staff	Ongoing
Continue to enforce and uphold the provisions of the City's Intermunicipal Agreement and Comprehensive Zoning Agreement with the Town of Rubicon	Plan Commission Common Council City Staff	Ongoing

Intergovernmental Cooperation #2		
Improve relationships between the City of Hartford and the Towns of Hartford, Addison, Ashippun, Herman, and Polk		
Objectives	***Partner***	***Date***
Continue to offer discussions with the Town of Hartford on the framework for creating a new Intermunicipal Agreement	Plan Commission Common Council City Staff	Ongoing
Continue to offer discussions with the Town of Addison on the framework for creating an Intermunicipal Agreement	Plan Commission Common Council City Staff	Ongoing
Continue to offer discussions with the Town of Ashippun on the framework for creating an Intermunicipal Agreement	Plan Commission Common Council City Staff	Ongoing
Continue to offer discussions with the Town of Herman on the framework for creating an Intermunicipal Agreement	Plan Commission Common Council City Staff	Ongoing
Continue to offer discussions with the Town of Polk on the framework for creating an Intermunicipal Agreement	Plan Commission Common Council City Staff	Ongoing

Element 7: Economic Development

Economic Development Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Housing Element. The Economic Development Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Utilities and Community Facilities
- Agricultural, Natural & Cultural Resources
- Intergovernmental Cooperation
- Land Use
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The purpose of the Economic Development Chapter is to guide public policy regarding the management and promotion of economic development within the City of Hartford, and to recommend policies and actions that are consistent with the land use component of the Comprehensive Plan.

Economic Development Vision

The City of Hartford is committed to creating an environment conducive to the productivity of commerce and expansion of industrial and commercial development in the City as a means of increasing employment in the City and as a means of encouraging a wide variety of commercial services in the City.

Industrial and Commercial Demographics

Industrial Construction

Since the construction of the Dodge Industrial Park in 1990, the City has witnessed an explosion of industrial development. Over the past 20 years, over four million square feet of industrial buildings have been constructed in the City.

Total New Industrial Construction (in Square Feet)	
1990	300,555
1991	37,399
1992	232,330
1993	279,350
1994	83,590
1995	504,764
1996	218,177
1997	5,500
1998	205,250
1999	1,925
2000	621,267
2001	759,904
2002	36,496
2003	170,772
2004	118,123
2005	304,112
2006	145,594
2007	53,400
2008	**0**

TABLE 1: Industrial Construction as of December 31, 2008
Source: Planning and Zoning Department

At the end of 2009, 26 acres of the 540-acre Dodge Industrial Park remain in City ownership. Of these, all need grading before the site would be ready for immediate sale and development. As the amount of improved and undeveloped industrial sites in the City continues to decrease, the City will need to reassess its economic development policies. The City has emphasized the availability of developable sites since the creation of the Dodge Industrial Park, and it is important that the City continue to be able to offer a variety of lot sizes to potential industrial users. The City expanded Western Drive and Innovation Way in 2004 in response to development interest.

The City has planned for possible additional industrial sites in the adopted Neighborhood Plans, notably the area between the eastern terminus of Western Drive and the Dodge Industrial Park. The Hartford Area Development Corporation (HADC) acquired 68 acres of land in this area earlier this year. This was an important step to insure an adequate supply of developable industrial land within the City.

As of this writing, the most recent employment inventory conducted by the HADC is from 2006. As the table below demonstrates, the Industrial Parks within the

City of Hartford are employment magnets and serve as an important employment base within Washington and Dodge Counties.

Employment Figures

Table 2: Hartford Industries, 2005-2006

Summary of Hartford's Industries as of March 2006

	# of Firms		Current Employees		# of Facilities		Sq.ft. of Buildings	
	March-05	March-06	March-05	March-06	March-05	March-06	March-05	March-06
Hartford Industrial Park	16	15	1,568	1,510	15	19	1,726,841	1,738,376
Western Industrial Park	21	21	286	267	16	16	293,684	359,184
Dodge Industrial Park	18	20	1,943	2,269	17	17	2,141,310	2,478,087
Various Industrial Areas	10	10	1,057	861	10	10	756,922	756,922
Total	**65**	**66**	**4,854**	**4,907**	**58**	**62**	**4,918,757**	**5,332,569**

SOURCE: Hartford Area Development Corporation

Between 2001 and 2005, employment in the City increased, with the largest growth occurring in the manufacturing and industrial sectors. Losses were seen in the retail/services, health care, and finance sectors. These losses were small, but are important to note. With the recent construction of Wal-Mart, retail and service jobs have likely increased since 2005. Employment levels in the health care sector have also likely increased since 2005 due to the new Aurora Clinic, expansion of the Hartford Medical Center and the expansion of the Lone Oak Health Care Center. However, the recent recession likely eliminated much or all of these employment gains. After the 2010 Census, the City will analyze new employment numbers.

Table 3:Hartford Employment Survey, 1998-2005

	1998	1999	2000	2001	2002	2003	2004	2005
Manufacturing Industries	4,593	4,591	4,573	4,257	4,157	4,462	4,783	4,805
Retail & Services	1,069	1,244	1,493	1,513	1,536	1,542	1,501	1,495
Health Care	646	704	708	797	803	638	724	737
Government Utilities & Schools	559	614	581	637	671	679	714	702
Finance, Insurance, Real Estate & Legal	181	210	209	218	212	217	207	200
Transportation	59	69	82	72	75	93	113	114
Total	7,107	7,432	7,646	7,494	7,454	7,631	8,192	8,253

Source: Hartford Area Development Corporation

As of December 31st, 2005 Hartford had 8,253 employees working in the City. Of those employees, 36.6% lived in the zip code #53027.

Table 4 Employees By Residence, 2002-2005

	2002	2003	2004	2005
Hartford-City & Town (53027)	2,724	3,210	3,162	3,019
Other Locations	4,730	4,421	4,880	5,034
% Workers Living in City/Town	36.5%	42.1%	38.6%	36.6%

Source: Hartford Area Development Corporation

The 2005 survey conducted by HADC also listed "other locations" where people who work in Hartford live. The top fifteen responses were:

1. West Bend 582
2. Slinger 375
3. Milwaukee 331
4. Rubicon 286
5. Mayville 256
6. Iron Ridge 235
7. Neosho 215
8. Hustisford 188
9. Horicon 162
10. Beaver Dam 144
11. Allenton 119
12. Fond du Lac 115
13. Watertown 110
14. Jackson 105
15. Theresa 104

These results indicate that persons from Beaver Dam, Fond du Lac, Watertown and Milwaukee are willing to drive up to 45 minutes to work in Hartford, but do not live here.

The HADC survey results are similar to the 2000 US Census. In 2000, the US Census estimated **39%** of the workers working in the City also lived in Hartford. The US Census provides live/work data for other communities, which are listed below.

West Bend	**42.9%**	Watertown	**56.5%**
Milwaukee	**60.5%**	Jackson	**12.8%**
Mayville	**53.9%**	Portage	**61.9%**
Horicon	**41.0%**	Cedarburg	**24.5%**
Beaver Dam	**49.8%**	Grafton	**23.3%**
Fond du Lac	**65.9%**	Germantown	**18.6%**

The data from the 2000 US Census tends to indicate two things: larger cities have a higher live/work ratio and smaller cities that are close to large metropolitan areas tend to have a low live/work ratio. These findings make sense since major work centers are usually located close to major cities. These large cities draw employees from surrounding municipalities due to the large size of the metropolitan area. Cities not located near large cities, in most cases, are self supported due to the lack of other outside large cities attracting their labor pool.

Hartford has a much higher live/work ratio than other comparably sized and located communities in Southeast Wisconsin. Also, despite our size and our proximity to Milwaukee, Hartford provides more jobs than any other community in

both Washington and Ozaukee Counties. Equally important, more people come to our City to work each day than leave it for employment elsewhere.

The City of Hartford is one of the few communities in Washington County which still has a strong industrial base, making it very attractive to persons from other communities to work in. For example, West Bend has lost a significant part of its manufacturing base over the past ten years. Persons eliminated from manufacturing jobs in other communities may have begun working in Hartford due to the nearly 5,000 jobs present in the City.

However live/work ratio numbers only provide the end result, not reasons why the results have occurred. The City's live/work ratio may be comparable to the national average, but it is useful to consider potential factors why Hartford's live/work ratio is lower than some other nearby communities. There are many potential reasons for the housing disparity involving these workers' perceptions of the Hartford Community. Staff will continue to study this issue to try to find a more conclusive reason why over 63% of people who work in the City choose not to live here, as this is important information to keep in mind when examining future housing and commercial/industrial needs.

Commercial Development & Construction

The Plan Commission and Planning Staff approved changes to the Land Use Plan in recent years that will allow for additional commercial development to serve both local neighborhoods and the community as a whole. These changes were based in part on planning principles that the City should encourage numerous pedestrian scale neighborhood commercial developments at intersections of minor arterial and major collector streets in predominantly residential areas.

Given the population growth the City has experienced this decade, interest in commercial development is expected to increase in the coming years.

The City of Hartford is not located along a limited access highway or interstate, limiting its retail potential. However, the City does serve many of the surrounding towns and villages. Many large-scale retail businesses expect one of their stores to draw population from 5 – 10 miles in each direction. This would result in a potential Hartford Area Retail Market of approximately 40,515 people. The actual market size is probably smaller, but this market has grown by almost 13% since 2000. The Hartford Retail Market is likely large enough at this point to interest numerous large-scale retailers.

Over the past 10 years, over 365,000 square feet of commercial buildings have been constructed in the City (See Table 5).

Total New Commercial Construction (In Square Feet)	
2000	2,388
2001	23,946
2002	500
2003	7,300
2004	16,200
2005	95,763
2006	215,587
2007	-
2008	7,296
2009	-

TABLE 5: Commercial Construction as of December 31, 2009
Source: Planning and Zoning Department

Economic Development Strategies

In the late 1990s, the need for qualified labor became a higher priority than the availability of developable land for many industries. The City of Hartford has consistently emphasized the need to provide a range of housing types affordable to workers in the community. However, the need for first-time homebuyer and rental housing designed for families with annual incomes at or below the County's median household income will remain strong. The strong real estate market of recent years has made construction of affordable housing an ongoing challenge, albeit one that has been temporarily curtailed by the recession. If industry does not have access to a reliable pool of workers who can afford to live in the City, the City is likely to lose one of its locational advantages relative to other communities in the region.

Another key to successful economic development is reliable and efficient transportation. The City remains committed to constructing an extension of Independence Avenue to Arthur Road as part of a northern transportation route. Washington County analyzed potential layouts for a Northern Transportation Route in 2005. After significant public input, the county Highway & Transportation Committee approved a layout for the transportation route and recommended that the County approve funding for the design of the proposed transportation route. The County Board voted against approving the design funding. As a result, the timetable for providing this important alternative to STH 60 has been extended.

The City of Hartford must also continue to pay attention to the quality of life incentives it provides and community-wide improvements it makes. This is a large part of the product mix cities will bring to market in the future. Building a sense of community in places people live but do not work will be increasingly difficult in the future. Bedroom communities and large lot subdivisions challenge social engagement as much as they threaten service efficiency and the environment. High-end community services depend on a population large enough to economically support them. This translates to a stable work force concentrated in the community and with a stake in the community.

Future business and industry will be more intellectual, less resource dependent, and therefore much more mobile. The skilled work force, whether it is an intellectual work force or a technical one, will hold more influence over the location and expansion of major business and industry. Workers will go where quality, affordable housing can be found, and where a myriad of municipal services are efficiently provided.

This type of economic development strategy focuses on quality of life issues, particularly public services, schools, recreation, parks, and, to an increasing extent, conveniently located and quality shopping areas. The City remains committed to encouraging each of these at a high-quality level.

Economic Development Tools

The primary economic development tool available to the City of Hartford is the Tax Incremental Financing (TIF) Law. Wisconsin's TIF Law was created in 1975, in response to a general economic downturn (the mid 1970's recession). The purpose of the law is to help cities and villages rehabilitate blighted areas and improve or develop business, industrial, and affordable housing sites. In creating tax incremental financing, the State Legislature expressed its concerns that cities and villages had neither the incentive nor the financial resources necessary to carry out programs which had previously been authorized by the State for these purposes.

Wisconsin's TIF Law gives the City the authority, under certain conditions, to designate specific areas within its boundaries as Tax Incremental Districts (TID). The City may then use all extra taxes generated by the increased property value generated by development or redevelopment within the boundaries of the district to pay for eligible costs which are incurred to improve the district. The City currently has three active TIF districts.

In order to create a TIF district, the aggregate value of the equalized taxable property of all existing districts plus the district to be proposed may not exceed

12% of the total value of the equalized property within the City at the time the new district is created. Many municipalities are over the valuation threshold, and are thus unable to use this important economic development tool. As of this writing, the City remains under the 12% threshold, and is thus able to propose and create a new district.

Economic Development Partners

Hartford Area Development Corporation

One of the primary goals of the Hartford Area Development Corporation (HADC) is to encourage the expansion of existing industry and commerce within the City of Hartford and to attract additional industrial, commercial and residential development. To these ends, the Hartford Area Development Corporation offers a range of support services and assistance programs, including financing and funding alternatives, to accommodate the needs of growth-oriented businesses and industries.

HADC markets the 540 acre Dodge Industrial Park for the City of Hartford. It helps companies with financial assistance. It has a revolving loan fund. Up to $75,000 can be borrowed to buy land, construct buildings or purchase capital equipment. HADC's Land Acquisition Financing Program helps companies purchase land in HADC industrial parks on an interest-free basis. The HADC also arranges access to City and County Revolving Loan Funds (Block grants), State economic development funding, conventional local financing and community sponsored Industrial Revenue Bonds.

**Information provided from the Hartford Area Development Corporation Website*

Hartford Business Improvement District

The purpose of this Business Improvement District (BID) is to promote the orderly development of the City of Hartford by providing an organizational and funding vehicle to develop and promote the downtown area for the economic benefit of all businesses and property owners within the district, and make recommendations to the Common Council regarding parking, beautification and other infrastructure improvements, thereby making the district more physically and economically attractive for use by all citizens and property owners in the city. The BID works aggressively on four areas of action:

1. Organizing the efforts of all groups who work toward the goal of a revitalized downtown.
2. Promoting downtown Hartford through the organization of special events, retail promotions and advertisements.

3. Design Improvements.
4. Business retention and recruitment.

**Information provided from the Hartford Business Improvement District Website*

Hartford Chamber of Commerce

The Hartford Chamber of Commerce actively promotes businesses throughout Hartford, often partnering with the HADC and the BID. They also serve as a resource for small businesses throughout the City. The Chamber of Commerce sponsors numerous events, including the Hartford Balloon rally, which draws thousands of visitors to Hartford each summer. The Hartford Area Chamber of Commerce was established in 1933 and has served the community for over 70 years. It has progressed throughout the years and is currently an active voice for all businesses in the community. Groups within the organization represent the membership of the chamber which is comprised of Retail, Industrial, Service, and Professional companies.

**Information provided in part from the Hartford Chamber of Commerce Website*

Economic Development / Washington County

Economic Development / Washington County (EDWC) is an organization made up of community partners. EDWC seeks to improve and enhance the economic vitality of the entire County by serving as the central voice on economic development issues, retaining the area's current manufacturing and commerce sectors, attracting and creating new family-supporting jobs, supporting quality of life issues, and reviewing requests for funding through the Revolving Loan Fund Program. The goals of EDWC are to retain and attract businesses, maintain workforce quality and availability, encourage start-up businesses and entrepreneurship, and serve as a central resource for recruitment and placement of businesses.

**Information provided from the Economic Development / Washington County Website*

Coordination with other Elements

Housing

As discussed in this chapter, it is important for the city to provide affordable housing to maintain its commercial and industrial sectors. An affordable local housing stock will create living opportunities for all employment areas. The economic wellbeing of the city depends on its housing stock. Further information is available in the Housing Chapter.

Transportation

The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the City's ability to promote economic development and is important to provide the community with adequate transportation routes to and from businesses. Additional information about transportation in Hartford is located in the Transportation Chapter.

Utilities and Community Facilities
Housing and utilities and community facilities are intertwined throughout the city. The houses of the city depend on utilities to provide the infrastructure to heat homes and keep them warm/cool. The City's sanitary sewer service area dictates where housing and other development can be located.

Community facilities provide residents a convenient way to access parks, schools, and libraries. These facilities need to be properly located in order to conveniently serve the residents in the city. Additional information is located in the Utilities and Community Chapter.

Intergovernmental Cooperation
The City of Hartford's agreements with the Towns of Erin and Rubicon contain provisions limiting the scale of commercial and industrial development that can occur within those towns. This serves to ensure that larger scale commercial and industrial development within the area is focused into the City, where it belongs.

Land Use
Land Use is an important component of the Economic Development Chapter. Land use dictates where commercial and industrial uses can be located. A flexible Land Use plan that allows for a mix of uses, separates incompatible uses, and promotes compact efficient development patterns, and helps create economic development opportunities.

Economic Development Policies

The most important part of any comprehensive plan is the goals, objectives and policies. This component of any plan provides the framework for future development within the community. Future growth and implementation of this plan is dependent upon appropriate goals and policies being established.

Economic Development Goal #1
Encourage the expansion of existing industry and commerce within the City of

Hartford and attract additional industrial, commercial and residential development		
Objectives	***Partner***	***Date***
Provide a range of housing types affordable to workers in the community	Plan Commission Common Council	Continuous
Strive to constantly improve the quality of life in Hartford through the efficient provision of a wide range of municipal services	Common Council	Continuous
Partner and Cooperate with the efforts of the Hartford Area Development Corporation	Plan Commission Common Council	Continuous
Partner and Cooperate with the efforts of the Hartford Business Improvement District	Plan Commission Common Council	Continuous
Partner and Cooperate with the efforts of the Hartford Chamber of Commerce	Plan Commission Common Council	Continuous
Utilize the Economic Development / Washington County group as an economic development resource	Plan Commission Common Council	Continuous
Continue to judiciously use Tax Incremental Financing as a tool to bridge the financing gap for appropriate industrial, office, and downtown developments.	Plan Commission Common Council Joint Review Board	Continuous

Economic Development Goal #2		
Promote efficient transportation as a means to foster economic development efforts.		
Objectives	***Partner***	***Date***
Actively participate in the effort to establish and maintain the Northern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing
Actively participate in the effort to establish and maintain the Southern Transportation Route.	Plan Commission Common Council Washington County Highway Committee	Ongoing

Element 8: Land Use

Land Use Introduction

Wisconsin's planning law requires that a local comprehensive plan include a Land Use Element. The Land Use Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Utilities and Community Facilities
- Agricultural, Natural & Cultural Resources
- Intergovernmental Cooperation
- Economic Development
- Implementation

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The purpose of the Land Use Chapter is to guide public policy regarding adoption and modification of the City of Hartford's Land Use Map and to recommend policies and actions that are consistent with the land use component of the Comprehensive Plan. Having a comprehensive plan with a land use element makes subsequent zoning and other land use decisions more transparent by helping to illustrate the reasons why a decision was made. By implementing a plan, decisions are more credible, defendable, and fair. It can decrease the level of uncertainty in business decisions, while increasing the level of confidence for businesses and residents to understand how and why decisions are made that concern land use.

Land Use Function and Vision

Ideally the Land Use Map should serve as a template of how the City views the current and future mix of land uses in and around Hartford. The Land Use Map should serve as an overarching goal – What types of uses do we want, and how should they be arranged. Zoning, Subdivision, and Site Plan regulations are meant to be reactive to a particular proposal. The Land Use Map is meant to be prescriptive and proactive.

The City of Hartford believes that, in general, a residential density of less than one (1) unit/acre is not appropriate in urban environments. Allowing a subdivision where most of the lots are greater than 1-acre in size drives up the

cost of providing and maintaining urban services. Large lot subdivisions require more linear feet of street, sidewalk, sewer main, water main, streetlights, and electric lines. Though the average value of a home in a large lot subdivision may be higher than the average home in a medium-sized lot subdivision, the difference in value rarely offsets the added cost of providing and maintaining urban services.

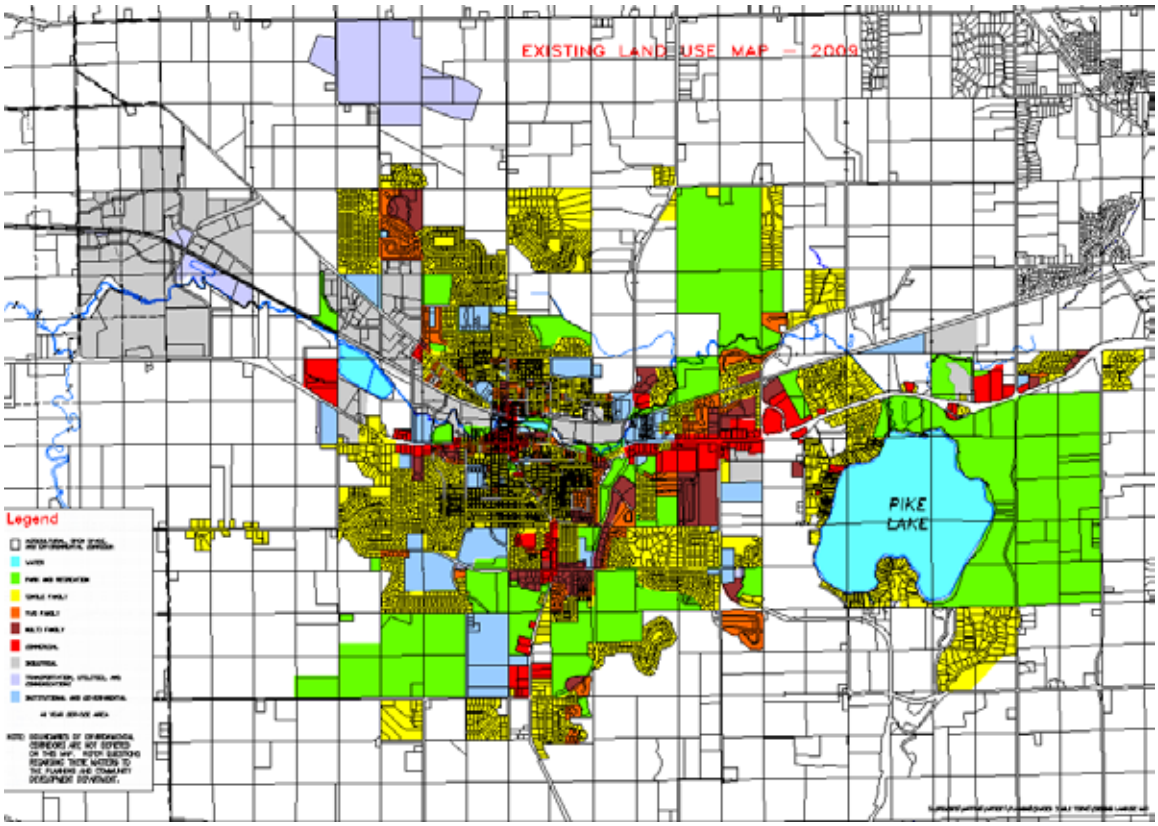
In addition, large lot subdivisions create neighborhoods that are not conducive to human scale transportation. It is not enough to simply have sidewalks and bike paths in the City. For human scale transportation to be effectively utilized, development must be of a scale that someone would want to walk or bike to a destination. The wider the lots, the further someone would have to travel to get to a destination.

Even without setting aside large areas of the land use map for low-density development, scattered large lots will be created. Topography and street layout will make them necessary. The small numbers of large lots that are created in this way should produce an adequate supply to meet this niche demand.

The City is in the process of creating a Traditional Neighborhood Design (TND) Ordinance. The Plan Commission reviewed a draft of this ordinance and City Staff is in the process of streamlining the ordinance and presenting it to the Plan Commission and Common Council for final adoption.

One of the main precepts of TND is creating small, accessible commercial nodes within walking distance of new residential neighborhoods. These commercial nodes are meant to primarily serve the surrounding neighborhoods, rather than the community as a whole, and would likely include bakeries & coffee shops, dry cleaners, day care centers, or other similar commercial and office uses. This concept also ties into the concept of human scale transportation.

Though the Land Use Plan and its component map are intended to provide fairly consistent and static guides to development in and around the City of Hartford, the Land Use Map periodically needs amending. The City will annually review the land use component of this plan and make changes to the land use map as environmental regulations change, unique opportunities arise, and City demographics and growth pressures change.



Map 1: City of Hartford Current Land Use Map
Source: Engineering Department

Existing Land Use

Map 1 illustrates the existing land use within the City. It is comprised of single-family, two-family, and multi-family residential development, commercial development, industrial development, institutional uses (including government, schools, churches, hospitals, and cultural uses), utility uses, transportation uses, park and open space uses, and conservancies.

Land Uses in the City of Hartford

Land Uses	Acres	% of Total
Industrial	900	17.7%
Commercial	210	4.1%
Institutional	115	2.3%
Parks / Conservancy	880	17.3%
Governmental / Utility	100	2.0%
Schools	120	2.4%
Airport	300	5.9%
Residential	1670	32.8%
Agricultural	100	2.0%
Right-of-Way	700	13.7%
Total Acreage	**5095**	

TABLE 1: Land Uses in the City as of December 31, 2009
Source: Planning and Zoning Department

Table 1 indicates that the City consists of 5,095 acres, or 7.96 square miles. Almost all of the developable land within the City is in urban or developed use. Perhaps 100 acres of land within the City of Hartford is zoned for agricultural use, though most of this land is being farmed in winter wheat or other basic crops while the landowner waits for a development opportunity to arise.

By far the largest land use within the City is residential. This has also been the fastest growing land use within the City over the last twenty years. While residential land use is the dominant land use feature in the City of Hartford, the percentage of residential land use to total urban or developed land use is quite low compared to many other communities that surround Milwaukee. This is due to the overall higher density of the residential land use in the City of Hartford.

At the end of 2009, the City had 6,095 housing units either built or under construction. With 1,670 acres in residential use, the City has 3.65 residential units per acre, 766 residential units per square mile, and approximately 1,721 people per square mile (See Table 2). Given the City's large inventory of undeveloped residential land that has received development approvals, all of the figures listed above are expected to rise over the next five years.

Residential Density in the City of Hartford

Number of Residential Units	6,095
Acreage in Residential Land Use	1,670
Total Number of Square Miles in City	7.96
Residential Units per Acre of Residential Land Use	3.65
Residential Units per Square Mile	766

TABLE 2: Residential Density in the City as of December 31, 2009
Source: Planning and Zoning Department

The second largest land use in the City of Hartford is industrial. As discussed in the Economic Development Chapter, the City has the greatest concentration of employment in either Washington County or Ozaukee County. As a result, the percentage of industrial land use to total urban or developed land use is high compared to many other communities that surround Milwaukee.

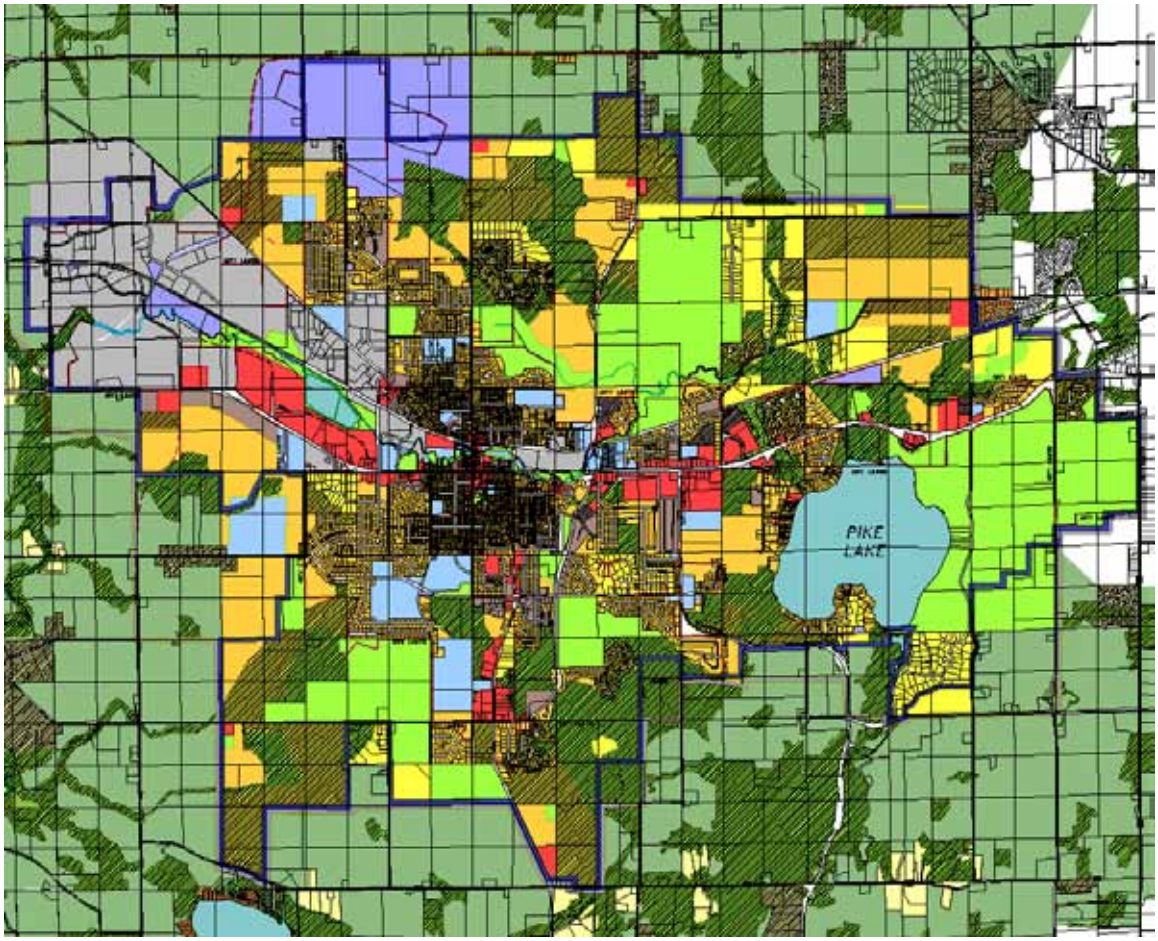
Commercial land use in the City consists of retail and office establishments. The City of Hartford is not located along a limited access highway or interstate, limiting its retail potential. However, the City does serve many of the surrounding towns and villages. Many large-scale retail businesses expect one of their stores to draw population from 5 – 10 miles in each direction. This would result in a potential Hartford Area Retail Market of approximately 40,515 people. The actual market size is probably smaller, but this market has grown by almost 13% since 2000.

Aggregately, government, school, and institutional uses account for approximately 7% of all land uses within the City.

In 2009, park and conservancy uses (including City parklands as well as the portion of the Kettle Moraine State Forest - Pike Lake Unit that is in the City) accounted for 17% of the total uses in the City. Park uses within the City have increased in area by approximately 275 acres since 2000. Approximately 1/3 of this acreage is new City parkland and the remaining 2/3 consists of existing State Forest land that was annexed into the City. Conservancies, or wetlands, are prevalent throughout the Hartford area. While these are environmental amenities, the need to build neighborhoods around them limits the connectivity

and cohesiveness of newer residential developments and neighborhoods. Wetlands comprise approximately 6% of the land use within the City.

Future Land Use



Map 2: City of Hartford Adopted Long-Range Land Use Map
Source: Engineering Department

The City of Hartford Adopted Long-Range Land Use Map is the City's primary tool for gauging the appropriateness of rezoning petitions and development proposals. Not all of the uses currently conform to this map, but if the use is proposed to be changed, it needs to be consistent with the Long-Range Land Use Map. Below is a description of the colors associated with the Long-Range Land Use Map.

- Conservancy (*Hatched Green)*
- Park (*Bright Green*)
- Open Space (*Light Green*)
- Low Density Residential – 1 unit per acre or less (*Solid Yellow)*
- Medium Density Residential – 1.0 to 2.9 units/acre (*Hatched Yellow)*
- Medium Density Residential – 3.0 to 5.81 units/acre (*Solid Orange)*
- Medium Density Residential – 5.82 to 8.0 units/acre (*Hatched Orange)*
- High Density Residential – 8.0 units to 11.0 units/acre (*Solid Brown)*
- High Density Residential – 11.0 to 14.0 units/acre (*Hatched Brown)*
- Commercial (*Red)*
- Industrial *(Gray)*
- Transportation, Utilities and Communications *(Purple)*
- Institutional and Governmental (*Light Blue)*

The residential designations of the Long-Range Land Use Map only prescribe an appropriate density range - single-family, two-family, and multi-family housing is possible in all of the different residential designations.

Some of the land uses described in the Long-Range Land Use Map do not ideally describe the land use that exists in a given area. For example, in the downtown area, there are individual buildings that include residential, commercial and light industrial uses. Hartford's Long-Range Land Use Map, similar to its zoning ordinance, is based on the Euclidian model. The Euclidian model seeks to separate incompatible uses. However, over time this approach has served to separate almost all different uses, rather than just the incompatible ones.

It is important that the City of Hartford keep zoning and land use flexible to ensure that compatible uses are intermixed, thus creating more memorable and sustainable neighborhoods. As a result, an additional land use designation of Mixed Use should be added to the City of Hartford's Long-Range Land Use Map once the Traditional Neighborhood Design (TND) Ordinance is enacted. At that time, the Plan Commission and Common Council can determine the most appropriate locations to place the Mixed-Use designation on the Long-Range Land Use Map.

Future Residential Land Use

One of the elements that must be included in the Land Use Chapter of the Smart Growth Plan is projections of future land use needs. Though there is a significant amount of undeveloped acreage within the existing Sanitary Sewer Service Area, much of it is unlikely to be made available for development within the next twenty years, due to a lack of interest by the landowners. Many of these landowners are farmers that intend to continue farming their land for many years to come. In

addition, large portions of this undeveloped acreage is environmentally sensitive and therefore either protected from development or not developable in any case.

The combination of environmental corridor and disinterested landowners makes it difficult for the City to "reach" much of the lands within the Sewer Service Area. In order to ensure an adequate supply of land for all development types, the City of Hartford has sought to expand its Sanitary Sewer Service Area as well as the Long-Range Land Use Map in a number of areas over the last five years. These expansions have been in all directions.

Table 3 indicates the Wisconsin Department of Administration (DOA) population projections for the City of Hartford until 2030. It should be noted that the City has consistently grown faster than DOA projections over the past 15 years. As a result, these projections should be considered a slow-growth scenario, and likely represent the baseline for additional housing needs over the next twenty years.

Housing and Populations Projections 2000 – 2030

	2000	2005	2010	2015	2020	2025	2030
Households	4,279	5,138	5,802	6,526	7,233	7,897	8,483
Population	10,905	12,807	14,158	15,622	17,067	18,422	19,644

Table 3: Housing & Population Projections
Source: Wisconsin DOA

Based on the population projections above, the average residential density of 3.65 units per acre, and the average number of people per household in the City, the City is likely to need to devote an additional 174 acres of land to residential use in the next five years (See Table 4 below). However, these projections do not include the existing housing inventory of 1,040 housing units (approved units for which building permits have not yet been issued), as well as the additional phases to multiple subdivisions that could potentially be submitted for final plat review at any time (146 units).

With this existing inventory, the City should be able to accommodate an additional population of approximately 2,700 people. In addition, the City of Hartford's Long-Range Land Use Map contains more than **1,200 acres** of area designated as appropriate for residential development outside of the City that is within the approved Sanitary Sewer Service Area. As a result, t**he City has more than adequately addressed future residential land use needs in the Long-Range Land Use Map for the next twenty years.**

However, even with an ample growth area for residential development, the City may find it appropriate to petition SEWRPC to add more areas to the Sanitary Sewer Service Area, depending on which landowners decide to seek development of their properties, and which lands the City can thus reach within

the existing Sanitary Sewer Service Area. Increasing the potential supply of residential land also tends to make land more affordable.

In order to reduce land development pressures and maximize the use of existing City land, the City should actively promote the redevelopment of existing residential properties within the City of Hartford.

Projected Additions to Residential Land Use

Year	Residents per Household in City	Residential Density (Units/Acre)	Projected Addition to Current Population	Number of Additional Acres Needed to Accommodate Projected Population Increase
2015	**2.3**	**3.65**	**1,464**	**174**
2020	**2.3**	**3.65**	**2,909**	**346**
2025	**2.3**	**3.65**	**4,264**	**508**
2030	**2.3**	**3.65**	**5,486**	**654**

Table 4: Projected Additional Acreage to Residential Land Use
Source: Planning & Zoning Department

Future Industrial Land Use

Based on the average number of square feet of industrial buildings constructed over the past twenty years (omitting the Quad Graphics building and Signicast Buildings which are orders of magnitude larger than most other new industrial construction projects) the City of Hartford will likely need to devote an additional 65 acres of land for industrial use within the next five years (See table 5 below). However, these projections do not include the existing industrial land inventory within the City of approximately 95 acres. Given this inventory, the City will likely need to add at least 200 acres of industrial land over the next twenty years.

The City of Hartford's Long-Range Land Use Map contains more than **300 acres** of area designated as appropriate for industrial development outside of the City that is within the approved Sanitary Sewer Service Area. Much of this land is in 20 – 40 acre groupings. As a result, t**he City has adequately addressed future industrial land use needs in the Long-Range Land Use Map for the next twenty years**. However, if a very large industrial business sought to locate in Hartford (on the order of Quad Graphics and Signicast), additional lands may need to be designated as appropriate for industrial development on the City of Hartford's Long-Range Land Use Map.

In order to reduce land development pressures and maximize the use of existing City land, the City should actively promote the redevelopment of existing industrial properties within the City of Hartford.

Projected Additions to Industrial Land Use

Year	Increase in Square Feet of Building	Number of Additional Acres Needed to Accommodate Increase
2015	547,500	65
2020	1,095,000	130
2025	1,642,500	195
2030	2,190,000	260

Table 5: Projected Additional Acreage to Industrial Land Use
Source: Planning & Zoning Department

Future Commercial Land Use

Based on the average number of square feet of commercial buildings constructed over the past ten years the City of Hartford will likely need to devote an additional 28 acres of land for commercial use within the next five years (See table 6 below). These projections do not include the existing commercial land inventory within the City of approximately 35 acres. However, the largest individual parcel of commercial property in the City is approximately 8.5 acres. Given this inventory and the large land needs of large-scale retail development, the City will likely need to add at least 100 acres of commercial land over the next twenty years.

The City of Hartford's Long-Range Land Use Map contains approximately **100 acres** of area designated as appropriate for commercial development outside of the City that is within the approved Sanitary Sewer Service Area. Much of this land is in 5 - 10 acre groupings. As a result, **the City may need to designate additional lands on the Long-Range Land Use Map as appropriate for commercial development within the next ten years**.

In order to reduce land development pressures and maximize the use of existing City land, the City should actively promote the redevelopment of existing commercial properties within the City of Hartford.

Projected Additions to Commercial Land Use

Year	Increase in Square Feet of Building	Number of Additional Acres Needed to Accommodate Increase
2015	230,000	28
2020	460,000	55
2025	690,000	83
2030	920,000	110

Table 6: Projected Additional Acreage to Commercial Land Use
Source: Planning & Zoning Department

Future Park and Recreation Land Use

Based on the population projections in Table 3 above and the number of people per acre of City Park areas, the City is likely to need to devote an additional 40 acres of land to park use in the next five years (See Table 7 below). However, these projections do not take into account that most of the land acquired for park and recreation use over the previous ten years has not yet been developed with park facilities (playgrounds, game fields, picnic areas, walking paths, biking paths).

With almost 100 acres of park and forest land yet to be developed, there is likely enough park land for the next 10 -15 years. However, if some of the areas near the edge of the City of Hartford's Sanitary Sewer Service Area are developed, additional park areas will be needed to serve the new residential developments. The City of Hartford's Long-Range Land Use Map contains approximately **50 acres** of area designated as appropriate for park use outside of the City that is within the approved Sanitary Sewer Service Area. As a result, t**he City has adequately addressed future park land use needs in the Long-Range Land Use Map for the next twenty years**.

Projected Additions to Parks and Recreation Land Use

Year	Projected Population	Number of People per Acre of Park Area in City	Number of Additional Acres Needed to Accommodate Projected Population Increase
2015	15,622	37	40
2020	17,067	37	79
2025	18,422	37	115
2030	19,644	37	148

Table 7: Projected Additional Acreage to Park Land Use
Source: Planning & Zoning Department

Future Land Use – Other Categories

The Fire and Rescue Department is studying the possibility of gradually transitioning to a larger full-time Paramedic and Fire Staff to improve response time and service. In conjunction with more full-time staffing, the Fire and Rescue Department would build a second Fire and Rescue Station. The Long-Range Land Use Map may need to be amended to show an institutional use once an appropriate fire station location is identified.

The Management Facilities Study Report conducted by City Staff in 2006 determined that the Administrative, Community Development, Finance, Engineering, Planning, and Police Departments would have adequate space in a renovated City Hall after the Library moves to the Park Avenue site. As a result, the Long-Range Land Use Map should not need to be amended for a governmental land use.

The Hartford Joint 1 School District approached voters with a referendum in 2007 to consider building a new elementary school north of West State Street and west of North Wacker Drive. If a future referendum passes, this land may need to be amended to show an institutional use.

The Hartford Water utility may need to construct an additional water well and water tower within the next twenty years. The Long-Range Land Use Map may need to be amended to show a utility use once appropriate locations are identified.

The City has identified land on the Long-Range Land Use Map for the existing airport as well as the expansions proposed under the approved Airport Layout

Plan. As a result, no amendments to the Long-Range Land Use Map are expected to be needed.

Coordination with other Elements

Housing
Housing is an important component of the Land Use Chapter. Land use dictates where housing will be located, but also affects housing values. A noisy or noxious use will decrease residential property values, while it may have little impact on industrial land. It is important that housing uses fit into the surrounding neighborhoods. Additional information is located in the Housing Chapter.

Transportation
The efficient movement of people and vehicles throughout a city is important to every plan element. Transportation is especially critical to the Land Use element and is important to provide the community with adequate transportation routes to and from homes and businesses. Additional information about Land Use in Hartford is located in the Transportation Chapter.

Utilities and Community Facilities
The ability of the City to adequately provide utility services to an area has a large impact on the land use possible for that area. In addition, the placement of community facilities, such as the library, can influence the type of development that occurs around it.

Intergovernmental Cooperation
By entering into Intermunicipal Agreements with surrounding villages and towns, the City of Hartford has limited its outward growth in three directions. As a result, the agreements have a large impact on the Land Use component of the plan. There is still more than adequate land for the orderly growth of the City during the timeframes of the agreements, but sound land use planning becomes increasingly important.

Economic Development
Land Use is an important component of the Economic Development Chapter. Land use dictates where commercial and industrial uses can be located. A flexible Land Use plan that allows for a mix of uses, separates incompatible uses, and promotes compact efficient development patterns, and helps create economic development opportunities.

Land Use Policies

The most important part of any comprehensive plan is the goals, objectives and policies. This component of any plan provides the framework for future development within the community. Future growth and implementation of this plan is dependent upon appropriate goals and policies being established.

Land Use Goal #1		
Ensure an Adequate Area for each type of Land Use on the City of Hartford's Long-Range Land Use Map		
Objectives	***Partner***	***Date***
Actively promote the redevelopment of existing properties within the City of Hartford for uses consistent with the Long-Range Land Use Map	Plan Commission Common Council Developers	Continuous
Petition SEWRPC to add more areas to the Sanitary Sewer Service Area, as needed, to ensure an adequate supply of all types of developable land	Plan Commission Common Council	Ongoing
Add Industrial Lands to the Long-Range Land Use Map, as needed, to ensure an adequate supply and size of developable Industrial Land	Plan Commission Common Council	Ongoing
Add Commercial Lands to the Long-Range Land Use Map, to ensure an adequate supply and size of developable Commercial Land	Plan Commission Common Council	Ongoing
Add Park Lands to the Long-Range Land Use Map if some of the areas near the edge of the City of Hartford's Sanitary Sewer Service Area are developed	Plan Commission Common Council	Ongoing
Amend the Long-Range Land Use Map to accommodate new fire stations, water wells and towers, and schools	Plan Commission Common Council	Ongoing

Element 9: Implementation

Implementation Introduction

Wisconsin's planning law requires that a local comprehensive plan include an Implementation Element. The Implementation Element is one of nine elements that comprise a Comprehensive Plan. The other elements are:

- Issues and Opportunities
- Housing
- Transportation
- Utilities and Community Facilities
- Agricultural, Natural & Cultural Resources
- Intergovernmental Cooperation
- Economic Development
- Land Use

Not surprisingly, each one of these elements may affect other elements and it is important to consider this during the planning process.

The Implementation Element presents tools and techniques that the City of Hartford Common Council, Plan Commission and Staff can use to implement the Smart Growth Plan. These techniques and tools can be used to ensure that the goals, objectives, and policies described in each of the previous chapters are fulfilled.

Public Information & Education

While the City of Hartford invited the public to participate in the Smart Growth process through Plan Commission forums and the Common Council public hearing, it is important to continually educate the public on the overall goals and policies of the Plan, as well as the regulatory measures the City uses to implement the plan (Zoning, Subdivision, etc.).

The following outlines some of the programs which can be undertaken to inform the public about important land use goals and regulatory implementation techniques:

- Informational brochure on the Smart Growth plan and how it can impact citizens and property owners.
- Informational sessions held by the Plan Commission and Common Council during review of the Plan.

Administrative Tools

City Zoning Ordinance

A Zoning Ordinance is one of the primary tools a community can use to implement the goals and policies of its Smart Growth Plan.

The City is in the process of creating a Traditional Neighborhood Design (TND) Ordinance. The Plan Commission reviewed a draft of this ordinance and City Staff is in the process of streamlining the ordinance and presenting it to the Plan Commission and Common Council for final adoption.

One of the main precepts of TND is creating small, accessible commercial nodes within walking distance of new residential neighborhoods. These commercial nodes are meant to primarily serve the surrounding neighborhoods, rather than the community as a whole, and would likely include bakeries & coffee shops, dry cleaners, day care centers, or other similar commercial and office uses. This concept also ties into the concept of human scale transportation.

Once the Traditional Neighborhood Design Ordinance is implemented, the City will have the most important zoning tools needed to ensure proper implementation of the Smart Growth Plan. However, the Zoning Code has evolved over the past 30 years and will continue to need to be amended and reformulated.

As the City has done for years, all zoning decisions will continue to be consistent with the Smart Growth Plan as a whole, and especially the Land Use Element of the Smart Growth Plan.

City Land Division Ordinance

The City of Hartford Land Division Ordinance is another one of the primary tools a community can use to implement the goals and policies of its Smart Growth Plan. As the City has done for years, all land division decisions will continue to be consistent with the Smart Growth Plan as a whole, and especially the Land Use Element of the Smart Growth Plan.

The Land Division Ordinance includes the portion under which the City of Hartford exercises its 3-mile extraterritorial land division jurisdiction. Per the Ordinance, lands outside the City but within this 3-mile area can generally only be split into new parcels if no lots smaller than 35 acres are created. The City also has specific criteria for considering agricultural and non - agricultural land division requests within this area. The result has been to stop the development of numerous large-lot town land divisions that would have converted hundreds of acres of quality farmland.

Other City Ordinances

In Chapter 24 (Water Service) and Chapter 25 (Wastewater Treatment System) of the Hartford Municipal Code, the City requires that properties in the City with access to sewer and / or water mains hook up to these mains within 1-year. The City of Hartford subscribes to the policy that urbanizing land should be located in a compact manner within the City where the full range of urban services and facilities are available. With the assistance of these ordinances, the City of Hartford will strive to ensure that new growth and development is served by municipal sanitary sewer, water, and electric service, thus implementing the sewer and water goals and policies of the Smart Growth Plan.

Capital Improvement Program

Capitol improvement programming influences land development decisions. By properly coordinating utility extensions and other capital improvements with the goals and policies of the Smart Growth Plan, the City will strive to continually improve the efficiency and effectiveness of the Utilities, Police, Fire and Emergency, Public Works, Parks and Recreation, and Library services to the Citizens of Hartford. Proper timing and coordination of the Capital Improvement Program also serves to assist in the implementation of the Smart Growth Plan by providing consistent and transparent guidelines to developers and the Citizens of Hartford.