Village of Hobart

SMART GROWTH 2026

Adopted by Ordinance: 12/5/2006

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Adopted by Ordinance: **12/5/2006**

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Preface

Why do villages have plans? Villages, like individuals, have limited resources with which to meet their responsibilities and accomplish their objectives. The main focus of a plan is to identify how resources can best be used for the benefit of citizens and property owners within the planning jurisdiction. For instance, a plan could be developed to try to achieve the following goals:

- *Preserve and protect prime agricultural land, important environmental resources, and the natural character of the landscape;*
- *Set aside enough land for permanent open space to serve the recreational needs of future residents;*
- *Identify site design approaches which will minimize both environmental impacts and costs of development while providing for safe, efficient living and working environments;*
- *Identify areas most appropriate for new residential growth that can be supported in a cost-effective manner by public services and facilities, and which will not pollute surface or groundwater resources or destroy the character of the area.*

These examples illustrate that planning strives to solve and avoid problems; create new opportunities for living, working, and recreating; and identify a pattern of compatible land uses that will meet future needs in a sensitive and cost-effective manner.

The comprehensive plan for Hobart sets forth a direction for the future development of the Village—guiding policy and decisions for residential areas, parks, and recreation facilities, commercial development, industrial centers, and traffic patterns and flow—in order to maintain an attractive environment. The process of developing the plan has been careful and deliberate, one in which officials and citizens have been involved; expressing their personal requirements, indicating their preferences in development direction, and participating in the formulation of the comprehensive plan goals.

Introduction

Purpose of the Comprehensive Plan

The purpose of Hobart's Comprehensive Plan is to provide a statement and guide for both public and private decision-makers regarding the future of the community. The plan attempts to: 1) recognize existing problems, conditions, and resources which affect the community; 2)guide the growth and development of Hobart in a responsible and creative way consistent with the type of community that is desired; and 3) establish a long-range program which provides for uniform decisions even when the composition of the decision-making body changes.

In an effort to balance the wishes of individual landowners with the overall public good, Hobart must show that its decisions are based on an adopted plan which has clearly stated the Village's goals and objectives for its future. This plan provides the basis for future decisions affecting the community and ensures a rational land use pattern.

The plan is general in that it refers to land use patterns and development policies and strategies, which will serve the community's future needs.

After the concepts set forth in the plan are approved, the plan should be implemented. Specific regulations and programs that are consistent with it should be developed and adopted.

Amendments

Although the Comprehensive Plan is a final document, changing conditions and community values will necessitate reexamining the various goals and objectives included in it. Technical data will be updated as new information becomes available. The plan should be reviewed, updated and readopted on a periodic basis. A review of the plan is required at least every ten years.

It is possible that a proposal will be made to the Village which does not conform with the plan, but which is viewed as desirable and appropriate by the Village Board and community. In such a case, if it is obvious that the plan is not complete and does not accurately reflect a new goal or objective which is acceptable to the Village Board, it may be necessary to amend the plan. To the extent that the Village Board adopts other policies affecting land use or the Village's goals and priorities change, the plan should be amended.

The Basis of the Comprehensive Plan

As a foundation for planning, goals for the community were formulated to guide the preparation of the plan. Community goals are general statements which indicate the type of community which is desired. Objectives and strategies are more specific statements of purpose that are presented as a guide for public procedure and action.

From the beginning, the Long-Range Planning Committee and Village Board believed that a comprehensive plan and the process that creates it should offer a range of alternatives based on public discussion, and that this public discussion must engage the interest and involvement of all groups in the community. The comprehensive plan should reflect the needs and desires of the broad community and not a sub-section of it.

Clearly for the Village of Hobart there is a growing awareness and appreciation for how managed and shared resources will determine the long-term quality of life in the community. The Village representatives know that planning can help preserve and maximize scarce resources, time, and money. But key questions still need to be addressed:

- *How do you plan to achieve the quality of life that everyone wants with the resources available?*
- *How do you generate the revenues that are necessary to maintain public facilities, services, and programs that can be viewed as "social infrastructure?"*

These questions are being asked by many communities feeling the negative effects of unplanned or poorly planned growth. Unrestrained urban sprawl and the premature or ill-advised conversion of farmland to other uses often lead to a haphazard, unplanned pattern that places increased demands on municipal services and schools-eventually increasing the financial burden on taxpayers.

To address these concerns and to satisfy the elements required under Smart Growth, and to produce a plan that suits the long-term needs and goals of the Village, a work process was developed that emphasized public participation, input, and understanding. Public process facilitation and consensus building formed the critical foundation upon which all plan implementation was built. Without active public participation and buy-in, even a fundamentally sound plan will be regarded as flawed or out-of-touch. Without the cultivation of key project stakeholders, implementation momentum can easily be lost. Meaningful public and stakeholder involvement leads to plans that are a direct reflection of how the community views itself and what it wants to accomplish. That leads to support, enthusiasm, and momentum for the plan and its recommendations.

The process was also intended to foster improved communication and coordination between the Village and the Oneida Tribe, and to produce new opportunities for pragmatic and cost-saving collaborative efforts. The long-term success of this plan will be strongly influenced by how effectively the Village and Oneida Tribe are able to resolve their jurisdictional issues and embrace mutual opportunities and benefits.

CITIZEN PARTICIPATION PLAN: A VISIONING PROCESS

The Smart Growth law requires each plan to include a comprehensive citizen participation plan. A good participation process should offer citizens a range of participation options to have meaningful input into the process. Effective public input is critical for plan implementation; the more broad-based and enduring community support that is gained, the easier it will be to implement the plan.

The public participation approach used a village-wide survey and a Long-Range Planning Committee (LRPC) to develop a vision and goals/objectives. Visioning is a process in which the community builds consensus on a description of their preferred future—the set of conditions they want to see in the future. Residents work together to define key issues and to develop shared goals, objectives, and strategies to realize these goals. The community developed a vision for the future and a series of goals, objectives, and strategies to guide the future of the area. The visioning process began with issues identification that took place during LRPC meetings. This preliminary step of issue identification narrowed the range of discussion to those issues most important to the community, which created greater likelihood of consensus.

Below is the vision statement of the community. The vision statement represents the fundamental expression of purpose, and is the point of reference for all decision-making. It establishes the broad ideal from which the goals and objectives outlined on the following pages derive.

COMMUNITY VISION STATEMENT

HOBART MISSION:

Hobart is a community in western Brown County residing within the Oneida reservation and offering rural living with numerous single-family homes, working farms, and abundant green space.

HOBART VISION:

Hobart is a community united through planned growth to maintain our rural atmosphere.

1 Issues and Opportunities

INTRODUCTION

Goals are generally defined as the ultimate aim towards which an effort is directed. The goals outlined below are broad to provide a general framework for which Hobart can strive to achieve. Objectives, on the other hand, are defined as an action directed to achieve the stated goal.

Some of the objectives are developed to achieve the goals are non-physical in nature. They are included here as they directly relate to the community's well being, though the actual follow-up to the objective will be accomplished under various programs.

Planning goals and objectives represent the expression of the community's vision and statement of intent. The following goals and objectives statements guide the comprehensive plan decision making process. These goals and objectives serve as a guide in preparing the various elements of the Comprehensive Plan. They are an outcome of the community participation phase of the planning process.

The purpose of this section is to provide basic background information for the comprehensive planning process and general demographic characteristics for the Village of Hobart. More specifically this section contains projection data including population trends, age distribution, and population projections.

Wisconsin State Statute 66.1001(2)(a)
(a) Issues and Opportunities
Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

Comprehensive plans are a blueprint for how a community will develop and grow. Their purpose is to provide communities with information and policies that they shall use in the future to guide planning and community decisions. The Comprehensive Plan includes nine elements: Issues and Opportunities, Housing, Transportation, Utilities and Community Facilities, Agriculture/Natural/Cultural Resources, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. In addition, the Comprehensive Planning Smart Growth legislation establishes 14 planning goals to guide planning efforts.

A comprehensive plan is an official public record that outlines a local community's policies concerning its future development. It is adopted by ordinance, and is intended to offer support to the community when making future decisions regarding their physical development. The primary goals of this document are to outline general goals for attaining a desirable development pattern, devise objectives and policies the Town can follow to achieve its desired development pattern, all while meeting the state comprehensive planning law (Smart Growth). This law includes 14 local planning goals that are outlined below:

1. Promotion of the redevelopment of lands with existing infrastructures and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial areas.
2. Encouragement of neighborhood designs that support a range of transportation choices.
3. Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.

4. Protection of economically productive areas, including farmland and forests.
5. Encouragement of land uses, densities, and regulations that promote efficient development patterns and relatively low municipal, state governmental, and utility costs.
6. Preservation of cultural, historic, and archeological sites.
7. Encouragement of coordination and cooperation among nearby units of government.
8. Building of community identity by revitalizing main streets and enforcing design standards.
9. Providing an adequate supply of affordable housing for individuals of all income levels throughout each community.
10. Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
11. Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional, and local levels,
12. Balancing individual property rights with community interests and goals.
13. Planning and development of land uses that create or preserve varied and unique urban and rural communities.
14. Providing an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.

AGENCIES AND PROGRAMS

Throughout each section of this comprehensive plan is a section that lists some of the state and federal agencies and programs that exist to help communities with various projects. Many of theses agencies and programs can provide expertise or funding to help implement some of the recommendations of this comprehensive plan. For each agency, a brief description of some of the programs is listed along with contact information. For each section the list of agencies, and the programs they provide, is not exhaustive. A community should contact the agency to obtain the most up to date information. The following lists one source that could be used to accrue funding for all types of projects.

GRANTS.GOV (www.grants.gov)

Grants.gov allows organizations to electronically find and apply for competitive grant opportunities from all Federal grant-making agencies. Grants.gov is the single access point for over 900 grant programs offered by the 26 Federal grant-making agencies. The U.S. Department of Health and Human Services is the managing partner for Grants.gov.

COMMUNITY-WIDE SURVEY

The following paragraphs are excerpts from the survey report. The survey instrument and tabulated tables are contained in the appendices.

The Village of Hobart contracted with Matousek & Associates to manage questionnaire distribution, data collection and data analysis for the current project, which sought to gather residents' opinions on various issues related to smart growth and strategic planning.

The survey was written by representatives of the Village of Hobart.

During the last week in March, 2004, 1939 questionnaires were mailed to Hobart residents who were asked to complete and return the survey to Matousek & Associates by April 19, 2004. Only surveys returned using the original business reply envelopes that were enclosed with the surveys were accepted. The final data analysis includes responses from 716 surveys, resulting in a 37% return rate. This return rate is considered very good for a survey of this type.

Sampling error for a sample size of 716 (and identified population size of 1939) is +/-2.9%.

In addition to the questionnaires distributed by mail, 153 surveys were given to the Village of Hobart office for distribution. These surveys are not included in the return rate calculation.

Only total sample responses are discussed in the report. Accompanying data books have data broken out by size of lot, years of residence, area of residence and gender.

Issues and Opportunities

Residents were presented with several issues and opportunities for the Village of Hobart and were asked if that opportunity should be available for residents. Of the issues and opportunities presented, 'having safe neighborhoods for families' and 'providing high quality fire protection' were rated highest, with 96% and 94% of residents, respectively, agreeing that these should be available.

Roads necessary to handle current and planned development and high quality police protection were in the next tier of important issues, with 88% and 87% of residents agreeing that these services should be available.

In the third tier of important issues, having a water supply that meets EPA standards, having parks and green space and having homes in a middle price range were named. Eighty-two percent, 81% and 77% of residents, respectively, agreed that these opportunities should be available in the Village.

Those respondents who felt that a particular issue or opportunity should be made available in the Village of Hobart were asked to indicate the amount of improvement needed for that feature ("a lot", "a little" or "none").

Having a safe water supply and roads necessary to handle current and planned development are the areas that the greatest proportion of residents feel that "a lot" of improvement is needed. Forty percent of residents who responded that a water supply that meets EPA standards should be available to residents believe that the current water supply needs "a lot" of improvement, with an additional 34% responding that "a little" improvement is needed. For roads, 31% responded that "a lot" of improvement is needed, with an additional 48% indicating that "a little" improvement is needed.

For the two issues that the highest proportion of residents felt should be available—safe neighborhoods and fire protection, residents indicated that they are generally satisfied with the quality currently provided. Forty-seven percent of residents who desire safe neighborhoods believe that no improvement is needed, with 43% indicating that "a little" improvement is needed. For those who feel fire protection should be available, 49% feel no improvement is needed and 40% feel that "a little" improvement is needed.

Planning for Growth

In the next section of the survey, residents were asked to what degree they supported or opposed several types of growth in the Village. Overall, with the exception of residential developments that include apartments, over half of residents supported each type of plan for growth. However, the proportions of those "strongly" or "somewhat" supporting the plans varied by plan. The table below is listed (in descending order) according to the proportion of residents who "strongly support" the plans.

Encouraging new business to locate to the village was "strongly supported" by nearly one half of respondents, and "strongly" or "somewhat" supported by a total of 80% of residents. Next, new residential developments (without apartments) received residents' support, with 38% "strongly supporting" and 37% "somewhat supporting" this type of growth.

Other types of development that were somewhat or strongly supported by at least half of residents included: new retail shopping in the village (60%), new business nearby, but outside of the village (57%), housing options for seniors (74%), new shopping nearby, but outside of the village (58%) and housing for people with disabilities (67%).

Of the issues presented, residential developments that includes apartments was opposed by the highest proportion of residents, with 51% indicating that they "strongly oppose" this type of development and 28% indicating that they "somewhat oppose" it.

Housing

With regard to housing, the next section of the survey asked residents to indicate whether or not several different types of housing should be available to residents.

Moderately priced homes was the type of housing that the greatest proportion of residents indicated should be available in the Village, with 82% giving this response. In the next tier of desirable housing were higher priced homes (73%) and single family homes for first-time buyers (69%).

Assisted living for seniors was endorsed by 63% of residents.

Of the different lot sizes presented to residents, the two and a half acre and one acre parcels were endorsed most, with 60% and 61% of residents indicating that these type of lots should be available. The other lot sizes, while still endorsed by over half of residents, were endorsed by slightly fewer residents—54% felt one and a half acre lots should be available and 53% felt five to ten acre lots should be available. The quarter-acre lots were endorsed by only 28% of residents.

The majority of residents were opposed to multi-unit buildings, with fewer than half of residents indicating that any of these types of housing should be available. Of the types of multi-unit dwellings, condominiums were viewed most favorably with 46% of residents responding that these should be available in the Village. Other types of buildings were endorsed by fewer than one-third of residents: townhouses and duplexes (32%) and rental housing for families and young people (29%).

Again, if residents felt that a particular type of housing should be available in the Village, they were asked to rate the amount that is currently needed ("a lot", "a little" or "none").

Development of one acre and one-quarter acre lots are the areas that the greatest proportion of residents feel that "a lot" are needed. Thirty-six percent of residents who respondent that one acre lots should be available believe that "a lot" of such lots are needed, with an additional 49% responding that "a little" are needed. For quarter-acre lots, 34% responded that "a lot" are needed, with an additional 43% indicating that "a little" are needed.

For the two types of housing that the highest proportion of residents felt should be available—moderately priced and higher priced homes, residents feel that some are needed. For moderately priced homes, 18% of residents who feel such homes should be available in the village felt that "a lot" are needed, and 61% felt that "a little" are needed. For those who indicated that higher priced homes should be

available, 16% indicated that "a lot" are needed and 47% felt that "a little" are needed.

Transportation

Next, residents were asked to give their opinions on different transportation issues within the Village. Overall, over half of residents "strongly" or "somewhat" agree with most of the issues presented.

The highest proportion of residents agree that the traffic volume within the village has gotten heavier. One half of residents "strongly agree" and an additional 40% "somewhat agree" with this statement. Residents are also in consensus concerning issues related to street maintenance and street improvement, with 82% either strongly or somewhat agreeing that maintenance is needed and 80% strongly or somewhat agreeing that improvement is needed.

Residents also agree that access to highways is an issue to be addressed. Sixty-eight percent felt that on-off ramps for Hwy. 29/32 are needed and 67% felt that better and safer access is needed.

Other issues to which one-half or more of residents agreed are: addressing the problems of excess speed (58%), need for new hiking / biking trails (59%) and need for stricter enforcement of laws (50%).

Agriculture, Natural and Cultural Resources

Residents were next asked to indicate whether they supported or opposed / agreed or disagreed with several aspects of agriculture, nature and cultural preservation.

Eighty-four percent of residents indicated that the overall quality of the environment in Hobart is excellent. Further, the vast majority of residents support preserving existing woodlands (87%).

With regard to existing farmland use, nearly three-quarters of residents feel that farmlands should be preserved. When presented with plans for farmland development, the support for the plans vary depending upon the type of use, with those plans that alter the use of, but keep farmland largely intact receiving the highest support. Specifically, 78% of Village residents indicated that using existing farmland for wildlife areas would be appropriate and 59% indicating that using such land for parks and trails would be appropriate.

With respect to substantial development of farmland, housing is the most acceptable use, with half of residents supporting this type of farmland development. Resident support for using farmland for shopping or industrial use is lowest, with 32% supporting farmland development for shopping and 25% supporting development for industrial use.

Water quality issues are again addressed, and residents continue to indicate the importance of this issue. Slightly more than half (53%) of residents feel stricter water quality regulations are needed, presumably to maintain the excellent ground water quality that 56% of residents indicated that they currently enjoy. Further, 78% of residents feel that educational materials should be provided to property owners regarding groundwater issues.

Imposing restrictions on how close homes can be to livestock and existing crop operations are also generally supported, with 68% supporting restrictions for livestock operations and 52% supporting restrictions for crop operations.

Finally, residents prefer to invest more in maintaining existing parks and open spaces (63%) than to invest in neighborhood beautification projects (48%) or creating more parks and open spaces (44%).

Economic Development

Economic development of the Village was next addressed. Residents were asked to indicate whether the Village was strong, needed to improve, or was weak with regard to providing areas for several types of economic development.

No one area stood out as a strength—nor as a weakness, for the residents. The two categories that

stand out as areas of improvement are providing incentives to businesses to locate and grow here (45%), and having a good transportation system for goods that are produced (42%).

Community Services

As with the general issues and opportunities and housing sections of the survey, residents were asked to indicate whether or not several types of community services should be available. Follow-up questions assessed whether the Village needs "a great deal more", "a little more" or "no more" of that community service.

Ninety percent or more of residents indicated that they want all of the community services listed to be available. Road maintenance and fire protection top the list, with 95% of residents desiring those services.

Again, residents indicated that road maintenance is an issue for the Village, with 41% indicating the need for "a great deal more" and 46% indicating the need for "a little more" in the way of road maintenance.

Forty-five percent of residents feel that the Village could use "a little more" ambulance and paramedic services, while 13% feel "a great deal more" is needed. Similarly, 48% of respondents feel that the Village could use "a little more" first responders and 9% feel "a great deal more" are needed.

Residents are generally satisfied with garbage collection, snow plowing and police protection, and fire protection with 82%, 62%, 53% and 51% of residents, respectively, indicating that the Village "needs no more."

Land Use and Development

Next, residents were asked to indicate to what extent they agreed with several land use and development issues. The vast majority (91%) of residents agreed that the Village needs to protect the unique qualities of the community. To that end, the majority of residents strongly or somewhat agreed with each of the plans or issues presented, which all incorporated planned growth and development principles.

The issue for which the highest proportion of residents disagreed was to offer incentives to new businesses, with 45% of residents indicating that they disagreed with this action.

However, in a related question, 66% of residents agreed that it is important to attract new businesses and jobs to Hobart to make the economy stronger. Further, earlier survey questions also indicated support of business growth and development. This disparity may have surfaced because that while most residents are open to some type of controlled business and economic growth, actively seeking businesses through incentives is viewed as too aggressive or beyond to limited business development that residents would like to see in the Village.

EXISTING CONDITIONS

This element provides an overview of the important demographic trends and background information necessary to create a complete understanding of the Village of Hobart. Section 66.1001 (Comprehensive Planning) of the Wisconsin Statutes requires this element to include a statement of overall goals, objectives, policies and programs for the 20-year planning period, as well as household and employment forecasts that are used to guide the development of this plan, and demographic trends, age distribution, education levels, income levels and employment characteristics that exist within the governmental unit. Specific goals, objectives, and policies are included in each of the elements.

Population Trends & Forecasts

Figure 1.1 shows the official population projections provided by the State Department of Administration (DOA).

Figure 1.1 **STATE DEPARTMENT OF ADMINISTRATION POPULATION PROJECTIONS**

	Year	Population	Percent Change
Town of Lawrence	1980	1,431	—
	1990	1,328	(8%)
	2000	1,548	17%
	2005	1,772	14%
	2010	1,993	12%
	2015	2,208	11%
	2020	2,420	9%
	2025	2,643	8.5%
Village of Hobart	1980	3,765	—
	1990	4,284	12%
	2000	5,090	16%
	2005	5,452	7%
	2010	5,815	6%
	2015	6,167	6%
	2020	6,515	6%
	2025	6,880	5%

SOURCE: State of Wisconsin, Department of Administration, January 2004

*Actual population of Village of Hobart in 2004 = 5,486

Demographics

Age and Gender

Figure 1.2 illustrates the age distribution of Hobart and Lawrence residents by age group according to the U.S. Bureau of the Census.

Figure 1.2 **POPULATION BY AGE • 2000**

	Village of Hobart		Town of Lawrence	
	Number	**% of Total**	**Number**	**% of Total**
Under 5 years	314	6.2%	114	7.4%
5 to 9 years	435	8.5%	141	9.1%
10 to 14 years	491	9.6%	125	8.1%
15 to 19 years	404	7.9%	102	6.6%
20 to 24 years	168	3.3%	51	3.3%
25 to 34 years	409	8.0%	182	11.8%
35 to 44 years	899	17.7%	314	20.3%
45 to 54 years	1,014	19.9%	241	15.6%
55 to 9 years	346	6.8%	89	5.7%
60 to 64 years	227	4.5%	68	4.4%
65 to 74 years	271	5.3%	76	4.9%
75 to 84 years	83	1.6%	40	2.6%
85 years and over	29	0.6%	5	0.3%
Total	**5,090**	**100.0%**	**1,548**	**100.0%**

Race

In 2000, 80.6 percent of the population in the Village of Hobart was white and not of Hispanic origin. People of American Indian origin was the largest cohort of the 16.7 percent of the non-white population in 2000.

Household Trends and Forecasts

Seventy-six percent of the homes in Hobart have been built in the last 30 years. Both Lawrence and Hobart have a comparatively small percentage of older homes, with 11.9 and 5.3 percent, respectively, of the housing stock predating 1939. Figure 1.3 itemizes housing stock according to the year structures were built.

Based on an average household size of three, and Hobart's projected population for 2025, the Village can expect to add 540–565 households between 2000 and 2025.

Figure 1.3 **HOUSING STOCK • 2000**

	Village of Hobart		Town of Lawrence	
Year Structure Built	**Number**	**% of Total**	**Number**	**% of Total**
1999 to March 2000	88	5.1%	60	10.9%
1995 to 1998	211	12.2%	113	20.6%
1990 to 1994	269	15.6%	63	11.5%
1980 to 1989	314	18.2%	69	12.5%
1970 to 1979	431	24.9%	67	12.2%
1960 to 1969	172	9.9%	46	8.4%
1940 to 1959	152	8.8%	65	11.9%
1939 or earlier	92	5.3%	65	11.9%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

The majority of Hobart residents, 62 percent, have moved into their homes since 1990. Similarly, 60 percent of Lawrence residents also moved into their homes since 1990. Figure 1.4 shows the number of householders by the year they moved into their home.

Figure 1.4 **YEAR HOUSEHOLDER MOVED INTO UNIT • 2000**

	Village of Hobart		Town of Lawrence	
Year Structure Built	**Number**	**% of Total**	**Number**	**% of Total**
1999 to March 2000	243	14.2%	73	13.9%
1995 to 1998	468	27.4%	158	30.2%
1990 to 1994	348	20.4%	84	16.0%
1980 to 1989	305	17.9%	94	17.9%
1970 to 1979	243	14.2%	58	11.1%
1969 or earlier	100	5.9%	57	10.9%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 1.5 illustrates that over 90 percent of Lawrence and Hobart housing units are owner occupied.

Figure 1.5 **HOUSING TENURE CHARACTERISTICS • 2000**

	Village of Hobart		Town of Lawrence	
	Number	**% of Total**	**Number**	**% of Total**
Occupied Housing Units	1,717	100%	531	100%
Owner Occupied Units	1,548	90.2%	501	94.4%
Renter Occupied Units	169	9.8%	30	5.6%

Source: U.S. Bureau of the Census, 2000

Figure 1.6 lists the housing units in Lawrence and Hobart by type. Currently in Lawrence and Hobart, over 95 percent of the housing units are single family homes.

Figure 1.6 **HOUSING UNITS BY TYPE • 2000**

	Village of Hobart		Town of Lawrence	
	Number	% of Total	Number	% of Total
Single Family	1,655	95.8%	528	96.4%
Two Family	13	0.8%	11	2.0%
Multi-Family	32	1.8%	4	0.7%
Mobile Home	29	1.7%	5	0.9%

Source: U.S. Bureau of the Census, 2000

Employment Characteristics and Forecasts

The Comprehensive Planning Law requires this element to identify employment forecasts in the governmental unit over the 20-year planning period.

The following forecasts and statistics are divided into two broad categories: occupation and industries. It is common that several occupation groups are related closely to certain industries. For example, the U.S. Bureau of the Census uses the following description to describe the differences: Operators of transportation equipment, farm operators and workers, and healthcare providers account for major portions of their respective industries of transportation, agriculture, and health care. Industry categories, however, include people in other occupations. For example, people employed in agriculture include truck drivers and bookkeepers; people employed in the transportation industry include mechanics, freight handlers, and payroll clerks; and people employed in the health care industry include occupations such as security guard and secretary.

Figure 1.7 shows occupation projections for the region. Most of the fastest growing jobs in the region require either an associate or bachelor's degree. This is quite different than the jobs that expect the most openings in the area. The two lists are also quite different in wages. Although there are fewer opportunities for the fastest growing occupations, they offer substantially higher wages and for the most part, are very transportable to other regions of the state and country. Many of the fastest growing occupations have a smaller base of positions in the area, so small growth will be a large percent of the field. Most of the occupations with greatest number of openings are already occupations with a large number of jobs in the area, so it is more difficult to maintain a high growth rate. One other major difference between the two lists is that the fastest growth measures only new positions, while the list with most openings contains both new openings as well as openings created by workers leaving the occupations.

Figure 1.7 **BAY AREA REGION OCCUPATION PROJECTIONS • 2010**

Top Ten Occupations	Education and Training Typically Required*	Average Wage**
Fastest Growth:		
Computer Support Specialists	Associate degree	$20.38
Computer Soft Engnrs Systems Soft	Bachelor's degree	$23.35
Network Systems/Data Comm Anal	Bachelor's degree	$23.81
Network/Computer Systems Admin	Bachelor's degree	$22.13
Computer Software Engnrs Apps	Bachelor's degree	$26.61
Database Administrators	Bachelor's degree	$21.75
Personal and Home Care Aides	1 month or less training	$8.44
Medical Assistants	1–12 month on-the-job training	$11.51
Medical Records/Health Info Techs	Associate degree	$11.62
Gaming Services Workers	Postsecondary vocational training	NA
Most Openings:		
Comb Food Prep/Serv Worker/Incl Fast	1 month or less training	$7.38
Cashiers	1 month or less training	$7.50
Retail Salespersons	1 month or less training	$10.27
Waiters/Waitresses	1 month or less training	$7.11
Registered Nurses	Bachelor's degree	$21.98
Customer Service Reps	1–12 month on-the-job training	$14.56
Truck Drivers/Heavy/Tractor-Trailer	1–12 month on-the-job training	$17.61
Labrs/Frght/Stock/Matrl Movers/Hand	1 month or less training	$10.64
Office Clerks/General	1 month or less training	$10.53
Stock Clerks/Order Fillers	1 month or less training	$11.33

** The most common way to enter the occupation, not the only way.*

*** Wages from Occupation Employment Statistics survey responses for region, 2001 Bay Area WDA includes Brown, Door, Florence, Kewaunee, Manitowoc, Marinette, Menominee, Oconto, Shawano, and Sheboygan counties.*

Source: WI DWD, Bureau of Workforce Information, 2002

Figure 1.8 lists the projected growth statewide for all occupations.

Figure 1.8 **STATEWIDE EMPLOYMENT PROJECTIONS BY OCCUPATION • 2000–2010**

Occupation	2000	2010	Change	% Change
Total, All Occupations	3,011,380	3,301,160	289,780	9.6%
Management Occupations	153,240	169,800	16,560	10.8%
Business/Financial Operations	87,950	98,200	10,250	11.7%
Computer & Mathematical Occupations	46,710	66,850	20,140	43.1%
Architecture/Engineering Occupations	50,520	51,880	1,360	2.7%
Life, Physical, and Social Science	28,970	32,370	3,400	11.7%
Community/Social Services	42,090	52,410	10,320	24.5%
Legal Occupations	15,790	17,990	2,200	13.9%
Ed, Training, & Library	177,460	203,850	26,390	14.9%
Arts/Design/Entertainment/Sports/Media	47,490	54,340	6,850	14.4%
Healthcare Practitioners & Technical	135,900	165,500	29,600	21.8%
Healthcare Support Occupations	78,890	98,940	20,050	25.4%
Protective Service Occupations	49,660	58,020	8,360	16.8%
Food Preparation & Serving Occupations	218,820	244,850	26,030	11.9%
Build & Grounds Cleaning/Maintenance	102,350	117,780	15,430	15.1%
Personal Care and Service Occupations	76,700	95,190	18,490	24.1%
Sales and Related Occupations	304,430	329,880	25,450	8.4%
Office/Administrative Support Occupation	476,230	495,230	19,000	4.0%
Farming/Fishing/Forestry	5,990	6,460	470	7.8%
Construction/Extraction Occupations	146,680	159,960	13,280	9.1%
Installation/Maint/Repair Occupations	117,130	124,780	7,650	6.5%
Production Occupations	415,890	407,430	(8,460)	–2.0%
Transportation/Material Moving Occupations	232,480	249,470	16,990	7.3%

SOURCE: State of Wisconsin, Department of Workforce Development

Figure 1.9 shows the relative breakdown of occupations in Hobart, Lawrence, and Brown County.

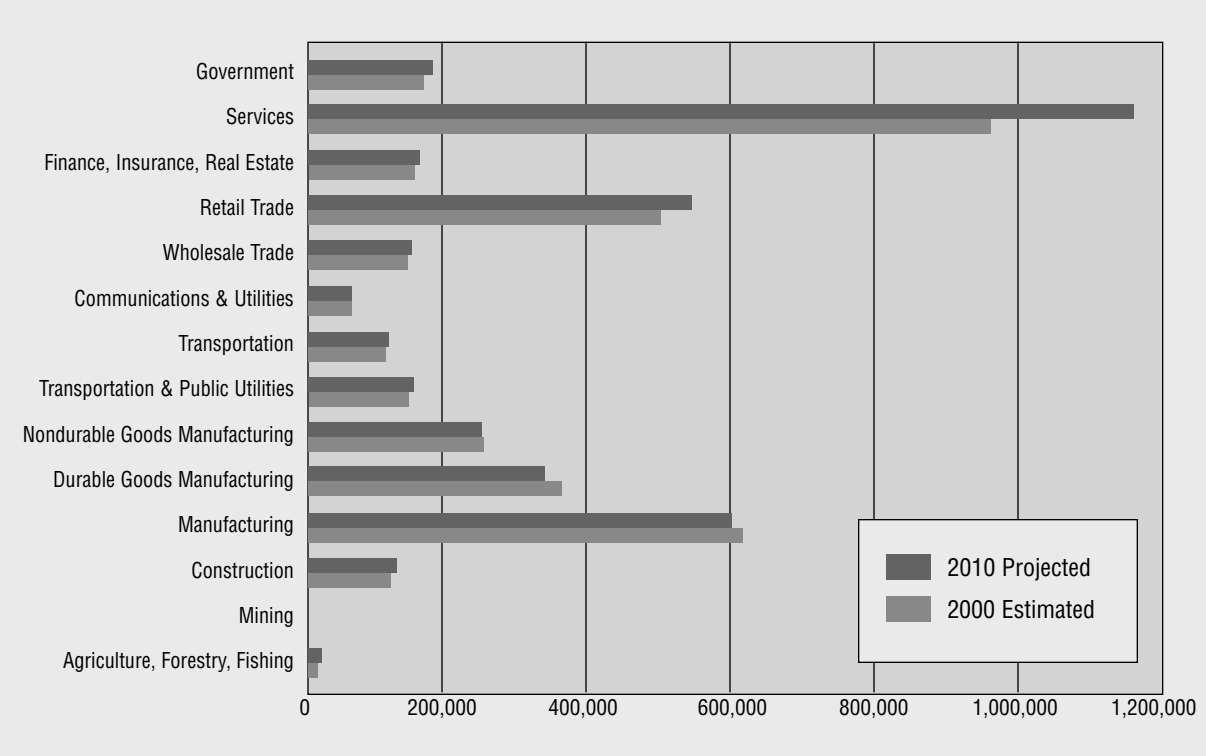
Figure 1.9 **LOCAL OCCUPATION STATISTICS • 2000**

Occupation	Hobart	Lawrence	Brown County
Management, professional and related	36.6%	32.8%	30.6%
Service	11.9%	8.7%	12.6%
Sales and Office	28.6%	26.6%	28.5%
Farming, fishing, forestry	1.2%	1.0%	0.5%
Construction, extraction, maintenance	8.3%	11.2%	9.2%
Production, transportation, material moving	13.4%	19.7%	18.7%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

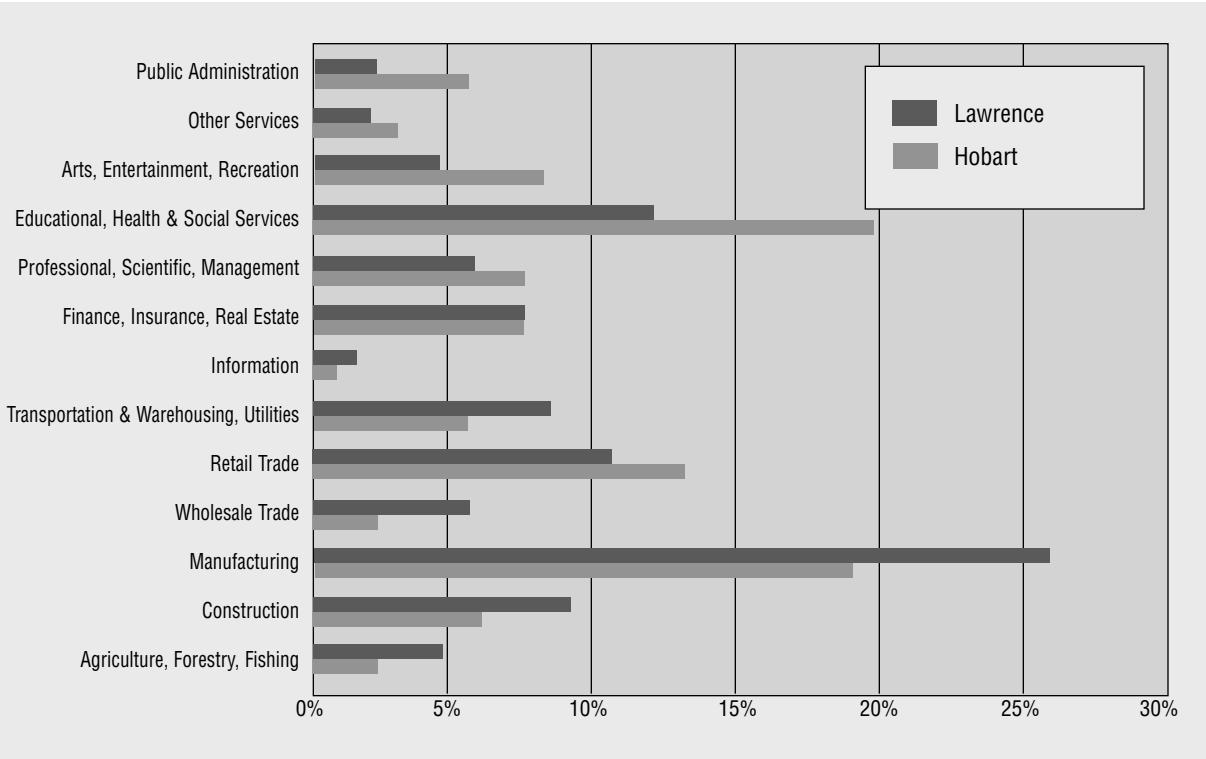
Figure 1.10 depicts statewide employment projected trends by industry. Figure 1.11 shows local occupation by industry in the 2000. While the categories are not strictly comparable, one can see that the areas with the highest anticipated growth over the next ten years are those in which many Hobart and Lawrence residents are employed.

Figure 1.10 **STATEWIDE EMPLOYMENT PROJECTIONS BY INDUSTRY • 2000–2010**



Source: State of Wisconsin, Department of Workforce Development

Figure 1.11 **LOCAL OCCUPATION BY INDUSTRY • 2000**



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Education Levels

Figure 1.12 compares education levels in Hobart, Lawrence, and Brown County.

Figure 1.12 **EDUCATIONAL ATTAINMENT BY PERCENT OF TOTAL POPULATION • 2000**

	Village of Hobart	Town of Lawrence	Brown County
Less than 9th Grade	3.3%	4.4%	6.1%
9th to 12th Grade, no diploma	8.0%	3.0%	7.6%
High school graduate (includes equivalency)	33.8%	38%	34.9%
Some college, no degree	18.6%	21.7%	20.0%
Associate degree	7.6%	11.9%	8.9%
Bachelor's degree	19.1%	14.0%	16.6%
Graduate or Professional degree	9.6%	7.0%	5.9%
Total	**100%**	**100%**	**100%**

SOURCE: U.S. Bureau of the Census, 2000

Figure 1.13 **SCHOOL ENROLLMENT**

	Village of Hobart		Town of Lawrence	
Population 3 years and over enrolled in school	1,493	100%	394	100%
Nursery School, Preschool	110	7.4%	17	4.3%
Kindergarten	114	7.6%	40	10.2%
Elementary (Gr. 1–8)	823	55.1%	213	54.1%
High School (Gr. 9–12)	317	21.2%	77	19.5%
College or Graduate School	129	8.6%	47	11.9%

SOURCE: U.S. Bureau of the Census, 2000

Figure 1.14 **PROJECTED SCHOOL-AGE ENROLLMENT**

	Village of Hobart		Town of Lawrence	
	2000	**2025**	**2000**	**2005**
Age 5–9	435	585	141	836
Age 10–14	491	660	125	744
Age 15–19	404	544	102	606
TOTAL	**1,330**	**1,789**	**368**	**2,186**

2025 PROJECTED POPULATION: Village of Hobart = 6,880; Town of Lawrence = 9,187

Income Levels

Figure 1.14 shows median household income, median family income and per capita income in the Village of Hobart, Town of Lawrence and Brown County. Median Household Income includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. For median family income, the incomes of all members 15 years old (and over) related to the householder are summed and treated as a single amount. Finally, per capita income is the mean (average) income computed for every man, woman, and child in a particular group. It is the total income of an area divided by total population.

Figure 1.14 **LOCAL INCOME STATISTICS • 2000**

	Median household income in 1999	Median family income in 1999	Per Capita income in 1999
Town of Lawrence	$66,875	$68,482	$29,002
Village of Hobart	$69,034	$76,626	$29,059
Brown County	$46,447	$56,194	$21,784

Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Gender

Figure 1.15 shows the Village's gender ratio is similar to the U.S. population as a whole.

Figure 1.15 **GENDER DISTRIBUTION • 2000**

	Percent of population MALE	Percent of population FEMALE
Village of Hobart	49.2%	50.8%
United States	49.1%	50.9%

Source: U.S. Bureau of the Census, 2000

Race and Ethnicity

Figure 1.16 shows race and ethnicity of the Village compared to the U.S. population as a whole.

Figure 1.16 **RACE AND ETHNICITY • 2000**

	White or Caucasian	African American	Native American	Hispanic or Latino	Two races or other
Village of Hobart	80.6%	0.1%	16.7%	0.9%	1.5%
United States	75.1%	12.3%	0.9%	12.5%	2.4%

Source: U.S. Bureau of the Census, 2000

2 Housing

INTRODUCTION

The housing characteristics of the Village of Hobart are important elements of the comprehensive plan. The physical location of housing determines the location and cost of many public services and facilities. Also, housing characteristics are related to the social and economic conditions of the community's residents.

The information to be presented in this chapter will provide Village officials with information about the current housing stock as well as identify significant changes which have occurred in the area of housing over the past years and to provide an analysis of housing needs. Information is presented about structural, occupancy, and financial characteristics of the housing. Information is also presented that details substandard housing and projected housing demand. This chapter presents a housing strategy to address the Village's housing needs, including priorities, activities to be undertaken, and sources of funding.

It is important for a community to provide adequate and safe housing for all its residents, with an emphasis placed on the creation of functional neighborhoods. As stages of life, health, family, marital status, and financial circumstances change, so do housing needs. A person should be able to live and work in the same community and not be forced to look outside the community for housing.

The plan contains objectives and policies to ensure an adequate supply of safe housing for all income levels. The plan also recognizes the need to maintain the safety of our existing housing stock and encourages energy conservation in all construction.

This element and the elements on Economic Development, Land Use, and Transportation are clearly interrelated and should be considered together as the Village adopts policies and reviews development proposals in the future.

Housing is a basic necessity of life and an important part of the comprehensive planning process. The purposes of this section are to assess the current housing stock and to identify policies and programs that will help meet existing and forecasted housing demand. The housing stock assessment includes the age, value, and type (e.g. single-family or multi-family) of existing housing units; as well as occupancy characteristics such as tenure (owner occupied vs. renter occupied), and affordability (the percentage of monthly income residents spend on housing costs). Policies and programs focus on maintaining the quality of the existing housing stock.

Wisconsin State Statute 66.1001(2)(b)

(b) Housing element.

A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low–income and moderate–income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Maintain a rural atmosphere in housing, where appropriate, through a lot density structure that complements present neighborhoods yet conserves land use.
2. It is recognized that the character and the quiet atmosphere of Hobart's residential neighborhoods are among the community's greatest assets. As such, the Village should seek to maintain the quality of the existing housing stock and supplement it in appropriate locations with safe, well-constructed housing of a density, scale, and character that complements the present residential neighborhoods.

Objectives:

1. Encourage new housing design that preserves natural resources and includes green space and trail development.
2. Increase the variety in housing stock in the same neighborhood, so that types and prices of housing can satisfy the needs and preferences of a wide variety of residents, while maintaining the single-family detached dwelling as the basic form of housing.
3. Identify Smart Growth areas to provide housing where adequate public services (water, gas, telephone, cable, electric, roads, internet access, and other infrastructures) are already available.
4. Protect residential areas from non-compatible land uses.

Policies:

1. Consider alternate residential forms such as conservation-by-design subdivisions.
2. Provide open space within new residential developments to preserve areas of visual and/or environmental quality.
3. Connect neighborhoods visually and physically by roads, walkways and open space.
4. Encourage infill development in existing residential areas.
5. Encourage the maintenance and rehabilitation of existing housing stock.
6. Provide open space within new residential developments to preserve areas of visual and/or environmental quality.

EXISTING CONDITIONS

The housing background report was prepared pursuant to Section 66.1001 (Comprehensive Planning) of the Wisconsin Statutes. Section 66.1001 requires the Housing Element to include a compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit.

This section assesses the age, structural, value and occupancy characteristics of the housing stock. The law also requires the element to identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs.

Housing Affordability

Does the supply of housing and its pricing match the ability of households to buy? To learn whether there is an adequate supply of affordable housing, the number of households within the various income categories must first be determined.

Figure 2.1 illustrates the median household income for Hobart, Lawrence and Brown County. Figure 2.2 indicates that the median value of an owner-occupied unit in Lawrence is $163,300. This is significantly higher than Brown County and slightly lower than Hobart ($116,100 and $177,700, respectively).

Figure 2.1 **HOUSING INCOME • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
Income in 1999 / Households	**1,706**	**100.0%**	**531**	**100.0%**	**87,356**	**100.0%**
Less than $10,000	70	4.1%	9	1.7%	5,015	5.7%
$10,000 to $14,999	60	3.5%	13	2.4%	4,943	5.7%
$15,000 to $24,999	79	4.6%	23	4.3%	10,298	11.8%
$25,000 to $34,999	166	9.7%	31	5.8%	11,209	12.8%
$35,000 to $49,999	202	11.8%	55	10.4%	15,759	18.0%
$50,000 to $74,999	351	20.6%	180	33.9%	21,271	24.3%
$75,000 to $99,999	339	19.9%	93	17.5%	10,380	11.9%
$100,000 to $149,999	225	13.2%	81	15.3%	5,710	6.5%
$150,000 to $199,999	122	7.2%	24	4.5%	1,518	1.7%
$200,000 or more	92	5.4%	22	4.1%	1,253	1.4%
Median household income	$69,034	—	$66,875	—	$46,447	—

Source: U.S. Bureau of the Census, 2000

Figure 2.2 **HOUSING VALUE / OWNER-OCCUPIED UNITS • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
Less than $50,000	19	1.4%	4	1.0%	938	1.9%
$50,000 to $99,999	198	14.7%	44	10.7%	17,420	34.9%
$100,000 to $149,999	310	23.0%	132	32.0%	18,535	37.1%
$150,000 to $199,999	314	23.3%	92	22.3%	7,741	15.5%
$200,000 to $299,999	330	24.4%	94	22.8%	3,903	7.8%
$300,000 to $499,999	164	12.1%	21	5.1%	1,116	2.2%
$500,000 to $999,999	15	1.1%	18	4.44%	213	0.4%
$1,000,000 or more	—	—	8	1.9%	60	0.1%
Median	$177,700	—	$163,300	—	$116,100	—

Source: U.S. Bureau of the Census, 2000

Figure 2.3 shows that 81% of the owner-occupied households use 30 percent or less of household income (a recognized H.U.D. standard for housing expenses) for housing costs. Referring back to Figure 2.1 and a $69,034 median household income, it is easy to determine the monthly amount a household can afford for housing:

$69,034 ÷ 12 months = $5,753 x .30 = $1,726

Figure 2.4 indicates that the median mortgage for owner-occupied units in the Village is $1,277, significantly below $1,726.

Figure 2.3 **SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
Less than 15.0 percent	488	36.1%	126	30.5%	17,635	35.3%
15.0 to 19.9 percent	263	19.5%	107	25.9%	10,433	20.9%
20.0 to 24.9 percent	195	14.9%	56	13.6%	8,465	17.0%
25 to 29.9 percent	143	10.6%	27	6.5%	5,109	10.2%
30 to 34.9 percent	85	6.3%	34	8.2%	2,872	5.8%
35.0 percent or more	172	12.7%	63	15.3%	5,220	10.5%
Not computed	4	0.3%	—	—	192	0.4%

Source: U.S. Bureau of the Census, 2000

Figure 2.4 **MORTGAGE STATUS AND SELECTED MONTHLY OWNER COSTS • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
With a mortgage	1,070	79.3%	329	79.7%	36,163	72.4%
Less than $300	—	—	—	—	86	0.2%
$300 to $499	45	3.3%	4	1.0%	1,124	2.3%
$500 to $699	83	6.1%	25	6.1%	4,283	8.6%
$700 to $999	228	16.9%	66	16.0%	11,330	22.7%
$1,000 to $1,499	330	24.4%	123	29.8%	13,255	26.5%
$1,500 to $1,999	212	15.7%	61	14.8%	4,270	8.6%
$2,000 or more	172	12.7%	50	12.1%	1,815	3.6%
Median	$1,277	—	$1,245	—	$1,038	—
Not mortgaged	280	20.7%	84	20.3%	13,762	27.6%

Source: U.S. Bureau of the Census, 2000

A similar analysis can be performed for renter-occupied units. Figure 2.5 shows that the median rent is $417 per month. Figure 2.6 indicates that 55.6 percent of renters pay less than 20 percent of household income for housing costs.

Figure 2.5 **GROSS MONTHLY RENT • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
Specified renter-occupied units	**148**	**100.0%**	**17**	**100.0%**	**29.965**	**100.0%**
Less than $200	6	4.1%	—	—	954	3.2%
$200 to $299	18	12.2%	—	—	1,237	4.1%
$300 to $499	56	37.8%	2	11.8%	11,095	37.0%
$500 to $749	30	20.3%	4	23.5%	12,453	41.6%
$750 to $999	24	16.2%	7	41.2%	3,012	10.1%
$1,000 to $1,499	6	4.1%	2	11.8%	410	1.4%
$1,500 or more	—	—	—	—	146	0.5%
No cash rent	8	5.4%	2	11.8%	658	2.2%
Median	$417	—	$761	—	$520	—

Source: U.S. Bureau of the Census, 2000

Figure 2.6 **GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME • 1999**

	Village of Hobart		Town of Lawrence		Brown County	
	No.	Percent	No.	Percent	No.	Percent
Less than 15.0 percent	488	36.1%	126	30.5%	17,635	35.3%
15.0 to 19.9 percent	263	19.5%	107	25.9%	10,433	20.9%
20.0 to 24.9 percent	195	14.4%	56	13.6%	8,465	17.0%
25 to 29.9 percent	143	10.6%	27	6.5%	5,109	10.2%
30 to 34.9 percent	85	6.3%	34	8.2%	2,872	5.8%
35.0 percent or more	172	12.7%	63	15.3%	5,220	10.5%
Not computed	4	0.3%	—	—	192	0.4%

Source: U.S. Bureau of the Census, 2000

Housing Stock Characteristics

Figure 2.7 shows the distribution of units per structure as a percentage of the Town and Village's total housing structures.

Figure 2.8 illustrates that Hobart and Lawrence's housing stock is largely comprised of units built within the last 30 years based on U.S. Census 2000 data.

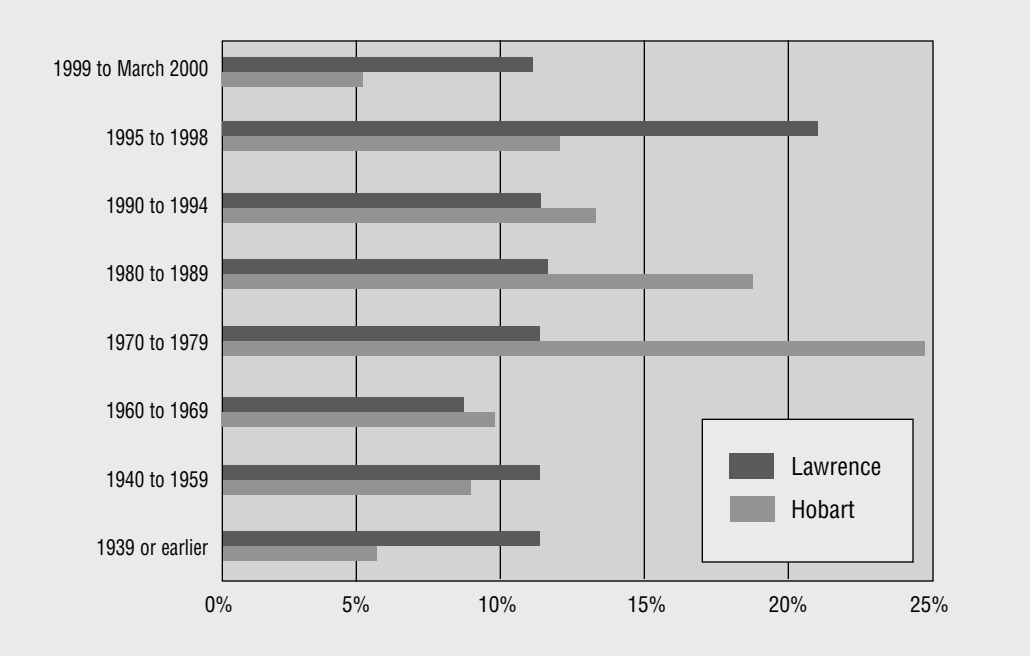
Figure 2.9 shows that the average sales price of a home in the Town of Lawrence and Village of Hobart is higher, on average, than the average sales price of a home in Brown County or City of Green Bay.

Figure 2.7 **HOUSING UNITS BY STRUCTURE TYPE • 2000**

	Village of Hobart		Town of Lawrence	
	Number	**% of Total**	**Number**	**% of Total**
1-unit detached	1,616	93.5%	522	95.3%
1-unit, attached	39	2.3%	6	1.1%
2-units	13	0.8%	11	2.0%
3 or more units	32	1.8%	4	0.7%
Mobile homes	29	1.7%	5	0.9%
Total	**1,729**	**100%**	**548**	**100%**

Source: U.S. Bureau of the Census, 2000

Figure 2.8 **AGE OF HOUSING AS A PERCENTAGE OF THE TOTAL HOUSING STOCK • 2000**



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 2.9 **AVERAGE SALES PRICE OF A SINGLE FAMILY HOME • 2ND QUARTER 2004**

	Average Sales Price / Single Family Home
Lawrence/Hobart	$202,687
Brown County	$158,289
City of Green Bay	$131,932

Source: Realtors Association of Northeast Wisconsin

Household Characteristics

Figure 2.10 shows that approximately 84–85 percent of the households in Lawrence and Hobart consist of families with more than one related person, about 15 percent of the households include single or unrelated individuals, and 42 percent of the households have children less than 18 years of age.

Figure 2.10 **HOUSEHOLD CHARACTERISTICS • 2000**

	Village of Hobart		Town of Lawrence	
	Number	% of Total	Number	% of Total
Total households	1,717	100%	531	100%
Family households	1,468	85.5%	448	84.4%
Non-family households	249	14.5%	83	15.6%
Households with individuals under 18 years	746	43.4%	227	42.7%
Households with individuals 65 and over	277	16.1%	83	15.6%

Source: U.S. Bureau of the Census, 2000

Figure 2.11 shows the average size of both owner-occupied and renter-occupied households in Lawrence (2.93, 2.60) and Hobart (3.01, 2.50).

Figure 2.11 **HOUSEHOLDS BY TENURE AND SIZE • 2000**

Source: U.S. Bureau of the Census, 2000

Housing Occupancy and Tenure

Housing occupancy is typically described in terms of a community's housing vacancy rate. The vacancy rate, which is the number of housing units vacant and available divided by the total number of units, is an important measure of whether the housing supply is adequate to meet demand. It is important to note that some amount of vacancy is necessary for a healthy housing market. According to HUD, an overall vacancy rate of roughly 3 percent is considered best. This rate allows consumers adequate choice. As is shown in Figure 2.12, Lawrence has an overall housing vacancy rate of 5.6 percent and Hobart has 9.8 percent.

Figure 2.12 **HOUSEHOLD OCCUPANCY • 2000**

	Village of Hobart		Town of Lawrence	
	Number	% of Total	Number	% of Total
Total housing units	1,717	100%	546	100%
Occupied housing units	1,548	90.2%	31	94.4%
Vacant housing units	169	9.8%	15	5.6%

Source: U.S. Bureau of the Census, 2000

Figures 2.13 and 2.14 display information comparing Lawrence and Hobart changes in population density and housing trends in the 1990s.

Figure 2.13 **POPULATION DENSITY AND CHANGE**

	Village of Hobart	Town of Lawrence
Population Changes, 1990–1997		
Population 1990	4,284	1,328
Population 1997	4,852	1,511
New Residents	575	272
Annexation Impacts	–7	–89
Net Change	568	183
% Change	13.3%	13.8%
Population per Square Mile, 1997	129	69
Percent of 1990 Population That Changed Residence Since 1985		
Different House	38.0%	20.0%
Different County	15.0%	5.0%
Different State	5.0%	2.0%

Source: Wisconsin Town Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

Figure 2.14 **HOUSING TRENDS**

	Village of Hobart	Town of Lawrence
1990 Households	1,305	435
Number of Housing Units, 1990	1,339	453
Number of Housing Units, 1997	1,672	611
Change in Housing Units, 1990–1997		
New units built (net)	337	171
Units annexed (in or out)	–4	–13
Total Net Change	333	158
Percent Change	24.9%	34.9%
New Housing Units per Square Mile, 1990–1997	10.1	8.9
Percent Seasonal Housing Units, 1990	0.0%	0.9%

Source: Wisconsin Town Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

Programs

WHEDA Home Ownership Mortgage Homes (HOME)

The Wisconsin Housing and Economic Development Authority (WHEDA) provides Home Ownership Mortgage Loans (HOME). The objective is to provide low interest, fixed rate mortgage loans to help low and moderate income individuals and families buy a home with below market rate interest. Eligible applicants include first-time homebuyer, a purchaser of property in a targeted area, or renovation of older home. The homebuyer must meet current income requirements and have stable income and credit history.

WHEDA Home Improvement Loans

WHEDA provides Home Improvement Loans. The objective is to provide affordable home improvement loans to low and modern income homeowners. Eligible applicants include homeowners with good employment credit histories whose income is within current guidelines. The loans range from about $1,000 to $15,000 for 1-15 years.

WHEDA Paint & Fix-Up Grant

WHEDA provide a Paint and Fix-Up Grant. The objective of this grant is to provide financial assistance to communities for painting and fixing up homes in specific neighborhoods. All communities are eligible to receive the grant. Two grants up to $300 each for painting and repair, respectively, are available.

Housing Cost Reduction Initiative (HCRI)

The HCRI program provides home purchase assistance and rental assistance to eligible County residents.

Wisconsin Department Of Housing And Intergovernmental Relations—Bureau of Housing (DHIR-BOH)

More than $40 million is distributed annually to improve the supply of affordable housing for Wisconsin residents. The Bureau of Housing is involved in the following programs:

- Administers federal housing funds such as Home Investment Partnerships (HOME) and Community Development Block Grants (CDBG)
- Administers a variety of programs for persons with Special Needs (Homeless)
- Provides state housing funds through local housing organizations
- Coordinates housing assistance programs with those of other state and local housing agencies
- Develops state housing policy and provides housing information and technical assistance

United States Department Of Agriculture—Rural Development (USDA-RD)

The Rural Housing Service helps rural communities and individuals by providing loans and grants for housing and community facilities. Funding is provided for single family homes, apartments for low-income persons or the elderly, housing for farm laborers, child care centers, fire and police stations, hospitals, libraries, nursing homes, schools, and much more.

- The Rural Housing Service (RHS) is an agency of the U.S. Department of Agriculture (USDA). Located within the Department's Rural Development mission area, RHS operates a broad range of programs to provide:
- Homeownership options to individuals;
- Housing rehabilitation and preservation funding;
- Rental assistance to tenants of RHS-funded multi-family housing complexes
- Farm labor housing;
- Help developers of multi-family housing projects, like assisted housing for the elderly, disabled, or apartment buildings; and
- Community facilities such as libraries, childcare centers, schools, municipal buildings, and firefighting equipment in Indian groups, nonprofit organizations, communities, and local governments.

United States Housing And Urban Development Department (HUD)

The mission of HUD is to provide decent, safe, and sanitary home and suitable living environment for every American. More specifically the programs of HUD are aimed at the following:

- Creating opportunities for homeownership
- Providing housing assistance for low-income persons
- Working to create, rehabilitate and maintain the nation's affordable housing
- Enforcing the nation's fair housing laws
- Helping the homeless
- Spurring economic growth in distressed neighborhoods
- Helping local communities meet their development needs

3 Transportation

INTRODUCTION

Heightened growth in Hobart and the surrounding area has added increased traffic volume to major highways that flow through the Village, as well as to local streets which were not designed to handle such an increase. Finding solutions to existing problems, as well as planning to avoid future ones, is one of the hardest tasks facing municipal officials and staff.

The vision for Hobart's transportation network balances a residential system that fosters a sense of neighborhood and community with efficient access for commerce and industry. It does this by:

1. Local streets are collectors serving the Village's residential areas and should be designed to link and connect with each other, as well as with schools and parks. Standards for design and control measures should comply with accepted roadway functional guidelines. Businesses should be able to rely on efficient and safe access to their sectors within the Village and on linkages to the greater region. At the same time, roads should not be extended to areas not intended for development, including environmentally sensitive areas. Future land use decisions must take into consideration potential traffic generation, particularly in light of limited monies available for road and highway improvements.
2. In addition to providing for improved vehicular movement, this plan also seeks to promote alternatives to automobile travel, particularly trails for pedestrians, bicycles, and other recreational uses. The reason is three-fold: 1) to reduce local traffic; 2) to serve the non-driving segment of the population; and 3) to conserve energy.
3. Adverse impacts from traffic generating uses do not respect municipal boundaries. To avoid trading off-site traffic problems with neighboring towns and the county, the plan seeks to involve the Village in intergovernmental transportation planning at both the Town and County level.

A community's transportation infrastructure supports the varied needs of its residents, local businesses, visitors, and through-traffic. The Transportation section summarizes the transportation system and, based on local input, provides a 20-year jurisdictional plan that can serve as a resource guide and implementation tool.

Wisconsin State Statute 66.1001(2)(c)
(c) Transportation Element
A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking, and water transportation. The element shall compare the local governmental unit's objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit. Beginning on January 1, 2010, any program or action of a local governmental unit that affects land use shall be consistent with that local governmental unit's comprehensive plan,

TRANSPORTATION INFRASTRUCTURE & ISSUES

There are places where people have daily transportation options that include driving, taking public transportation, bicycling, or walking. In rural areas many of these options may not be practical and others are simply not available. It may seem that local planning input has little relation to a much larger system like transportation. However, the residents of towns, villages, and cities – and the elected and appointed officials who represent them – have good reason to care about local transportation needs related to:

- Mobility needs of the elderly and disabled
- Freight mobility
- Connectivity with the larger transportation system
- Supporting economic development
- Transportation safety
- Agricultural-vehicle mobility
- Recreational transportation uses
- Tourism (including preservation of rural views)

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Maintain local, county, and state roadways for all forms of transportation.
2. Provide a system of arterial and collector streets to enable a safe, efficient, and non-congested means for vehicular traffic flow.
3. Establish a comprehensive network of pedestrian/bicycle routes connecting various parts of the Village to key destination points (i.e., parks, commercial areas). The intent of this goal is to, in as much as possible, separate motorized vehicular traffic from pedestrians/bicyclists and provide additional outdoor recreation opportunities throughout the community.

Objectives:

1. Via the subdivision review and approval process, ensure that collector street extensions are provided for where appropriate. Avoid approving subdivision designs that inhibit future adjacent developments (i.e., provide for collector street "stubs").
2. Explore ways to ensure that a portion of the cost of maintaining the current "level of service" of the planning area's street network is paid by new development.
3. Connect existing trailways in order to provide a continuous route.
4. Provide separate pedestrian/bicycle paths along arterial streets where adequate rights-of-way already exist or could be acquired and where appropriate safety measures can be incorporated at intersecting driveways, streets, etc.
5. Provide adequate accessibility for local industries to major arterials entering and leaving the Village.
6. Provide pedestrian and bicycle connections to destinations such as parks, schools, and between neighborhoods.
7. Safe, easy access to main thoroughfares.

Policies:

1. Focus on intersection safety by improving dangerous intersections.
2. Improve flow control by appropriate intersections with lights, stop signs, and roundabouts, where appropriate.
3. Develop standard intersections with appropriate engineering safety on north/south roads—County FF, Overland, County U.
4. Develop a driver-friendly thoroughfare (i.e., north/south roads) where there is a need to direct major traffic flow.

5. Implement a road maintenance plan.
6. Develop a north/south and east/west transportation route that utilizes: Overland, Pine Tree (north/south); Trout Creek, Orlando, Sunlite, and Fernando (east/west).
7. Obtain north/south and east/west main corridor road easements for future needs.
8. Provide adequate accessibility for local industries to major arterials entering and leaving the Village.

EXISTING CONDITIONS

This element includes a compilation of background information and programs to guide the future development and maintenance of various modes of transportation in and immediately around the Village of Hobart. The element also reviews state and regional transportation plans and programs as required under Wisconsin Statutes Chapter 66.1001.

Existing Transportation Facilities

A variety of transportation facilities serve the area and its surrounding environs. These include the local street network, trails, rails, access to air and water transport, and other facilities.

Highways and Streets

Highway Network Inventory

The highway network in the Village of Hobart consists of state highways, numerous county highways, and village roads. The village roads largely serve traffic internal to the village provide direct access to land uses. In contrast, the main purposes of county and state highways are to connect the village with the nearby Green Bay Urbanized Area, as well as to facilitate travel through the village. Following is an inventory and description of the state and county highways in the village.

STH 92/32: State Trunk Highway (STH) 29 carries traffic along an east-west corridor between Kewaunee and Chippewa Falls. The highway runs through the Green Bay Urbanized Area, through the Green Bay Central Business District (CBD) and west along the northern boundary of the Village of Hobart.

The section of STH 29 in Hobart runs concurrently with STH 32. STH 32, on the statewide scale, is a north-south highway extending from the Illinois state line near the Lake Michigan shoreline to the upper peninsula of Michigan north of Eagle River, Wisconsin. Within Brown County, STH 32 serves an arterial role through Pulaski, Howard, Green Bay, Ashwaubenon, and De Pere.

STH 54: STH 54 (West Mason Street) bisects the Village of Hobart on its trans-state route between the Mississippi River near Winona, Minnesota and Algoma, on the Lake Michigan shore. Within Hobart, STH 54 enters through the east boundary with the City of Green Bay, through Oneida, to the western county boundary. It is a two-lane facility.

STH 172: STH 172 (Airport Drive) extends from STH 54, east out of the village, serving the airport, crossing the Fox River and proceeding to its termination at I-43 in the Town of Bellevue. While much of USH 172 is a freeway facility with six lanes in places, with major interchanges at USH 41, and providing direct access to Austin Strauble International Airport, the portion in Hobart is a two-lane rural cross section facility. The Hobart section of the highway is currently under relocation consideration by the Wisconsin Department of Transportation in consultation with the Oneida Tribe. A goal of the relocation is to re-orient traffic entering the urban area onto STH 172, rather than flow to STH 54.

CTH E: CTH "E" (Freedom Road) is located in west-central Hobart, extending only approximately one and a quarter mile, terminating at an intersection with STH 54.

CTH EB: A small segment of CTH "EB" (Packerland Drive) passes through the eastern portion of the Village of Hobart.

CTH EE: CTH "EE" (Orlando Road) runs east-west across southern Hobart. To the east, CTH EE terminates at the USH 41 frontage road in neighboring Town of Lawrence. To the west, CTH EE extends out the village and county into Outagamie County.

CTH FF: CTH "FF" (Hillcrest Road) plans an important role for much of the residential development in the northern portions of the village. The highway acts as a feeder for the residential properties to both STH 29/32 and STH 54. The highway is a two-lane facility.

CTH G: In Hobart, CTH "G" (Fernando Road) connects CTH EB to CTH GE. To the east in Ashwaubenon, the highway continues on to an interchange at USH 41. The road serves the Aushwaubenon Industrial Park and carries a significant amount of truck traffic to the east of the Hobart village line. Within Hobart, CTH G serves rural residential traffic with a two-lane facility.

CTH GE: CTH "GE" (Pine Tree Road) runs along the western boundary of Austin Straubel International Airport and north to STH 54. The facility is built as a two-lane rural highway.

CTH J: In Hobart, CTH "J" (Riverdale Drive) connects STH 29/32 in the western portion of the village with CTH U in west Hobart. It provides access to residential development in northern Hobart from STH 29/32.

CTH U: Most of the western boundary of the Village of Hobart is aligned with CTH "U" (County Line Road). The only exception is in the vicinity of Oneida, where CTH U strays into Outagamie County. CTH U is a two-lane, rural highway.

CTH VT: CTH "VT" (Triangle Drive), within Brown County, extends for only a little over one mile from the west county line (CTH U) to an at-grade access to STH 29/32. CTH VT continues to the west into Outagamie County. The facility is a two-lane highway.

Functional Classification System

An important component of highway planning is the establishment of a functional classification road network based on traffic volumes, land uses, road spacing, and system continuity. Functional classification is essentially the grouping of highways and streets into categories based on the type of service they provide. Travel generally involves the movement of vehicles through a network of highways and streets that have varying characteristics, and functional classification is a means of defining the purpose of each highway and street.

The four general functional classifications are freeways, arterials, collector roads and streets, and local roads and streets. These classifications are summarized below.

Freeways: Freeways are fully controlled access highways that have no at-grade intersections or driveway connections (U.S. 41).

Arterials: Principal and minor arterials carry longer-distance traffic flows between activity centers. These facilities are the backbone of a highway system and are designed to provide a very high amount of mobility and very little access.

Collectors: Collectors link local streets with the arterial street system. These facilities collect traffic in local areas, serve as local through routes, and directly serve abutting land uses.

Locals: Local roads and streets are used for short trips. Their primary function is to provide access to abutting land uses, and traffic volumes and speeds are relatively low.

Transit Service

The Village of Hobart does not provide transit service. The closest transit services are in the neighboring communities of the City of Green Bay and the Village of Howard. The Oneida Nation within the Village of Hobart does provide transit service for enrolled tribal members. If the demand for this service would become significant, Hobart could pursue a service contract with the Oneida Nation.

Railroad Service

Rail service in the area (not within the Village) is provided by the Canadian Central Reailroad in the Fox Valley region. Rail service is located in the Village of Howard and the Town of Lawrence.

Aviation Service

Air transportation needs are met by the Austin Straubel International Airport. The airport provides regular passenger and air freight service to many cities. The airport also serves general aviation needs.

Transportation Facilities for the Disabled

The Village of Hobart does not provide transportation facilities for the disabled. Medi-Van Service is available from a service stop in front of the Oneida Bingo Hall.

Trucking

Hobart's truck routes are mainly the state and county highways that run through the Village.

Water Transportation

The main source of water transportation in the area is the Port of Green Bay. These port facilities allow access to world trade routes. Utilization of the port by industrial occupants of the Village would require rail or truck service to port facilities, six miles to the north.

Commute to Work

The data in Figure 3.1 show that most employed civilian persons age 16 and older in both Lawrence and Hobart drive to work alone. On average, Village and Town residents commute about 16–18 minutes to work.

Figure 3.1 **COMMUTING TO WORK • 2000**

	Hobart	Lawrence
Car, truck, or van—drove alone	85.6%	87.2%
Car, truck, or van—carpooled	4.5%	6.4%
Public transportation	—	0.8%
Other means	0.5%	1.3%
Walked or Worked at home	7.8%	5.9%
Mean Travel time to work (minutes)	17.9 minutes	16 minutes

Source: U.S. Bureau of the Census, 2000

State and Regional Transportation Plans

Wisconsin Statutes §66.1001(2)(c) requires communities to compare the local governmental units objectives, policies, goals and programs to state and regional transportation plans. It also requires communities to incorporate applicable state, regional and other transportation plans into their Comprehensive Plan. This section satisfies this statutory requirement. The Transportation Element goals, objective, policies, and programs are consistent with and implement all relevant sections of the following plans and programs:

Wisconsin Bicycle Transportation Plan 2020

The Wisconsin Department of Transportation (WisDOT) completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. This Plan establishes WisDOT goals, objectives, and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The two primary goals of the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by the year 2010. More specifically, it seeks to improve bicycle access to major destinations along arterial and collector streets.

The Wisconsin Pedestrian Policy Plan 2020

The *Wisconsin Pedestrian Policy Plan 2020*, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barrier to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning.

Brown County Bicycle and Pedestrian Plan Update—1998

The Village will take into consideration the County Bicycle and Pedestrial Plan as it reviews neighborhood developments.

The **Local Roads Improvement Program (LRIP)** assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP).

Pavement Surface Evaluation & Rating

Software tools help jurisdictions to prioritize their transportation projects. Information collected as part of the PASER (Pavement Surface Evaluation & Rating) system helps establish budget parameters, select possible projects, and evaluate the implications of maintenance decisions. This information is submitted to WisDOT every two years and is integrated into the state's WISLR (Wisconsin Information System for Local Roads) database.

Planning For Capital Improvements

A Capital Improvement Program (CIP) can assist in planning for major project costs by creating a multi-year scheduling plan for physical public improvements including transportation. The schedule is based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Capital improvements include new or expanded physical facilities that are relatively large in size, expensive, and permanent.

TRANSPORTATION PROGRAMS

Programs for Local Government

WisDOT administers a variety of state and federal programs, including:

- Airport Improvement Program (AIP)
- Connecting Highway Aids
- County Elderly and Disabled Transportation Assistance
- Federal Discretionary Capital Assistance
- Freight Rail Infrastructure Improvement Program (FRIIP)
- Freight Rail Preservation Program (FRPP)
- General Transportation Aids (GTA)
- Highways and Bridges Assistance
- Local Bridge Improvement Assistance
- Local Roads Improvement Program (LRIP)
- Local Transportation Enhancements (TE)
- Railroad Crossing Improvements
- Rural and Small Urban Public Transportation Assistance
- Rural Transportation Assistance Program (RTAP)
- Rustic Roads Program
- Surface Transportation Discretionary Program (STP-D)

- Surface Transportation Program – Rural (STP-R) & Urban (STP-U)
- Traffic Signing and Marking Enhancement Grants Program
- Transportation Economic Assistance (TEA)

State Transportation Plans & Information Resources

In preparing this plan, several plans and information resources were consulted, including:

- AirNav, LLC http://www.airnav.com/airports/us/WI
- Growing Wisconsin's Economy (WisDOT 2002)
- Land Use & Economic Development in Statewide Transportation Planning (FHWA 1999) http://www.uwm.edu/Dept/CUTS//lu/lu-all2.pdf
- Local Roads Improvement Program (LRIP) Summary Report 2002-2003 http://www.dot.wisconsin.gov/localgov/docs/lrip-biennial.pdf
- Midwest Regional Rail Initiative http://www.dot.state.wi.us/projects/state/docs/railmidwest.pdf
- Rural By Design, Randall Arendt (APA 1994).
- "Siting rural development to protect lakes and streams and decrease road costs" (Wisconsin Center for Land Use Education) http://www.uwsp.edu/cnr/landcenter/pubs.html
- Status of the Nation's Highways, Bridges, and Transit (FHWA, 2002) http://www.fhwa.dot.gov/policy/2002cpr/
- TDA (Wisconsin Transportation Development Association) Report – 2004.
- U.S. Census – 2000 http://www.census.gov/
- Wisconsin State Airport System Plan 2020 http://www.dot.state.wi.us/projects/state/docs/air2020-plan.pdf
- WisDOT - Transportation Planning Resource Guide http://www.dot.state.wi.us/localgov/docs/planningguide.pdf
- WisDOT's Five-Year Airport Improvement Plan (October 2002) http://www.dot.state.wi.us/projects/state/docs/air-5yr-plan.pdf
- Wisconsin Airport Land Use Guidebook – 2004 http://www.meadhunt.com/WI_landuse/
- Wisconsin Bicycle Transportation Plan – 2020 http://www.dot.state.wi.us/projects/state/docs/bike2020-plan.pdf
- Wisconsin Bicycle Planning Guidance http://www.dot.state.wi.us/projects/state/docs/bike-guidance.pdf
- Wisconsin Bicycle Facility Design Handbook http://www.dot.state.wi.us/projects/state/docs/bike-facility.pdf
- Wisconsin County/City Traffic Safety Commission Guidelines (WisDOT 1998)
- Wisconsin Crash Facts (1999-2003) http://www.dot.wisconsin.gov/safety/motorist/crashfacts/
- Wisconsin Rail Issues and Opportunities Report http://www.dot.state.wi.us/projects/state/docs/rail-issues.pdf
- Wisconsin State Highway Plan – 2020 http://www.dot.state.wi.us/projects/state/docs/hwy2020-plan.pdf
- Wisconsin Statewide Pedestrian Policy Plan – 2020 http://www.dot.state.wi.us/projects/state/docs/ped2020-plan.pdf

4 Utilities and Community Facilities

INTRODUCTION

As a part of the comprehensive planning program, the Village's public and community facilities were reviewed and evaluated as to their present condition and adequacy to meet the future needs of the community.

To maintain a high level of public services, the community must continuously upgrade and, if needed, expand their existing facilities. The recommendations contained in this section are based on general long-range planning considerations and should not be substituted for detailed architectural or engineering studies required before expending substantial community resources and undertaking specific public works projects.

Throughout the country, coordinated land use and facilities planning is the best approach to managing future growth. "Urban sprawl," or unplanned, random land use development, is the most costly pattern of growth in terms of providing services.

Public facilities cover a broad range of municipal functions from the nuts-and-bolts of snow removal and sewage treatment to cultural and social activities. Services such as sanitary sewer service and potable water, can be major drawing cards for desirable development, commerce, and industry. They can also be used by local government to direct and manage growth in a timely fashion. Costs associated with these services are a major element in any community's budget, with capital investment and operating expenses exerting the greatest demand on the budgets of municipal utility customers and taxpayers.

The purpose of this section is to inventory, map, and forecast utilities and community facilities in the Village. Utilities and community facilities, often referred to as public works, consist of the physical infrastructure that allows a community to function and grow. Community facilities may include libraries, municipal offices, schools, police stations, fire stations, parks, etc.

It is expected that the population in Hobart will grow by approximately 1,800 residents over the next 20 years. This increase in population will undoubtedly increase the demand for public utilities and community facilities. However, the exact need to expand, rehab, or create new utilities and community facilities are difficult to determine. Needs of the Village will vary according to growth pressure and the level of service that is deemed publicly acceptable.

Wisconsin State Statute 66.1001(2)(d)

(d) Utilities and Community Facilities

A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, childcare facilities and other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Maintain a high standard of adequate, reliable, efficient public services and facilities to support the safety, health, and welfare of community residents.
2. Ensure that the water resources of Hobart are protected while economically and efficiently meeting the needs of the citizens.

Objectives:

1. Promote the availability of state-of-the-art utilities including on-site wastewater treatment technology, telephone, cable TV, high speed internet, electricity, and natural gas.
2. Share with the School Districts any applicable database maintained by the Village (i.e., building permits) in order to assist the district in facility planning.
3. Identify potential sites for community facilities, such as schools, parks, fire stations, community center, and municipal buildings.
4. Evaluate the cost effectiveness of rational extension of the water, storm and sanitary sewer system to service urbanizing areas of the Village where a need and interest are present. Consider area development planning as appropriate.
5. Maintain and preserve a safe and adequate supply of water.
6. Explore ways to ensure that a fair share of the cost of required utility expansion is paid by new development rather than the entire financial burden being placed on the community as a whole.

Policies:

1. Promote cooperation and non-duplication of services between Hobart and the Oneida Tribe.
2. Develop a total community water back-up plan for the Village of Hobart.
3. Obtain utility easements for future development needs of key corridors.
4. Plan expansion of municipal utilities, as required, in a cost-effective manner based on the consideration of the long-range plan.
5. Plan for the expansion of fire protection and ambulance facilities/equipment in order to maintain or improve upon current fire protection ratings.
6. Provide adequate solid waste disposal service in an environmentally sound and cost-effective manner.
7. Maintain and upgrade the Village's community facilities.
8. Efficiently utilize existing capacities and provide for system extensions to serve new development in such a way that costs borne by Hobart and developers are reasonable, fair, and equitable.
9. Cooperate with other local units of government in providing effective, efficient, law enforcement and fire protection.

EXISTING CONDITIONS

The Utilities and Community Facilities Element includes background information, goals, objectives, policies, recommendations and programs to guide the future development of utilities and community facilities. As required by Section 66.1001 of the Wisconsin Statues, the element describes the location, use and capacity of existing public utilities and community facilities that serve the Village and includes an approximate timetable that forecasts the need to expand and rehabilitate or create new utilities and facilities. Further, it assesses future needs for government services in Hobart that are related to such utilities and facilities. The 2000 Comprehensive Plan Update has been liberally utilized in providing substantial portions of existing conditions information in this element.

Sanitary Sewer Service

The Village of Hobart is supplied sanitary sewer treatment by the Green Bay Metropolitan Sewerage District to three geographic areas within the Village: Northeastern Hobart, East Central Hobart, and Southeastern Hobart. A series of four interceptors, with sewer transmission lines being planned for future construction, carry the sewage to the downtown Green Bay plant. The Sewer Department has 19.02 miles of sewer main and 886 sewer customers. Public sewer has been present for approximately 35 years in Northeastern Hobart and almost as long on the east side of Austin Straubel airport in Hobart. There is a planned one additional sewer transmission line to service land north of Sunlite Drive. Connections to public sewer and public water along sewer interceptor lines are voluntary in Hobart.

Figure 4.1 **ONSITE WASTE SYSTEMS**

	Hobart	Lawrence
No. of gravity flow onsite waste systems	531	42
No. of pressure onsite waste systems	235	312
No. of holding tanks	110	115

SOURCE: Brown County Smart Growth Plan, 2004

Water Service

The Village of Hobart started public water service in 1996. Prior to that time there was no public water in Hobart. In 1996, public water was installed to correct high arsenic levels found in 40 private residential wells in Hobart just east of the airport. In 2006, there are over 961 customers on Hobart's public water system. Approximately 768 of the 961 public water customers are serviced in northern Hobart by a deep municipal water well pumphouse, two pressure reducing valves, and one 300,000 gallon elevated storage reservoir. There are 33.3 miles of water distribution main in Hobart. The Village of Hobart is finalizing an engineering plan for a backup supply system for northern Hobart. The plan has a required submission date to the DNR by June 30, 2006. As part of this plan the Village would install a well, pumphouse, and a 500,000 gallon elevated storage reservoir in the future to assist with backup water supply. The Village of Hobart decided not to be a member of the Central Brown County Water Authority, although it did purchase a T-connection for future emergency use. The T-connection is located at Hill Drive and Hillcrest Drive. The Oneida Nation has a water agreement with the Village of Hobart to service enrolled tribal members with the Hobart public water system in the areas that Hobart services public water. The Village could pursue a reciprocal agreement with the Oneida Nation for public water service to non-tribal members in areas that the Oneida Nation provides public water.

A number of Hobart residents, both enrolled Oneida tribal members and non-members, receive public water in west central Hobart from the Oneida Nation Public Water System that is currently managed by the Oneida Public Works Department. The Oneida Water System is under Indian Health Service and federal water regulations, not the Wisconsin Public Service Commission or the Wisconsin Department of Natural Resources.

East Central (east of the airport) and Southeastern Hobart (Southeast Industrial Park area) are serviced public water through an agreement with the Village of Ashwaubenon. The Village of Ashwaubenon has agreed to purchase water from the City of Green Bay which gets its water from lake Michigan. Under that agreement, Ashwaubenon is allowed to sell the Lake Michigan water to the Village of Hobart. Hobart has approximately 193 public water customers in these areas.

Figure 4.2 **PUBLIC WATER SYSTEMS (MUNICIPAL COMMUNITY)**

	Population Served
Hobart System #1	768
Hobart System #2	193
Lawrence	975

SOURCE: Village of Hobart Water Department, 2006

Storm Sewer System

The Village of Hobart has a stormwater management ordinance that requires each development to detain its water to the pre-construction level. The Village is currently working through the airport's pending requirement for no detention ponds within 5 miles of an airport runway, and the Wisconsin DNR's mandate for detention ponds as a requirement for development. The Village of Hobart has a full-time Zoning Administrator that enforces erosion control and stormwater regulations. Hobart's Site Review Committee makes non-residential development conform to Hobart's site review ordinance as it related to stormwater management. The Village has attempted to improve significant stormwater problems with its reconstruction of 13 miles of roads in the Indian Trails/Berkshire areas. The Village has commissioned a 100-year flood study for existing developed areas identified by FEMA as possibly being in a floodplain. The study will provide more accurate data to correctly define the floodplain area.

Engineering Reports on Utilities

Mead and Hunt produced the *Northern Hobart Public Water Feasibility Study* in 1998. Hobart has contracted with Ayres Associates and later with Northern Lake Services to do a community-wide water testing of 100 private wells throughout Hobart for arsenic and nitrate. Twenty of these wells were tested for radium.

Solid Waste Disposal/Recycling Facilities

Refuse collection and recycling are both weekly curbside pickup by private contract with Wittenberg Disposal Services. Refuse is hauled to the Brown County Solid Waste Transfer Station in Hobart. Brown County Solid Waste is under lawsuit with the Village of Hobart for citing the transfer station without valid zoning approval. The case went to the Wisconsin Supreme Court who remanded it back to trail court.

Community Facilities

Village Hall

Address: 2990 S. Pine Tree Road, Oneida, WI 54155 (located at the SE corner of STH 172 and CTH GE). The Village has 60 employees of which 34 are firefighters and 8 are first responders. Eleven are full-time employees. Additionally, some services are provided through outside contractors. The following departments are located within the Village Office: a full-time Administrator's Office, Clerk-Treasurer's Office, support staff, Director of Public Works, Hobart-Lawrence Police Department, Hobart-Lawrence Municipal Court, Building and Zoning Inspector's Office, Water and Sewer Office, and Village President's Office. The Fire Chief's Office is located at Fire Station One.

Police Protection

The Hobart-Lawrence Police Department consists of four sworn officers, which includes a Police Chief. There are intergovernmental agreements between the Village of Hobart and the Town of Lawrence to provide for police protection and municipal court services for both communities administered by a Police Chief and managed by the Village of Hobart Administrator. The Police Department has an office within the Village Office building, with a second office at the Town of Lawrence Office Building. The police vehicles are stored inside Hobart Fire Station Number 2 located off of North Overland Road. The Police Department patrols over 100 hours per week, spread out over all the days of the week. Back-up coverage comes from the Brown County Sheriff's Department and the Oneida Police Department.

Fire Protection

In 2006, there are 34 active members of the volunteer Fire Department which serves Hobart from two fire stations. The department owns two fire engines, two water tankers, a reel truck, an equipment truck, and a brush truck. There are 342 Hobart-owned fire hydrants that provide pressurized water in three locations throughout the Village. The Oneida Nation also has a public water system in west-central Hobart that provides numerous fire hydrants for fire fighting use. Also, the City of Green Bay provides access to its hydrants in the STH 54 area for the Hobart Fire Department to use to extinguish fires. An on-site 10,000 gallon storage tank is located at Fire Station No. 2; four other dry hydrant water sources are located throughout the Village. Hobart also has mutual aide with many of the surrounding communities for fire protection.

Rescue Squad Service

The Village of Hobart is serviced by County Rescue for its ambulance assistance. Hobart is serviced by two different locations. North of STH 172 in Hobart is serviced from a County Rescue ambulance stationed in the neighboring Village of Howard. South of STH 172 is Hobart is serviced from a County Rescue ambulance stationed in the Village of Bellevue. An average response time is 4 minutes.

The Village of Hobart is serviced by eight First Responders in addition to its Rescue Service. The First Responders have 5 defibrillators and receive training and supplies from County Rescue and the Village of Hobart.

Library

The Village of Hobart is a member of the Brown County Library System. The Brown County Library System is comprised of a Central Library, eight branches, and a bookmobile, serving over 80 percent of the households in Brown County. This system circulates 2.3 million materials annually. The branch closest to Hobart is the Weyers-Hilliard Branch Library of the Brown County Library System. This branch is located in a multi-million dollar building which was recently built in the neighboring community of Howard, approximately one mile north of Hobart. The Weyers-Hilliard Branch is open Mondays through Saturdays each week.

Telephone Provider

Northern Hobart receives phone service through Northeast Telephone Company, which is headquartered in the neighboring community of Howard. Southern Hobart receives phone service through SBC. Although numerous companies exist for cell phone service, the Village of Hobart staff use Cellcom for their cell phone service. A tower rental agreement with Cellcom provides attractive, competitive rates for this service.

Cable TV Provider

Time Warner Cable provides most homes in Hobart with cable television service. There are hundreds of channels available at various prices.

Hospitals and Clinics

Hobart is in an area that is a major regional medical service area. There are four hospitals within a short driving distance. The closest hospital is St. Mary's Hospital which is on the west side of the City of Green Bay. St. Mary's Hospital also houses a main location for one of the many Prevea Clinics. There are numerous clinics within a short driving distance of Hobart. The Oneida Community Health Center is located within Hobart just west of the Village of Hobart Office and is a high quality clinic with specialties such as the treatment of diabetes.

Cemeteries

Cemeteries are located in the Village of Hobart as well as numerous cemeteries in the area.

Childcare Facilities

There are a number of day care facilities within Hobart. Most of them are smaller facilities. The Oneida Nation operates the Airport Day Care facility, which is the largest one in Hobart.

Senior Facilities

Numerous senior facilities are located in surrounding communities.

Post Office

The closest post office building is the Oneida Post Office located off STH 54 in the Town of Oneida just outside the western border of the Village of Hobart. This attractive brick building is only a few years old. The main post office for the City of Green Bay is also fairly close being located on Packerland Drive within minutes of Hobart.

Educational Facilities

The Village of Hobart is serviced by two of the top area school districts in northeast Wisconsin. Northern Hobart is serviced by the Pulaski Community School District, while southern Hobart is serviced by the West De Pere School District. In terms of students, in 2004 there were 828 students who resided in Hobart and were in the Pulaski Community School District. Of the 828 students, 645 attended Pulaski Schools and 183 attended other schools. The percentage of Hobart students attending Pulaski schools was 18 percent of the total student population. Hillcrest Elementary School is part of the Pulaski school system and is located off of CTH FF in Hobart. Hillcrest Elementary School services Grades K–5 and had a 2004 enrollment of 197 students with a capacity of 275 students. The Pulaski Community School District has a middle school and high school, both located in the Village of Pulaski. The middle school services Grades 6–8.

The West De Pere School District provides instruction for Hobart students living primarily south of STH 54. The West De Pere School District has a high school, middle school (Grades 5–8), and a large elementary school. These facilities are located in the neighboring community of the City of De Pere. Westwood school provides instruction for elementary Grades K–4. It is located in De Pere on a 65-acre tract owned by the school district. It is a modern facility which, in addition to elementary school facilities, houses the district school office.

There are also parochial schools serving the Village of Hobart. Six principal parochial elementary schools and one high school (Notre Dame Academy) are available. Marquette Grade School is located in the City of De Pere. St. John's is located in Howard. Assumption BVM is located in Pulaski. St. John's is located in Howard, St. Paul's, and St. Mary's elementary schools are located in the Green Bay area.

Figure 4.3 **HOBART PUBLIC SCHOOL ENROLLMENT • 2005**

School District	School	Grade Level	Enrollment
West De Pere	NE WI Online Charter	High School	NA
West De Pere	West De Pere High School	High School	733
West De Pere	West De Pere Middle School	Middle School	612
West De Pere	Westwood Elementary	Elementary	781
West De Pere School District Total Enrollment			**2,126**
Pulaski Community	Fairview Elementary	Elementary	119
Pulaski Community	Glenbrook Elementary	Elementary	502
Pulaski Community	Hillcrest Elementary	Elementary	189
Pulaski Community	Lannoye Elementary	Elementary	280
Pulaski Community	NE WI Online Charter	High School	NA
Pulaski Community	Pulaski Community Middle School	Middle School	904
Pulaski Community	Pulaski High School	High School	1,112
Pulaski Community	Sunnyside Elementary	Elementary	495
Pulaski Community School District Total Enrollment			**3,600**

Source: Wisconsin Department of Public Instruction, 2006

Parks and Recreation

Hobart has two parks.

Four Seasons Park is a 43-acre community park with two adult-size soccer fields, one baseball field, a .9 mile walking trail, a $300,000 park shelter, two sets of playground activity stations, grills, horseshoes, volleyball courts, several parking lots, and large open areas of established lawn for residents' enjoyment. SAY Soccer uses the soccer fields during their season. Baseball also has organized league play. An annual Easter Egg Hunt is held the day before Easter. An annual Arbor Day Celebration is held in May. This park is located in northern Hobart.

Pine Tree Park is located in southern Hobart on the same site as Fire Station #1 and the former Town Hall. It is one mile south of the Hobart Village Office. The site is a total of five acres that houses the fire station, hall, and park. There is a baseball field, open shelter, and play station, sandbox at this park. It is heavily used during the season. The annual Firefighters Picnic is held here, which includes water fights and other games. The former Town Hall is rented out most weekends.

There have been a significant number of requests for a trail along CTH J. The Village is petitioning the court to determine the ownership of the railroad corridor. If it is determined that the Oneida Nation owns the corridor, their intent is to create a cultural heritage trail that would provide an outlet for non-motorized traffic and could possibly connect to other trail systems, such as the Mountain Bay Trail in Howard.

Figure 4.4 **EXISTING RECREATIONAL AREAS**

	Jurisdiction	Acreage	Description
Town of Lawrence			
Former Lost Dauphin State Park	State	10	Closed
U.S. 41 Wayside (northbound)	State	12	Picnic tables, grills, restrooms, drinking water
U.S. 41 Wayside (southbound)	State	10	Picnic tables, grills, restrooms, drinking water
Mid-Vallee Golf Course	Private	85	18 hole golf course, pro shop, clubhouse, bar
Town Hall/Fire Station Recreation	Town	5	Undeveloped
Highland Ridge Golf Course	Private	45	9 hole golf course, driving range, clubhouse
Village of Hobart			
Brown County Golf Course	County	155	18 hole golf course, clubhouse
Brown County Park	County	80	Picnic tables, grills
Pamperin Park	Village	73	Park shelter, picnic tables, grills, play equip.
Vande Hei Acquisition/West Side	Village	61	Landfill pet exercise area
Four Season's Park	Village	43	Park shelter, picnic tables, grills, play equip.
Thornberry Creek Country Club	Village	406	27-hole golf course, clubhouse

SOURCE: Town of Lawrence Comprehensive Development Plan Update, August 26, 1993 and Brown County Smart Growth Plan, 2004

UTILITIES AND COMMUNITY AGENCIES AND PROGRAMS

There are a number of available state and federal agencies and programs to assist communities with public works projects. Below are brief descriptions of various agencies and programs. To find out more specific information or which program best fits a community's needs, contact the agency directly.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL DEVELOPMENT (USDA-RD)

- **Community Facilities Direct Grant and Loan Program**

The community facilities grant program provides grants to assist the development of essential community facilities in rural areas and towns of up to 20,000 people. The objective of the agency is to construct, enlarge, extend, or otherwise improve community facilities providing essential services to rural residents. This can include the purchase of equipment required for a facility's operation. All projects that are funded by the RHS grant program must be for public use.

- **Community Facilities Guaranteed Loan Program**

The community facilities loan program is similar to the grant program in that it provides funding for essential community facilities, such as schools, roads, fire halls, etc. Again local jurisdictions must have a population of less than 20,000 to be able to apply. Applications are funded based on a statewide priority point system.

UNITED STATES DEPARTMENT OF AGRICULTURE – RURAL UTILITIES

There are a number of available programs through USDA-RUS as part of the Water and Environmental Programs (WEP). WEP provides loans, grants, and loan guarantees for drinking water, sanitary sewer, solid waste, and storm drainage facilities in rural areas, cities, and towns of 10,000 or less. Public bodies, non-profit organizations and recognized Indian Tribes may qualify for assistance. WEP also makes grants to nonprofit organizations to provide technical assistance and training to assist rural communities with their water, wastewater, and solid waste programs. Some of the available programs include:

- Water and Waste Disposal Direct and Guaranteed Loans
- Water and Waste Disposal Grants
- Technical Assistance and Training Grants
- Solid Waste Management Grants
- Rural Water Circuit Ride Technical Assistance

UNITED STATES DEPARTMENT OF AGRICULTURE (USDA) NATURAL RESOURCE CONSERVATION (NRCS) UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (US EPA) COOPERATIVE STATE RESEARCH EDUCATION EXTENSION SERVICE (CSREES)

- **Farm*A*Syst**

Farm*A*Syst is a national program cooperatively supported by the above agencies. The program enables you to prevent pollution on farms, ranches, and in homes using confidential environmental assessments. This program can help you determine your risks. A system of fact sheets and worksheets helps you to identify the behaviors and practices that are creating risks. Some of the issues Farm*A*Syst can help address include:

- Quality of well water, new wells, and abandoned wells
- Livestock waste storage

- Storage and handling of petroleum products
- Managing hazardous wastes
- Nutrient management

Farm*A*Syst is a voluntary program, so one can decide whether or not to assess one's property. This program has been nationally and internationally recognized for its common-sense approach to managing environmental risks.

- **Home*A*Syst**

Also available through the cooperative efforts of USDA, NRCS, CSREES, and US EPA is the national Home*A*Syst program. This program is very similar to the Farm*A*Syst program explained above, but instead is specific to one's home. The program begins with a checklist to identify risks including safety of drinking water, use and storage of hazardous chemicals, and lead based paint. The program can help one develop an action plan to reduce risks.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (WIDNR)

- **Bureau of Community Financial Assistance (DNR-CFA)**

The Bureau of Community Assistance administers a number of grant and loan programs. The Bureau supports projects that protect the public health and the environment and provide recreational opportunities. The Bureau has three major areas of programs, which include the following:

1. Environmental Loans: This is a loan program for drinking water, wastewater, and brownfield projects.
2. Environmental Financial Assistance Grants: This is a grant program for non-point source runoff pollution, recycling, lakes, rivers, municipal flood control and well compensation.
3. Land & Recreation Financial Assistance Grants: This is a grant program for conservation, restoration, parks, stewardship, acquisition of land and easements for conservation purposes, recreational facilities and trails, hunter education, forestry, forest fire protection, gypsy moth, household hazardous waste collection, dam rehabilitation and abandonment, dry cleaner remediation, and urban wildlife damage.

Under the three WI DNR programs listed above are smaller project based initiatives intended to address interrelated issues that affect each of the broad based programs described above. For example, under the Environmental Loans Program, there is the Safe Drinking Water Loan Program (SDWLP). The SDWLP provides loans to public water systems to build, upgrade, or replace water supply infrastructure to protect public health and address federal and state safe drinking water requirements. For more detailed information on other available programs, contact the Wisconsin DNR.

- **Wisconsin Well Compensation Grant Program**

Another program available through the Wisconsin DNR is the Well Compensation Grant Program. To be eligible for a grant, a person must own a contaminated private water supply that serves a residence or is used for watering livestock. Owners of wells serving commercial properties are not eligible, unless the commercial property also contains a residential unit or apartment. The Well compensation grant program provides partial cost sharing for the following:

- Water testing if it shows the well is contaminated
- Reconstructing a contaminated well
- Constructing a new well
- Connecting to an existing private or public water supply

- Installing a new pump, including the associated piping
- Property abandoning the contaminated well
- Equipment for water treatment
- Providing a temporary bottled or trucked water supply

WISCONSIN DEPARTMENT OF COMMERCE

- **Wisconsin Community Development Block Grant Program Public Facilities (CDBG-PF)**

This program is designed to assist small communities with public facility improvements. Eligible activities would include publicly owned utility system improvements, streets, sidewalks, disability accessibility projects, and community centers. Local governments including towns, villages, cities, and counties are eligible. Entitlement cities, over 50,000 in population, are not eligible. Federal grant funds are made available on an annual basis. The maximum grant for any single applicant is $750,000. Grants are only available up to the amount that is adequately justified and documented with engineering or vendor estimates.

- **Wisconsin Community Development Block Grant Program Public Facilities (CDBG-PFED)**

This program helps underwrite the cost of municipal infrastructure necessary for business development. This program requires that the result of the project will ultimately induce businesses, create jobs, and invest in the community. More information is available from the Wisconsin Department of Commerce.

5 Agricultural, Natural, and Cultural Resources

INTRODUCTION

The physical characteristics of a planning area are vital to producing a solid land use plan. All development begins with the ground up. For this reason, the agricultural, natural and cultural resources are the first factors that will be explored. Geology and soils play a very large role in terms of development, and what types of development, or non-development, will thrive in that location. Limitations for septic tank absorption fields and dwellings with basements are evaluated, while areas with a shallow depth to groundwater are identified. Prime farmland is also noted. Topography and climate are discussed and mapped since they play a large part in defining what a community can look and feel like. Water, forest and wildlife resources are discussed. Environmentally sensitive areas are located to aid in future decisions about developments. Lastly, historic, cultural and mineral resources are identified and noted as being significant to the planning area.

Wisconsin State Statute 66.1001(2)(e)
(e) Agricultural, Natural and Cultural Resources.
A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources, parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

The purpose of the Agricultural element is to present agricultural data and provide direction for land use decisions that impact agriculture for the next 20 years. Agriculture is important both economically and culturally to the Village. And, although there are conflicts between farm operations and non-farm neighbors, it is clear that maintaining agriculture is important to Village residents and for the Village to achieve its vision of the future. Agriculture in general is rapidly changing in response to market forces and government programs and the challenge for the Village is to maintain a balance between growth of the non-farm and agricultural sectors while focusing on the factors that are impacted by Village decisions.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Conserve and maintain natural, biological, and physical resources of the Village of Hobart.

Objectives:

1. Protect and preserve forests, wetlands, streams, and rivers for habitat purposes and for the enjoyment of Village residents.
2. Integrate open space and natural features within development.
3. Encourage site development techniques that are sensitive to natural features such as wooded areas, drainage channels/swales, wetlands, etc.

Policies:

1. Protect the surface and the underground water sources in the Village.
2. Preserve existing natural features-streams, wetlands, floodplains, major tree stands, and significant drainage swales.
3. Preserve sufficient open space to meet existing and future recreation demands.
4. Facilitate cooperation among public agencies in resource planning and providing recreation areas and services.
5. Preserve unique and significant open space and natural resource areas of the Village while integrating them into future developments to enhance the character of Hobart.

EXISTING CONDITIONS

Per the Wisconsin comprehensive planning legislative requirements, this element includes goals, objectives, policies and programs for the conservation and promotion of effective management of natural, historical and cultural resources in the Village of Hobart. The Village's significant agricultural, natural and cultural resources define Hobart's identity. Village residents understand that these resources are irreplaceable and are dedicated to their preservation. This first section of this chapter provides the background information for this element.

Agricultural Resource Inventory

Statewide, the number of farms and the farm population have been decreasing. Yet the average farm operation is typically larger now than in the past and much more capital intensive. It appears that the cost-price squeeze is tighter now than in the recent past, making farming a more difficult venture.

Figure 5.1 **LAND COVER AND SOIL QUALITY**

	Village of Hobart	Town of Lawrence
Area in Square Miles	33.3	19.3
Percent Land Cover, 1991–1993:		
Row Crops	41.4%	51.7%
Forages	36.5%	38.0%
Grassland	2.5%	1.1%
Total Farmland	80.5%	90.8%
Urban	1.4%	1.7%
Forests	16.2%	4.6%
Wetlands	0.9%	0.6%
Estimated Crop Yield Potential of Farmable Soils:		
Corn (bushels/acre)	102	110
Forages (tons/acre)	3	3

Source: Wisconsin Town Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

Figure 5.2 **TRENDS IN FARM NUMBERS • 1990–1997**

	Village of Hobart			Town of Lawrence		
	1990	1997	% Change	1990	1997	% Change
Estimated Farm Numbers	68	57	–19.3%	52	45	–13.0%
Estimated Farms per Square Mile		2.0			2.3	
Dairy Farm Numbers	28	16	–42.9%	26	11	–57.7%
Dairy Farms per Square Mile		0.5			0.6	

Source: Wisconsin Town Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

The removal of land from agricultural uses is not always avoidable. Roads need to be built and people need places to live, work, and play. Considering that agriculture needs land in order to operate and that land is one commodity that cannot be manufactured, it seems logical to make some effort to assure that there will be land available to farm in the future.

Development that does occur in rural areas should be encouraged to locate in such a manner so as to not take prime farmland out of production or cause difficulties to established farming operations.

Figure 5.3 **CHANGES IN FARMLAND ON TAX ROLLS • 1990–1997**

	Village of Hobart			Town of Lawrence		
	1990	1997	% Change	1990	1997	% Change
Acres of farmland on tax rolls (including improvements)	10,902	9,427	–13.5%	9,074	7,808	–14.0%
Percent of land taxes as farmland		44.2%			63.2%	

Source: Wisconsin Town Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

Conflicts and Threats to Agriculture

Agriculture is the dominant land use and an economic factor in Hobart. With the changes in development pressure and the transition out of farming by many, the nature of the industry is rapidly changing. Some of the conflicts and threats are within local control and some are tied to state, national and global decisions. This comprehensive plan cannot impact the decisions such as commodity prices, which are set on the world market and the reduced marketing opportunities as a result of consolidation. However, the plan can respond to local conflicts and threats. These include:

- Conflict with new residents with non-agriculture backgrounds. These include; traffic conflicts, trespassing, chemical applications and fencing requirements.
- Fragmentation of the farm fields as new parcels are created.
- Agricultural land values exceeding possible agricultural income opportunities.
- The challenge of developing the next generation of farmers.

Natural Resource Inventory

Introduction

As the Village continues to grow and change, it is vital the Village consider its future in conjunction with its natural resources. It can be very challenging for rural communities to allow new development, at the same time protect the natural environment, and preserve the character of the area. At first, development may have only a limited impact on the natural landscape, but as it continues, the visual and environmental impacts become increasingly apparent. In order to protect natural resources for the future, it is crucial to be aware of existing natural resources, such as Water Resources, Geologic Resources, Forests and Woodlands, Wildlife Habitat, Parks and Open Space, Air and Light, and Wetlands.

Natural resources are materials occurring in nature and are essential or useful to humans, such as water, air, land, forests, fish and wildlife, topsoil, and minerals. They are combined into the recognized systems in which we exist. These systems, or combinations of natural materials, can be referred to as "natural environments," "ecosystems," "biomes," or "natural habitats," among others. Humans and their activities impact all natural resources. Conversely, whether obvious or not, human impacts to the natural environment often have significant adverse impacts on the human community.

Geology and Topography

The Village of Hobart is underlain by a basement complex of igneous and metamorphic rocks (principally granite and gneiss) of the Precambrian era, reportedly 600 million years old and older. Upon this foundation, numbers of sedimentary rocks (predominantly sandstone, shale, and limestone) have been deposited.

During subsequent geologic periods, shallow marine seas frequently inundated the area now known as the Village of Hobart. These ancient seas contained abundant marine life and suspended sand, silt, and clay particles. These earthen particles settled on the bottom of the shallow seas and consolidated with the skeletal remains of dead marine life to develop the sedimentary rock formations that underlie Hobart today. During times when ancient seas retreated, the land mass was exposed to erosion, leaving a rugged surface upon which younger sediments were deposited. After the last retreat of the marine waters, the land was again subject to erosion and weathering. This period of time saw all rock units of Devonian ages and younger in the Hobart area removed by erosion. As a result, only the older rocks of Silurian, Ordovician, Cambrian, and Precambrian periods are found today. This sedimentary bedrock is located within 20 feet of the surface in several areas in Hobart, notably where Duck Creek has eroded much of the overlying material.

Subsurface rock strata is of major importance in the planning process. Subsurface features provide a source of water and mineral deposits, a method of cleansing water deposits, and supports for heavy construction. Improper use or disregard of the subsurface geology can result in contaminated water supplies, loss of potential mineral resources, inefficient waste disposal, and structure damage to buildings and roadways.

The major topographic features of the Village of Hobart resulted from frequent periods of glaciation. The glacier made four separate advances across what is now Hobart. These periods of glacial advance are called the Nebraskan, Kansan, Illinoian, and Wisconsin stages and are believed to have begun about one million years ago. The most recent advance, the Wisconsin stage, consisted of two major sub-stages known as the Cary and Valders. The Wisconsin period reportedly began approximately 70,000 years ago. This ice mass had its origin in the snow fields of the Hudson Bay region of Canada.

The Cary Sub-stage had the greatest influence upon the topography of Hobart. As the mile thick ice sheet advanced, it carried tremendous quantities of bedrock, soil, and other debris (called glacial drift) into the area. As temperatures warmed, the glacial ice began to melt and deposited glacial material in landforms

knows as recessional moraines. As the melting continued, water was trapped between the recessional moraine and the ice front forming a shallow lake known as Early Lake Oshkosh.

Further melting washed great quantities of sand from the ice into the lake, forming outwash deposits. These sand deposits are common in northwestern Hobart and form the principal subsurface material of southern Hobart. Stream erosion in the Trout Creek area has exposed these sand deposits. After the Cary ice melted and the glacial lake water subsided, the present drainage system began to develop with most of the streams oriented in the same direction as glacial movement.

After a warm period of about 5,000 years, Hobart was covered by yet another ice mass known as the Valders Sub-stage. The Valders glacier was a much thinner ice sheet than earlier stages and, as a result, only slightly modified the then existing topography. The Valders state deposited a thin layer of red clay till over former Cary glacial lake deposits. The deposition of this red clay gives southern Hobart its classic gently rolling topography and provides some of the most productive agriculture land in Brown County.

Further evidence of the influence of glacial forces on Hobart can be seen at Gopher Hill at the southern tip of the village. This hill is believed to be a drumlin which is the product of a glacier overriding a mass of sand and clay, producing an elongated mound orientated in the direction of glacial movement.

The two ridges running northeast from the community of Oneida and separated by Duck Creek are of glacial origin.

The following geologic limitations for development are present in Hobart:

- The Valders ground moraine covering the Cary glacial lake deposits offer slight geologic constraints. The high clay and silt content of this region poses little hazard to aquifer contamination and minimal limitations for residential building support. Internal drainage is poor and, as a result, efficient septic system operation is severely limited.
- Valders ground moraine covering Cary terminal moraine and outwash deltas offer moderate limitations for development. Although Valders moraine contains high clay and silt deposits, the thickness of this material varies substantially. Underlying sand and gravel outwash materials provide moderate recharge potential for shallow aquifers and moderate to poor protection from aquifer contamination. Careful attentions should be given to installation of septic systems in this region to protect against potential ground water contamination.
- The drumlinoid and stream terrace regions offer the most severe limitations for development. Due to their high gravel content, these regions provide the highest recharge potential for shallow aquifer supply and the least degree of protection from groundwater contamination. These regions should remain in open character usage and installation of septic systems prohibited.

The geologic history of Hobart was characterized by sediment deposition, glacial scouring and deposition, and wind and water erosion. These actions have produced the varied topography found in the village today.

Soils

An abundance of prime agricultural land is located in the Village of Hobart. Approximately 75 percent of the village is occupied by soils that are well suited for agricultural uses. The only large area in the village that is not well suited to farming is the wooded ravine areas of northern Hobart.

The soils range from loams, silt loams, alluvial and loamy fine sands in the northern part of the village to mostly silt loams and small areas of muck in the center part of the village. Slopes throughout the village are generally zero to six percent with some areas in the northern part of the village having slopes up to 30 percent. The soils in the northern part of the village are generally deep, well-drained soils ranging from nearly level to very steep, with either a sandy or loamy subsoil. A couple areas in this northern part are either very poorly drained or somewhat poorly drained organic and loam soils. In the central part of the

village, the soils are deep, well-drained to somewhat poorly drained clayey type soils on glacial tills. In the southern part of the village, the soils are deep, well-drained soils with either clayey or loamy subsoils. Permeabilities range from fast in the sandy soils to slow in the silty, clay soils. Erosion and wetness are the main hazards with the soils throughout the Village of Hobart. The majority of the soils in the village are well-suited to all the crops commonly grown in Brown County. Exceptions to this are the wet soils, the muck soils, the steep sloped soils and the wet, sandy soils. Therefore, the majority of the Village of Hobart is considered to consist of prime agricultural soils.

The soils in he northern part of the Village of Hobart generally are acceptable for on-site soil absorption sanitary systems. The Onaway, Sisson, and Shawano loams and sandy loams have slight to moderate limitations for on-site sanitary systems. However, within this northern part of the village are located some areas with severe to very severe limitations for the on-site systems. These limitations are due to high water tables and perched water tables. In the central part of the village some soils have slight to moderate limitations for on-site sanitary systems but, for the most part, the soils have severe to very severe limitations for the on-site systems. These limitations are due to high water tables, perched water tables, and slow permeabilities. The soils with slight limitations are the Onaway and Waymor soils. In the southern part of the village, there are large areas of soils that have slight limitations for on-site sanitary systems. These soils are the Waymor and Boyer series. The remaining areas in the southern part of the village have severe or very severe limitations for on-site sanitary systems. The limitations are primarily due to slow permeabilities and seasonal high water tables.

Subsurface Water Resources

The most important potable water source in Brown County is a bedrock aquifer composed of Cambrian and Ordovician age sandstone. This aquifer system is the principal water source available for domestic use in the village. Water from this aquifer is characterized by high concentrations of dissolved solids, fluoride, iron and hardness. Elevation of the aquifer ranges from 500 feet above sea level in eastern Hobart to 600 feet at the village's western boundary.

Many residential wells in the village rely on shallow aquifers composed of glacial sand and gravel. There is a continual hazard that this water source can become contaminated through malfunctioning individual waste disposal systems. The sandstone aquifer, because of its depth and the presence of an overlying impermeable shale protective cover located over much of the village, is generally free of this concern. It is subject to drawdown, however, due to pumpage from the aquifer by Green Bay metro communities.

Surface Water Resources

Surface water resources in the Village of Hobart are quite plentiful. Duck Creek, located in north central Hobart, is the largest stream in the village and flows directly into the bay of Green Bay. Duck Creek is fed by Trout Creek and other numerous tributaries. Dutchman Creek is located in the south-central portion of the village and has many feeder tributaries in this farmland area. A small portion of the north branch of Ashwaubenon Creek is located in the village.

Duck Creek has a total length of 13.8 miles in Brown County, nine of which are in the Village of Hobart. It has a gradient of 8.7 feet per mile and varies from very muddy and sluggish in deep sections to relatively clear in more shallow, faster moving areas. Bottom types include bedrock, boulders, rubble, sand, and gravel. However, most of these materials are covered by silt. Notable invertebrates present in the stream are stone fly, caddis fly, and in some areas, an abundance of

crayfish. A variety of fish are found in the creek.

Trout Creek is a faster moving stream with a gradient of 16.4 feet per mile. It flows through deep and wooded ravines. A large amount of low density residential development has occurred in the past several years along the wooded ravines of this creek. Special erosion control practices are necessary with the construction of these residential developments on the steep slopes so that excessive run-off and increased soil erosion will not occur and result in large sediment loads into Trout Creek. There is some history of marginal trout fishing in this creek.

Dutchman Creek in the south central part of the village is the slowest flowing of all the streams in Brown County. The water is very turbid and sluggish.

Vegetation

The vegetation in the Village of Hobart is largely concentrated in the northern portion of the village. Significant areas of vegetation are found along the wooded ravines of Trout Creek. Most of the vegetation in this area consists of maples, oaks, and pines. The upstream portion of Trout Creek includes maples, elders, and hemlock.

Other densely vegetated areas can be found in Sections 13, 17, and 18 in the northeast corner of the village. The vegetation in this area is dominated largely by red and white oak. Vegetation along the shorelines of Duck Creek consists mainly of ash and elder in lowland areas and oaks and maples in upland areas.

The vegetation in the Brown County Park is dominated by Sugar Maple, Red Maple, Red Oak, White Oak, and Basswood. The slope down to Duck Creek also includes Paper Birch and some American Elm. The shoreline of Dutchman Creek in the east-central and southern part of the village has vegetation similar to that adjoining Duck Creek. The rest of the vegetation in the village is found in scattered woodlots and along small stream tributaries.

Floodplains

A floodplain is a low area of land adjacent to a stream or other watercourse that is subject to flooding and holds the overflow of water during a flood. They are often delineated on the basis of the 100 year storm event - the area that would be covered by water during a flood so big it only happens (theoretically) every 100 years. However, flooding can occur in any year. For that reason, development should not occur in drainage ways and floodplains because they serve as stormwater runoff systems and flood mitigation landscape features.

Counties, cities, and villages are required to adopt reasonable and effective floodplain zoning ordinances in order to participate in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA has designated flood hazard areas along many surface water resources. The importance of respecting floodways and floodplains is critical in terms of planning and development. Ignoring these constraints can cause serious problems relating to property damage and the overall safety of residents.

Non-metallic Mining Reclamation

In June of 2001, all Wisconsin counties were obliged to adopt an ordinance for nonmetallic mine reclamation. The purpose of the ordinance was to achieve an approved post-mining land use, which would be in compliance with uniform reclamation standards. Uniform reclamation standards address environmental protection measures including topsoil salvage and storage, surface and groundwater protection, and concurrent reclamation to minimize acreage exposed to wind and water erosion. Although this was a State requirement for counties only, towns, cities, and villages were eligible to adopt a similar type of ordinance.

Quarries

A quarry is a type of open-pit mine from which rock or minerals are extracted. Quarries are generally used for extracting building materials, such as dimension stone and are usually shallower than other types of open-pit mines. Types of rock extracted from quarries include cinders, coquina (a type of limestone), blue rock, granite, gritstone, limestone, marble, sandstone, and slate. In level areas, quarries in level areas often have special engineering problems for drainage. Groundwater that seeps into the quarry pit must be pumped out. Many quarries fill with water to become ponds or small lakes after abandonment. Others have become landfills.

There is one limestone quarry and one sand quarry in the Village of Hobart. The limestone quarry is located on the south side of CTH EE west of S. Overland Drive. The limestone quarry is owned by Dannen and Jannsen, Inc. The sand quarry is located in southern Hobart off of St. Pine Tree Road and is owned by Gersek, Inc. There are reclamation plans for both quarries.

WILDLIFE

The Importance of Biodiversity

Biodiversity is the full spectrum of life forms and the many ecological processes that support them. Protecting the biodiversity is essential to core values such as maintaining clean air and water, providing adequate habitat for the state's flora and fauna, maintaining a vibrant economy and providing recreational opportunities. Protecting biodiversity depends on the sustainability of diverse ecosystems, such as the mosaic of forests, agricultural lands, grasslands, bluffs, coastal zones and aquatic communities present in Wisconsin. It also depends upon the conservation of each ecosystem's basic components – the natural communities, plants and animals within them. Ecosystems contain a variety of species that are unique in some way and provide value to the diversity of the individual ecosystem and the state overall. It is important to view biodiversity at all levels to ensure the adequate conservation of Wisconsin's environment.

At the broadest scale, the State of Wisconsin is divided into distinct "ecological landscapes" based on unique combinations of physical and biological characteristics that make up the ecosystems, such as climate, geology, soils, water, or vegetation. They differ in levels of biological productivity, habitat suitability for wildlife, presence of rare species and natural communities, and in many other ways that affect land use and management.

Natural Communities

Ecological landscapes are comprised of natural communities – the assemblages of plants and animals at specific locations. Because of the biotic and abiotic differences between ecological landscapes, the natural communities within each are typically different as well.

Endangered Species

Plant and animal species are considered one of the fundamental building blocks of ecological landscapes and biodiversity. The presence of one or more rare species and natural communities in an area can be an indication of an area's health and ecological importance and should prompt attention to conservation, management and restoration needs. Protection of such species is a valuable and vital component of sustaining biodiversity.

While the conservation of plants, animals and their habitat should be considered for all species, this is particularly important for rare or declining species. An endangered species is one whose continued existence is in jeopardy and may become extinct. A threatened species is one that is likely, within the foreseeable future, to become endangered. A special concern species is one about which some problem of abundance or distribution is suspected but not yet proven. The main purpose of the special concern category is to focus attention on certain species before they become endangered or threatened. Remaining examples of Wisconsin's intact native communities are also tracked but not protected by the law. Natural communities capture much of our native biodiversity and provide benchmarks for future scientific studies.

Both the state and federal governments prepare their own separate lists of such plant and animal species but do so working in cooperation with one another, as well as with various other organizations and universities. The WI DNR's Endangered Resources Program monitors endangered, threatened, and special concern species and maintains the state's Natural Heritage Inventory (NHI) database. This program maintains data on the locations and status of rare species in Wisconsin and these data are exempt from the open records law due to their sensitive nature.

The Wisconsin Endangered Species Law was enacted to afford protection for certain wild animals and plants that the Legislature recognized as endangered or threatened and in need of protection as a matter of general state concern. It is illegal to

1) take, transport, possess, process or sell any wild animal that is included on the Wisconsin Endangered and Threatened Species List;
2) process or sell any wild plant that is a listed species;
3) cut, root up, sever, injure, destroy, remove, transport or carry away a listed plant on public lands or lands a person does not own, lease, or have the permission of the landowner. There are exemptions to the plant protection on public lands for forestry, agriculture and utility activities. In some cases, a person can conduct the above activities if permitted under a Department permit (i.e. "Scientific Take" Permit or an "Incidental Take" Permit).

The Federal Endangered Species Act (http://endangered.fws .gov/esa.html) also protects animals and plants that are considered endangered or threatened at a national level. The law prohibits the direct killing, taking, or other activities that may be detrimental to the species, including habitat modification or degradation, for all federally listed animals and designated critical habitat. Federally listed plants are also protected but only on federal lands. Implementation of the Endangered Species laws is usually accomplished during the state permit review process, but is ultimately the responsibility of a project proponent and property owner to ensure that they are not in violation of the laws.

Wildlife Habitat and Threatened and Endangered Species

The Wisconsin Natural Heritage Inventory program's database was used to determine the status and distribution of endangered resources and to learn what species or natural communities are known to exist within the Village of Hobart. Figure 5.4 lists those species identified as containing rare plant or animal species in Hobart.

Figure 5.4 **RARE SPECIES OCCURRENCES/WILDLIFE HABITAT • HOBART AND SURROUNDING TOWNS**

Group	Scientific Name	Common Name
FISH	ACIPENSER FULVESCENS	LAKE STURGEON
FISH	ANGUILLA ROSTRATA	AMERICAN EEL
FISH	LEPOMIS MEGALOTIS	LONGEAR SUNFISH
FISH	MOXOSTOMA VALENCIENNESI	GREATER REDHORSE
PLANT	LITHOSPERMUM LATIFOLIUM	AMERICAN GROMWELL
PLANT	POLYSTICHUM ACROSTICHOIDES	CHRISTMAS FERN
PLANT	TRILLIUM NIVALE	SNOW TRILLIUM
PLANT	TRISETUM MELICOIDES	PURPLE FALSE OATS

Source: Wisconsin Natural Heritage Inventory

Cultural Resources Inventory

Introduction

The purpose of this section is to inventory and support the management of cultural resources in Hobart. Many communities often ignore cultural and historic resources in order to deal with "real" issues facing their community. However, the proper appreciation of these assets is vital to the long-term success of a community. Respecting and utilizing these available resources increases the overall quality of life and provides opportunities for tourism.

Determining what defines cultural and historic resources has been left open to some interpretation. For the purpose of this report, historic resources include historic buildings and sites (as identified by the National Register of Historic Places), museums, churches, cemeteries, old country schools, and other buildings deemed appropriate by the community. The information presented here is to serve as a guide to cultural and historic resources but is not inclusive.

Threats to Cultural Resources

Unfortunately, there are many threats to the cultural resources of a community. Whether it is development pressure, rehabilitation and maintenance costs, or simply the effects of time, it is often difficult to preserve the cultural resources in a community.

Historical Preservation Ordinances and Commissions

The establishment of a historical preservation ordinance and commission is one of the most proactive methods a community can take to preserve cultural resources. A historical preservation ordinance typically contains criteria for the designation of historic structures, districts, or places, and procedures for the nomination process. The ordinance further regulates the construction, alteration, or demolition of the exterior of a designated historic site or structure. Contact the Wisconsin Historical Society's Division of Historic Preservation for more information.

A community with a historic preservation ordinance may apply for Certified Local Government (CLG) status, with the Wisconsin State Historical Society. Once a community is certified, they become eligible for

- Matching sub-grants from the federal Historic Preservation Fund,
- Use of Wisconsin Historic Building Code,
- Reviewing National Register of Historic Places nominations allocated to the state.

Churches

Churches historically have had a significant impact on the culture of a community. They sometimes are also the only places were rural residents can gather to discuss important issues in their community.

Cemeteries

Cemeteries are identified as prominent historic and cultural resources. They can provide an historic perspective of an area, providing the names and ethnicities of previous residents. A listing of cemeteries is provided in the section on Utilities and Community Facilities.

Rural Schools

The old time, one-room schoolhouses once dotted the landscape, providing public education for mainly rural communities. Over time, these buildings were utilized less and less, as larger, more centrally located schools were built and students were bused in from rural areas. Nevertheless, the one room schoolhouse remains an icon of American rural culture.

Architecture and History Inventory (AHI)

The Architecture and History Inventory (AHI) is a collection of information on historic buildings, structures, sites, objects, and historic districts throughout Wisconsin. The Wisconsin Historical Society's Division of Historic Preservation maintains the inventory. The AHI is comprised of written text and photographs of each property, which document the property's architecture and history. Most properties became part of the inventory as a result of a systematic architectural and historical survey beginning in 1970s. Caution should be used as the list is not comprehensive and some of the information may be dated, because some properties may have been altered or no longer exist. Due to cutbacks in funding, the Historical Society has not been able to properly maintain the database. In addition, many of the properties in the inventory are privately owned and are not open to the public. Inclusion of a property conveys no special status, rights or benefits to the owners. Contact the Wisconsin Historical Society for more information about the inventory.

The Wisconsin State Historical Society has identified 25 historically and/or architecturally significant sites within the Village and Oneida Community. Included are historic residential, commercial, retail and institutional sites. Figure 5.5 lists these sites.

It is important to note that inclusion in the Architecture and History Inventory conveys no special status or advantage; this inventory is merely a record of the property. The inventory is the result of site reconnaissance conducted by staff of the Wisconsin State Historical Society.

Figure 5.5 **ARCHITECTURE AND HISTORY INVENTORY**

Address	Description
VILLAGE OF HOBART	
NW corner Trout Creek Rd. and N. Pine Tree Rd.	Trout Creek School, one story cube, one to six room school
Overland Rd., 0.5 Mi. N. of Trout Creek Rd.	House, front gabled
Overland Rd., 0.25 Mi. from Trout Creek Rd.	House, front gabled
NE side CTH C, 0.75 Mi. NW of intersection w/Milltown Rd.	House, two story cube
SE corner of CTH C and Glendale Ave.	Retail building, commercial vernacular
4479 CTH C	House, other vernacular
NW corner of Town Line Dr. and CTH EE	House, bungalow
Fernando Dr., 0.25 Mi. E of Overland Rd.	One to six room school, one story cube
CTH U and Luther Rd.	Art Fritsch Cheese Factory, astylistic utilitarian building, cheese factory
150 St. Joseph Dr.	House, side gabled
STH 54	Overhead truss bridge
ONEIDA	
145 Riverdale	House, front gabled
134 Shenandoah	Church, front gabled
Ridge Rd.	Meeting hall, neoclassical
2937 Freedom Rd.	Episcopal Church of the Holy Apostles, gothic revival church
W132 Service Dr.	House, side gabled
W131 Service Dr.	House, bungalow
3087 Mason St.	Monastery/convent/religious retreat—side gabled
Service Dr.	Schroeder's Groceries and Post Office, commercial vernacular, cheese factory
3097 Service Dr.	Monastery/convent/religious retreat—side gabled
W135 Service Dr.	AG Food Market, commercial vernacular, retail building
591 Shenandoah	One to six room school, one story cube
W140 Service Dr.	Beaver's Hut, boomtown, tavern/bar
Oneida Golf and Riding Club	House, side gabled
Oneida Golf and Riding Club	Barn, astylistic utilitarian building

Source: Wisconsin State Historical Society

Archaeological Site Inventory (ASI)

The Archaeological Site Inventory (ASI) is a collection of archaeological sites, mounds, unmarked cemeteries, marked cemeteries, and cultural sites throughout Wisconsin. The Wisconsin Historical Society's Division of Historic Preservation maintains the inventory. Similar to the AHI, the ASI is not a comprehensive or complete list; it only includes sites that have been reported to the Historical Society. The Historical Society estimates that less than 1% of the archaeological sites in the state have been identified. Under Wisconsin law, Native American burial mounds, unmarked burials, and all marked and unmarked cemeteries are protected from intentional disturbance. Contact the Wisconsin Historical Society for more information about the inventory.

Archaeological sites are windows to the past. They provide information and insight as to the culture of the previous residents of Brown County. Current state law gives protection to all human burial sites. There are also programs and restrictions relating to other archeological sites. Developing these sites before they can be catalogued and studied is the major threat to this resource.

Figure 5.6 **KNOWN ARCHAEOLOGICAL SITES • 2004**

Location	Number of Known Sites
Village of Hobart	19
Town of Lawrence	16

Source: Brown County Smart Growth Plan, 2004

Programs

Historic Home Owner's Tax Credits

The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers a program of 25 percent state income tax credits for repair and rehabilitation of historic homes in Wisconsin.

To qualify, the residence must be one of the following:

- Listed in the *state or national register;*
- Contributing to a state or national register historic district; or
- Be determined through the tax credit application process to be eligible for individual listing in the state register.

And, the property owner must spend at least $10,000 on the following types of eligible work within a 2-year period:

- *Work on the exterior of the house*, such as roof replacement and painting, but not including site work such as driveways and landscaping;
- *Electrical wiring*, not including electrical fixtures;
- *Plumbing*, not including plumbing fixtures;
- *Mechanical systems*, such as furnaces, air conditioning, and water heaters; and
- *Structural work*, such as jacking up floors.

If the $10,000 minimum investment requirement within the 2 year period cannot be met, an applicant may request a 5-year expenditure period.

Historic Preservation Tax Credits for Income-Producing Historic Buildings

Owners of historic income-producing properties in Wisconsin may be eligible for two income tax credits that can help pay for their building's rehabilitation. The Wisconsin Historical Society's Division of Historic Preservation (DHP) administers both programs in conjunction with the National Park Service (NPS). The programs are:

a. ***Federal Historic Preservation Credit***
This program returns 20 percent of the cost of rehabilitating historic buildings to owners as a direct reduction of their federal income taxes.

b. ***Wisconsin Supplemental Historic Preservation Credit***
This program returns an additional 5 percent of the cost of rehabilitation to owners as a discount on their Wisconsin state income taxes. Owners that qualify for the Federal Historic Preservation Credit automatically qualify for the Wisconsin supplement if they get NPS approval before they begin any work.

To qualify for the Federal Historic Preservation Credit, a property owner must:

- *Own a historic building.* A building is considered "historic" if it is listed on the National Register of Historic Places or if the NPS determines that it contributes to the character of a National Register historic district. A building can also receive a preliminary determination of eligibility for the Register from the NPS through the tax credit application process. The owner must later formally list the property on the National Register.
- *Use the building for income-producing purposes.* Income-producing buildings are those used in a trade or business or for the production of rental income.
- *Formally apply to the Division of Historic Preservation.* Application materials can be obtained through the DHP or through the NPS Web site. Completed applications are submitted to the DHP, which forwards them on to the NPS with their recommendations. The NPS charges a fee for their review. Owners should allow 60 days, from the date they submit their complete applications, for complete project review.
- *Rehabilitate the building in accordance with program standards.* Program standards are the Secretary of Interior's "Standards for Rehabilitation". The NPS, in conjunction with the Division of Historic Preservation, determines if a project meets the "Standards".
- *Spend a minimum amount of money on the rehabilitation.* An owner must spend at least an amount equal to the building's depreciated value or $5,000—whichever is greater. This amount of money must be spent in a two year period. Phased projects are allowed a 5 year period.
- *Claim the credit for only eligible expenses.* The cost of all work on the historic buildings, inside and out, is eligible for the credit. The cost of site work, such as landscaping or paving, and the cost of work on non-historic additions are not eligible expenses.
- *Maintain ownership of the building and maintain the building's historic character for five years.* The tax credit must be repaid to the IRS and to the Wisconsin Department of Revenue (DOR) if the building is sold or altered in a way that diminishes its historic character. Repayment is pro-rated over the five year period after the building is placed in service.

Conservation Reserve Program (FSA, NRCS, LCD)

The intent of this program is to reduce erosion, increase wildlife habitat, improve water quality, and increase forestland. Landowner sets aside cropland with annual rental payments based on amount of bid. Eligibility varies by soil type and crop history. If owner bid qualifies, the land is accepted into the program. Continuous signup is open for buffers, waterways and environmental practices. Periodic signups announced throughout the year for other conservation practices.

Wetland Reserve Program (NRCS)

The intent of this program is to restore wetlands previously altered for agricultural use.

Landowners may restore wetlands with permanent or 30-year easements, or 10-year contracts. Permanent easements pay 100% of the agricultural value of the land and 100% cost sharing: 30-year

easements pay 75% of the agricultural value and 75% cost sharing while a 10-year contract pays 75% cost share only. Permanent or 30-year easements must be recorded with the property dead. 10-year contract is not recorded with deed.

Environmental Quality Incentives Program (NRCS, FSA, LCD)

The intent of this program is to provide financial and technical assistance to landowners for conservation practices protecting soil and water quality. Nutrient management and prescribed grazing eligible for cost-sharing are required practices. Assistance for other practices available in selected priority areas. Agricultural producers on agricultural lands are eligible. Projects are selected based on environmental value.

County Land And Water Resource Management Plan Implementation (LCD, DATCP)

The intent of this program is to reduce soil erosion, protect water quality, and conserve county-identified natural resources. The program involves technical assistance and cost-sharing to landowners to install best management practices. Eligibility is determined by the county land conservation departments and committee. Usually a 70% cost-share is provided.

Partners for Fish and Wildlife (FWS)

The intent of this program is to restore grasslands, wetlands, and threatened and endangered species habitats. Up to 100% cost-share is provided to restore wildlife habitat on private lands.

Eligible land includes land which can be restored to wetland conditions, degraded or former grasslands that can be restored, and land that can be restored to provide habitat for threatened and endangered species.

Wildlife Habitat Incentives Program (NRCS)

The intent of this program is to develop and improve fish and wildlife habitat on privately owned lands. Nearly any type of land is eligible, including woodlots, shoreland areas, agricultural lands and non-agricultural lands.

Managed Forest Law (DNR)

The intent of this program is to promote forest management practices through property tax incentives. Property must be a minimum of 10 contiguous acres of which 80% must be capable of producing merchantable timber.

Wisconsin Forest Landowner Grant Program (DNR, NRCS, LCD)

The intent of this program is to assist private landowners in protecting and enhancing forested lands, waters, and prairies. Program allows qualified landowners to be reimbursed up to 65% of cost eligible practices. Practice must be identified in the landowners Forest Stewardship Plan to be eligible for cost-sharing. Landowners are required to contact their DNR forester for guidance prior to completing application.

Forestry Incentive Program (NRCS, DNR)

The intent of this program is to provide cost-sharing for forestry practices. Practices include tree planting, site preparation for natural regeneration, and timber stand improvement.

Wildlife Damage Abatement And Claim Program (LCD, DNR)

This program provides claim assistance and abatement to landowners receiving wildlife damage. Assistance is provided to landowners or cropowners receiving damage by deer, geese, or bears to commercial seeding, orchard trees, crops or agricultural lands, nursery stock, or livestock.

USDA Conservation Reserve Enhancement Program (CREP)

This program provides up to $240 million in federal and state funding to help landowners reduce soil erosion, improve water quality and at the same time provide for improved wildlife habitat. In Winnebago County, this could mean roughly $3.5 million available to landowners to enroll an estimated 1,600 acres of cropland into the program. Eligible landowners (those who own crop lands and marginal pasturelands within 150 feet of surface waters, including streams, ponds, wetlands, rivers and lakes) will be able to enroll in 15 year contracts or permanent easements. In doing so, they agree to install conservation "best management practices" such as streamside vegetated buffers, grassed waterways, and wetland restorations. These practices will keep soil in place, protect water quality and provide wildlife habitat for many wildlife species. In return, those landowners will receive federal and state funds for practice installation and long-term rental payments for acreage enrolled in the program. The permanent easement option involves conservation easements that would be held by the State of Wisconsin in perpetuity.

Wisconsin Historical Society

The Society serves as the archives of the State of Wisconsin. It collects books, periodicals, maps, manuscripts, relics, newspapers, and audio and graphic materials as they relate to Wisconsin. It maintains a museum, library, and research facility in Madison, as well as a statewide system of historic sites, school services and area research centers. It administers a broad program of historic preservation and publishes a wide variety of historical materials, both scholarly and popular.

The historical society can also provide assistance for various state and federal programs.

National Park Service

The National Park Service administers the National Register of Historic Places. In addition

to honorific recognition, listing in the National Register provides:

- Consideration in planning for Federal, federally licensed, and federally assisted projects,
- Eligibility for certain tax provisions,
- Qualification for Federal grants for historic preservation, when funds are available.

National Trust For Historic Preservation

The National Trust for Historic Preservation is a nonprofit organization with more than 200,000 members. The Trust provides leadership, education, and advocacy training to support efforts to save America's historic places.

Wisconsin Trust for Historic Preservation (WTHP)

The WTHP, established in 1986, is a private non-profit organization dedicated to the preservation of the historical, architectural, and archaeological heritage of Wisconsin. The Trust advocates for legislation and policies designed to encourage statewide historic preservation. Examples of some of the programs they initiate are:

• Wisconsin Main Street Program

A comprehensive program designed to revitalize designated downtowns and give new life to historic business districts

• Heritage Tourism Initiative

The Heritage Tourism Initiative has helped develop grassroots heritage tourism organizations by encouraging Wisconsin communities to use their unique features to tap into the mushrooming heritage tourism market—and protect that heritage at the same time.

• Agricultural Buildings Preservation Initiative

Inspired by the National Trust's popular Barn Again! program, this initiative provides information and forums to help owners of historic agricultural buildings determine how to maintain and reuse their buildings.

6 Economic Development

INTRODUCTION

Introduction

As summarized in "A Guide to Preparing the Economic Development Element of a Comprehensive Plan," Economic Development Comprehensive Planning leverages new growth and redevelopment to improve the community. Economic development is about working together to maintain a strong economy by creating and retaining desirable jobs, which provide a good standard of living for individuals. Increased personal income and wealth increases the tax base, so a community can provide the level of services residents expect. A balanced, healthy economy is essential for community's long-term wellbeing. Over the past decade, the world has changed, with rapid technological advancements and a general movement from an industrial based economy to a knowledge based economy. Demand for skilled labor is expected to increase each year until 2020. Population projections indicate that by 2006, two workers will exit the work force for every one entering, and by 2008 there will be a shortage of 10 million workers. Business decisions are more frequently based on where they can find employees, and employees tend to choose places to live before finding a job. Now more than ever it is important for communities to create a quality of life attractive to workers. Successful economic development requires communities develop plans based on local strengths, goals and opportunities in the context of this changing world economy.

Wisconsin State Statute 66.1001(2)(f)
(f) Economic Development

A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development programs that apply to the local governmental unit.

The Village of Hobart has a number of scattered commercial sites. Generally, commercial uses in the Village fall into two general categories. The first, and most prevalent, are the businesses located along arterial roadways. These commercial uses can create a greater level of impact on the community, primarily because of traffic safety and accessibility impacts.

A second category of businesses generally seen are located in the rural and agricultural areas. These businesses can be secondary to the existing residential or agricultural use or may be the primary land use. The impacts of these businesses are minimized by being located in the low density development areas.

The population and the economy of a community are two important factors in assessing its current situation and future possibilities. Population change is a rather obvious indicator of a community's past growth or decline, and may also give some clue to future trends.

The population of a locality is not just numbers of people, but is a resource pool from which skills and knowledge can be drawn for use within the economy. Certain characteristics of a particular population, such as its age and income structures, indicate what such skills and knowledge will be. A population also is a ready market for local economic goods and services.

The economy of a community consists of all the institutions by which people provide goods or services for others. It draws upon locally available skills and knowledge, using them to produce for local and non-local markets. Economic growth will generally attract people to a community, while economic decline drives them away in search of better opportunities. Thus economic trends, by attracting people to or repelling people from a given locality, have a direct effect on population growth and characteristics. The two factors are interdependent and form the essential ingredients for the survival of a community.

Elsewhere in the plan illustrations of past population growth and projection for the future are provided. The plan attempts to frame and focus economic factors as they impact Hobart (i.e., proximity to Green Bay, Fox Valley, STH 41, STH 92/32 and STH 54) and begin to lay the framework for future growth of the Hobart environs. More important than the analysis of demographic data at this time, are major policy decisions to be made by Village and Oneida officials regarding land use, infrastructure improvements, community facilities, and implementation techniques.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Continue to develop business and industry where appropriate to strengthen the tax base.

Objectives:

1. Direct the development of a Village Center plan that would include: government facilities, general neighborhood retail shops, professional offices, restaurants, and nearby senior housing.
2. Concentrate commercial and industrial development into areas that are appropriate for such uses and promote the re-use of environmentally contaminated sites.

Policies:

1. Continue to negotiate a solution with the Oneida tribe to further develop the current industrial park.
2. Evaluate and investigate business opportunities in the Free Trade Zone and other available business incentive programs.
3. Explore the benefits of tax credit accelerated depreciation in the Free Trade Zone.
4. Develop new and existing multiple business corridors through an overall long-range comprehensive plan.
5. Screen commercial and office buildings from single family detached dwellings by increasing lot sizes until the lots blend into the existing residential neighborhood.
6. Investigate the Tax Incremental Financing (T.I.F.) technique to determine if it can be beneficial to the Village.
7. Investigate the 16 county economic development initiative and Hobart's role.

EXISTING CONDITIONS

This chapter contains a compilation of background information required for the comprehensive plan. At the end of the chapter are goals, objectives, policies and recommended programs to attract and retain businesses that are consistent with the overall land use and environmental objectives of the community.

Labor Force Trends

The Village's labor force is the portion of the population that is employed or available for work. The labor force includes people who are in the armed forces, employed, unemployed, or actively seeking employment. According to the 2000 Census, the total labor force (population 16 years and over) in the Village in 2000 was 3,635. The number of persons in the labor force was 2,702 of which 2,648 (72.8%) were employed and 54 (1.5 percent) were unemployed.

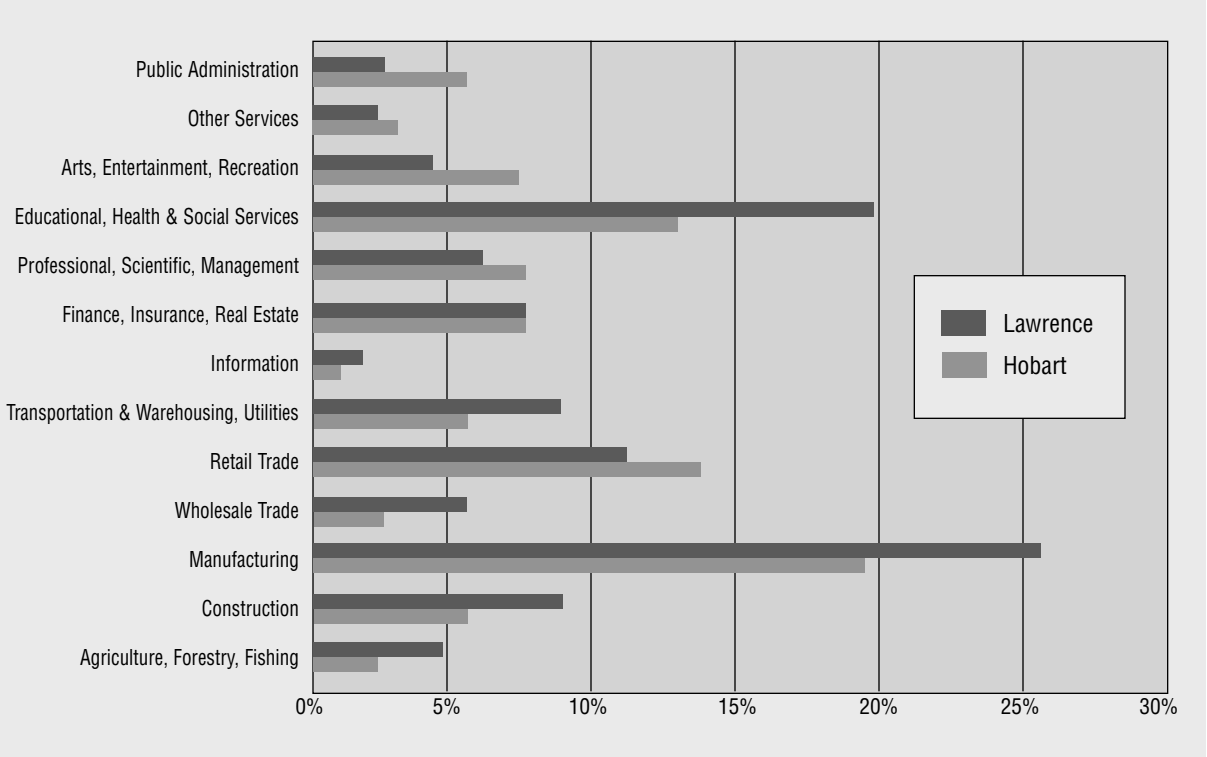
Figure 6.1 **EMPLOYMENT STATUS • 2000**

	Village of Hobart		Town of Lawrence	
Employment Status	**No.**	**%**	**No.**	**%**
Population 16 years and over	**3,635**	**100%**	**1,130**	**100%**
In Labor Force	2,702	74.3%	889	78.7%
Civilian Labor Force	2,702	74.3%	889	78.7%
Employed	2,648	72.8%	876	77.5%
Unemployed	54	1.5%	13	1.2%
Not in Labor Force	933	25.7%	241	21.3%
Females 16 years and over	**1,897**	**100%**	**541**	**100.0%**
In Labor Force	1,285	67.7%	379	70.1%
Civilian Labor Force	1,285	67.7%	379	70.1%
Employed	1,247	65.7%	375	69.3%
Have Children under 6 years	**395**	**100%**	**142**	**100%**
All parents in family in labor force	239		120	84.5%
Class of Worker				
Private wage and salary workers	2,110	79.7%	746	85.2%
Government Workers	1383	14.5%	83	9.5%
Self-employed workers in not incorporated business	149	5.6%	41	4.7%
Unpaid family workers	6	0.2%	6	0.7%

Source: U.S. Bureau of the Census, 2000

Figure 6.2 shows the occupation by industry category of Lawrence/Hobart residents. These data show that 19 percent of Hobart's working residents are employed in the manufacturing fields. The education, health and social services category accounts for over 13 percent of all jobs that Hobart residents hold, followed by the retail trade category at 14 percent. Hobart residents are similar to Lawrence's with slightly fewer employed in educational, health & social services and the manufacturing fields—greater numbers employed in retail & trade; public administration; and arts, entertainment & recreation.

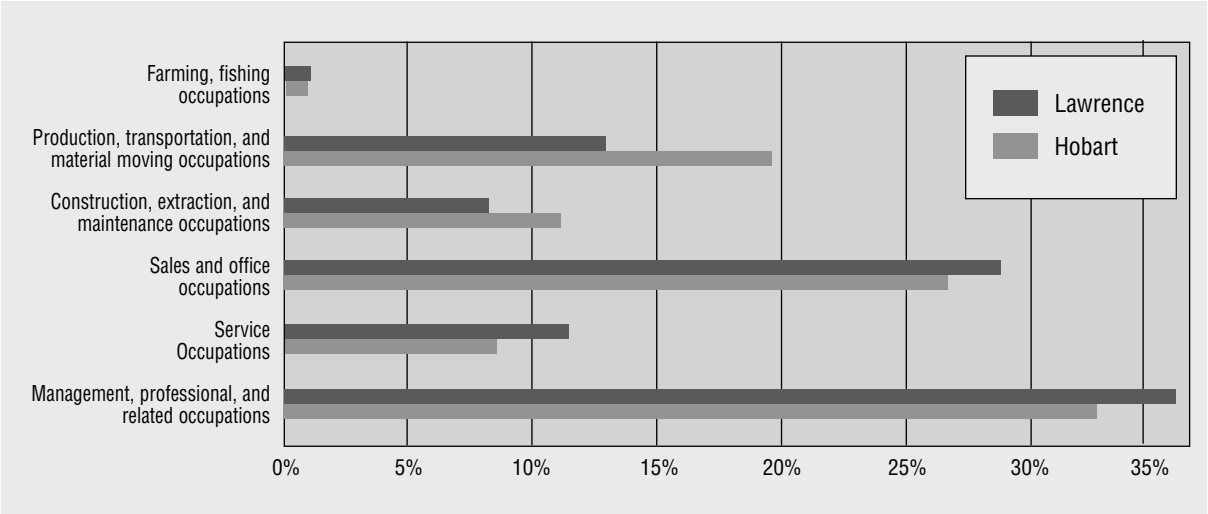
Figure 6.2 **INDUSTRY OF EMPLOYED LABOR FORCE • 2000**



Source: U.S. Bureau of the Census, 2000 in Wisconsin DOA Community Profiles

Figure 6.3 illustrates the occupational distribution of Lawrence/Hobart resident workers. The figure shows that Village/Town workers are primarily split between the management, professional and related occupations (33/37 percent) and the sales and office occupations (26/28 percent). Service occupations employ another 8/12 percent of the labor force.

Figure 6.3 **OCCUPATIONAL STRUCTURE OF RESIDENTS • 2000**



Source: U.S. Bureau of the Census, 2000

The top ten industry groups and employers are identified in Figures 6.4 and 6.5. Employment and wage distribution by industry for Brown County is shown in Figure 6.6.

Employment forecasts for the State of Wisconsin are provided in Figure 6.7. Employment forecasts for local municipalities and counties are not available. However, the Wisconsin Department of Workforce Development has prepared statewide occupational projections for major industries divisions for the years 1998-2008. These figures are intended to provide a general estimate of future employment in Lawrence/Hobart and the greater Fox Valley area.

Figure 6.4 **TOP 10 INDUSTRY GROUPS IN BROWN COUNTY • MARCH 2003**

	Employers	Employees	Numeric Change 2002–2003
Food services and drinking places	392	9,620	314
Educational services	49	9,291	276
Paper manufacturing	28	7,245	–82
Hospitals	6	6,736	859
Insurance carriers and related activities	160	6,516	–87
Truck transportation	148	5,298	254
Food manufacturing	47	5,278	–331
Ambulatory health care services	265	5,212	–23
Specialty trade contractors	475	5,040	–523
Administrative and support services	232	4,941	–137

Source: Wisconsin Department of Workforce Development, 2003

Figure 6.5 **TOP 10 EMPLOYERS IN BROWN COUNTY • 2003**

Company	Product or Service	Size
Green Bay Public School District	Elementary & secondary schools	1,000+
Georgia Pacific	Paper manufacturing	1,000+
Humana Insurance Co.	Direct health & medical insurance carriers	1,000+
Saint Vincent Hospital	General medical & surgical hospitals	1,000+
Wisconsin Public Service Corp	Fossil fuel electric power generation	1,000+
Oneida Tribe of Indians of Wis.	Tribal enterprises	1,000+
Bellin Memorial Hospital	General medical & surgical hospitals	1,000+
Shopko Stores, Inc.	Corporate, subsidiary, & regional managing offices	1,000+
Schneider National, Inc.	Specialized freight (except used goods) trucking, long-distance	1,000+
County of Brown	Executive & legislative offices, combined	1,000+

Source: Wisconsin Department of Workforce Development, 2003

Figure 6.6 **EMPLOYMENT AND WAGE DISTRIBUTION BY INDUSTRY • BROWN COUNTY • 2002**

	Employment		Total Payroll
	Annual Avg.	1-yr. change	
Natural resources	611	59	$15,540,662
Construction	8,098	241	$310,923,606
Manufacturing	26,992	–1,109	$1,106,657,573
Trade, transportation, utilities	32,442	–630	$1,042,155,779
Financial activities	10,189	–158	$366,310,378
Professional and business services	12,644	–139	$435,272,814
Education and health	24,389	1,070	$873,735,204
Leisure and hospitality	14,242	–83	$271,605,814
Other services	4,254	19	$79,411,476
Public administration	4,906	120	$174,800,856
All industries	**141,129**	**–610**	**$4,647,414,162**

Source: WI DWD, Bureau of Workforce Information, Covered Employment and Wages, August 2003

Figure 6.7 shows the projected percent change by industry title between the years 1998 and 2008.

Figure 6.7 **EMPLOYMENT FORECASTS FOR THE STATE OF WISCONSIN • 1998–2008**

Industry Title	Percent Change
Total All Industries	13.3%
Agricultural Services	32.2%
Mining	–1.8%
Construction	10.9%
Manufacturing	4.1%
Transportation and Public Utilities	10.6%
Wholesale & Retail Trade	10.3%
Finance, Insurance & Real Estate	13.9%
Services	21.0%
Government	10.4%

Source: State of Wisconsin, Department of Workforce Development, 2001

Economic Vitality: Income, Unemployment and Poverty Rates

Four indicators of economic well being include median family income, median household income, per capita income, and unemployment rate. This section briefly compares Hobart residents with Lawrence and Brown County residents in each of the categories for the year 1999.

Figure 6.8 shows the specific household and family income distribution in 2000. The difference between household and family income is that family income only includes related family members in one household, while household income includes that of non-related household members. The figure shows that family income is higher than household income.

Figure 6.8 **MEDIAN FAMILY INCOME, MEDIAN HOUSEHOLD INCOME, AND PER CAPITA INCOME • 1999**

	Hobart	Lawrence	Brown County
Median Family Income	$68,482	$76,626	$56,194
Median Household Income	$66,875	$69,034	$46,447
Per Capita Income	$29,002	$29,059	$21,784

Source: U.S. Census 2000

Figure 6.9 shows annual average wages by specific industry classes on a state and county basis.

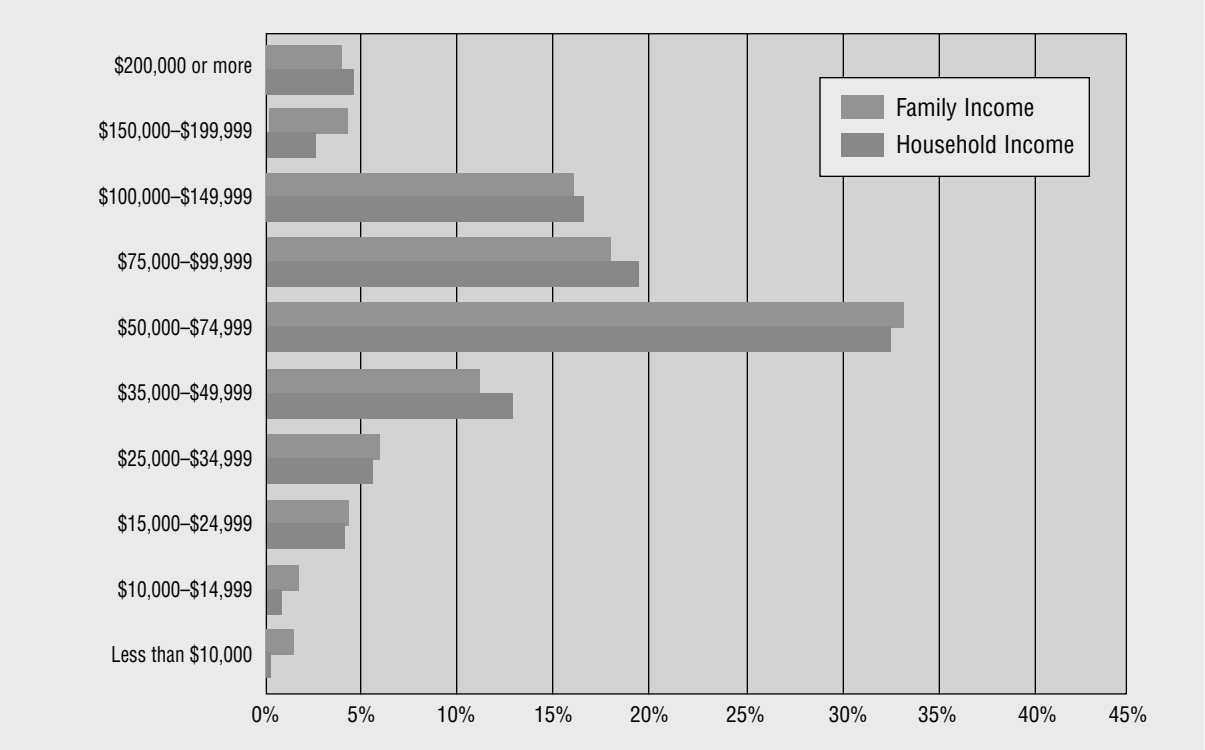
Figure 6.9 **ANNUAL AVERAGE WAGE BY INDUSTRY DIVISION • 2001**

Industry Group	Brown County	State of Wisconsin	% of State Average	% Change 1 year	% Change 5 years
All industries*	$32,551	$30,922	105.3%	3.2%	20.1%
Agriculture, Forestry & Fishing	$21,274	$22,565	94.3%	0.0%	15.0%
Construction	$37,747	$39,011	96.8%	1.8%	19.2%
Manufacturing	$39,276	$39,739	98.8%	0.1%	11.9%
Transportation, Communications, & Utilities	$42,876	$36,639	117.0%	7.4%	27.4%
Wholesale Trade	$39,562	$40,521	97.6%	3.0%	22.7%
Retail Trade	$16,939	$14,596	116.1%	0.1%	18.6%
Finance, Insurance & Real Estate	$34,548	$40,933	84.4%	6.9%	29.8%
Services	$31,171	$28,775	108.3%	8.6%	27.4%
Total Government	$34,101	$33,785	100.9%	–1.0%	12.3%

SOURCE: Wisconsin Department of Workforce Development

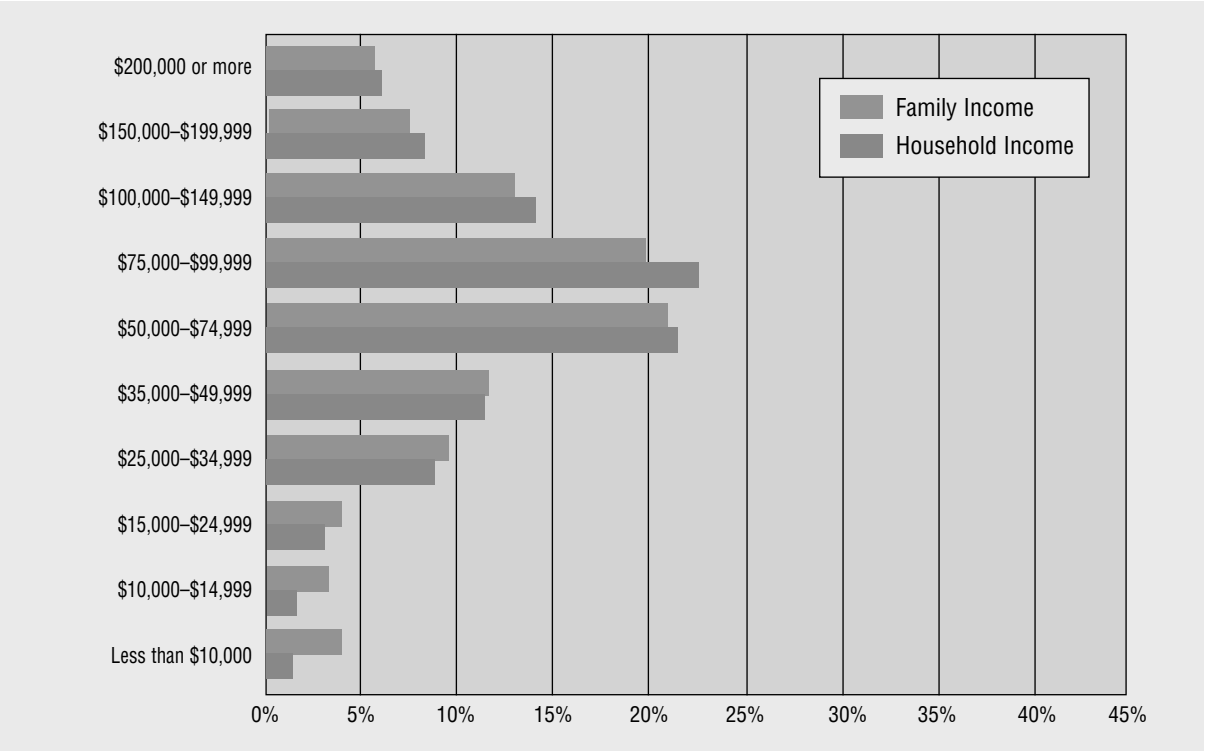
Figures 6.10 and 6.11 illustrate Hobart and Lawrence household and family incomes on a comparison basis.

Figure 6.10 **HOUSEHOLD AND FAMILY INCOME • TOWN OF LAWRENCE • 2000**



Source: U.S. Bureau of the Census, 2000

Figure 6.11 **HOUSEHOLD AND FAMILY INCOME • VILLAGE OF HOBART • 2000**



Source: U.S. Bureau of the Census, 2000

According to 2000 Census date, in 1999, 1.3 percent of families in the Town were below the poverty level. This compares to 4.1 percent in the Village of Hobart.

Figure 6.12 **PERCENT BELOW POVERTY LEVEL • 2000**

Poverty Status	Hobart	Lawrence
Families	**4.1%**	**1.3%**
With related children under 18 years	6.4%	0.8%
With related children under 5 years	8.1%	—
Individuals	**6.5%**	**1.8%**
18 years and over	4.4%	2.3%
65 years and over	10.6%	7.0%
Related children under 18 years	9.6%	0.7%
Related children 5 to 17 years	10.1%	0.9%
Unrelated individuals 15 years and over	23.4%	12.9%

Source: U.S. Bureau of the Census, 2000

Educational Attainment

Educational attainment is an important element of a community's labor force. According to the 2000 Census, 92.6 percent of the Town's population, age 25 and over, were high school graduates. This compares to 86.3 percent for Brown County and 88.8 percent for the Village of Hobart. Town residents, age 25 and over, holding a bachelor's degree or higher was 21 percent—similar to Brown County (22.5 percent) but less than the Village of Hobart (28.7 percent).

Attracting/Retaining Businesses

The Village's proximity to excellent transportation (highway system, airport, Port of Green Bay) and plentiful, developable land position the community as an appealing target for future development. The lack of a focused economic development strategy may be looked upon as a drawback by prospective economic developers.

Existing Businesses

List of current businesses located in the Village of Hobart:

K & T Excavating
Braun's Recycling
Hydroseeding of Wisconsin
Thornberry Creek Golf Course
Thornberry Creek Country Club
Oneida National Orchard
Dean Pickle and Specialty Products
Hobart Logistics
Elite Cheer
Grimes Trucking
Waggin Pet Hotel
West Electric
Cloveridge Converting
Madison Freight Services
Commercial Interiors
Four Star Equipment
Ideal Air
Laser Net
Brian's Birds
City Wide Insulation
R Van Rite Construction
Early Times Day Care Center
Gas Lite Tavern
Air Tech
Ambrosius Studios
Bayland Building
James Reed Custom Homes
Subway Corporate Office
Schwann's
Outboard

Environmentally Contaminated Sites

The Comprehensive Planning Law requires communities to evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The Wisconsin Department of Natural Resources' (DNR) Environmental Remediation and Redevelopment Program maintains a list of contaminated sites. The DNR identifies brownfields as "abandoned or under-utilized commercial or industrial properties where expansion or redevelopment is hindered by real or perceived contamination." Properties listed in the DNR database are self-reported and do not represent a comprehensive listing of possible brownfields in a community. Other state and federal databases may provide more comprehensive lists for the Town.

Figure 6.13 **BROWNFIELD SITES • Village of Hobart**

Site Name	Address	Activity Type
Brown Co. West Landfill/Access Road	Brown Co. West Landfill/Access	Spills
Fuss Property	294 Orlando Drive	ERP
Fuss Property	294 Orlando Drive	Spills
Mavitz Property	3376 Belmar Rd.	ERP
Merrimac Way	Merrimac Way	Spills
Meyer Property	3291 Pioneer Dr.	LUST
Rueden Property	184 Adam Dr.	LUST
Rueden Property	312 Adam Dr.	LUST
STH 29-32/CTH J	STH 29-32/CTH J	Abandoned Container

Source: Wisconsin Department of Natural Resources, 2004

Economic Development Agencies and Programs

There is a wide range of potential assistance county and local governments can access to assist them with their economic development activities. Listed below are some of the key programs and agencies.

STATE LEVEL AGENCIES AND PROGRAMS

Wisconsin Department of Commerce

Bill Winter, Area Development Manager
Office in the Richland Center City Hall
Phone: 608.647.4613
Email: bwinter@commerce.state.wi.us
Web site: www.commerce.state.wi.us

The Department has a broad array of programs to assist a full spectrum of economic development strategies. Programs range from help to start a business to assisting large employer projects. target businesses in rural areas. Programs include grants, loans and assistance with financing, labor training and cleaning up brownfield sites.

Wisconsin Department of Agriculture, Trade and Consumer Protection

Grow Wisconsin Dairy Team
James Cisler
Email: james.cisler@datcp.state.wi.us
Phone: 608.224.5137
Web site; www.datcp.state.wi.us

The Wisconsin Department of Natural Resources – Brownfield Remediation

Web site: www.dnr.wi.gov

DNR staff administer grant and loan programs, and work closely with local governments and organizations to plan and develop projects that protect public health, natural resources, the environment and outdoor recreational opportunities. Through loans, grants and reimbursement programs, the DNR programs target the cleanup of petroleum and other contamination to enable Brownfield site redevelopment, prevent pollution and minimizing waste.

Tax Incremental Financing (TIF)

This program assists villages by designating a specific area within its boundaries as a TIF district and developing a plan to improve its property values. Taxes generated by the increased property values pay for land acquisition or needed public works.

The Early Planning Grant Program (EPG)

This program helps individual entrepreneurs and small businesses throughout Wisconsin obtain the professional services necessary to evaluate the feasibility of a proposed start up or expansion.

WHEDA-Linked Deposit Loan Subsidy (LIDL)

This program helps women and minority-owned businesses by offering low interest loans through local lenders. The LiDL Program can be used for expenses including land, buildings and equipment.

WHEDA-Small Business Guarantee Program

This program offers a pledge of support on a bank loan. Loan proceeds can be used to expand or acquire a small business. It can also be used to start a day care business.

Comprehensive Economic Development Strategy

The Bay-Lake Regional Planning Commission annually creates a Comprehensive Economic Development Strategy (CEDS) report, which evaluates local and regional population and economic activity. Economic development trends, opportunities, and needs are identified within the CEDS report. All Brown County communities, which are served by the Commission, are invited to identify future projects for economic development that the community would like to undertake. Those projects are included within the CEDS and may become eligible for federal funding through the Economic Development Administration (EDA) Public Works grant program.

Northeast Wisconsin Regional Economic Partnership

The combined Bay-Lake and East Central Wisconsin Regional Planning Commission areas were recently named as a Technology Zone by the Wisconsin Department of Commerce. The Northeast Wisconsin Regional Economic Partnership (NEWREP) Technology Zone provides $5 million in tax credits to businesses certified by Commerce, based on a company's ability to create jobs and investment and to attract related businesses. The Technology Zone Program focuses primarily on businesses engaged in research, development, or manufacturing of advanced products or those that are part of an economic cluster and knowledge-based businesses that utilize advanced technology production processes in more traditional manufacturing operations.

Wisconsin Public Service

Wisconsin Public Service Corporation (WPS) also contributes a number of economic development services that Brown County communities should be aware of for their businesses. WPS maintains an online database of available industrial buildings with information provided by the communities. The WPS economic development Web page can be a useful resource for Brown County communities.

Wisconsin Main Street Program

The Main Street Program is a comprehensive revitalization program designed to promote the historic and economic redevelopment of traditional business districts in Wisconsin and is administered by the Wisconsin Department of Commerce–Bureau of Downtown Development. Communities are selected to participate on an annual basis and judged on a submitted application. These communities receive technical support and training needed to restore their Main Streets to centers of community activity and commerce.

Community-Based Economic Development (CBED) Program

The Community-Based Economic Development (CBED) Program provides financing assistance to local governments and community-based organizations that undertake planning or development projects, or that provide technical assistance services that are in support of business (including technology-based businesses) and community development. The program provides grants for planning, development, and assistance projects; Business Incubator/Technology-Based Incubator; a Venture Capital Fair; and Regional Economic Development Grants.

Community Development Block Grant for Economic Development (CDBG-ED)

The CDBG-ED program is designed to assist businesses that will invest private funds and create jobs as they expand or relocate to Wisconsin. The Wisconsin Department of Commerce would award the funds the community, which then loans the funds to a business. When the business repays the loan, the community may retain the funds to capitalize a local revolving loan fund. The fund can then be utilized to finance additional economic development projects within the community. Communities may also utilize the existing Brown County Economic Revolving Loan Fund, administered by the Brown County Planning Commission, to provide loans to community businesses.

Milk Volume Production (MVP) Program

The Milk Volume Production (MVP) program is designed to assist dairy producers that are undertaking capital improvement projects that will result in a significant increase in Wisconsin's milk production. This program was created to aggressively support Wisconsin's $20 billion dairy industry. The goal of the MVP program is to provide qualifying dairy producers with the type of financing necessary to fill the "equity gap" and to partner with local communities to increase dairy production in Wisconsin. It is important to note that the MVP application process is competitive, and not all applications will be funded. Only those projects that have a comprehensive business plan and can demonstrate they will have a long-term sustainable impact upon Wisconsin's milk production will be successful.

FEDERAL AGENCIES AND PROGRAMS

Many communities in Brown County outside of the Green Bay Metropolitan Area meet the requirements of the U.S. Department of Agriculture–Rural Development. Therefore, communities may be eligible for Rural Development Economic Assistance Programs. However, there are typically strict income limits associated with some of the programs so the Wisconsin Division of USDA–Rural Development should be contacted regarding eligibility for certain programs.

USDA - Rural Development

Web site: www.rurdev.usda.gov/wi

Rural Development programs help a rural community or business with economic development through loan guarantees, loans and grants.

7 Intergovernmental Cooperation

INTRODUCTION

Many cities, towns, villages, and counties begin cooperative arrangements to lower costs and promote efficiency. Most arrangements involve only two governmental units, but there are also agreements among multiple units. Intergovernmental cooperation may range from formal joint power agreements to unwritten understandings. Two communities may have an unwritten agreement about sharing road repair equipment, or a cluster of cities and towns may have a written agreement concerning snow removal, economic development, fire, or EMT services. The opportunities for intergovernmental cooperation are endless.

Intergovernmental cooperation is an effective way for local governments to respond to changing and diverse needs by working together with their neighbors, while maintaining their own identity. If an agreement can be reached among two or more units of government, services can often be provided with substantial cost savings. Cooperation can also eliminate unnecessary duplication of services or purchasing of equipment.

Wisconsin State Statute 66.1001(2)(g)
(g) Intergovernmental cooperation element.
A compilation of objectives, policies, goals, maps and programs for joint planning and decision making with other jurisdictions, including school districts and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts and adjacent local governmental units, and to the region, the state and other governmental units. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.0301, 66.0307 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

The following are suggested Intergovernmental recommendations. They support the intent of the law and can guide intergovernmental cooperation decisions in the county over the next 20 years.

- Work with local governments, state and federal agencies, the regional planning commission, and local school districts to identify and coordinate land use and community development policies and initiatives by exchanging information about items of mutual concern.
- Explore new opportunities to cooperate with other local units of government to utilize shared public services, staff, or equipment where appropriate.
- When appropriate, intergovernmental agreements with other local units of government should be created through written contracts / agreements.

Advantages and Disadvantages of Intergovernmental Cooperation

Intergovernmental cooperation has many advantages associated with it including the following:

Efficiency and reduction of costs: Cooperating on the provision of services can potentially mean lower costs per unit or person. Although these are by no means the only reasons, efficiency and reduced costs are the most common reasons governments seek to cooperate.

Limited government restructuring: Cooperating with neighboring governments often avoids the time-consuming, costly, and politically sensitive issues of government restructuring. For example, if a city and town can cooperate, the town may avoid annexation of its land and the city may avoid incorporation efforts on the part of the town, which may hinder the city's development. Cooperation also helps avoid the creation of special districts that take power and resources away from existing governments.

Coordination and planning: Through cooperation, governments can develop policies for the area and work on common problems. Such coordination helps communities minimize conflicts when levels of services and enforcement are different among neighboring communities. For example, shared water, sewage, and waste management policies can help avoid the situation in which one area's environment is contaminated by a neighboring jurisdiction with lax standards or limited services. Cooperation can also lead to joint planning for future services and the resources needed to provide them.

Expanded services: Cooperation may provide a local unit of government with services it would otherwise be without. Cooperation can make those services financially and logistically possible.

Intergovernmental cooperation also has drawbacks, which may include the following:

Reaching and maintaining an agreement: In general, reaching a consensus in cases in which politics and community sentiments differ can be difficult. For example, all parties may agree that police protection is necessary. However, they may disagree widely on how much protection is needed. An agreement may fall apart if one jurisdiction wants infrequent patrolling and the other wants an active and visible police force.

Unequal partners: If one party to an agreement is more powerful, it may influence the agreement's conditions. With service agreements, the more powerful party, or the party providing the service, may have little to lose if the agreement breaks down, it may already service itself at a reasonable rate. The weaker participants may not have other options and are open to possible exploitation.

Local self-preservation and control: Some jurisdictions may feel their identity and independence will be threatened by intergovernmental cooperation. The pride of residents and officials may be bruised if, after decades of providing their own police or fire protection, they must contract with a neighboring jurisdiction (and possible old rival) for the service. In addition, and possibly more importantly, a jurisdiction may lose some control over what takes place within their boundaries. Moreover, although government officials may lose control, they are still held responsible for the delivery of services to their electorates.

Potential Areas of Cooperation

Efficiencies can often be gained between neighboring jurisdictions with the sharing of services, staff, facilities. Examples include: budding contracts, shared recreation facilities, shared specialized equipment, road maintenance, land use planning, siting of school facilities, etc.

The Village of Hobart cannot achieve its vision by itself. First, its vision extends beyond its existing boundaries into areas for which other units of government also have visions, and usually more authority. Second, even within its boundaries, other units of government have substantial influence (e.g. schools, state highways, etc.). Often coordination with other units of government is the only way, or the most effective way, to solve a problem or achieve an objective.

This is a good point at which to mention one overall recommendation which is central to the successful implementation of the plan: to promote good communication between all governments covered by the plan. A great deal can be accomplished if the leaders can communicate openly and negotiate issues in good faith.

Genuine effective planning must enable local officials and citizens to estimate and measure the cumulative impacts of large and small developments and the effect of the community's development on its neighbors and region.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. The Village will cooperate with the other units of government in and around Hobart in order to obtain the highest quality service for Village residents in the most cost-efficient manner. By cooperating with the other units of government in the Hobart area, the Village will seek to lessen or eliminate the duplication of services, uncertain or overlapping areas of responsibility, and otherwise waste of tax dollars.
2. Enhance community development through efficient delivery of government services and coordinated regional growth.

Objectives:

1. Attempt to coordinate the Comprehensive Plan with surrounding plans to ensure an organized approach to development.
2. Foster communication between the different units of government in the area to help ensure effective and efficient service delivery to all residents.
3. Coordinate "trans-jurisdictional" issues such as land use, zoning, transportation, open space, sanitary sewer service, stormwater, and trail corridors.

Policies:

1. Promote more shared services—fire, police, EMS, garbage, general maintenance—where cost-effective.
2. Develop an improved utility district area through increasing capacity and/or the establishment of new facilities.
3. Encourage a cooperative, working relationship with area communities to promote business opportunities in Hobart and the surrounding areas.
4. Maintain opportunities for citizen involvement.

EXISTING CONDITIONS

This element contains an overview of Hobart's intergovernmental relationships. It also identifies known existing or potential conflicts between the Village and this Comprehensive Plan and the plans of adjacent villages and towns, Brown County, and the State of Wisconsin.

Hobart's Intergovernmental Relationships

The Village of Hobart is located in Brown County. In Brown County, the Village is bordered by the Village of Howard, Town of Lawerence, the City of DePere, and the Village of Ashwaubenon. Outagamie County borders Hobart to the west. The Town of Wrightstown borders Hobart to the south. The Village has long-established working relationships as evidenced by the number of intergovernmental agreements contained on page 107 of this document.

Brown County and Surrounding Jurisdictions

The Village of Hobart, located in Brown County, is included in many county plans.

Regional Planning Jurisdictions

The Village of Hobart is located within the Bay Lakes Regional Planning Commission's jurisdiction (BLRPC). The BLRPC prepares and adopts regional plans and maintains extensive data bases on such issues as population and land use.

Relationship with School Districts

The Village's Comprehensive Plan calls for efforts to work closely with school districts to assist in facility siting and the promotion of joint use of facilities.

Existing or Potential Conflicts

The greatest existing and potential conflict facing the Village is its relationship with the Oneida Nation (land purchases, land uses). To implement this plan, a close and trusting relationship needs to be nurtured between the Village and Oneida.

Process to Resolve Conflicts

The Village and Oneida Nation continue to discuss joint cooperation (as evidenced by cooperative agreements) and meet periodically to discuss issues.

Additional Intergovernmental Cooperation Ideas

The Intergovernmental Cooperation Element Guide published by the Wisconsin Department of Administration provides several ideas for cooperation including the following listed below. These are only ideas to consider. *(Note: the following ideas were taken directly from the Intergovernmental Cooperation Guide.)*

Voluntary Assistance: Your community, or another, could voluntarily agree to provide a service to your neighbors because doing so makes economic sense and improves service levels.

Trading Services: Your community and another could agree to exchange services. You could exchange the use of different pieces of equipment, equipment for labor, or labor for labor.

Renting Equipment: Your community could rent equipment to, or from, neighboring communities and other governmental units. Renting equipment can make sense for both communities – the community renting gets the use of equipment without having to buy it, and the community renting out the equipment earns income from the equipment rather than having it sit idle.

Contracting: Your community could contract with another community or jurisdiction to provide a service. For example, you could contract with an adjacent town or village to provide police and fire protection, or you could contract with the county for a service in addition to that already routinely provided by the county sheriff's department.

Routine County Services: Some services are already paid for through taxes and fees. Examples are police protection services from the county sheriff's department, county zoning, county public health services, and county parks. Your Intergovernmental Cooperation Element could identify areas where improvements are needed and could recommend ways to cooperatively address them.

Sharing Municipal Staff: Your community could share staff with neighboring communities and other jurisdictions – both municipal employees and independently contracted professionals. You could share a building inspector, assessor, planner, engineer, zoning administrator, clerk, etc. communities or governmental units to provide a service together.

Joint Use of a Facility: Your community could use a public facility along with other jurisdictions. The facility could be jointly owned or one jurisdiction could rent space from another.

Special Purpose Districts: Special purpose districts are created to provide a particular service, unlike municipalities that provide many different types of services. Like municipalities, special purpose districts are separate and legally independent entities.

Joint Purchase and Ownership of Equipment: Your community could agree with other jurisdictions to jointly purchase and own equipment such as pothole patching machines, mowers, rollers, snowplows, street sweepers, etc.

Cooperative Purchasing: Cooperative purchasing, or procurement, is where jurisdictions purchase supplies and equipment together to gain more favorable prices.

Intergovernmental Agreements

Intergovernmental Agreements provide communities with a different type of approach because it is proactive rather than reactive. There are two types of intergovernmental agreements that can be formed including cooperative boundary agreements and stipulations and orders. More detailed information on intergovernmental agreements can be obtained from Wisconsin State Statute 66.0307 (Cooperative Boundary Agreements) and 66.0225 (Stipulations and Orders).

Existing intergovernmental agreements:

- Village of Ashwaubenon—Village of Hobart Water Agreement and First Amendment
- Memorandum of Understanding between the Oneida Nation and the Village of Hobart regarding servicing of public water
- Memorandum of Understanding between the Oneida Nation and the Village of Hobart regarding a cooperative planning process
- Memorandum of Understanding between the Oneida Nation and the Village of Hobart regarding cooperation with park and recreational activity
- Town of Lawrence—Village of Hobart Intergovernmental Agreement to create the Hobart—Lawrence Police Department (2001)
- Town of Lawrence—Village of Hobart Intergovernmental Agreement to create the Hobart—Lawrence Municipal Court (2001)
- Oneida Nation—Village of Hobart Service Agreement (2004–2007)

INTERGOVERNMENTAL COOPERATION AGENCIES AND PROGRAMS

There are a number of available state agencies and programs to assist communities with intergovernmental projects. Below are brief descriptions of various agencies and programs.

Intergovernmental Relations – WI Department of Administration

The Wisconsin Land Council was created to gather and analyze land use and planning related information, coordinate high priority state initiatives including the development of a Wisconsin land information system and provide recommendations to the Governor for improvements to the existing statewide planning framework. The Council is dedicated to identifying ways to enhance and facilitate planning efforts of Wisconsin's local governments and to improve the coordination and cooperation of state agencies in their land use activities.

Wisconsin Towns Association

Wisconsin Towns Association (WTA) is a non-profit, non-partisan statewide organization created under s. 60.23(14) of the Wisconsin Statutes to protect the interests of the state's 1,264 towns and to improve town government. In 2002 WTA celebrated it's 55th year of service to town governments and the state's 1.6 million town residents. The association is organized into six districts and is headquartered in Shawano. WTA relies on regular district meetings, an annual statewide convention, publications, participation in cooperative training programs and other means to support the goal of keeping grassroots government strong and efficient in Wisconsin.

League of Wisconsin Municipalities

The League of Wisconsin Municipalities is a not-for-profit association of municipalities. First established in 1898, the League acts as an information clearinghouse, lobbying organization and legal resource for Wisconsin municipalities. Its membership consists of 386 villages and all of the 190 cities in the state.

Wisconsin Counties Association

WCA is an association of county governments assembled for the purpose of serving and representing counties. The direction of this organization is one that is determined by the membership and the WCA Board of Directors consistent with the parameters set forth by the WCA Constitution. The organization's strength remains with the dedicated county-elected official.

8 Land Use

INTRODUCTION

The land use element is a cornerstone of any Comprehensive Plan. For Hobart, this element should service as a useful guide for future development-related issues. This guide was created recognizing that there are very few easy land use decisions. Great care has been taken in researching public input, land use trends, and policy options to guide development in Hobart.

A key consideration in the preparation of a land use plan for a community is the identification of the goals which reflect the collective values and attitudes held regarding future development. These goals and the more specific objectives and policies are intended to represent a collective statement expressing what is desirable in relation to future development.

These goals and objectives are not always easily recognized and disagreement relative to the direction they set may exist. Also, some goals may be foregone values that are unconsciously thought of. Finally, variations in location of residence, economic backgrounds, family status and other similar conditions impact on the attitudes and opinions held by residents.

Thus, the preparation of goals and objectives is not necessarily an easy task. In an effort to help facilitate goal formation, a Long Range Planning Committee composed of Hobart residents interested in the planning process was created.

GOALS, OBJECTIVES, AND POLICIES

Goals:

1. Preserve Hobart's rural atmosphere through planned, controlled growth.
2. Plan for cost-effective, sustainable development.

Objectives:

1. Future development may follow the guidelines of planned unit development where appropriate.
2. When development with large lots (well and septic) are proposed, consideration should be made for housing placement in the event water and sewer service becomes available.
3. Seek to enhance the Village's potential for quality growth and development without adversely affecting the existing services and facilities.

Policies:

1. Develop guidelines for a Planned Unit Development (P.U.D.) process.
2. Strongly encourage a P.U.D. overlay, where appropriate, in each of the defined land use classifications: residential, commercial, industrial, agricultural, and public recreational areas.
3. In order to encourage orderly and selective development (residential, commercial and industrial), all proposed development should be reviewed for compatibility to the Comprehensive Plan.
4. Ensure that new developments are compatible with, and complementary to, surrounding land uses.
5. Require developers by agreement or otherwise to provide necessary public facilities and infrastructure for their projects.
6. Consider providing information and direction to farmers and large parcel land owners on their choices involved with development of their land.

EXISTING CONDITIONS

The Land Use Element was prepared pursuant to Section 66.1001 of the Wisconsin Statutes. Section 66.1001 requires this element to include a compilation of objectives, policies, goals, maps and programs to guide the future development of public and private property. Further, the element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land use conflicts. The element shall also contain projections, based on background information, for 20 years, including five-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections area based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands, and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities will be provided in the future ant the general location of future land uses by net density or other classifications.

Sewer Service Area

Directly related to the land use element is the use of the sewer service area planning technique. Hobart and Brown County, in conjunction with the DNR, utilize this tool to control sprawl. Sewer service areas (SSA's) are delineations around municipalities and utility/sanitary districts where public sanitary sewer service is either currently available or planned at some point in the future. The urban service area delineation indicates the land area that adjoins existing or planned sewer service areas that could be cost-effectively and efficiently served by public sanitary sewer systems.

The purpose of the sewer service area delineation is to encourage the location of new development in areas that can be served by public services, particularly public sanitary sewer, and developed at higher "urban densities." By encouraging development within existing municipalities and sanitary/utility districts and developing at "urban densities," there will be less development pressure on the rural areas.

A second purpose of the long-range sewer service area is to delineate areas around incorporated municipalities and sanitary/utility districts that preserves a reasonable expansion area for future urban development. Allowing areas on the edges of incorporated municipalities and sanitary/utility districts to be "prematurely" developed on private septic systems and wells often makes future higher-density urban development on public utilities difficult and costly. Preserving future urban expansion areas will have the long-term affect of reducing development pressure in the rural areas.

Current Land Use

The largest single land use in Hobart is Agricultural (45%), followed by Natural Areas/Water/Vacant (20%). In total there are 4,063 acres of residentially developed land, 424 acres of industrially developed land, and 113 acres of commercially developed land.

This mix is indicative of a substantially rural community supported by some urban amenities, primarily industry. Transportation uses comprise 1,929 acres, or 9 percent, of the total Village land area. Figure 8.1 provides a detailed list of existing land use in the Village during the year 2000.

Figure 8.1 **CURRENT LAND USE • Village of Hobart**

Land Use Category	Acreage	% of Total
Residential	4,063	19%
Commercial	113	1%
Industrial	424	2%
Transportation	1,929	9%
Communications/Utilities	4	—
Institutional/Governmental	106	1%
Outdoor Recreation	646	3%
Agricultural	9,607	45%
Natural Areas/Water/Vacant	4,281	20%
Totals	**21,173**	**100%**

Source: Brown County Planning Commission, 2000

Net Residential Density

The Village of Hobart has a density of 70 dwelling units per square mile as reported by the 2000 U.S. Census (Figure 8.2). The Census also provides another measure of density—population per square mile. Under this measure, Hobart has a population density of 204 people per square mile. Both of these numbers are somewhat higher than neighboring Town of Lawrence (30 and 91, respectively).

Figure 8.2 **RESIDENTIAL DENSITY • 2000**

	Village of Hobart	Town of Lawrence
Population	5,090	1,548
Housing Units	1,758	522
Total Area in Square Miles	25	17
Density (Units per Square Mile)		
Population	204	91
Housing Units	70	30

SOURCE: U.S. Census, 2000

Nonresidential Intensity

Hobart's Zoning Ordinance regulates intensity of nonresidential development in the Business, Commercial, and Industrial zoning districts.

Figure 8.3 **NON-RESIDENTIAL INTENSITY**

District	Classification	Allowable Intensity
B-1	Community Business	Minimum building size = 725 sq. ft.
C-1	Limited Commercial	Minimum building size = 1,500 sq. ft.
I-1	Limited Industrial	Minimum lot size = 40,000 sq. ft.
I-2	Industrial Park	Minimum lot size = 40,000 sq. ft.

Source: Hobart Zoning Ordinance

Land Use Trends

Land Supply

There are currently over 700 areas of vacant, developable SSA lands in the Village of Hobart. This does not imply, however, that owners of this land would be willing to develop the land at this time or in the near future.

Figure 8.4 **SEWER SERVICE AREA (SSA) ACREAGE COMPARISON**

	Hobart	Lawrence
Total Gross SSA Acreage Comparison		
Future Gross SSA Lands	3,612	2,040**
Current Gross SSA Lands	3,378	1,004
Additional SSA Acreage	234	1,036
Percent Change	7%	103%
Total Vacant Developable SSA Acreage Comparison		
Future Gross SSA Lands	721*	781**
Current Gross SSA Lands	1,015	268
Additional SSA Acreage	–294	513
Percent Change	–29%	191%

** Does not include vacant developable Oneida Trust Lands.*

*** Approximately 240 acres of gross SSA lands were swapped from Ashwaubenon to Lawrence*

SOURCE: Brown County Smart Growth Plan, 2004

Land Demand

Several notable development trends can be observed. In terms of residential trends, housing is developing directly along existing Village and County roads.

Another notable land use trend is the conversion of farmland to other uses. Data collected for the Wisconsin Land Use Data project shows that approximately 76 percent of agricultural acres sold between 1990 and 1997 were converted out of an agricultural use. This conversion is fueled by several factors including changes to the farm economy, improved transportation systems, and the reasonably close location of the Village to urban amenities and destinations. Nearly all conversions of agricultural lands have been to single-family residential uses.

Land Prices

Data collected between 1990 and 1997 for the Wisconsin Land Use Data Project indicates that agricultural land sold to continue in agriculture had an average sales price per acre of $1,674 (Town) and $1,317 (Village). Land that was converted out of agriculture sold at an average price per acre of $2,550 (Town) and $4,537 (Village).

Opportunities for Redevelopment

Figure 8.5 **FARMLAND SALES • 1990–1997**

	Village of Hobart	Town of Lawrence
Number of parcels sold	29	16
Acres sold:		
Total	2,936	1,140
Continuing in agriculture	689	636
Converted out of agriculture	2,247	504
Average value of sales ($/acre):		
Total	$4,093	$2,607
Continuing in agriculture	$1,317	$1,674
Converted out of agriculture	$4,533	$2,550
Total farmland acres, 1990	10,902	9,074
% sold and converted	20.6%	5.6%

Source: Wisconsin Land Use Data Project, Program on Agricultural Technology Studies, University of Wisconsin–Madison

Most of the lands are in agricultural use and are transitioning to developed land.

Existing/Potential Land Use Conflicts

The most significant existing land use conflicts are between residential and agricultural uses. The potential for conflict increases as new non-farm homes are developed in close proximity to agricultural lands. Conflicts between agricultural and residential uses typically vary with the intensity of the operation. More intensive farming operations (with more animal units, increased farm traffic, and increased hours of operation) often prove to be a nuisance for non-farm residents.

Land Use Projections

The Wisconsin Department of Administration (DOA) prepares population projects every ten years. The most current projections released in 2004, show the Village's population growing to near 6,900 by 2025. Between 1990 and 2000, the U.S. Census reports the Town's population grew from 1,248 to 1,548, a 17 percent increase. Considering current building trends and development pressure in the Village, it is reasonable to assume that the Village should continue to expect increased growth pressures.

The following figure shows estimated land use projections, in 5-year increments, for the Village.

Figure 8.6 **PROJECTED ACREAGE NEEDS • Village of Hobart**
20-Year Acreage Projections (5-year increments)

	2005–2010	2011–2015	2016–2020	2021–2025
Residential	150	170	167	176
Commercial	4.5	5	5	5
Industrial	6	7	7	7
Agricultural	161	182	179	188

ASSUMPTIONS:
- Residential lots average 1.5 acres
- Average household size = 3.0
- Commercial acreage equals 3% of projected residential growth
- Industrial acreage equals 4% of projected residential growth
- Agricultural lands experience an equivalent reduction to increases in residential, commercial and industrial growth

Future Land Use Plan

Purpose: Agriculture has played a key role in the Hobart environs economy, land use, and in establishing the "rural character" of the Village. The majority of the land in the planning area is typified by large acreage farms and farm-oriented residential uses. It is the intent of the Comprehensive Plan to maintain the area's agricultural environment. However, it should be noted that as residential, commercial, and industrial development takes place, agricultural lands will experience a net loss in acreage.

Plan Area Standards-Siting Requirements for Non-Farm Residential Development: A key component of the land use element is not to prohibit non-farm residential development in the agricultural areas but rather to appropriately site whatever development does occur. Development should be guided to those areas not containing prime or important soils and which can support a private septic system. The proposed dwelling shall be placed so as to minimize impacts on neighboring agricultural uses, minimize disruption of existing natural features, and be placed so as to prevent visual predominance over the surrounding landscape.

These standards are primarily applicable to the agricultural planning area, they are also applicable to those lands that are not reasonably accessible to urban services (village water and sanitary sewer) but may be facing development pressures in the planning horizon of this plan.

Criteria to evaluate projects are:

a. Where practical, non-agricultural development is to be located on the least productive portion of the farm parcel.

b. The maximum permitted lot size shall be two acres in order to minimize conversion of farmland to non-agricultural use. Certain physical conditions may necessitate the creation of larger lots.

c. New roads or utility transmission lines should be located and constructed in a manner that would minimize any impact on prime farmland and other natural resources.

d. Driveways shall not be permitted to cross productive agricultural lands and disrupt the agricultural use of the property. All driveways must permit safe access by fire trucks, ambulances, and any other emergency vehicle. Notification of the fire chief or other emergency service provider, as well as their approval of any driveway configuration may be required.

e. All existing property boundaries, lot lines, and easements must be shown.

f. All existing uses, structures, roads, and driveways must be shown.

g. The proposed lot lines and approximate location of structures and driveways must be shown. Septic fields and well sites shall be approximately delineated.

h. Areas of differing soil productivity shall be delineated.

i. All natural features such as woodlands, wetlands, flood plains, and steep slopes shall be delineated.

j. Encourage the clustering of any lots created to minimize the amount of land devoted to residential use.

k. Plans should indicate a minimal level of tree clearing necessary for a building site. Development sites shall be landscaped to blend with the surrounding area.

The philosophy of the Village's plan is to encourage urban development to occur within and adjacent to areas of the Village that provide necessary services and utilities.

Parks and Recreation

Purpose: The Village does not propose the creation of any Village park or recreation area in this plan. However, park land should be dedicated in any new subdivision and the Village should examine the possibility of jointly developing and/or utilizing the facilities of neighboring jurisdictions

Plan Area Standards: Park land dedications in new subdivisions should be of a size and shape so as to provide usable recreational space. Trail connections between subdivisions for bicycle and pedestrian use will be stressed.

The Village will review all proposals for new subdivisions to determine the adequacy of the park and open space set-aside for that neighborhood. Interconnections between neighborhoods and park areas is encouraged.

Resource Protection

Purpose: The Future Land Use Plan Map delineates areas of sensitive environmental features that are either fully protected from disruption by statute or rule, or that require proper control and/or mitigation if disrupted. These features are to be recognized as elements in an integrated natural environment and are to be protected to ensure their natural function into the future. The plan emphasizes the continuous system of open space that includes environmentally sensitive lands that may be needed for open space and recreation use. These corridors of open space can protect and preserve sensitive natural areas, such as wetlands, flood plains, woodlands, steep slopes, and other areas.

Plan Area Standards: Certain environmental features, such as wetlands, are protected by regulations. The Village should review potential development in light of these regulations as well as examine the impact on other natural resources.

a. Groundwater quality and quantity should be protected through site control of potential sources of contamination,
controlling the types of development
near wetlands.

b. Development shall be prohibited on slopes greater than 12% and slopes greater than 20% shall not be disturbed for
driveways.

c. Present woodlands over ten acres should not be further divided into parcels of less than ten acres.

Business

Purpose: There are a number of business uses in the Village that are reliant on a highway arterial or collector road location. The Village wishes to reduce the potential for conflicting traffic movement, congestion, and hazardous conditions along these highways. This plan attempts to balance the benefits to the Village's tax base that this type of development will bring with the impacts associated with highway business development.

Plan Area Standards: Proposals to establish business uses within this land use area should be conditioned on the following criteria:

a. The Village and applicant should jointly work with the State Department of Transportation, its District office, the Brown County Highway Department to ensure that adequate rights-of-way for future roadway expansions are provided. Ensure that proper controls on vehicle access (especially the number, design, and location of access driveways and intersecting local roadways) are provided. The Village should prohibit driveways cuts that impede the efficient and safe operations of roadways. Therefore, shared driveways and frontage road access may be required.

b. The applicant must provide an estimate of public utilities and services required for the operation of the business. If the business requires levels of service higher than what the Village can provide, especially the provision of sanitary sewer and public water, the proposal shall be disapproved.

c. A site plan shall be submitted for review by the Village indicating all setbacks and points of access required in the location of all buildings, storage and waste disposal, and the location and type of screening and buffering.

d. The applicant shall provide a realistic assessment of the traffic volumes generated and types of vehicles that will service or use the new business use over the next 5-, 10-, and 15-year periods.

e. If the business is located within 100 feet of an adjacent residence or residential zoning district, the side of the business facing the residence shall be screened by a landscape or other visual barrier.

f. A plan for storage and/or disposal of solid waste and hazardous materials used in the operation shall be submitted to the Village. The site plan should also identify any noise or odors produced by the business and perceptible at the boundaries of the property.

g. If the business is to operate at night, all outdoor lighting shall be designed so as not to create glare or shine directly on neighboring residences.

h. The applicant shall specify the days and hours the business shall be open.

Residential

Purpose: The land use element of the plan provides for expanded residential development in a coherent manner. The land use map recognizes that some lands in the Village are currently agricultural uses. However, during the course of this plan, some conversion of these areas to urban residential densities will be permitted. Future plans may determine the appropriateness of the conversion of additional acreage to residential use as development pressures expand.

Plan Area Standards: The intent of this land use designation is to build on the existing neighborhoods in the Village allowing for controlled, phased growth in these subdivisions. Isolated subdivisions with little or no connection to their surroundings are inconsistent with the policies of the plan. Therefore, the following criteria are an attempt to ensure that new residential development in these areas is consistent with and connected to the existing subdivisions:

a. New development areas should contain no greater than 20 percent of the number of lots of the nearest adjacent existing subdivision nor be greater than 20 acres in size. This provision is intended to prevent a new development from "overwhelming" an existing neighborhood. Proposals for development with greater than 20 percent of the number of lots of the nearest adjacent existing subdivision or greater than 20 acres in size shall include justification for exceeding the recommended limits. For instance, an overall site plan for two phases of a development may be required to properly plan stormwater, water and sanitary service, or to extend streets so that they connect into the overall street pattern.

b. Require lots in the proposed development to be approximately the same size as lots in the adjoining subdivision. New lots should be sized to be consistent with existing lot sizes in the area. If larger lot sizes are proposed, the applicant must provide justification. Reasons for larger lot sizes could include: 1) terrain, 2) shape of lot; and 3) existing vegetation on site.

c. New residential development areas should provide, whenever feasible, a connecting street system and trail system for non-motorized transportation with the adjacent subdivision. Reasons: Often existing subdivisions with a predominance of cul-de-sac streets require residents to access the main collector road in front of their subdivision to go anywhere and forces bike and pedestrian traffic onto high-volume roadways.

Land Use Programs

Zoning and subdivision regulations provide specific land use restrictions and development standards. Since the early 1920's, when the concept of land development control was initiated in the United States, development control techniques have been expanded, refined and subjected to all levels of judicial scrutiny.

Zoning Regulations

Careful application of modern zoning controls can go far in assisting the community in accomplishing the goals of this comprehensive plan. The zoning ordinance establishes definitions, standards and procedures for administrative and legislative bodies to review and approve specific land developments. The existing zoning ordinance will be updated to reflect the plan recommendations for properties in the Village. The existing zoning map is currently being updated by the consulting Village Engineer.

Land Division/Subdivision Regulations

Instituting development standards for land subdivision is another regulating measure of importance in community development. It is essential that the opening of new residential and other areas, by the platting for sale of lots, be at a level which will not be a liability to the public at a future date. Subdivision regulations serve an important function by ensuring the orderly growth and development of unplatted and undeveloped land. These regulations would be particularly beneficial to determining whether larger lots in the Village could or should be further subdivided and, if so, what standards would need to be met in order for the Village to approve the land division.

Official Mapping

The official map is another tool for land use control that can be used to preserve the integrity of the comprehensive plan and to regulate future growth. Chapters 60 and 62 of the Wisconsin Statutes provide for the establishment of an official map to indicate all existing and planned streets, parks and other public uses. The official map enables the Village to prevent private development from occurring in areas designated for other uses.

Codes

Building, electrical, plumbing, mechanical, historical preservation, and fire prevention codes provide sound standards for the safe construction, use, and occupancy of buildings. These codes should be considered implementation devices of plan for a variety of reasons. First, use of the codes insures that the high quality of development sought as an objective of the plan is, in fact, carried out via the permit and inspection requirements of the codes. Secondly, through the same permit requirements, government is providing a check-off point to insure that the land uses proposed are in accordance with the proposed uses embodied in the plan and permitted by the appropriate zoning district. Finally, use of the codes provides a mechanism that insures that, following the construction of the building to the required standards, it is maintained in an acceptable fashion over time.

Sign Code

Sign regulations promote the public health, safety and welfare through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign standards and requirements. These regulations play an important role in creating uniformity in size, appearance, placement, message, and purpose for signs to convey the appropriate information while contributing to community character. Lawrence's sign ordinance is currently incorporated into its zoning code.

REGIONAL ORGANIZATIONS

Green Bay MPO

The Green Bay Metropolitan Planning Organization (MPO) is a federally-designated transportation planning agency for the Green Bay urbanized area. Green Bay's MPO is a component of the Brown County Planning Commission and the MPO was extensively involved in the development of the Brown County Comprehensive Plan. The MPO also works to develop the urbanized area's Transportation Improvement Program (TIP).

Green Bay Metropolitan Sewerage District (Green Bay MET)

The Green Bay Metropolitan Sewerage District (GBMSD) has cooperatively managed the wastewater treatment needs of portions of 14 Brown County municipalities and several communities outside of Brown County for an estimated population of 154,926 people and a service area that encompasses 232 square miles.

Bay-Lake Regional Planning Commission

Brown County has been a member of the Bay-Lake Regional Planning Commission since it was created in 1972. Through this membership, communities in Brown County are eligible for services, such as preparation of comprehensive plans, zoning ordinances, grant writing and administration, GIS mapping, and preparation of outdoor recreation plans. The Bay-Lake Regional Planning Commission has prepared local comprehensive plans for some Brown County municipalities and prepares a regional plan as well as an economic development plan for the region. Additionally, the Bay-Lake Regional Planning Commission assists and completes planning projects for Brown County.

STATE OF WISCONSIN AGENCIES AND PROGRAMS

There are a number of available state agencies and programs to assist communities with land use projects. Below are brief descriptions of various agencies and programs. To find out more specific information or which program best fits your needs contact the agency directly.

Center for Land Use Education (CLUE)

The Center for Land Use Education is a joint venture of Cooperative Extension and the College of Natural Resources at the University of Wisconsin-Stevens Point. The Center for Land Use Education uses a team-based approach to accomplish its dual missions in campus based undergraduate and graduate education and Extension outreach teaching related to:

- land use planning,
- plan and ordinance administration,
- project impact and regional trends analysis and
- public involvement in local land use policy development.

University of Wisconsin

The UW-Madison has a department of Urban Planning that can provide research and outreach services to area communities. The University also has a Land Information & Computer Graphics Facility (LICGF). The overall mission of the Land Information and Computer Graphics Facility is to provide research, training, and outreach in the use of land and geographic information systems (LIS/GIS). Their mission focuses on land records modernization, land and natural resource management applications, and the use of information for land-use decision making.

Wisconsin Department of Transportation (WisDOT)

In partnership with local governments and other groups, WisDOT administers a variety of state and federal programs to complete projects that enhance the transportation network within Brown County. The most significant projects that WisDOT plans to complete in Brown County during the 20-year planning period is the construction of a new bridge over the Fox River in the City of De Pere's downtown (presumably in 2006) and the widening of USH 41 through Brown County.

Wisconsin Department of Natural Resources (DNR)

The Wisconsin Department of Natural Resources is dedicated to the preservation, protection, effective management, and maintenance of Wisconsin's natural resources. It is responsible for implementing the laws of the state and, where applicable, the laws of the federal government that protect and enhance the natural resources of the state. The DNR is charged with coordinating the many disciplines and programs necessary to provide a clean environment and a full range of outdoor recreational opportunities for Wisconsin citizens and visitors. The department is charged with approving a cleanup plan for the Fox River.

The DNR makes available grants to local units of government for park acquisition and development. In the future, Brown County communities should attempt to acquire additional grant funds through the DNR to improve recreational opportunities, to purchase land for parks, and to construct trails. The County should also work with the DNR and adjacent communities that are impacted by waterways of Brown County to improve water quality and increase recreational opportunities.

9 Implementation

INTRODUCTION

The plan has been prepared to present a vision of the Village of Hobart and what that will mean in terms of population growth, land development, and infrastructure development. This vision simply identifies an intention-a statement of what the Village would like to achieve. But this statement says very little about how it can be achieved. This element is intended to provide a link between the vision and the reality. That link is in the various implementation strategies which can be used to translate the plan into action.

The Role of Implementation in the Comprehensive Planning Process

It has been said that a plan is only as good as its implementation. The people of Hobart have worked hard to develop this plan as a vision of their future. Whether or not that vision is realized depends upon the degree to which the elements of the plan are put into place by the local government.

Local governmental bodies (elected and appointed) make decisions which determine whether or not the plan can be realized. All of this affects how the plan relates to the future development of Hobart. Over the twenty year life of the plan, hundreds of decisions will be made which will impact its success. Therefore, it is important that each of these decision making bodies accept the basic recommendations of the plan and make decisions and recommendations based upon it.

This element looks at those tools already in place to help decision making bodies in their work. It should be stated at the outset that the plan can be implemented using existing tools and regulations. No new laws or regulations are required in order for the plan to be realized. What is required is the commitment of all of the decision making units to the ideals of the plan.

The Management of Growth and Change

In lay terms, "growth" relates to the size of a community, measured by many different dimensions. "Change" relates to the character of a community, also measured by many different dimensions. Growth can influence change. Change can occur without growth, even with negative growth (e.g. loss of population).

The management of growth and change has been defined in a publication of the Urban Land Institute as: " *The utilization by government of a variety of traditional and evolving techniques, tools, plans, and activities to purposefully guide local patterns of land use, including the manner, location, rate, and nature of development.*"

To purposefully guide the management of growth and change requires a clear vision of what the community desires to be in the future. This vision is elaborated in this comprehensive plan.

Achieving the vision, or implementing the plan, almost always requires a community to take a "proactive" position rather than a "reactive" position. However, both proactive and reactive positions must be carried out within the parameters of federal and state constitutional law, and pursuant to local municipal ordinances or duly established procedures.

Implementation Strategies

The first and most important recommended implementation strategy is for the Village of Hobart government, at all levels, to embrace the concept of a proactive, coordinated effort to manage growth and change guided by the adopted comprehensive plan, utilizing when appropriate the many specific recommendations described in this element.

1. Organization

Coordination of all Village departments and related local agencies consistent with the comprehensive plan is essential. To accomplish this, all key personnel should be well versed in the plan and should establish effective communications with their peers regarding actions which influence implementation of the plan.

Pursuant to the 1999 Wisconsin Act 9: Comprehensive Planning, the Village Board, Plan Commission or a special body appointed by the Village Board, should be responsible for updating the Comprehensive Plan at regular intervals (every 10 years) and for meeting all of the mandatory objectives and criteria of that Act no later than December 31, 2009 so as not to jeopardize the Village's legal authority related to land use decisions and certain revenue sources, such as impact fees.

Because of the complexity of Wisconsin Act 9, development trends affecting the Village, and the myriad of techniques available for managing growth and change, all Village officials (elected, appointed, and employed) should be offered training opportunities to enhance their knowledge and effectiveness.

2. Fiscal Policies

The fiscal integrity of the municipality and other local governmental units (e.g. school district) is directly related to the management of growth and change. For this reason, predictability is an essential feature.

To the extent reasonable, new development should occur at a rate consistent with the community's ability to accommodate it physically (with infrastructure) and financially. Demand for services should be balanced with the supply of high quality services, and public costs should be balanced with public revenues.

It is recommended that the Village prepare and update annually a report of the existing fiscal condition, of fiscal trends anticipated in the coming decade, and a mid-range (3-6 years) budget for all foreseeable municipal expenditures and revenues. This would be similar to, but broader than, the typical capital improvements program. Such a mid-range budget will consider future personnel requirements, programmatic "soft" costs, and maintenance costs—as well as major project costs.

3. Acquisition of Property

From time to time it will be appropriate for the Village to acquire more property or limited rights to certain properties.

For example:

- municipal facility sites
- additional park and conservation land
- rights-of-way for new streets, bikeways and pedestrian paths, not otherwise available through dedication

To the extent possible, these expenditures should be consistent with the comprehensive plan or a companion official map.

4. Infrastructure and Services

Central to implementation of the comprehensive plan is the construction and upgrading of public infrastructure and the provision of community services. This plan is replete with such recommendations. Most infrastructure improvements will be the responsibility of the Village's Public Works Department, whereas needed services may be provided by several departments.
The tendency in many communities is to plan, design, and implement a project or a service to function on its own. Preferred approaches consider the following:

- Always tailor the project or the service to the overall community vision.
- Schedule the project or service in the context of the mid-range budget.
- Whenever possible, utilize the technique of "joint development" to share costs and to maximize benefits.
- Coordinate public investments with private development.
- Pay careful attention to quality design and service. Good design is good business and not a luxury.

5. Information, Education, and Dialogue

Effective community development is largely dependent on a well informed and well educated (in a planning sense) general public, with which there is a constant dialogue. It is strongly recommended

that the Village of Hobart expand its program of public information and enlist the participation of many more citizens in the community planning process. Possible options include:

- Community development newsletter or insert in a Village newsletter.
- Periodic reports in the local news media.
- A Web site offering some or all of the above information, and inviting citizen comments and suggestions.

6. Voluntary Action

If citizens, civic organizations, and even corporations are well informed, motivated, and focused on the vision, they will often make beneficial decisions voluntarily, including financial investments consistent with the adopted plan. In fact, many municipalities publicize a "wish list" of possible donations which interested parties may provide.

National organizations with local chapters like Habitat for Humanity, the Nature Conservancy, Rotary, Special Olympics, National Trust for Historic Preservation, and Farmland Trust (as well as local organizations like garden clubs) have proven that volunteerism is not dead. In fact, it is among the finest qualities of a successful community at any scale. Remember, however, even "volunteers" need to be recruited and like to know that they are invited to contribute their special resources.

7. Subdivision and Platting Regulations

Under Section 236 of the State Statutes, the county government has approval authority over new subdivisions in unincorporated areas, while cities and villages have review over subdivisions within their jurisdictions and in their extraterritorial areas. Towns which have adopted subdivision ordinances also have the authority to review subdivisions within their jurisdictions. However, the current state statutes only require a review of the land division and platting function. The timing and location of development can also be controlled by a subdivision ordinance in conjunction with a plan and appropriate zoning. The timing of the subdivision development can be made dependent upon the development of neighborhood plans, the provision of urban services, and other specific development agreements.

8. Official Mapping

In Section 236.46 of the Statutes, counties are responsible for preparing the official county map which, among other things, identifies the County Trunk Highway System. Cities and villages can also officially map identified future roadway corridors. Official mapping notifies developers and property owners of the intent to build a road at a future date and can help to preserve the corridor needed for that facility. Official mapping is not property acquisition. The elements of the county's or a municipality's official map should be consistent with the recommendations of this plan.

The Village may also adopt an official map which shows roads, parks, and storm water and utility easements. If used, this tool could be a powerful statement that the municipality intends to implement the various elements of both the county and municipal comprehensive plans. By

including plan elements in the official map, it serves notice that these areas are not available for development. No additional authority is needed and the Village can decide to use this tool through a simple policy statement from the Village Board.

The official maps should be used to include future programmed transportation improvements including any dedicated transit corridors, highway and arterial widenings or extensions, parkways, and connecting streets. They should also be expanded to include parks and storm water and utility easements.

9. Design Guidelines

Design guidelines provide direction to developers about the image a community wants to protect or obtain over time. This technique is in common use and can help implement the urban design concept built into this plan including traditional neighborhood design principles and clustering in rural areas.

A series of design guidelines should be developed in conjunction with the Town and county, to help focus development into more compact and efficient forms. Working with zoning, these guidelines would promote the clustering of new rural development around existing subdivisions to facilitate the possible future provision of municipal services as well as minimize disruption to area farm operations. These guidelines would be extended to the protection of key resources in order to retain major elements of the rural character. It may also be useful to incorporate design guidelines in ordinances to provide guidance to developers in siting and neighborhood design principles.

10. Development Control Ordinances

One of the most important tools of plan implementation is the authority to control development of private land. Hobart has a zoning ordinance and land division code.

11. Capital Improvement Plan

A method by which the public related components of the comprehensive plan can be implemented is through capital improvements programming (CIP). The CIP provides an orderly sequence of funding, prioritization and project status. It furnishes a means of assuring that projects will be carried out in accordance with the community's ability to pay without creating an excessive tax burden.

A capital improvement may be defined as a major expenditure of public funds, beyond maintenance and operating costs, for the acquisition or construction of a needed physical facility. Salaries, supplies, and other overhead expenditures are considered maintenance and operating costs and should be provided for elsewhere in the annual budgetary process. Improvements or acquisitions of a permanent nature representing a long-term investment of public funds are considered a capital improvement.

A capital improvement program is simply a method of planning for major capital expenditures and scheduling them over a period of years in order to maximize the use of public funds. It is a means of

attempting to coordinate a physical development plan with the jurisdiction's current and anticipated financial resources.

Comprehensive Plan Monitoring, Review, and Updating Process

An effective planning program should be continually reviewed and updated to reflect the processes of actual development and the changing attitudes and priorities of the community. Resource information should be gathered and studied to determine trends and reevaluate projections, forecasts and plans. In five years, the comprehensive plan should be reviewed in depth to make any necessary policy and recommendation changes in relation to the direction and character of community development at that time.

The plan is based on variables that are dynamic and whose future direction cannot always be accurately predicted. Accordingly, such variables as population and urban development characteristics should be periodically compared against the plan's assumptions and recommendations (at least every 10 years). The updating process should include gathering of most recent demographic information, updated building permit and land use data, analysis and a public hearing before the Plan Commission.

Amendments should be made only after a realistic evaluation of existing conditions and the potential impact of such a change is made. Amendments should not be made merely to accommodate the daily pressures of planning and/or government. It is important to recognize that planning is a process that should occur on a continuing basis if the community is to take advantage of new opportunities as conditions change.

This comprehensive plan presents many proposals for the community which are considered reasonable, feasible, and extremely important to the welfare of the entire community. However, the value of the comprehensive plan will be measured in terms of the degree of success which the community achieves in accomplishing these proposals. The effectiveness of the comprehensive plan will be directly related to the ongoing recognition of the plan proposals by the Village Board, and by the appointed boards and commissions. Their future decisions in taking administrative action, particularly those involving applications of provisions in the Zoning Ordinance and Subdivision Regulations, will determine the degree of success the community achieves in accomplishing the goals set forth in the plan.

The Plan Commission plays a very critical role in the planning process and must be ever alert to the opportunities and needs of the community; bringing such needs to the attention of the elected bodies or other agencies within the community having direct responsibility for public improvements. The appraisal of local needs and the continuing application of the planning principals set forth herein will assure maximum benefits from the plan and will result in orderly and economical achievement of the goals which have been established in preparation of this plan.

Implementation depends upon both private and public action. Public action includes administration of the zoning ordinance and subdivision regulations, long range financial programming, and the review by the Plan Commission of proposals affecting the physical development of the community. The Plan Commission has a continuing responsibility to see that the plan is kept alive, as well as adjusted to conform with changing conditions. It must be realized that a change in one phase of the plan will, in most probability, affect all parts of the plan; and therefore, thoughtful consideration should be given to all implications before making a decision.

Administrative personnel and appointive boards and commissions will have the Plan to guide them in decision making. Close cooperation between the Village and the Oneida Tribe is essential to proper administration and effectuation of the plan. Coordination with other governmental jurisdictions (i.e., County) and agencies is equally important to realization of planning goals.

The greatest number of decisions affecting urban development are made by citizens through private actions. Thus, it is essential that the public understand and support the plan. Through involvement of citizens in the development of the plan's goals and objectives, as well as additional input at various other stages of the planning process, it is the express intent of the plan to reflect the views of the community.

Consistency Among Plan Elements

Section 66.1001(2)(i) of the Wisconsin Statutes requires that this element include a discussion of how the elements will be made consistent with the other elements of the Comprehensive Plan. All elements of this comprehensive plan were prepared simultaneously by the Village, residents, and consultants. All elements are designed to collectively achieve the Village's vision, which is to continue to maintain the Village's identity as an attractive community. Over the next 20 years, the Village will enhance its character and sense of place, which is defined by its unique setting. There are no known inconsistencies between the different elements of chapters in this Plan.

Plan Use, Evaluation, and Measurement of Progress

The Village of Hobart will base all of its land use decisions against this Plan's goals, objectives, policies, and recommendations, including decisions on private development proposals, public investments, regulations, incentives, and other actions. Although Hobart is a community with a moderately high growth rate expected over the life of this Plan, future conditions cannot always be accurately predicted. Accordingly, such variables as community character and transportation safety and mobility should be periodically compared against the Plan's assumptions and recommendations.

This Plan should be evaluated every two to three years to determine the Village's progress toward implementing the Plan and identifying areas that need to be updated. An evaluation should consist of reviewing actions taken to implement the plan, including their successes, failures, and costs. It should also include an updated timetable of actions not yet taken and their projected costs.

2006–2011 Action Plan

In Figure 9.1, the foregoing strategies are supplemented by specific recommended actions and their responsible parties for the next five years. It is recommended that the Action Plan be updated annually.

Figure 9.1 **VILLAGE OF HOBART ACTION PLAN • 2006–2011**

What	Who	When
Investigate the use of Tax Incremental Financing (TIF)	Village Board	2006–2007
Continue to negotiate with Oneida to develop current industrial park	Village Board	on-going
Discuss with school districts and adjoining jurisdictions the joint use of public facilities	Village Board	2007
Consider the development of an Outdoor Park and Recreation Plan	Parks and Urban Forestry Committee	2007–2009
Prepare a Capital Improvement Plan (CIP)	Village Board	2007–2011
Investigate amending the zoning ordinance to allow for cluster development	Planning & Zoning Committee	2007–2009

Addendum (4/19/06)

The Village's Long-Range Planning Committee hosted several focus groups to discuss planning issues impacting the community for the next 20 years. Each focus group was afforded an opportunity to discuss ideas for Hobart's future. Following is a listing of the focus groups and their comments.

FOCUS GROUP COMMENTS FROM DEVELOPERS' GROUP—9/14/04

- Business districts defined
- Zoning match and execution with long-range plan – in alignment
- Convenience of the design-build process
- Plan assured to be executed AS PLANNED
- Flexibility (diversity) mixed usage
- Aesthetically pleasing development
- Acre changes: old 2 1/2 (previously required) non-sewer and water can be smaller size – now 1-1/2 acres
- Natural corridor development for businesses

FOCUS GROUP COMMENTS FROM GOVERNMENTAL GROUP—9/28/04

- Get Plans from other area communities and see where the connecting points are
- Incorporate PUD with necessary overlays
- Parks – plan both small and large with connecting trails to the parks where there is a need
- Follow through on contingencies
- Park – fee on everything that is build for the monies
- Set up guidelines
- County Road issues
- Highway access
- Natural resources such as Trout Creek
- Utility and safety issues: first responders and ambulance service
- Storm water management issues

FOCUS GROUP COMMENTS FROM SCHOOL DISTRICTS—10/12/04

Pulaski (unified) and De Pere (common) were represented

- Communicate with school districts when new development(s) will affect the school population
- School Districts are susceptible to "sudden growth"
- Get long-range plans from school districts
- Get # of students in each district and # of Native American students in each
- Connectivity of neighborhoods to parks and schools
- Empty nesters (or nonschool age) with no children staying in schools and effects of school population
- Sharing of school census with Hobart
- De Pere is experiencing crowding.
- Pulaski will be readjusting capacity with boundary moves.
- Shared Date, shared services

- Retaining kids to state and area
- Question on TIF benefit / detriment to school districts

FOCUS GROUP COMMENTS FROM CITIZENS' FOCUS GROUP—10/26/04

- Keep the survey results in consideration
- Want rural – green space
- Zoning
- Density
- One-Acre Buildable and Lot – please define these two terms.
- Connectivity

FOCUS GROUP COMMENTS FROM HOBART BUSINESSES—11/9/04

- Zoning in advance versus being reactive
- Determine high volume traffic corridors
- Federal government contract hub zone / Duty Free?
- Airport zone Limitations
- Accelerated depreciation available in Trade Zone

FOCUS GROUP COMMENTS FROM OWNERS OF LARGE ACREAGE AND FARMS—12/14/04

- Oneida Tribe is buying farms at a good price – currently owns 11% of Hobart land
- Developers are approaching farmers to sell their land
- Please develop farmland in stages.
- Homes build on speculation are gobbling up too much land – Plan for development
- Look at where commercial/industrial interests are best served
- Hwy 54 and Hwy 29 plus 172 are the best areas for commercial development
- Differing opinions on lot size for development