

FOURTH GUIDE COMPLETED

A guide to the organization of planning agencies and an inventory of local planning in Southeastern Wisconsin has recently been completed and has been distributed to all member municipalities and libraries within the Region.

This is the fourth in a series of local planning guides which are being provided by the SEWRPC to assist local officials in carrying out their planning duties and functions. Specifically, this guide is intended to promote the establishment of duly constituted local planning agencies able to carry out the local planning function, and to this end includes model ordinances for the creation of local planning agencies along with certain model administrative forms to assist these agencies in their work.

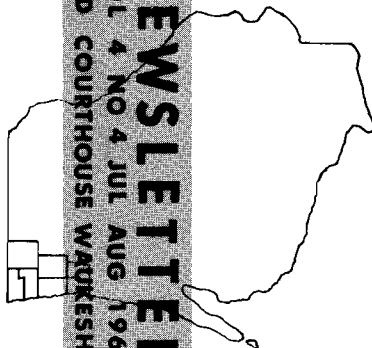
Inventory of Planning

An inventory of local planning in each of the seven counties and 146 municipalities within the Region is also included. This inventory should provide local officials with an excellent basis for a comparison of the relative status of planning in their communities. Data is provided on existing planning agencies and committees together with facts pertaining to planning budgets, completed planning studies, plans and plan implementation devices. A limited number of additional copies of this guide are available from the Commission at \$2.00 each.

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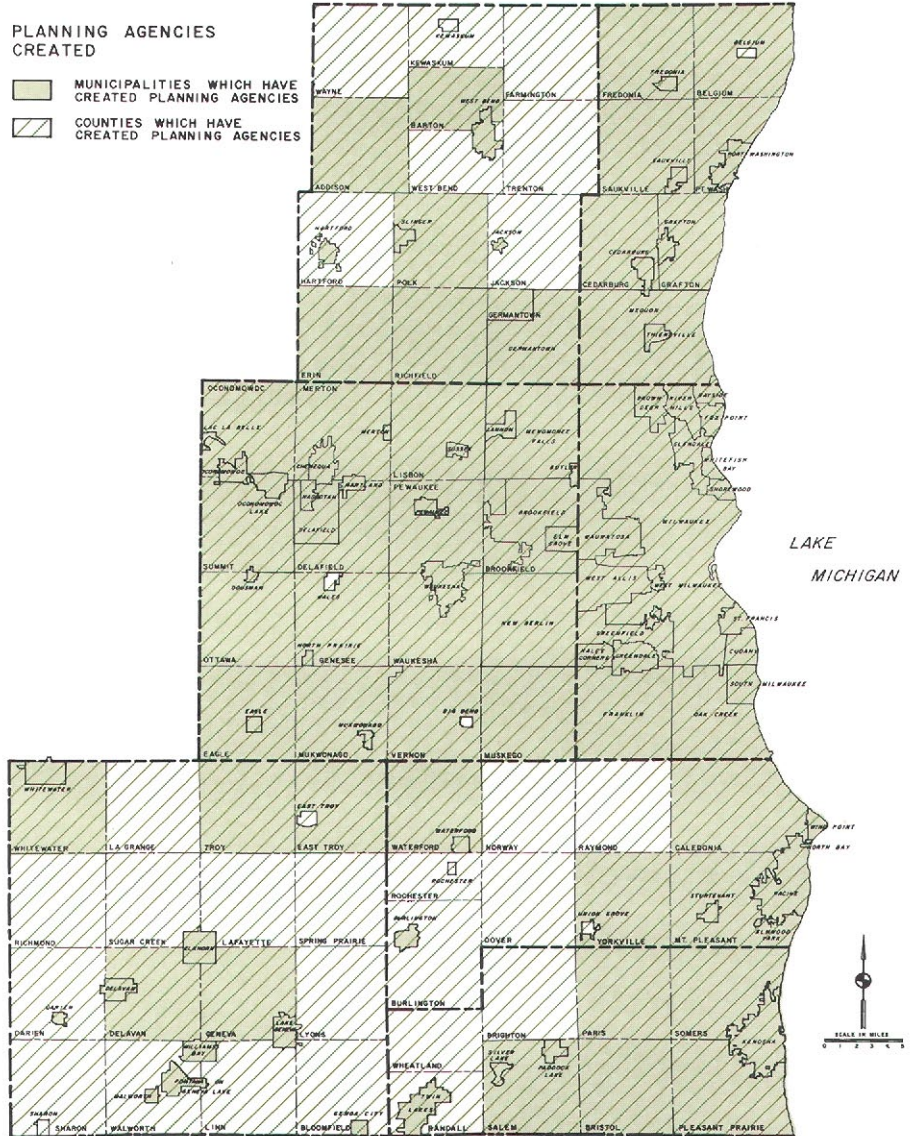
SOUTHEASTERN
WISCONSIN
REGIONAL
PLANNING
COMMISSION

NEWSLETTER
VOL 4 NO 4 JUL AUG 1964
OLD COURTHOUSE WAUKESHA



PLANNING AGENCIES CREATED

- MUNICIPALITIES WHICH HAVE
CREATED PLANNING AGENCIES
- COUNTIES WHICH HAVE
CREATED PLANNING AGENCIES



The preparation of this map was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

COMPILED BY
SEWRPC
FROM
SHOW-AND-USE MAPS

SOUTHEASTERN WISCONSIN REGION

DRAWN: D. H. REHME DATE: JUNE, 1964
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RESULTS OF PLANNING INVENTORY

Data for the inventory of local planning was collected through postal questionnaires and personal interviews with elected officials and planning staffs in the 27 cities, 53 villages, 7 counties and 66 towns within the Region. Preliminary drafts of the information collected were sent to each community for review, comment and correction prior to publication, so as to ensure that the inventory information accurately reflected the status of local planning throughout the Region as of June, 1964. The figures on pages 2 and 4 are illustrations taken from the guide. Following are some of the interesting statistics which the inventory revealed:

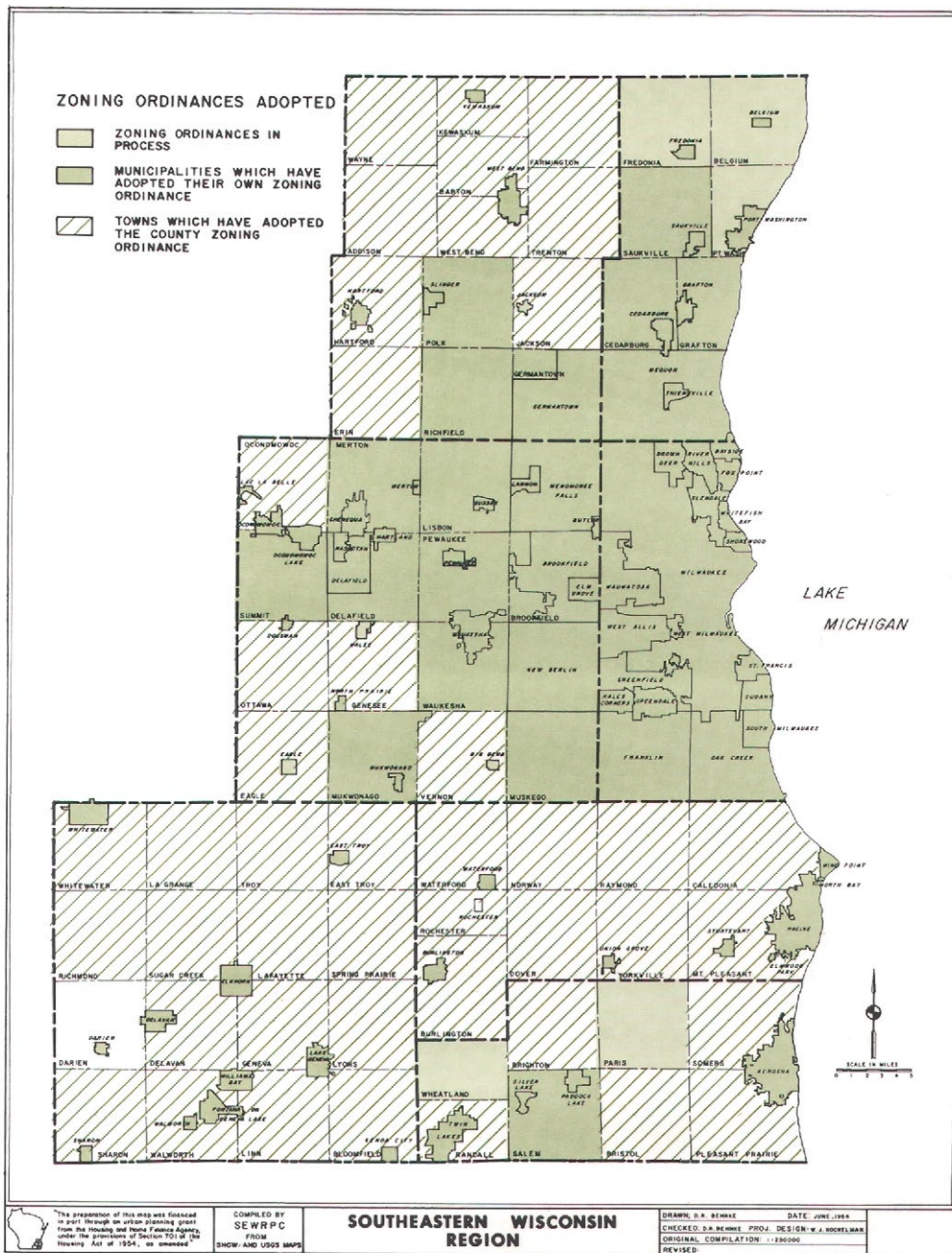
City Planning

Twenty-six of the 27 cities in the Region have plan commissions, ranging in size from seven to nine members. Six of these cities employ full-time planning staffs, ranging in size from one to 37. Twenty-three cities have engaged the services of a planning consultant; four have retained these services on a continuing basis. Nineteen cities have budgeted for planning in 1964, ranging from \$25 to \$397,195. The estimated per capita planning budget for 1963 varied from nothing to \$1.83, as compared with the estimated national annual per capita expenditure for city planning of \$0.63. Nineteen cities have prepared master plans, and two are in the process of preparing such plans. All cities have adopted zoning ordinances and land division (subdivision control) ordinances, and fifteen cities have adopted an official map, with three cities, including Milwaukee, in the process of preparing such a map.

Village Planning

According to the inventory, 42 villages out of 53 have created plan commissions ranging in size from five to nine members. Although only one village has a full-time planning staff, an additional 38 have at some time employed planning consultants, and six retain consultants on a continuing basis. The planning division of the State Department of Resource Development has acted or is acting as the planning consultant in nine of the villages; and 11 of the 14 that have prepared master plans have done so with federal aid. Twenty-six

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RESULTS OF PLANNING INVENTORY - continued

villages have budgeted for planning in 1964 in amounts ranging from \$100 to \$16,000. Estimated per capita cost of planning for villages in the Region in 1963 varied from nothing to \$13.04. Nine villages have completed master plans and another nine more are in the process of making such plans. Forty-eight villages have adopted zoning ordinances of which seven are interim ordinances and four villages are in the process of preparing such an ordinance. Thirty-seven villages have adopted a land division ordinance and five are in the process of preparing one. Twenty-two villages have adopted official maps and 14 are in the process of preparing such a map. Three villages were executing redevelopment programs by purchasing, razing and reselling blighted properties, without utilizing federal assistance for such redevelopment.

County Planning

The inventory of planning at county level revealed that some type of planning agency exists in all seven counties, and two counties have full-time planning staffs, with one of these counties utilizing this staff exclusively for park planning purposes. Six of the counties have adopted zoning ordinances and are providing for full or part-time zoning administration. All counties have provided for planning budgets in 1964 in amounts up to \$103,500, although some of the budgets include mapping, printing, park administration and zoning administration as well as park and park site planning. The estimated per capita spent for county planning varied from \$0.016 to \$0.597 as compared with the national average of about \$0.33. Although some of the counties have prepared or adopted highway system plans, highway width maps, park system plans, and airport plans, none of the counties have prepared a master plan.

Town Planning

Fifty-two towns out of the 66 within the Region have assumed village powers and 26 of these have created plan commissions. In towns without plan commissions, ten have a zoning committee and four have park commissions. Although no town employs a full-time planning staff, all but six have building or zoning inspectors and five

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RESULTS OF PLANNING INVENTORY - continued

have engaged a planning consultant on a continuing basis. Eleven towns in the Region have provided for a planning budget in 1963 or 1964, ranging from \$300 to \$5000, with the estimated per capita expenditures ranging from \$.04 to \$1.28.

Two towns have prepared master plans and three are in process of doing so. Sixty towns have zoning ordinances in effect, of which 16 have adopted their own and 44 have adopted a county ordinance. Of the six remaining, five are in the process of preparing a town ordinance or adopting the county zoning ordinance. Twenty-five towns have adopted a land division ordinance, and three are in the process of doing so.

Assistance Available

The preceding was a brief summary of the inventory of planning which is set forth in detail in Planning Guide No. 4. The results of the inventory indicate that there is a growing awareness of the need for planning community development in this rapidly urbanizing Region. The urgent need for a full awareness of this need and for effective, cooperative and coordinated plan implementation cannot be over-stressed in view of the continued prospects for rapid urban growth within the Region. The Community Assistance Division of the Commission is available to provide advice and guidance to participating local units of government in the application of the four local planning guides prepared to date:

SEWRPC Planning Guide No. 1 - Land Development Guide - 96 pp.; 3 figures; 4 maps; includes a model land division ordinance; \$1.50.

SEWRPC Planning Guide No. 2 - Official Mapping Guide - 51 pp.; 9 figures; includes suggested mapping procedures and a model official map ordinance; \$1.50

SEWRPC Planning Guide No. 3 - Zoning Guide - 158 pp.; 46 figures; 5 tables; includes a model zoning ordinance and model procedural forms; \$2.50.

SEWRPC Planning Guide No. 4 - Organization of Planning Agencies - 86 pp.; 11 figures; 4 tables; includes model ordinances and summaries of planning enabling legislation; \$2.00.

NEW HIGHWAY LEGISLATION

A new state law of importance to counties and municipalities has recently been enacted by the Legislature and approved by the Governor. Chapter 58, Laws of 1963, has given counties power to designate portions of the county trunk highway system as controlled-access highways.

A controlled-access highway is one on which ingress and egress is prohibited except at places especially designated for such purposes. After the establishment of a county controlled-access highway, no street or highway or private driveway shall be opened into or connect with such highway without the written approval of the county board.

The county board may not designate more than ten (10) percent of the county trunk highway mileage as controlled-access mileage and then only after the following criteria are met:

1. Traffic engineering surveys, investigations, and studies are performed.
2. A finding, determination, and declaration is made that the average traffic potential is in excess of 2,000 vehicles per 24-hour day.

Other procedural requirements that must be met before such designation is effective are:

1. A public hearing must be held in the county courthouse or other convenient public place within the county.
2. A notice of such hearing must be published once each week for three successive weeks in a newspaper published within the county.
3. A finding must be made that the designation of the highway as a controlled-access highway is necessary in the interest of public safety, convenience, and the general welfare.

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NEW HIGHWAY LEGISLATION - continued

4. Copies of the finding, determination, and declaration must be recorded with the register of deeds, filed with the county clerk, and published in the newspaper in which the notice of hearing was published.

A county controlled-access highway is not effective in villages and cities until the county board's decision has been referred to and approved by the governing body of such village or city. To facilitate the purposes of this law, county boards and governing bodies of cities, towns, or villages have been authorized to enter into agreements with each other or with the federal government in respect to the financing, planning, establishment, improvement, maintenance, use, regulation, or vacation of controlled-access highways or other public ways in their respective jurisdiction.

This new law can materially assist in protecting the large investment of public moneys in highway facilities by preserving the high traffic capacities of the modern-day county trunk highway facilities and by promoting their safe and effective utilization. In an urbanizing region, these benefits, however, can only be realized through the close and continuing cooperation of the many agencies and levels of government concerned with highway planning, design, construction, operation and maintenance. Such cooperation can probably best be achieved within the framework of a cooperatively adopted areawide arterial street and highway plan.

REGIONAL PLANNING CONFERENCE POSTPONED

By action of the Executive Committee, July 13, 1964, the Commission's Planning Conference, which has been held in the late fall for the past three years, will be postponed until early spring, 1965, so that the results of the first phase of the Regional Land Use-Transportation studies may be presented.

SEWRPC NOTES

New 1620 Computer Installed

The installation of the new IBM 1620, seven-piece data processing system, has signalled the beginning of the second phase of the Land Use-Transportation Study: the analysis of the enormous volume of statistical data which has been gathered in the data collection phase of the Land Use-Transportation Study. The 1620 computer replaces the "slower" 1401 computer which proved to be most valuable in rapidly processing the literally millions of bits of information. The new computer is able to perform more complex mathematical calculations required for the preparation of long-range plans and has ten times the memory capacity of the 1401. Without such modern electronic data processing equipment, such an undertaking as the Land Use-Transportation Study would be virtually impossible. With a system like the IBM 1620 computer, comprehensive planning within the Region can be carried on rapidly, accurately and economically.

New Resources Planner

On July 1, 1964, Mr. Edgar A. Imhoff assumed the duties of SEWRPC Natural Resources Planner, replacing Mr. David Fonseca, Jr. in this position. As Chief of the Natural Resources Division, Mr. Imhoff will be directly responsible for the SEWRPC natural resources planning effort. Important among his responsibilities will be the provision of staff assistance to the watershed committees and administration of the Commission's watershed studies. With respect to the latter, Mr. Imhoff will work very closely with the Harza Engineering Company in the execution of the Root River Watershed Planning Program. Mr. Imhoff graduated with honors in geology from the University of Utah in 1958 and has since continued with graduate work in planning and geology. His experience includes responsible positions in resources planning with the State of New Mexico, the Santa Clara Valley Water Conservation District in California, and the Wisconsin State Department of Resource Development.

Quarterly Meeting Scheduled

The Commission's quarterly meeting has been scheduled for Thursday, September 3, 1964, at 3:30 P.M. in the County Board Room of the Walworth County Courthouse in Elkhorn. An agenda is available upon request.

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SEWRPC NOTES ON COMMISSION STRUCTURE

In the previous issue of the NEWSLETTER a discussion was begun of the subcommittee structure of the Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning beginning with the Origin and Destination Subcommittee. (See Vol. 4, No. 3).

The Urban and Rural Highway Subcommittees of the TCAC act as a single committee with a joint chairman. Their membership is composed of directors of public works, engineers, planners, and commissioners from local municipalities within the Region. There are 25 members and three alternates as follows:

Ralph Becker, New Berlin	Melvin Noth, Menomonee Falls
William J. Chadwick, Racine	Albert P. Rettler, West Bend
Thomas J. Clark, Waukesha	Forrest G. Robinson, Brookfield
John W. Cusack, Elkhorn	Milton W. Schaefer, West Bend
Walter Dick, Waukesha	Ben Seal, Kenosha
Russell A. Dimick, Cedarburg	Earl G. Skagen, Racine
John M. Fredrickson, Milwaukee	Patrick E. Smith, Oconomowoc
Donald K. Holland, Franklin	Edward J. Stephan, Waukesha
Julius Ingwersen, Kenosha	Walter H. Tacke, Milwaukee
Lloyd L. Jensen, Elkhorn	John P. Varda, Madison
Jerry F. Kenkel, Mequon	Sylvester N. Weyker, Pt. Wash.
Francis D. Kuckuck, Wauwatosa	Henry B. Wildschut, Milwaukee
William L. Marvin, Madison	

Alternates

Smith N. Brickhouse, Milwaukee	Rodney Vanden Noven, Waukesha
Edwin Laszewski, Milwaukee	

This subcommittee held two meetings late in 1963 and has also held two meetings to date in 1964 to aid the staff in defining the existing arterial street and highway network to be used for traffic assignments. As a result of these meetings, all of the major streets and highways within the Region have been included on the assignment maps; and information pertaining to the width, grade, and capacity of existing lands in this network has been keypunched onto IBM cards.

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QUESTION BOX

WHAT WAS THE AVERAGE YEARLY INCREASE IN POPULATION IN THE SOUTHEASTERN REGION FROM 1950-1960 AND HOW DOES THIS COMPARE WITH THE AVERAGE YEARLY INCREASE FORECAST FOR THE NEXT TEN YEARS?

Population growth within the Region from 1950 to 1960 averaged over 33,000 persons per year and was accompanied by a substantial migration of people from the older central cities to the newer suburban and rural-urban fringe areas. Industry and trade as well as residences have followed this trend to a decentralized low-density development. Conservative forecasts indicate that within the next ten years the population of the Region will continue to grow at a rate of 25,000 persons per year. This rate of population growth will require the construction every year within the Region from the ground up -- the equivalent of five cities the size of Burlington, Hartford, Lake Geneva, Oconomowoc, or Port Washington.

NEW SEWRPC PUBLICATION

Technical Record - Vol. 1, No. 5, JUNE-JULY; 50¢ each; \$3.00 per year. The inventory of the arterial street network, expanding the origin-destination sample; reconciliation of sample coverage in the internal O-D Survey; and the contingency check program.

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This subcommittee has also been requested to furnish the staff with information on all proposed streets and highways that are committed for construction within the near future. After this data has been received, it will be transferred to a new network map and used as a base for future traffic assignments and plan preparation.

Discussion of the Rural and Urban Land Use Subcommittees of the TCAC will continue in the following issues of the NEWSLETTER.

QUOTABLE QUOTE.....

"The basic principles of planning have to do with improving the general amenities of community life, and making our towns and regions better places in which to live. As each community grows and develops and fits into the overall pattern of the region, so does the region prosper or wither. Without proper development for municipalities and counties in the states, the areas in which we live and work, and about which we are concerned, cannot grow and prosper. Change of some kind will undoubtedly come to all of our communities; some form of development is inevitable. The only question is: What kind of development shall it be? The choice is, of course, up to the people who live in and govern each community. Change can be for better or worse, but there is no such thing as a static community. A community or region will either improve or deteriorate. Soundly planned communities achieve a desirable degree of stabilization. This stability of development will be seen in any community which has a pattern, which knows where it is going and how it intends to get there.

The Citizen's Guide To Planning
Herbert H. Smith, 1961

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