

Intergovernmental Cooperation

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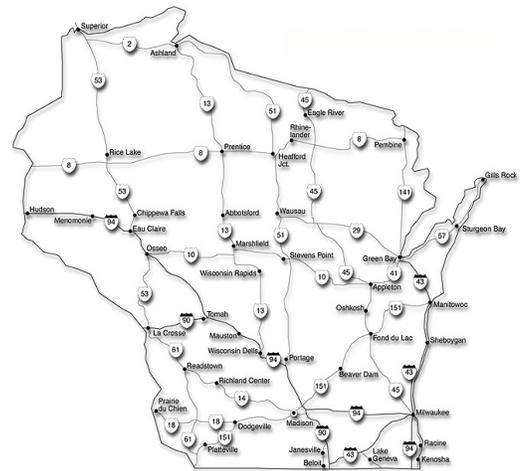
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1. Introduction

Intergovernmental cooperation involves working with neighboring communities and agencies to understand how their future planning activities will impact the Village of Richfield. These types of cooperative approaches to governance contribute significantly to the attainment of the goals, objectives, and policies established in a comprehensive plan. The intergovernmental cooperation element is one of the nine elements of a comprehensive plan required by Section 66.1001 of the Wisconsin Statutes. Cooperation between neighboring and overlapping units of government is one of the goals of Wisconsin’s comprehensive planning law and is an important aspect in the base philosophy of Richfield’s approach to governance. At a minimum, intergovernmental cooperation involves sharing information about Richfield’s plan with neighboring communities and agencies and vice versa. However, Richfield believes intergovernmental cooperation should not end with the sharing of plans. Instead, this process should be the beginning for joint planning and decision-making, conflict resolution, cost-saving measures like joint purchasing agreements, shared service agreements whereby promoting efficiency and effectiveness, as well as other strategies aimed to promote regional coordination.

The Comprehensive Planning Law requires that the Village of Richfield coordinate with:

- Towns of Polk, Erin, and Germantown
- City of Hartford (Extraterritorial limits)
- Villages of Germantown and Menomonee Falls
- Washington County
- Southeastern Wisconsin Regional Planning Commission (SEWRPC)
- Germantown, Friess Lake, Hartford, Richfield, and Slinger school districts
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources
- Wisconsin Department of Administration
- Wisconsin Land Council



2. Intergovernmental Partners, Activities, and Conflicts

Many intergovernmental programs already in effect impact the Village of Richfield. This section highlights programs that are currently in place. The maps provided throughout this plan indicate the proximity of adjacent communities to Richfield.

Richfield’s relationship with its neighboring towns can be characterized as one of mutual respect and compatibility from a land use and political standpoint. These Towns share a common rural character with Richfield. At present, Richfield has joint maintenance agreements with the towns of Polk, Erin, and Germantown whereby each community is responsible for the on-going maintenance of alternating miles of certain “town line” roads (e.g., Pioneer Road and St. Augustine Road). Portions of the Towns of Erin, Polk, and Germantown are served by the Richfield Volunteer Fire Company. Opportunities exist for additional coordination between Richfield, Erin Polk, and Germantown to improve service efficiencies and reduce costs. At this time, surrounding communities manage their own public service programs (e.g., road maintenance and construction, garbage collection, snowplowing). However, as mutually beneficial opportunities for shared service contracts arise, Richfield is open to considering options which make financial sense and either maintain or increase service levels for taxpayers. Supporting goals and objectives are incorporated into this plan.

The Village shares its entire eastern boundary with the Village of Germantown. Richfield residents enjoy access to Germantown’s parks, library, and businesses. As a result, Germantown is an important destination point for residents. Richfield is committed to providing quality development choices within its boundaries and believes that, with proper planning, its soil conditions and water resources make this possible without municipal water or sewer systems. The Village will coordinate its development in ways consistent with the development plans of the Village of Germantown.



Adapted from the 1901 U. S. Atlas

The Village of Menomonee Falls is the southern boundary of the Village of Richfield. The Village sees the need to improve lines of communication with Menomonee Falls in order to ensure a consistent development pattern exists along the southern township line and to minimize the potential for land use conflicts.

The City of Hartford does not share any direct borders with the Village of Richfield, but has extraterritorial review authority over portions of the Town of Polk and Town of Erin. While only single-family residential development is anticipated in that area, coordination and continued communication between Richfield and Hartford will be important to ensure that a mutually agreeable land uses occur within that area with minimal conflict. The Village of Richfield and the City of Hartford signed a boundary agreement, which addresses extraterritorial review authority and annexation of the Town of Erin and Town of Hartford. The agreement requires that for 20 years the Village of Richfield may not exercise extraterritorial authority or annex any portion of the Town of Hartford and Town of Erin.

The Village of Slinger is located north of Richfield, east of Hartford. The Town of Polk lies between the Village of Slinger and Richfield. In 2006, Slinger adopted ordinances relating to extraterritorial land divisions. Much of the Slinger’s growth is anticipated to occur on its north side, away from Richfield.

Table 10-1 on the following page summarizes the areas where the Village is cooperating with surrounding

Table 10-1. Intergovernmental Cooperation: 2013

Partners	Description
Washington County Sheriff's Office	Contracted law enforcement assists in enforcing federal, state, and local ordinances. Provides 9-1-1 dispatch services and assists the citizens of Richfield, when requested, for various non-criminal matters. The Village has two Deputy Sheriffs who work opposite shifts. The Washington County Sheriff's Office also has parole boats that monitor the lake activity during the boating season.
Washington County Highway Department	While the Village contracts with Washington County for various public works-related improvements like street line painting and ditching, we have also historically loaned and/or swapped public works equipment, as needed. Washington County also maintains STH 175, 167, and 164. The Village has two signed contractual agreements with the school district for 1) the maintenance of lawns and 2) for the leasing of a Village-owned vehicle to assist in snow plowing the school parking lots at Plat Elementary and Richfield School.
Richfield Joint School District No. 1	The Village has two signed contractual agreements which benefit the school district for 1) the maintenance of lawns by the Village Public Works Department and 2) for the leasing of a Village-owned vehicle to a private contractor associated with the school district to assist in snow plowing the school parking lots at Plat Elementary and Richfield School.
Village of Sussex	In 2012 the Village entered into agreements with both the Villages of Sussex and Slinger for combined building inspection services.
Village of Slinger	In 2012 the Village entered into agreements with both the Villages of Sussex and Slinger for combined building inspection services.
Town of Polk	Pioneer Road between the Village and the Town of Polk is jointly maintained during the winter time by both organizations who alternate miles of roadway. Additionally, the Village partnered in 2011-12 to provide residents with educational materials on recycling in our respective communities through a new grant program offered by the Wisconsin DNR.
Town of Erin	St. Augustine Road between the Village and the Town of Erin is jointly maintained during the winter time by both organizations who alternative miles of roadway.
Town of Lisbon	When the Public Works Department has a surplus of rock salt the Town of Lisbon has allowed for temporary storage within their facilities at no cost to the Village.
City of Hartford	The Village and City of Hartford have both agreed through a mutually signed boundary agreement that over the next 20 years the Village will not exercise extraterritorial jurisdiction over the Town of Erin or Town of Hartford.

municipalities and other area taxing jurisdictions.

School Districts

The Village maintains a cooperative relationship with the five school districts in our taxing jurisdiction. The Village appreciates the quality service provided by the school districts and the fact that the schools are a major draw to the area for new residents. In 2012, the Richfield Joint School District No. 1 was rated the number one school district in the State of Wisconsin by the Gannett Newspaper company. In that same ranking, Friess Lake School District was ranked number 49 out of a possible 424 school districts Statewide. Regular and open communication is critical to ensure that this cooperative relationship continues and is strengthened as growth continues.

With respect to intergovernmental cooperation, several opportunities have been identified to strengthen relations between the Village and the school districts. Through intergovernmental efforts, it is believed that operating efficiencies of the Village and the school districts can be improved and additional services can be made available to area residents. Specific goals and objectives are included in this plan to help achieve these opportunities. Boundaries of the school districts are depicted on Map 2.



Washington County

Washington County provides many programs, services, and facilities that are available to Richfield residents. Washington County programs that most directly impact Richfield include:

- County highway maintenance and improvement programs
- County park maintenance
- County police protection
- Land and Water Conservation efforts for permitted sanitary systems
- Economic development assistance
- Social services

In those areas where Washington County has jurisdiction, the County attempts to get input from the Village before making decisions affecting the Village. Likewise, the Village has attempted to maintain communication with Washington County by providing recommendations. During the planning process, additional communication with the County was identified as a priority, particularly with respect to County road improvement projects. Future communication will also be especially important as it relates to:

- Coordination with the Washington County Comprehensive Plan
- Economic development
- Emergency management
- Courts
- Health department
- Public safety

Waukesha County

Coordination with Waukesha County and the Village of Richfield has been very limited. This situation is not expected to change significantly in the future. However, if Plans ever proceed for a County Line Road expansion, as has been discussed from Colgate Road to STH 175, it is anticipated the Village will be working in close concert with them to minimize the impact of the Village's adjacent property owners.

Southeastern Wisconsin Regional Planning Commission (SEWRPC)

Washington County and the Village of Richfield are part of the Southeastern Wisconsin Regional Planning Commission (SEWRPC). The Village of Richfield has little regular and direct interaction with SEWRPC. The Village has used mapping data, demographic statistics, and policy information from SEWRPC in the preparation of the initial plan and plan updates.



State Agencies

- Wisconsin Department of Natural Resources (WDNR)
- Wisconsin Department of Transportation (WisDOT)
- Wisconsin State Historical Society
- Wisconsin Department of Administration (WDOA)

The activities of the WDNR are discussed further in the *Agricultural, Natural and Cultural Resources Element* of this plan. Additional information is also available online.

WDNR and WisDOT are the primary state agencies that Richfield must coordinate to achieve the goals and objectives of this plan. Given the historic areas and significant historic structures in the Hamlets, as well as funding opportunities that are available, the Wisconsin State Historical Society is also an important partner in planning. The Wisconsin Department of Administration is included here because the Village received a State Planning Grant. This program is coordinated through the WDOA.

WDNR takes a lead role in wildlife protection and the sustainable management of woodlands, stormwater regulations, wetlands and other natural wildlife habitat areas. Richfield has a good relationship with WNDNR.

WisDOT is a key player in the planning and development of highways and pedestrian/cycling facilities in the region. During the planning process, WisDOT indicated that it wanted even more opportunities to coordinate with the Village to better anticipate the impacts of development on state highway corridors.

Open communication and participation in historic, natural, land use and transportation decisions that impact the Village will remain important priorities for intergovernmental cooperation with state agencies.

Intergovernmental Comprehensive Planning Process (2004)

To facilitate a planning environment open to intergovernmental cooperation, Richfield sent all of its intergovernmental partners an invitation to participate in the planning program at the onset of its effort. The letter included direction to the project web page and an open invitation to review materials and provide feedback. All plan documents, including text and maps, were available throughout the plan program on the project web site for review and comment to ensure the widest range of public participation and input from overlapping and neighboring jurisdictions as well as any other interested entity or individual.

On an element-by-element basis, the Village (through its consultant and staff) also contacted Washington County officials, local school district representatives, neighboring communities, and state agencies to complete inventories of available services, facilities and programs. For example, during the development of the Transportation Element, WisDOT was contacted to obtain information available related to transportation facilities and programs in the Village of Richfield. Likewise, WisDOT was provided a preliminary copy of the Transportation Element to review and comment upon. This same courtesy was extended to the WDNR during development of the Agricultural, Natural and Cultural Resources Element. Similarly, the school district was an important resource during development of the Utilities and Community Facilities Element.



Throughout the plan development process, the Village also coordinated with Washington County and SEWRPC to obtain mapping resources as well as information from existing plan documents.

The Village of Richfield also hosted two meetings dedicated to the topic of intergovernmental cooperation. The first was a daytime workshop for representatives of each of Richfield’s intergovernmental partners. The purpose of this meeting was to:

- Learn about existing plans developed by these agencies and communities that may impact Richfield;
- Present an early draft of the future land use map for discussion; and
- Identify intergovernmental successes, challenges and opportunities.

A draft of this chapter was provided to all invited participants in attendance for their review and comment both during this meeting and afterward.

Following this daytime meeting, a follow-up meeting was held with the Village Plan Commission. During this public meeting, the conversations of the afternoon workshop were summarized. A draft of this chapter was presented for discussion.

More than 30 days prior to the public hearing, all intergovernmental agencies/communities were provided a copy of the recommended plan and asked to provide comments, as is required by state statutes. Comments received were addressed at the Public Hearing and in the final adopted plan.

3. Existing and Proposed Plans

During the preparation of the initial plan in 2004 and this 10-year update, the plans of local, regional, and state agencies were reviewed to identify areas of common concern and any conflicting policies or projects. The reviewed plans are listed in Exhibit 10-1 and are discussed in more detail in the relevant chapters of this plan.

Exhibit 10-1. Related Plans and Studies Prepared by Others

Subject	Title	Agency	Status
Housing	<i>Regional Housing Plan: 2035</i>	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	Adopted March 2013
Land Use	<i>A Multi-jurisdictional Comprehensive Plan for Washington County: 2035</i>	Washington County	Adopted April 15, 2008
Land Use	<i>A Farmland Preservation Plan for Washington County</i>	Washington County	Adopted as an amendment to <i>A Multi-jurisdictional Comprehensive Plan for Washington County: 2035</i>
Land Use	<i>2035 Regional Land Use Plan</i>	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	Adopted in 2006
Open Space and Outdoor Recreation	<i>A Park and Open Space Plan for Washington County (Community Assistance Planning Report Number 136 – 3rd edition)</i>	Washington County	Adopted March 9, 2004
Transportation	<i>2035 Regional Transportation Plan</i>	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	Adopted in 2006
Transportation	<i>Connections 2030: Wisconsin's Long-Range Transportation Plan</i>	Wisconsin Department of Transportation	Adopted in October 2009
Transportation	<i>State Highway 164 Study</i>	Wisconsin Department of Transportation	Completed 2001
Transportation	<i>Washington County Jurisdictional Highway System Plan–2020</i>	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	Adopted in July 2008
Transportation	<i>Public Transit–Human Services Transportation Coordination Plan For Washington County: 2012 (Memorandum Report No. 212)</i>	Southeastern Wisconsin Regional Planning Commission (SEWRPC)	Adopted in 2012
Transportation	<i>Wisconsin Bicycle Transportation Plan 2020</i>	Wisconsin Department of Transportation	Adopted in 2002
Transportation	<i>Wisconsin Pedestrian Policy Plan 2020</i>	Wisconsin Department of Transportation	Adopted in 2002

Note: This table is merely a listing of plans and studies; and is not in any way an endorsement of such

4. Relationship to other Required Plan Elements

Intergovernmental Cooperation weaves its ways into every element of this Plan. Regional housing demand and supplies determine the market for housing in the Village. Transportation improvements made to County and State highways have the potential to impact the land use and development patterns. Likewise, the Village's ability to expand economically depends on quality services being provided, not only by the Village, but also its intergovernmental partners (e.g., schools, police, fire). Moreover, the Village's ability to support development opportunities at its perimeter must be coordinated with neighboring communities to ensure compatibility with adjacent land uses.