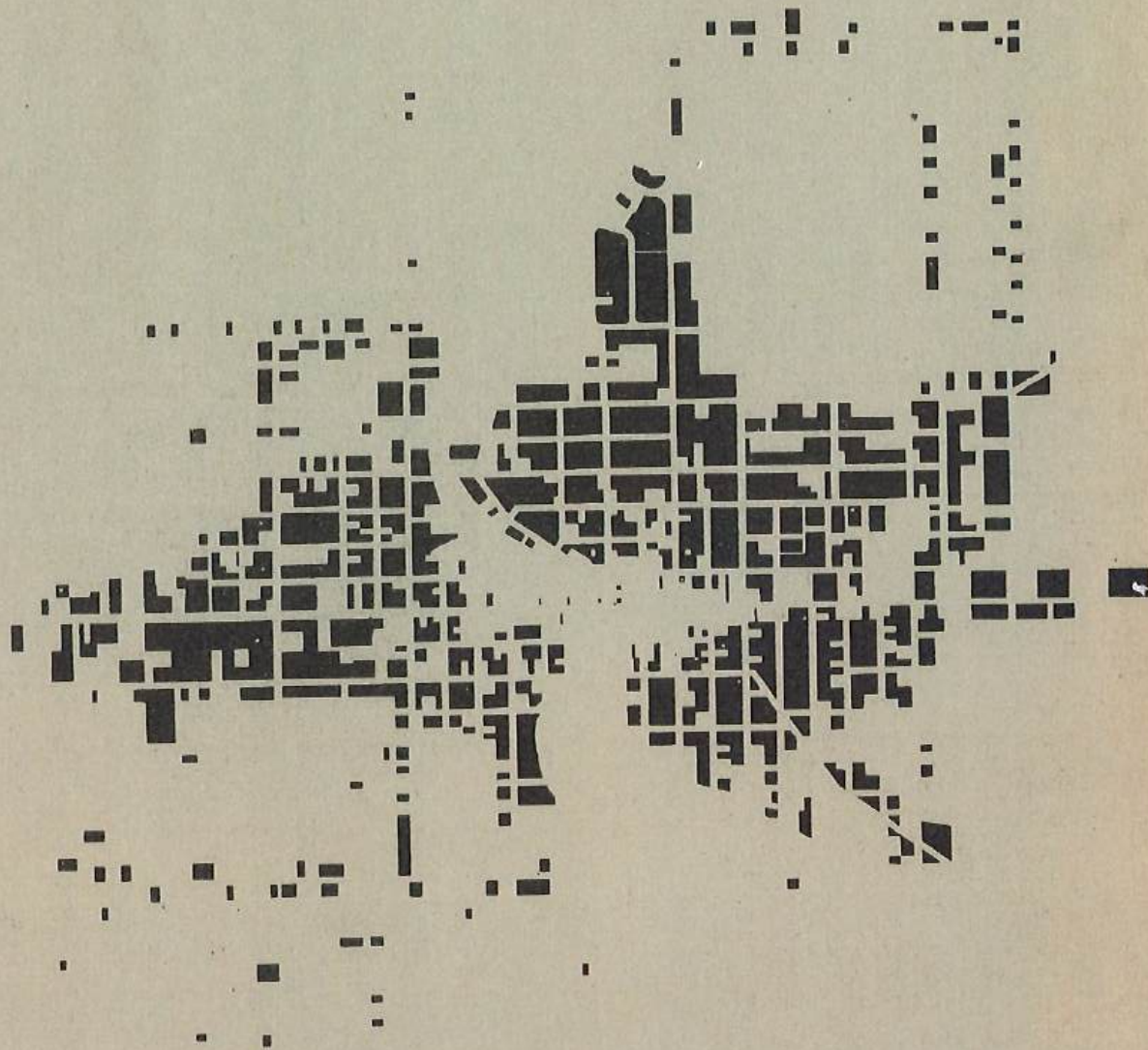


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A PRELIMINARY REPORT UPON
THE COMPREHENSIVE PLAN
BERLIN, WISCONSIN

A Preliminary Report Upon
THE COMPREHENSIVE PLAN
Berlin, Wisconsin

Prepared for
THE CITY PLANNING COMMISSION AND COMMON COUNCIL

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended, and was executed under a contract with the State of Wisconsin, Department of Resource Development.

Prepared by:

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City Planners, Civil Engineers, Landscape Architects
Chicago, Illinois

March, 1967

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March, 1967

Honorable Mayor and Common Council
City Planning Commission
Berlin, Wisconsin

Gentlemen:

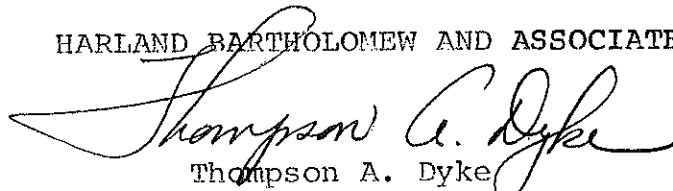
In accordance with our Agreement of March 18, 1966, with the City of Berlin, Wisconsin, and with the State of Wisconsin, Department of Resource Development, we are pleased to submit the following preliminary report on Population, Economics, Land Use, Central Business District, Community Facilities, Major Streets, Utilities, Housing, Capital Improvements, Zoning and Subdivision Regulations.

Upon your review of the preliminary report, a final comprehensive plan report will be published containing modifications and adjustments agreed upon by the City Planning Commission after review, discussion and consideration of the desires of the citizens of the City of Berlin. This report represents the first plan for guiding the development and growth of the City, including both public and private efforts.

We wish to gratefully acknowledge the cooperation and assistance rendered by many citizens and officials. Many citizens responded to interviews and surveys and the Planning Commission, City Clerk, and City Engineer (Greg Lockhart) devoted many man-hours to supplying information, to study, and to discuss issues leading to the development of the Plan. We especially want to thank Mayor Otto Heuer and Planning Commission Chairman, Robert Swan, for their continuous support and assistance during the time this report has been under preparation. Their thorough understanding of the planning function in government contributed greatly to the proposals as they were developed.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES



Thompson A. Dyke
Associate Partner

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INTRODUCTION

The development of a city should not be left to accident. For a city to be a convenient and inviting place in which to live and work, it must be developed by the conscious and continuing efforts of its citizens in directing the many public and private actions that collectively will mold the city of the future. This comprehensive city plan is intended to be a guide for the day-to-day decisions the results of which, together, make up the city of Berlin. The plan must be understood and supported by the entire community in order to be effective.

The plan is not intended to be a rigid set of specifications into which the development of the community is to be forced. It is intended, rather, as a functional guide based upon knowledge of the parts of the community, how they work together, and how they may be modified in the future. When one part is changed or modified it affects the relationship of other parts. If all the parts of a city are properly developed, the result would be a more efficient, convenient, and inviting city.

The essential first step is the preparation of this comprehensive city plan.

ECONOMIC BACKGROUND

Although the location of Berlin was partially determined by geography, economic factors and organized efforts by the townspeople, such as agricultural growth in the surrounding counties, development of industries, and the establishment of businesses, contributed to its growth over the intervening years.

Locality

Today, Berlin, Wisconsin is a city with a population approaching 5,000 persons. Most of the City lies within Green Lake County, with a portion extending northward into Waushara County. (See Plate 1.)

The City is identified with both the East Central Planning Area and the Central Planning Area as established by the Wisconsin Department of Resource Development. The City lies at the periphery of the East Central Region on the Fox River on Routes 116 and 49 approximately twenty miles west southwest of Oshkosh and about forty miles from Appleton and Fond du Lac.

Berlin is located approximately twenty miles from U.S. Highway 41 and from an airport serviced by regularly scheduled flights of North Central Airlines. The Chicago, Milwaukee, St. Paul and Pacific Railroad also serves the area.

The two counties of Green Lake and Waushara contain almost 650,000 acres of land. The 2,100 farms located in the two counties occupy over 415,000 acres. Approximately 2,200 acres are water.

Tanning, leather products, fur products (including mink coats), houseboat building, textiles, foundry products, photographic and optical equipment, and other industrial facilities have played a major role in the economic base of Berlin.

The commercial facilities provide retail sales and services for a radius of approximately twelve miles, although some businesses such as automotive retailers and makers of mink coats draw from considerably further distances.

The Berlin planning area is noted for and provides excellent natural recreational facilities for boating, fishing, hunting, camping, and swimming. The City is within 25 miles of the following lakes: Winnebago, Butte des Morts, Winneconne, Poygan, Pine, Long, Gilbert, Morris, Witters, Pickerel, Spring, Tuttle, Crystal, Rush, Puckaway, and Green Lake.

Agriculture

The U.S. Census of Agriculture, taken every five years, shows important changes in the characteristics of farm properties. In 1964, compared with 1959, farms were fewer in number and occupied less acreage. On the other hand, farms were larger in size, on the average, and yielded a greater production. There were fewer tenant farmers and part-time farm operators and greater production and sales value per farm, especially in Waushara County.

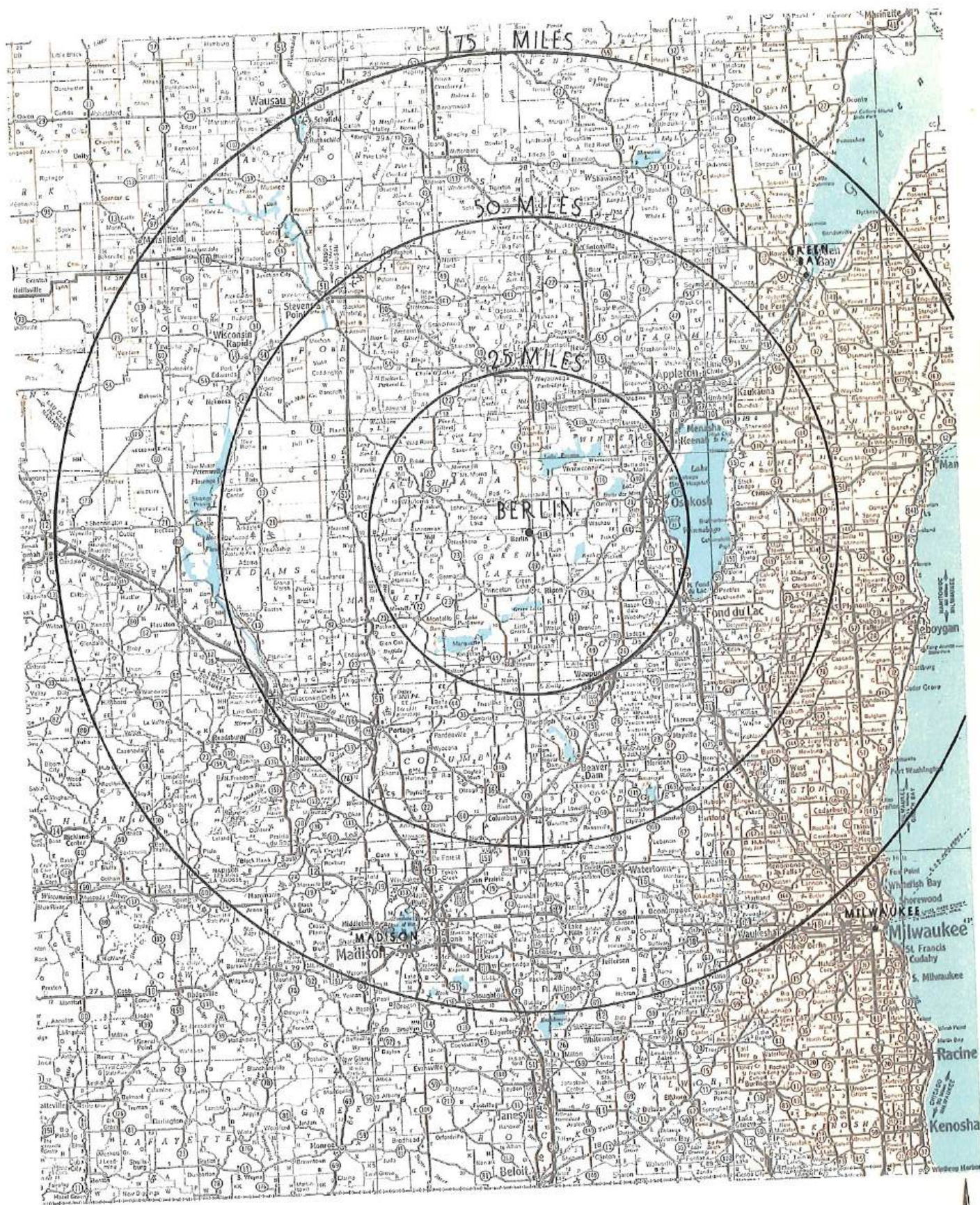
Field crop farms have been reduced considerably excepting for vegetable farming, which has increased in both counties. In Waushara County there were 131 fewer dairy farms in 1964 than in 1959. Green Lake County dairy farms, on the other hand, increased by 83 farms between 1959 and 1964.

Although there is a trend toward farms of 500 acres or more slightly more than half of the farms are still under 180 acres. The larger farms with greater productivity and fewer tenant and part-time farm operators have increased the value per farm by 20 percent in Green Lake County and by almost 40 percent in Waushara County. In 1964, the average farm in Green Lake County was valued at \$177.10 per acre, and the average farm in Waushara County was valued at \$113.97 per acre.

Approximately 52 percent of the farm households in Waushara County and 52 percent in Green Lake County had non-farm incomes of less than \$3,000 per year. About 34 percent of non-farm income was from pensions, veterans benefits, welfare payments, or social security (totaling \$600,000). Seventy-two percent was from wages and salaries (totaling \$3,882,126).

Consequently, there appears to be a potential labor pool at reasonable rates with some skills related to production of farm products. This labor pool can be expected to expand as mechanization increases and farms become larger. Young persons currently are attracted to job opportunities in Appleton, Oshkosh and Fond du Lac, however, because the opportunities are not as available in Berlin.

Although the farm land total acreage was reduced by 46,100 acres in the two counties of Green Lake and Waushara between 1959 and 1964, and 285 farms were discontinued, the remaining farms appear to have become more stable and more highly mechanized, and to have increased in value.



GEOGRAPHIC LOCATION

PREPARED FOR:
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE U.S. GEOLOGICAL SURVEY, U.S. DEPARTMENT OF THE INTERIOR, AND THE U.S. DEPARTMENT OF COMMERCE, BUREAU OF COAST AND GEODYSICS. THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE U.S. GEOLOGICAL SURVEY, U.S. DEPARTMENT OF THE INTERIOR, AND THE U.S. DEPARTMENT OF COMMERCE, BUREAU OF COAST AND GEODYSICS.

HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
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PLATE 1

Employment Trends

Industry Changes

Between 1950 and 1960, the growth in number of industrial employees was considerably greater within Green Lake County than within the City of Berlin. Manufacturing employees increased by 50.7 percent in Green Lake County, and by 9.2 percent within the City of Berlin. (See Tables 1 and 2.)

The number of wholesale and retail trade employees decreased by almost five percent in Berlin, while increasing 16 percent in Green Lake County. Entertainment and recreational services employees grew 248 percent in Green Lake County.

Occupational Changes

Occupations that are increasing in numbers of workers are more heavily represented in the City of Berlin than in Green Lake County. On the other hand, the percentages of increase in these growing occupations is higher in Green Lake County. (See Tables 3 and 4.)

Increases in the number of clerical workers in the county were matched by less than half that percentage of increase in the City of Berlin. Operatives and kindred workers increased 38 percent in the county, but only 7.2 percent in Berlin. Service workers increased 78.7 percent in the county and only 25 percent in Berlin.

These data support the opinions voiced by industrialists in recent interviews. Only 25 percent of the reporting industries stated that all of their employees live in Berlin and only 51 percent of the total number of employees lived in Berlin. The industrial survey indicated that Berlin offers most of the amenities sought by local industry: transportation facilities; sources of production materials; availability of fuel, power and water; space in which to expand, and good community characteristics.

There are areas of deficiency, however, including provision of additional warehousing, improved quality of water, replacement of inadequate or obsolete buildings and sites, and improved local financing. The most pressing problem is an inadequate labor supply compounded by the industries that have fluctuating requirements for employees.

Although unemployment is relatively low in Green Lake County, it is above the State of Wisconsin average. Waushara County has more unemployment than the State of Wisconsin average.

The lack of local incentive for employment is reflected in the statistics for the percent of employed persons working outside the county where they live. Green Lake County had 15.4 percent and Waushara County had 18.8 percent of the employed persons working outside the county in comparison with Winnebago County which had only 6.1 percent of the employed persons working outside the county.

Table 1

EMPLOYMENT TRENDS IN
CITY OF BERLIN: 1950 TO 1960

<u>Employment Changes</u>			<u>1960 Percent of all Employment</u>
<u>Number</u>	<u>Percent</u>	<u>Employment Increases</u>	
1	6.7	Mining	
61	9.2	Manufacturing	0.8
38	33.6	Transportation, Communications and Other Utilities	37.7
15	41.7	Finance, Insurance & Real Estate	7.9
11	8.1	Personal Services	2.7
91	67.9	Professional and Related Services	7.6
13	25.0	Public Administration	11.8
230		Total	3.4
			71.9
		<u>Employment Decreases</u>	
17	27.9	Agriculture, Forestry & Fisheries	2.3
64	48.5	Construction	3.5
18	4.7	Wholesale and Retail Trade	19.2
22	28.2	Business and Repair Services	2.9
10	71.4	Entertainment and Recreation Services	0.2
131		Total	28.1

Source: U.S. Census

Table 2
EMPLOYMENT TRENDS IN
GREEN LAKE COUNTY: 1950 TO 1960

<u>Employment Changes</u>			<u>1960 Percent of all Employment</u>
<u>Number</u>	<u>Percent</u>	<u>Employment Increases</u>	
			0.5
1	3.7	Mining	29.2
594	50.7	Manufacturing	
24	11.2	Transportation, Communications and Other Public Utilities	4.0
135	16.0	Wholesale and Retail Trade	15.1
77	102.7	Finance, Insurance and Real Estate	2.5
84	29.4	Personal Services	6.1
67	248.1	Entertainment and Recreational Services	1.6
241	81.4	Professional and Related Services	8.9
17	13.4	Public Administration	2.4
<u>1,240</u>		Total	<u>70.3</u>
		<u>Employment Decreases</u>	
555	29.2	Agriculture, Forestry & Fisheries	22.3
49	13.2	Construction	5.3
51	29.1	Business and Repair Services	2.1
<u>655</u>		Total	<u>29.7</u>

Source: U.S. Census

Table 3
OCCUPATIONAL TRENDS
IN CITY OF BERLIN: 1950 TO 1960

Employment
Changes

Number Percent

Employment Increases

1960 Percent
of all
Occupations

52	40.0	Professional, Technical and Kindred Workers
25	12.8	Managers
71	40.6	Clerical
10	6.1	Sales
37	7.2	Operatives
32	25.0	Service Workers
<u>207</u>		<u>Total</u>

9.6
11.6
13.0
9.2
29.1
8.4
80.9

Employment Decreases

17	45.9	Farmers and Farm Managers
74	24.1	Craftsmen
14	32.6	Private Household Workers
2	11.1	Farm Laborers and Foremen
42	39.3	Laborers
<u>149</u>		<u>Total</u>

1.1
12.3
1.5
.8
3.4
19.1

Source: U.S. Census

Table 4
OCCUPATIONAL TRENDS
GREEN LAKE COUNTY: 1950 TO 1960

<u>Employment Changes</u>			<u>1960 Percent of all Occupations</u>
<u>Number</u>	<u>Percent</u>	<u>Employment Increases</u>	
166	58.7	Professional, Technical and Kindred Workers	7.5
81	18.6	Managers, Officials and Proprietors (except farm)	8.6
298	91.7	Clerical and Kindred Workers	10.4
21	7.0	Sales Workers	5.4
379	38.4	Operatives and Kindred Workers	22.8
222	78.7	Service Workers (except Private household)	8.4
1,167		Total	63.0
		<u>Employment Decreases</u>	
229	19.1	Farmers and Farm Managers	16.1
53	7.9	Craftsmen, Foremen and Kindred Workers	10.4
1	1.0	Private Household Workers	1.6
3	.9	Farm Laborers and Foremen	5.8
71	27.8	Laborers (except Farm and Mine)	3.1
357		Total	37.0

Source: U.S. Census

Future Employment

Total employment in a community may be broken down into basic employment, engaged in providing manufactured goods or services for population outside the community's limits; and service employment, engaged in providing goods and services to those persons within the limits of the community.

Communities such as Berlin, which serve a large rural area and some tourist trade, contain establishments that are partly "basic" (through providing goods and services to persons living outside the limits of the community) and partly "service" (because they provide goods and services for those persons within the limits of the community).

The automotive dealers in Berlin are approximately 65 percent basic and 35 percent service, while Berlin food stores are about 30 percent basic and 70 percent service; apparel and accessory stores would be classified as 60 percent basic industry and 40 percent service.

These three industries alone account for about \$4,000,000 in annual sales outside the City of Berlin. Whatever expenses are paid for goods and services in Berlin by these industries is the contribution made by them to the economic base of Berlin.

Leather products and goods, fur products, durable goods and metal products, building materials and farm machinery sales are almost totally basic industries for Berlin and money spent by these industries for employee wages and other services and goods adds substantially to the economic base of Berlin.

Attraction of other basic industries that sell goods and services to consumers located outside the boundaries of Berlin has created more job opportunities to retain people as employees and to add to the economic base of Berlin.

Potential Development of Basic Industries

Agriculture

Salad dressings

Canned foods

Dairy products

Breweries

Forestry, Trapping, and Hunting

Paper products

Millwork and furniture

Boat building

Fur products

Leather products

Other

Beverage making and bottling

Publishing and printing

Trucking and storage or warehousing

Bakery products

Tourists and recreation

These types of industries appear feasible due to the accessibility to raw materials, containers or packaging, transportation and market. Almost all resources needed by these industries can be obtained within a 25-mile radius of the City of Berlin. These types of industries are found in larger cities in the area such as Fond du Lac and Oshkosh and appear to be growth industries. The attraction of growth industries to Berlin would identify the city more closely with the East Central Wisconsin Planning Area, which was projected by the Department of Resource Development of the State of Wisconsin for a 13 percent increase in rate of growth of employment between 1960 and 1970 and a 15 percent rate of growth between 1960 and 1980. (See Industrial Incentive Programs, State of Wisconsin Department of Resource Development, 1965.)

Employment Projection

The future employment in Berlin can be somewhat measured by the economic background discussed earlier and assumptions made about future changes in the economy.

Future employment projections, broken down into basic and secondary categories for 1986, are shown below:

ESTIMATED EMPLOYMENT: 1986

<u>Industry Group</u>	<u>Predominant Class</u>		<u>Total Number</u>
	<u>Basic</u>	<u>Service</u>	
Agriculture, forestry, and fisheries	2.1%	0.2%	51
Mining	0.8	0	18
Construction	0	3.5	77
Durable goods manufacturing	19.1	0	420
Nondurable goods manufacturing	17.8	0.9	411
Transportation, Communication, and other public utilities	0	7.9	174
Wholesale and retail trade	9.6	9.7	425
Finance, insurance, and real estate	0	2.7	59
Business and repair services	0	2.7	59
Personal services	0	7.4	163
Entertainment and recreation services	0	1.7	37
Professional and related services	0	10.5	231
Public administration	0	3.4	75
TOTAL	49.4%	50.6%	2,200

The total employment is expected to be about 2,200, with the greatest increase occurring in the industry groups of manufacturing, durable and nondurable goods, and retail trade. These categories can be expected to employ over 1,200 persons in 1986, or a little over one-half the total employment in Berlin.

Income and Purchasing Power

Green Lake and Waushara counties have not kept pace with the growth trends of the State of Wisconsin or the United States as a whole in population, although Green Lake County has increased its retail sales at a greater rate than the United States and has continued to exceed its share of sales for the State of Wisconsin. (See Table 5.)

According to the U.S. Census, the median income of families in Green Lake County was \$4,887 in 1960 and in Waushara County it was \$3,743. This income is substantially lower than the \$5,926 listed for the entire State of Wisconsin and the \$6,070 for Winnebago County. It may reflect several factors: many retired persons, lower salaries or wages paid, seasonal employment, or a high percentage of farm families. It does indicate, in any case, that unless customers are drawn from areas of higher income, there is less buying power to support local businesses.

Almost one-fourth of the families in Green Lake County and 40 percent of the families in Waushara County has incomes of less than \$3,000 per year. As a comparison, only 17.4 percent of the families in the entire State of Wisconsin and 13.3 percent of the families in Winnebago County had less than \$3,000 per year income. (See Table 6.)

Future Retail Sales

The total retail sales in Berlin were \$12,000,000 in 1963, an increase of about \$2,000,000 since 1958.

The retail sales in Berlin for 1986 are projected to be \$16,000,000 in terms of today's dollar values, an increase of \$4,000,000. The reasons for the expected increase in sales are:

1. An increase in population for the City of Berlin of at least 700 persons.
2. An increase in population for the Berlin trade area of approximately 2,000 persons.
3. Capture of a larger share of the retail sales market within its trade area.

Table 5

RETAIL SALES: 1962 AND 1964

State of Wisconsin and Green Lake and Waushara Counties

Note: All figures in thousands

	GREEN LAKE		WAUSHARA		WISCONSIN	
	1964	1962	1964	1962	1964	1962
Sales	\$28,863	\$22,014	\$15,246	\$14,127	\$5,490,506	\$5,166,002
Percent of USA	.0112	.0093	.0058	.0060	2.1153	2.1957
Food	7,797	4,408	3,084	3,015	1,227,714	1,198,121
Eating and Drinking	2,500	...	2,024	...	508,943	...
General Merchandise	1,738	1,350	1,073	1,764	823,838	702,488
Apparel	1,744	1,317	104	341	260,901	265,790
Furniture - Household	768	514	272	402	240,559	219,689
Automotive	5,988	4,732	2,848	2,396	969,219	887,010
Gas Station	1,500	1,067	1,658	1,176	379,219	362,877
Lumber, Building, Hardware	3,642	4,584	2,310	2,372	412,044	471,857
Drug	494	318	355	390	160,201	153,948

Source: Copyright 1963-1965 Sales Management Survey of Buying Power; further reproduction is prohibited.

Table 6

EFFECTIVE BUYING INCOME: 1964
Selected Areas

	Green Lake 1964	Waushara 1964	Wisconsin 1964	E.N. Central 1964	USA 1964
Net Income (\$000)	28,356	19,104	8,845,618	90,478,393	428,951,435
Percent of USA	.0066	.0045	2.00621	21.0930	100.0
Per Capita \$	1,806	1,426	2,098	2,349	2,225
Per Household \$	5,671	4,443	7,240	7,970	7,542
<u>Percent Households by Income Group</u>					
To \$2449	27.3	41.6	18.9	17.2	20.9
\$2500-\$3999	21.3	20.6	15.5	13.7	16.1
\$4000-\$6999	30.3	24.1	33.8	32.4	30.5
\$7000-\$9999	10.3	7.5	15.1	15.5	13.5
\$10,000+	10.8	6.2	16.7	21.2	19.0

Source: Copyright 1963-1965 Sales Management Survey of Buying Power; further reproduction is forbidden.

Consumer Survey

As part of the economic survey, consumer questionnaires were distributed in the local retail establishments. The results were tabulated concerning deficiencies in the Central Business District. Inadequate parking; inadequate commercial, recreational, and amusement facilities; and the need of an apparel shop offering a selection of merchandise particularly for women and children were comments made by the vast majority. The need for all-night prescription services at prices comparable to other localities and the need for a department store or dry goods store were also strongly endorsed. A transition from taverns to other forms of amusement, and particularly a youth center type of activity, was strongly urged by a sizeable number of respondents. (See Table 7.)

Although 67 percent of the respondents lived in Berlin or Berlin rural routes (53 percent lived within the city limits), 43 percent of the respondents did less than half of their shopping in Berlin, and only 34 percent did from three-fourths or all their shopping in Berlin.

Selection of merchandise, competitive prices, lack of commercial recreation, and poor service were the most often mentioned critical comments elicited by the respondents in reference to local businesses.

Table 7

SIGNIFICANT FINDINGS OF
THE CONSUMER SURVEY

	<u>All Customers</u>	<u>Living in Berlin*</u>	<u>Living Outside Berlin</u>
TOTAL	100%	67%	33%
	<u>Trips To Downtown</u>	<u>Average Percent Shopping in Berlin</u>	<u>Average Percent Shopping in Berlin</u>
TOTAL	100%	70%	57%
Daily	27	71	90
2-3 times wk.	46	75	59
Once per week	15	38	68
2-3 times mo.	8	...	40
Once per mo.	2	...	25
Several per yr.	2	...	...
	<u>Reason for Trip</u>	<u>Percent of Sales</u>	<u>Percent of Sales</u>
TOTAL	100%	65%	35%
Primary Goods	18	10	8
Secondary "	31	21	10
Business	18	13	6
Medical	18	11	7
Meeting	2	2	...
Recreation	6	5	1
Cultural	5	3	2
Government	1	1	...
	<u>Last Purchase</u> <u>Percent of All Purchases</u>	<u>Percent of All Sales</u>	<u>Percent of All Sales</u>
CITY OF BERLIN	47%	26%	21%
Coat	10	5	6
Suit	14	9	6
Shoes	22	13	9
Other City	53	39	14
Coat	23	17	6
Suit	17	12	5
Shoes	13	20	3
TOTAL	100%	65%	35%
All Sales			

*Includes those living in Berlin rural routes.

Table 7 (continued)

Why Purchase Goods Elsewhere?

	<u>Total</u>	<u>Living in Berlin*</u>	<u>Living Outside Berlin</u>
TOTAL	100%	100%	100%
Selection	48	43	63
Shopping Center	10	11	6
Discount Store	16	19	6
Other	26	27	25

Opinion of Berlin Central Business District

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Selection	29%	49%	22%	18%	52%	30%	50%	49%	6%
Prices	29	48	23	21	49	30	47	47	6
Appearance	39	48	13	30	53	17	56	38	6
Attitude	60	23	17	50	28	22	81	13	1
Parking	26	35	39	23	33	43	31	38	31
Traffic	15	32	53	13	35	52	19	25	56
Total	33%	39%	28%	26%	42%	32%	47%	34%	19%

What New Business Is Desirable?

	<u>Total</u>	<u>Living in Berlin*</u>	<u>Living Outside Berlin</u>
TOTAL	100%	100%	100%
General Retail	44	37	62
Personal Services	7	8	5
Professional Services	14	14	14
Amusement	35	42	19

What Is The Most Important Improvement To Make?

	<u>Total</u>	<u>Living in Berlin*</u>	<u>Living Outside Berlin</u>
TOTAL	100%	100%	100%
Traffic Signals	19	17	23
Parking	11	9	17
Amusement	30	35	17
More Stores	31	30	34
Sales Practices	9	9	9

*Includes those living in Berlin rural routes.

Table 7 (continued)

Types Of New Facilities Desired?

	<u>Total</u>	<u>Living in Berlin</u>	<u>Living Outside Berlin</u>
Theater	24	26	14
Youth center	12	14	7
Adult amusement	7	7	7
Fewer taverns	12	13	7
Tool equipment rental	8	6	7
Department or dry goods	16	15	21
Pediatrician, physician or dentist	7	6	15
Shopping center or discount store	7	7	7
Toys or childrens clothing	7	6	15
TOTAL	<u>100%</u>	<u>100%</u>	<u>100%</u>

The consensus of those reporting appears to favor:

1. Installation of traffic signals.
2. Provision of more parking.
3. Recreational activities and facilities for both youths and adults. The major emphasis is on new youth amusements or a youth center.
4. Attracting a department store that carries women's and childrens apparel, toys, yard goods.
5. Attracting a professional building with medical, dental, beauty and other services.

POPULATION

Population Trends

In 1960 the population of Berlin was a little over 4,800, while Green Lake County was over 15,400 and Waushara nearly 13,500. In 1900 the City of Berlin had approximately 4,500 persons, and the two counties had almost 16,000 persons each.

Green Lake County showed a 4.5 percent population increase, and Waushara lost 3.0 percent in population in the ten year period from 1950 to 1960, while the State of Wisconsin gained 15.1 percent. This is a relatively slow rate of growth for Green Lake County when one considers the 19.2 percent increase for all East North Central States and the 18.5 percent increase for the United States as a whole. In comparison, Winnebago County gained 18.5 percent. (See Table 8.)

Population Characteristics

Green Lake and Waushara Counties are losing their younger population. In 1960 persons 65 years old and older constituted 13.8 percent of the population in Green Lake County and 15.6 percent of the population in Waushara County, compared with 9.2 percent for the United States as a whole. This older age group reflects in the 1.19 percent of the population that were listed as deaths in 1959 and substantially decreases the 2.08 percent of population listed as live births in 1960 for Green Lake County. The statistics for Waushara County are even more dramatic, with only 1.67 percent of population listed as live births and 1.37 percent of the population listed as deaths. This leaves a "natural increase" of 0.89 percent of the population for Green Lake County and 0.30 percent of the population for Waushara County.

When those leaving the county for service in the Armed Forces is counted, both Green Lake County and Waushara County had a loss in population.

The State of Wisconsin had a 1.58 percent natural increase and Winnebago County had a 1.44 percent increase.

Berlin has proportionately more females and proportionately more persons in the older age groups than Wisconsin has. (Table 9.) The State of Wisconsin has a population distribution similar to that of the United States. Both the State of Wisconsin and the United States reflect greater potential for population growth

Table 8

POPULATION TRENDS IN BERLIN PLANNING AREA: 1900 TO 1960

	<u>Green Lake County</u>	<u>* Berlin Town</u>	<u>Waushara County</u>	<u>* Aurora Town</u>	<u>Berlin City</u>	<u>Planning Area</u>
1960	15,418	776	13,497	780	4,838	5,290
1950	14,749	729	13,920	731	4,693	5,117
1940	14,092	650	14,268	822	4,247	4,658
1930	13,913	711	14,427	851	4,106	4,546
1920	14,875	774	16,712	912	4,400	4,876
1910	15,491	779	18,886	936	4,636	5,119
1900	15,797	801	15,972	1,025	4,489	4,998

*Portions are within the Planning Area.

Source: U.S. Census

Table 9

POPULATION BY AGE AND SEX: 1940, 1950, 1960

Berlin, Wisconsin

	1960		1950		1940	
	Male	Female	Male	Female	Male	Female
Under 5 years old	225	225	251	205	125	144
5 - 9	232	234	159	187	142	159
10 - 14	218	218	134	168	173	159
15 - 19	127	148	127	172	173	179
20 - 24	82	121	116	142	151	169
25 - 29	122	130	141	161	161	172
30 - 34	139	131	159	168	149	158
35 - 39	122	152	165	181	139	158
40 - 44	155	164	150	183	124	134
45 - 49	156	159	151	155	112	115
50 - 54	137	174	129	144	134	158
55 - 59	128	129	121	133	112	119
60 - 64	126	134	125	142	84	113
65 - 69	115	124	104	120	89	106
70 - 74	91	136	74	97	70	78
75 years old or older	113	171	98	131	89	108

Source: U.S. Census

due to natural increase of births over deaths than is true of the City of Berlin. A considerably higher birth rate or an attraction of new migrants into the City would be required to reflect any substantial growth for Berlin. Because the birth rate is relatively high, any large increases in the next few years would have to come from migration into the City of Berlin.

Estimated Future Population

There are many complex national and regional factors that influence population growth within a city that cannot be known in advance. However, reasonable estimates can be made from a study of population trends, from the evaluation of the economic potential, and from other projections made for the state as a whole and for the planning region.

The state and regional projections made by the Wisconsin Department of Resource Development are shown below:

	<u>WISCONSIN</u>	<u>E. CENT. REG.</u>	<u>CENTRAL REGION</u>
<u>Population</u>			
1960	3,952,000	648,000	251,000
1970	4,441,700	746,200	356,200
1980	5,045,300	856,900	367,600
<u>Percent of State</u>			
1960	100.0	16.4	8.9
1970	100.0	16.8	8.0
1980	100.0	17.0	7.3
<u>Percent Change</u>			
1960-80	27.7	32.2	4.7

Based on the estimates for the Region of which Berlin is a part, a projection of population for the City of Berlin and Green Lake and Waushara Counties to 1986 is shown in the table below:

Population Projection to 1986
City of Berlin and Green Lake and Waushara Counties

	<u>BERLIN</u>			<u>GREEN LAKE COUNTY</u>			<u>WAUSHARA COUNTY</u>		
	<u>Popu- lation</u>	<u>Change</u>		<u>Popu- lation</u>	<u>Change</u>		<u>Popu- lation</u>	<u>Change</u>	
		<u>No.</u>	<u>Per- cent</u>		<u>No.</u>	<u>Per- cent</u>		<u>No.</u>	<u>Per- cent</u>
1960	4,838	...	...	15,418	...	...	13,497	...	...
1970	5,000	162	3.5	16,200	782	5.0	12,800	-697	-5.0
1980	5,250	250	5.0	17,100	900	5.5	12,400	-400	-3.5
1986	5,500	250	5.0	17,900	800	5.0	12,100	-300	-2.5

Green Lake County can be expected to reach 17,900 by 1986, an increase of nearly 2,500 since 1960. By contrast, Waushara County will continue to decline in population, although at a somewhat slower rate than in the past, to a population of 12,100 in 1986.

The City of Berlin can be expected to reach 5,500 by 1986. This is an increase of approximately 700 persons over 1960.

The projected population of only 700 additional persons by 1986 indicates that the city will grow by 14 percent over the 25-year period from 1960 to 1986. The policy question posed by this modest growth increase is whether the city should take steps to accelerate growth or instead to gradually improve the existing city as it now is developed and provide for limited growth over the planning period. The balance of the report has been devoted to the latter approach as it does not appear feasible nor realistic, due to the geographic position of the city in the State of Wisconsin, to plan for large increases in population over and above this projection.

LAND USE

The Berlin Planning Area consists of three general types of development: the built-up area of the City; the undeveloped area of the City; and the agricultural hinterland. (See Plate 2.)

Development of the area outside the city limits is severely restricted by a lack of basic utility services such as water and sewer facilities.

New construction in the undeveloped area within the City has been taking place as services are provided. The provision of a new street encourages new development quite rapidly, as is shown by past experience. The emerging bi-polar pattern of two shopping areas with a deteriorating core between is largely the result of poor access across the Fox River.

Dumping of untreated sewage into the Fox River made the land adjacent to the river less desirable. Although this has been corrected by construction of the sewage treatment plant at Waushara Street and the River, the new status of the river has not been reflected in the growth pattern.

Replacement of the deteriorating buildings, sheds, and the abandoned coal yard and grainery would permit the core area to renew its association with the Fox River in positive terms and provide an attractive asset to the commercial core.

There are approximately 22 acres of commercial use within the City limits, the great bulk of which is concentrated in an 8-block area stretching from Grove to Spring Street along Broadway-Huron Street. Many of the structures are deteriorating and would be difficult to remodel into efficient and attractive shopping facilities. Approximately 96 acres of land in Berlin are used for industrial purposes. (See Table 10.) Residential land use amounts to almost 400 acres. It is the largest of all the land use categories. Streets and roads are the second largest users of developed land, amounting to about 347 acres. The small block sizes are largely responsible for the amount of land in streets. Public and semi-public uses are the third largest land users, utilizing about 132 acres of land.

One of the most attractive features of Berlin is the visibility of steeples against the sky from various points and elevations in the City. Wisconsin and Ceresco Streets provide an impressive view of the church steeples at Washington Street and at Moore Street and many other locations provide attractive views of these facilities.

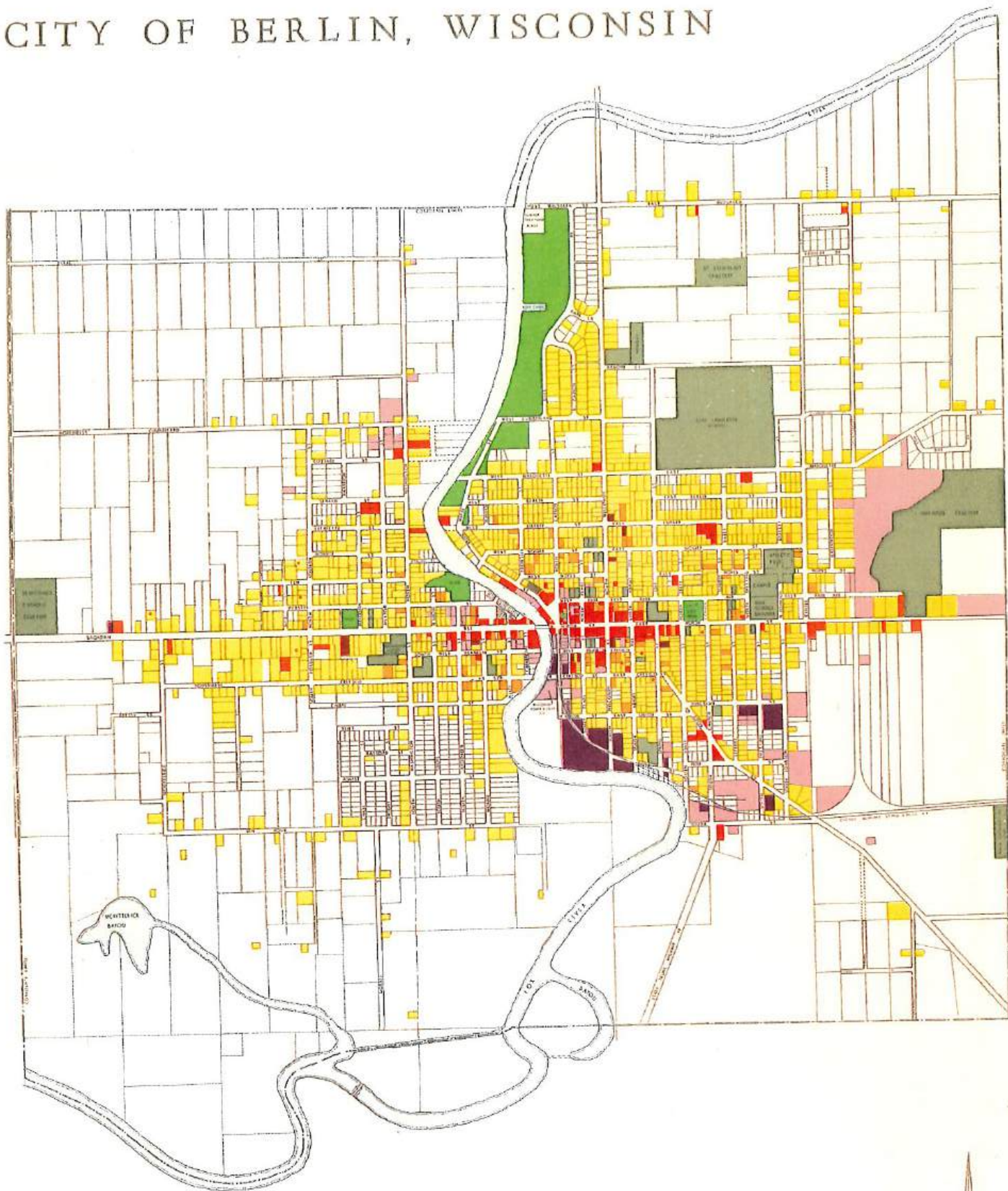
Table 10

LAND USE 1966
Berlin, Wisconsin

Use Category	Acres	Percent
Residential	395.2	38.5
Commercial	21.5	2.1
Industrial	77.0	7.5
Parks	34.1	3.3
Public & semi-public	131.9	12.9
Railroads & yards	19.3	1.9
Streets & Roads	346.8	33.8
Total Developed	1,025.8	100.0
Total Developed	1,025.8	28.1
Water	62.2	1.7
Vacant	2,558.5	70.2
GRAND TOTAL	3,646.5	100.0

Source: Land Use Survey of 1966 by Harland Bartholomew and Associates.

CITY OF BERLIN, WISCONSIN

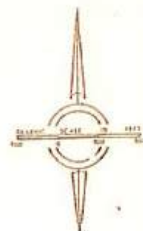


LAND USE 1966

- | | |
|--|--|
| SINGLE FAMILY RESIDENTIAL | PARKS |
| TWO FAMILY RESIDENTIAL | LIGHT INDUSTRIAL |
| MULTI-FAMILY RESIDENTIAL | HEAVY INDUSTRIAL |
| COMMERCIAL | CITY LIMITS |
| PUBLIC & SEMI-PUBLIC | |

PREPARED FOR:
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE REPRESENTATION OF LAND USE AND DEVELOPMENT
ON THIS MAP IS BASED ON THE CITY OF BERLIN'S
COMPREHENSIVE ZONING ORDINANCE, WHICH IS THE
AUTHORITY FOR THE CITY OF BERLIN. THE CITY OF
BERLIN IS NOT RESPONSIBLE FOR THE ACCURACY OF
THE DATA OR THE RESULTS OF THE ANALYSIS.
BERLIN, WISCONSIN



JB
CA

HARRIARD BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI 63101 CHICAGO, ILLINOIS 60601

Park land utilizes about 34 acres. The east bank of the Fox River between Berlin Street and Waushara Street is an outstanding park facility. Although the new swimming pool and park area on the west side of the river is a good beginning and an excellent location, provision of additional park space is needed.

Less than 30 percent of the land within the City Limits of Berlin is developed. More than 62 acres of undeveloped land is inland water and substantial acreage is in wetlands not suited to urban use.

Future Land Use Requirements

Estimates of future land use needs for the community can be developed from past trends in the relationship between land use and population. The present population of 4,838 occupies a total area of 1,025 acres or about 21 acres of land per 100 persons. (See Table 11.)

The probable future land use needs for Berlin are based on a 1986 estimated population of 5,500. The additional population would require about 200 additional uses of land in the various urban land areas.

Land Use Plan

The Land Use Plan incorporates the future land use requirements of the City as well as plans for major streets, schools, parks, and other public facilities. (See Plate 3.) All new development in the foreseeable future is expected to take place within the present city limits. The wetlands area precludes much expansion in a southerly direction, and the rough topography of the quarries and cemetery restrict the growth of Berlin to the east. However, the City can grow in a westerly direction. The historical growth of the City has been to the east; however, and the insufficient water and sewer facilities west of the river may restrict growth in that direction.

The land use plan envisions an expansion of the business district to the west along Broadway and a renewal of some of the commercial buildings east of the river. Primary residential expansion would take place to the northeast of the City around the new Clay Lamberton School.

Some additional residential expansion is expected on the western side of the City. Since the present neighborhoods are expected to continue as residential sections of the City, care should be given to improving the physical facilities on both sides of the River.

Table 11

ESTIMATED FUTURE LAND USE AREAS

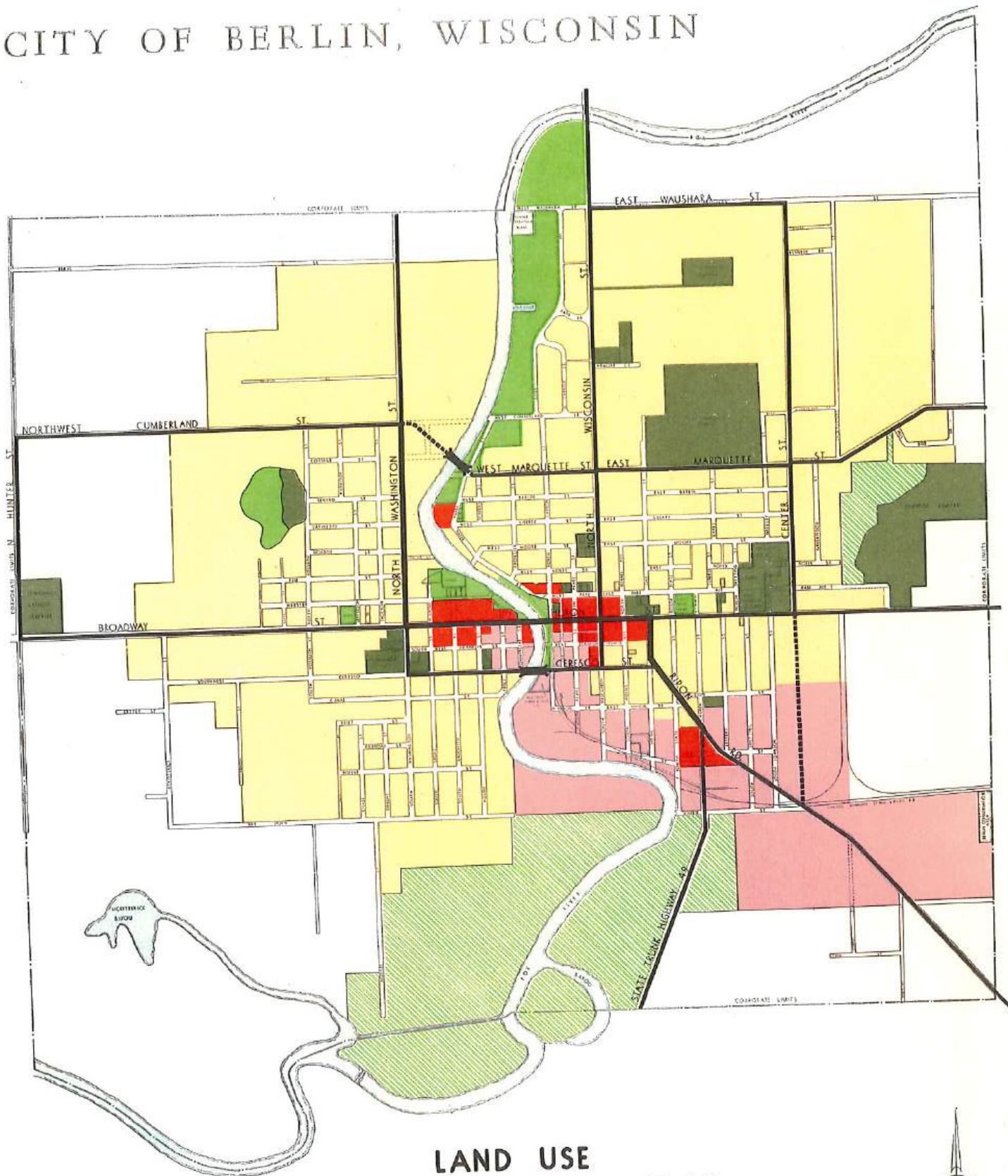
Berlin, Wisconsin

Use Category	Acres per 100 persons, 1966		Estimated Future Areas		
	<u>Berlin</u>	<u>Average City</u> **	<u>Acres per 100 Persons</u>	<u>Acres Needed</u>	<u>Increase 1966-1986</u>
Residential	8.2	7.4	8.8	475	80
Commercial	0.4	0.4	0.6	30	8
Industrial	2.0	0.8	3.0	165	68
Parks	0.7	0.4	0.8	45	9
Public and semi- public	2.7	1.9	2.6	145	11
Streets and Alleys	7.2	6.7	6.8	365	18
TOTAL *	21.2	17.6	22.6	1,225	194

* Railroad land use category is excluded from total.

** From "Land Use in American Cities" by Harland Bartholomew.

CITY OF BERLIN, WISCONSIN

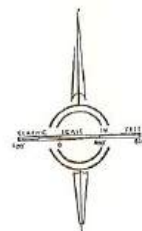


LAND USE AND MAJOR STREET PLAN

LAND USE		MAJOR STREETS	
	RESIDENTIAL		PROPOSED STREET
	PARKS		2 LANE MOVING TRAFFIC
	OPEN SPACE		4 LANE MOVING TRAFFIC
	PUBLIC AND SEMI-PUBLIC		PROPOSED BRIDGE
	COMMERCIAL		
	INDUSTRIAL		

PREPARED FOR:
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE INFORMATION OF THIS MAP WAS OBTAINED FROM THE CITY PLANNING COMMISSION, BERLIN, WISCONSIN, AND WAS PREPARED BY THE CITY PLANNING COMMISSION, BERLIN, WISCONSIN, UNDER THE CITY PLANNING ACT, CHAPTER 196, STATUTES OF WISCONSIN, AS AMENDED, AND WAS REPRODUCED BY THE CITY PLANNING COMMISSION, BERLIN, WISCONSIN, UNDER A CONTRACT WITH THE STATE OF WISCONSIN, DEPARTMENT OF REVENUE DEVELOPMENT.



HB
CA

HAROLD BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI PER 1017 CHICAGO, ILLINOIS

New industrial development is expected to continue in the southeastern part of the City, and additional land area is provided to accommodate that growth on the plan.

Additional park land is proposed along the banks of the river and in conjunction with the downtown business district. Another neighborhood park is shown on the plan on the western side of the river which could accommodate a new school and park in combination. The land use plan also provides for a conservation or open space area on the south side of the City, where the river twists and turns, and where the land is low and is poorly drained. The State of Wisconsin should purchase these wetlands as part of its over-all state conservation program.

HOUSING

Condition

Residential structures in the Berlin Planning Area generally are well maintained and landscaped, a major asset of the community. New structures, particularly those close to the Clay Lamberton School, are in excellent condition and quality, and many of the older structures of 1890 vintage and even some built in the era following the Civil War are exceptionally well maintained and attractive.

The land use survey showed that there were 58 substandard and 55 deteriorating houses in Berlin. Although they appear to be scattered, concentrations exist in the industrial area and adjacent to the central business district. (See Plate 4.) Almost 40 percent of the substandard residential buildings and 51 percent of the deteriorating residential buildings are located in the area between Washington Street and Spring Street from Noyes Street to Canal and Union Streets. Additional substandard and deteriorating structures in mixed use are in the central business district. (See Plate 10.)

Occupancy

Green Lake County had 4,856 occupied dwelling units in 1960, according to the 1960 Census of Housing. Approximately 20 percent of those units were occupied by persons who had moved into them within the previous two years. About three-fourths of the dwelling units were owner-occupied and about one-fourth were renter occupied. Approximately three percent were vacant.

These figures suggest a relatively low turnover rate and a very low vacancy rate. They also suggest that Berlin has a housing shortage. Further evidence is seen in the conversions of retail store space into residential uses observed during the central business district survey.

Housing Plan

The comprehensive plan for Berlin provides for residential expansion in Berlin. For example, the area between Washington Street and the Fox River is particularly suitable for construction of apartment buildings in a terraced formation to take advantage of the changing elevations and views.

Smaller units are needed for elderly persons who do not wish to or are unable to care for larger dwellings. These units should be near shopping facilities and preferably near parks and churches, as these are the most popular trips made by senior citizens.

Other areas provided for residential expansion are shown on the Land Use Plan.

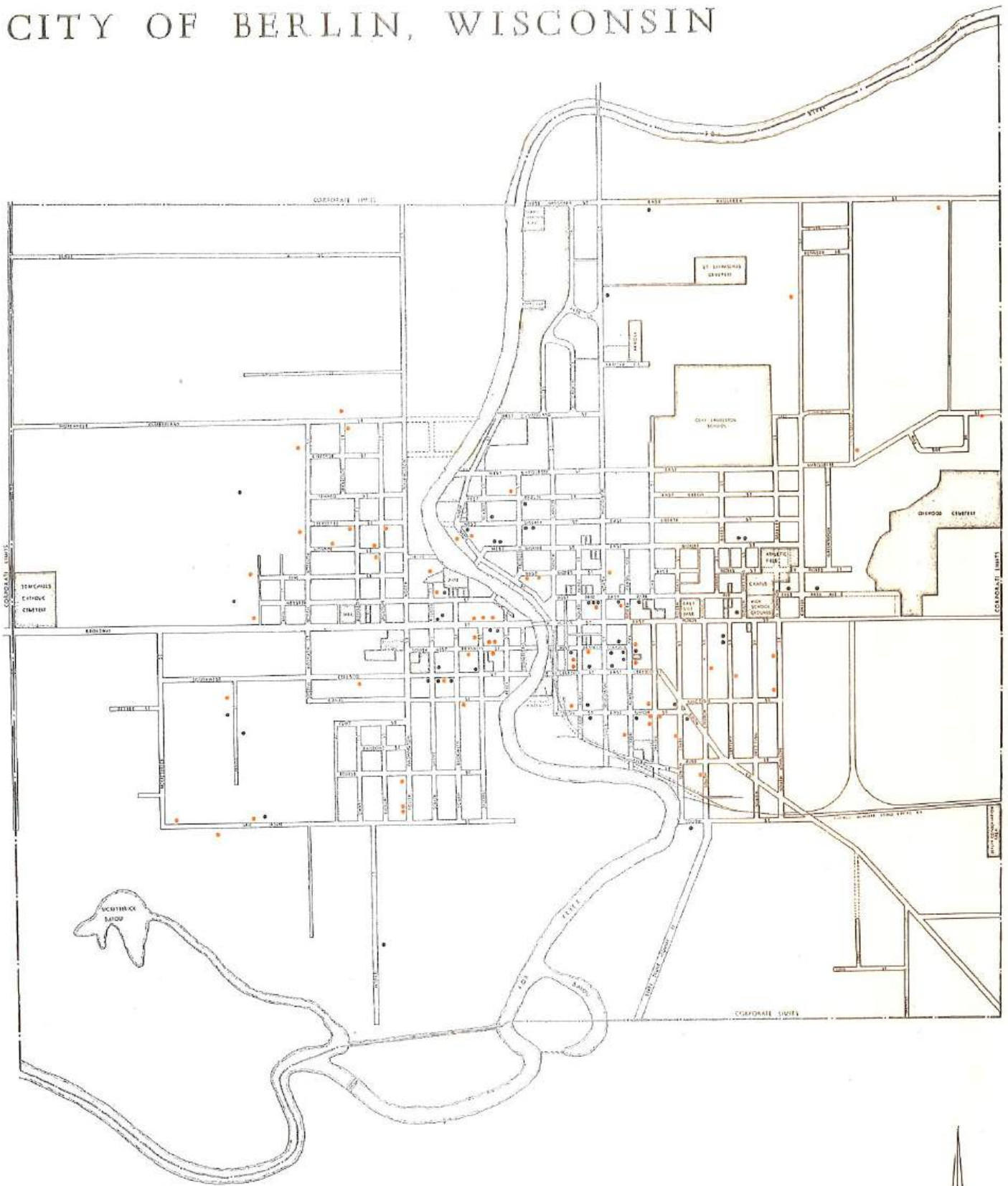
The City of Berlin should undertake the study and adoption of a minimum housing ordinance designed to correct the substandard housing conditions. A minimum standard housing ordinance would require that all new housing meet minimum standards and that existing housing that does not meet these standards be brought up to standard within a reasonable time - or vacated.

The ordinance would specify the division of responsibility between owners and occupants for the proper maintenance of dwellings and provide that dwellings unfit for human habitation may be ordered vacated until brought to a satisfactory standard. The ordinance would provide for an administrative officer to be appointed to enforce its provisions. The officer would be empowered to inspect buildings where he believes a violation to exist and to issue notices or orders requiring buildings to be brought up to standard, within a reasonable period of time.

Such an ordinance would prevent the creation of any more substandard housing. By its enforcement on a progressive block-by-block basis the few areas of substandard housing could gradually be cleared up.

The city should also seek to renew its downtown business district and at the same time remove those dwellings in poor condition in this area, because this is where the worst housing conditions exist. The minimum housing ordinance should be applied to those dwellings in poor or deteriorating condition outside the business district. An urban renewal project should be carried out to improve the poor housing conditions in the downtown area.

CITY OF BERLIN, WISCONSIN



HOUSING CONDITIONS

- ONE RESIDENTIAL BUILDING IN SUBSTANDARD CONDITION
- ONE RESIDENTIAL BUILDING IN DETERIORATING CONDITION

PREPARED FOR:
CITY PLANNING COMMISSION
BIRMINGHAM, ALABAMA

THE PREPARATION OF THIS AND THE ECONOMIC AID THROUGH A FEDERAL GRANT FOR THE EQUIPMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 801 OF THE HOUSING ACT OF 1954, AS AMENDED, AND WAS EXECUTED UNDER A CONTRACT WITH THE STATE OF WISCONSIN COMMITTEE OF DISTRICT DEVELOPMENT.



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CITY PLANNER, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI 63107 CHICAGO, ILLINOIS 60606

MAJOR STREETS

One of the most important elements in the physical structure of any community is its street system. The basic objective of a major street system is to provide a network of routes that can safely and conveniently accommodate the large majority of vehicular movements within the local urban area. The proper location and design of highways connecting Berlin with other parts of the country, of major thoroughfares interconnecting the various parts of the city and urban area, and of minor streets providing access to abutting property determines both the efficiency and the liveability of the community. Vehicular movements are influenced by the location and intensity of land use and physical barriers such as the Fox River, steep bluffs, and railroad tracks.

Topographic features that inhibit the major street network -- for example, the Fox River, changes in land elevations, and the wetlands in the southern end of Berlin -- can be overcome. But engineering and construction costs are greater than for streets built in level, well-drained land locations. Large public spaces such as Clay Lamberton School and Oakwood Cemetery also influence location and continuation of the major street network. General standards for major streets are shown in Plate 5.

Existing Street System

The existing street system has developed gradually since the original platting of the City of Berlin. With the growth of the city, new subdivisions and street rights-of-way followed the pattern established earlier. As in most cities, Berlin's street pattern is generally an unplanned product. The grid system of parallel streets running north to south and east to west is not accommodated to the natural topographic characteristics of Berlin. The recent subdivisions have deviated from the grid pattern to some extent and are more in keeping with local topographic characteristics. The grid pattern was forced upon the topography, and the Fox River, resulting in excessive cut and fill, discontinued streets, and irregular diversions when natural barriers are encountered.

Main Street (Broadway-Huron) is the primary axis and the only continuous east-west street passing through the city. Washington and Wisconsin Streets are essentially continuous north-south streets. However, Washington Street terminates at Van Horn Street, and Wisconsin Street terminates at the Fox River on the south. In the City, Ripon Road, Spring Street, Main Street (Broadway-Huron), and Washington Street carry Highway 49 and Highway 116.

Most of the major street network in Berlin has sufficient right-of-way to permit widening of pavements where necessary. The buildings on Huron Street, however, are not set back from the right-of-way line and expansion of street pavement can only take place by reducing sidewalk width. (See Table 12.) With few exceptions, additional right-of-way acquisition will not be necessary. Future increases in vehicular traffic volume can be accommodated by alternate routes such as the proposed Ceresco Street improvement and by regulations prohibiting curb parking during peak hours.

Traffic Flow

The heaviest traffic flow is on Main Street - 9,189 vehicles per day at the bridge over the Fox River. (See Plate 6.) Wisconsin Street at Huron carried 2,644 vehicles (average daily traffic), and Washington Street carried 2,686 vehicles at Broadway. Huron Street at Wisconsin Street had an east-west peak hour volume (between 3:00 and 4:00 p.m.) of 760 vehicles, with trucks and buses accounting for 62 of these. At Capron, Huron Street had an east-west peak-hour (between 3:00 and 4:00 p.m.) volume of 838 vehicles of which 52 were trucks and buses.

The industrial area south of Huron Street contributes significantly to the volumes on the existing bridge over the Fox River. Pearl Street contributed 120 vehicles between 3:00 and 4:00 p.m., Capron Street added 49 vehicles for a total of approximately 200 vehicles in one hour. On a February weekday in 1966 a sixteen-hour traffic count showed 570 vehicles from Pearl Street, 182 vehicles from Capron Street, and 390 from Wisconsin Street turning west from the industrial area. At least one-fourth or more of the traffic using the Main Street bridge could be channeled to a bridge at Ceresco Street.

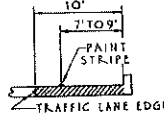
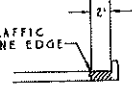
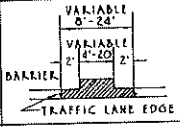
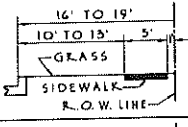
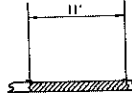
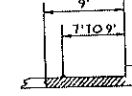
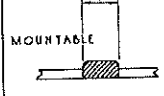
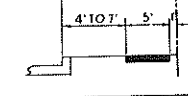
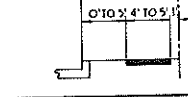
Proposed Major Street Plan

The major street plan basically follows the east-west axis of Huron-Broadway but provides for additional crossings of the Fox River. The major north-south streets of Wisconsin and Washington are supplemented with the extension of Center Street into the industrial area and terminating at Ripon Road. Principal proposals are summarized below.

A bridge should be built at Ceresco Street in order to improve traffic circulation in the central business district. Because this improvement is basic to the traffic circulation system and development of Berlin, the Capital Improvements Program contains the recommendation that construction on the bridge be started in 1970. The construction of this facility would require the abandonment or removal of railroad trackage within the proposed street right-of-way east of the Fox River.

GENERAL STANDARDS FOR MAJOR THOROUGHFARES

STREET CROSS-SECTION ELEMENTS

CROSS-SECTION ELEMENT RELATIVE DESIRABILITY	TRAFFIC LANE (THRU OR LEFT TURN ①)	PARKING LANE ②	BARRIER CURB CLEARANCE (TO TRAFFIC LANES ONLY)	MEDIAN ③	BORDER ④ (GRASS STRIP AND SIDEWALK)
STANDARD					
ACCEPTABLE					
MINIMUM					

RIGHT-OF-WAY REQUIREMENTS

R.O.W. WIDTH CROSS-SECTION	60' R.O.W.	80' R.O.W.	100' R.O.W.	120' R.O.W.
2 TRAFFIC LANES ⑤ 0 PARKING LANES	STANDARD 550-(800)*			
2 TRAFFIC LANES ⑤ 1 PARKING LANE	ACCEPTABLE 500-(750)*	STANDARD 600-(850)*		
2 TRAFFIC LANES ⑤ 2 PARKING LANES	ACCEPTABLE 550-(850)+	STANDARD 650-(1100)+		
3 TRAFFIC LANES ⑥ 0 PARKING LANES	ACCEPTABLE (1150)*	STANDARD (1300)*		
3 TRAFFIC LANES ⑥ 1 PARKING LANE	MINIMUM (950)*	ACCEPTABLE (1150)*	STANDARD (1300)*	
3 TRAFFIC LANES ⑥ 2 PARKING LANES	MINIMUM (1350)+	ACCEPTABLE (1500)+	STANDARD (1600)+	
4 TRAFFIC LANES ⑦ 0 PARKING LANES	MINIMUM 800	ACCEPTABLE 850	STANDARD 1100	
4 TRAFFIC LANES ⑦ 1 LEFT TURN LANE 0 PARKING LANES		MINIMUM 1050	ACCEPTABLE 1250	STANDARD 1500
4 TRAFFIC LANES ⑦ 2 PARKING LANES		MINIMUM 900	ACCEPTABLE 1200	STANDARD 1400
4 TRAFFIC LANES ⑦ 1 LEFT TURN LANE 2 PARKING LANES		MINIMUM 1150	ACCEPTABLE 1300	STANDARD 1600

- ① THE LEFT TURN LANES MAY BE 10' WIDE WITHOUT SERIOUSLY IMPAIRING OPERATION.
- ② WHERE PARKING LANES ARE TO BE USED AS PEAK-HOUR TRAFFIC LANES, THEY SHOULD BE DESIGNED TO TRAFFIC LANE STANDARDS WITH REGARD TO CURB CLEARANCE, LANE WIDTH, AND PAINT STRIPE LOCATION.
- ③ IF THE MEDIAN CONTAINS A LEFT TURN LANE, THE LEFT TURN LANE WIDTH (10'-12') MUST BE ADDED TO THE MEDIAN WIDTH.
- ④ THE LARGER BORDER WIDTHS SHOULD BE USED ON THE WIDER CROSS-SECTIONS.
- ⑤ NO MEDIAN IS CONSIDERED ON THESE CROSS-SECTIONS.
- ⑥ THESE CROSS-SECTIONS ARE FOR ONE-WAY TRAFFIC ONLY.
- ⑦ THESE CROSS-SECTIONS ARE FOR TWO-WAY TRAFFIC ONLY.

PARKING PERMITTED ONLY WHERE PARKING LANES PROVIDED.

NUMBERS UNDER CROSS-SECTION CLASSIFICATIONS DESIGNATE DESIGN CAPACITY IN VEHICLES PER HOUR BY CROSS-SECTION. PLAIN NUMBERS ARE FOR TWO-WAY TRAFFIC-PARENTHESIS NUMBERS ARE FOR ONE-WAY TRAFFIC.

DATA TAKEN FROM DESIGN CAPACITY CHARTS FOR SIGNALIZED STREET AND HIGHWAY INTERSECTIONS, BUREAU OF PUBLIC ROADS, REVISED 1959, WITH THE FOLLOWING ASSUMPTIONS: 10% TRUCKS - 20% RIGHT TURN - 10% LEFT TURN - NO BUS STOPS - GREEN/CYCLE 45% - NO SEPARATE LEFT TURN SIGNAL - PARKING PROHIBITED 100 FEET FROM INTERSECTION.

*DOWNTOWN AREA (FOR ONE-WAY STREETS ONLY)
INTERMEDIATE AREA FOR TWO-WAY TRAFFIC VOLUMES.

+FRINGE AREA (FOR ONE-WAY STREETS ONLY)

CITY OF BERLIN, WISCONSIN

Map showing the proposed sewer line (highlighted in red) and surrounding streets and landmarks.

Streets shown include Broadway, Huron, Church, and Rush Lake.

Landmarks include the River and various residential areas.

Scale: 1 inch = 100 feet.

THE INFORMATION OF THIS INFO WAS OBTAINED
FROM THROUGH A FEDERAL GRANT FROM THE
DEPARTMENT OF JUSTICE AND WERE OBTAINED
UNDER THE CIVIL RIGHTS ASSISTANCE PROGRAM
PERFORMED BY VICTIMS OF THE MURDER
ACT OF 1968, AS AMENDED, AND WAS OBTAINED
UNDER A CONTRACT WITH THE STATE OF MISSISSIPPI
OPERATED BY HINDRICK DEVELOPMENT

PLATE 6

TRAFFIC COUNTS - STATE HIGHWAY COMMISSION OF WISCONSIN

Table 12

CHARACTERISTICS OF THE MAJOR STREETS

Berlin, Wisconsin

Name of Street	Right-of-way Width	Pavement Width	Pavement Condition	Weekday 24-Hour Traffic*	Tentative Improvement Schedule
Broadway					
West of City Limits	90	24	Fair	1,846	...
Rease to Kossuth	90	44	Fair	2,633	1973
Jackson to Washington	90	54	Fair	4,227	1973
Washington to Grove	84	46	Poor	6,384	1968
Grove to Mound	84	46	Poor	NA	1968
Mound to Fox River	84	66	Poor	NA	1968
Center					
Waushara to Huron	66	36	Good	NA	1981
Huron to Ripon Road	...	...	...	...	1980
Ceresco					
Spring to Wisconsin	66	36	Fair	NA	1970
Wisconsin to Pearl	66	34	Poor	NA	1970
Pearl to R.R. R-O-W	66	22	Poor	NA	1971
Commercial to Pierce	66	20	Poor	NA	1971
Pierce to Mound	66	24	Poor	NA	1971
Mound to Washington	66	35	Poor	NA	1971
Church					
South of City Limits	100	18	Good	1,694	...
R.R. R-O-W to Ripon	66	44	Fair	NA	1975
June to Ripon	66	44	Fair	2,307	1975
Cumberland					
Washington to Jackson	66	22	Poor	240	1975
Jackson to Kossuth	66	22	Poor	NA	1975
Kossuth West	66	22	Poor	NA	1980
Huron					
Fox River to Pearl	66	40	Poor	9,189	1968
Pearl to Wisconsin	66	40	Poor	7,990	1968
Wisconsin to Adams	66	40	Poor	7,574	1968
Spring to State	66	40	Poor	4,593	1971
Church to Leffert	66	36	Fair	4,146	1971
Johnson to Center	66	28	Fair	3,026	1980
East of City Limits	66	18	Fair	1,806	...

Table 12 (continued)

Name of Street	Right- of-way Width	Pavement Width	Pavement Condition	Weekday 24-Hour Traffic*	Tentative Improvemt Schedule
Marquette-Cumberland					
Bridge Across Fox River	NA	NA	Good	NA	1979
Washington to Water	66	NA	Good	NA	1981
Water to Wisconsin	66	NA	Good	NA	1982
Wisconsin to Center	66	NA	Good	NA	1982
Center to City Limits	66	NA	Fair	NA	1982
Ripon Road					
Union to Church	66	35	Good	3,308	1975
Church to Leffert	66	18	Good	1,008	1975
N.W. of Dartford	66	24	Poor	872	1975
S.E. of City Limits	66	24	Poor	540	...
Spring					
Ripon to Huron	66	36	Good	2,932	1970
Washington					
North of City Limits	66	20	Good	1,556	...
South of Cumberland	66	44	Excellent	2,359	...
Webster to Broadway	66	44	Excellent	2,686	...
Broadway to Ceresco	66	36	Excellent	NA	...
North of Cumberland	66	...	...	...	1978
Waushara					
E. City Limits to Center	66	20	Poor	NA	1979
Center to Wisconsin	66	20	Poor	NA	1980
Wisconsin					
Ceresco to Huron	66	44	Good	NA	1976
Huron to Park	66	46	Good	2,644	1976
Park to Noyes	66	36	Fair	NA	1976
Noyes to Liberty	66	45	Fair	NA	1976
Liberty to Marquette	66	37	Poor	NA	1976
Marquette to Cumberland	66	38	Good	1,790	1981
Cumberland to Park Lane	66	38	Excellent	NA	1981
Park Lane to Waushara	66	26	Fair	NA	1981
Fox River Bridge	...	...	...	784	...

*Average November Weekday 1965.

Source: State Highway Commission of Wisconsin and City Engineer of Berlin, Wisconsin Records.

The section of Huron Street east of Spring Street would provide for a 48-foot pavement and two 9-foot sidewalks as would the section of Broadway Street west of Washington Street. That part of these streets between Washington Street and Spring Street is currently being designed in accordance with State Highway Commission of Wisconsin Standards, and is expected to be under construction in 1968.

Cumberland Street on the west side and Marquette Street on the east side -- can be effectively linked to provide an efficient east-west traffic carrier. The offset of the two streets from each other permits use of a reasonably short bridge. The pavement width should be 44 feet. The bridge should be 24 feet wide with a sidewalk on at least one side.

Center Street should be extended south of Huron Street to Ripon Road to serve the industrial development anticipated in that part of the planning area. This street is designed primarily as a collector and distributor for the industrial area, Berlin High School, Clay Lamberton School, and the residential areas surrounding it.

Spring Street between Ceresco Street and Huron Street is designed for carrying a heavy volume of traffic from Ripon Road, the industrial area, and from Ceresco Street. The street should provide for four 12-foot traffic lanes with no parking permitted between 8:00 a.m. and 6:00 p.m. Ceresco Street is expected to act as a by-pass to the central business district and as such may be used by drivers continuing on Route 49.

Wisconsin Street is one of the main north-south traffic arteries of the City. Its primary function is as a collector and distributor for local streets and as a traffic carrier between northern residential areas and the central business district and industrial areas. It provides a link with Ripon Road and Highway 49 via Ceresco Street or via Main Street. Wisconsin Street traffic also utilizes Main Street to meet with Highway 116 or with County "F." Should the Cumberland-Marquette bridge be erected alternative traffic patterns will evolve.

The segment of Wisconsin Street between Marquette and Ceresco Streets should have a 44-foot pavement and future vehicular volumes may require parking restrictions. The segment north of Marquette Street may efficiently act as a collector and distributor with a pavement 44 feet wide.

Street Closings

The central business district plan calls for the closing of Brooklyn Street, Mill Street, and Dock Street between Broadway

and Webster Streets and for the closing of Webster Street east of Grove Street as a public street and its use as a service drive for the proposed shopping center and Webster Park. Water Street and Park Avenue would be realigned to provide a smooth circulation flow with closing of Water Street south of Park Avenue. June Street would be closed between State Street and Ripon Road to provide safer traffic flow and space for a minor shopping complex.

COMMUNITY FACILITIES

Community facilities, parks, schools, and public buildings, are an important element of the Comprehensive Plan.

Criteria For Planning

These may be summarized as follows:

Park Standards

Approximately one acre of land should be reserved for park and recreational purposes for each 100 persons in the community. About one-half of this area should consist of neighborhood parks, while the other half should be large, more naturalistic parks and open spaces. (See Plate 7.) A neighborhood park should contain at least 10 acres and should be located within one-half mile of the people living in each residential neighborhood. When combined with an elementary school, a park area will afford many economies in acquisition, development and maintenance. Large parks should normally contain approximately 100 acres of land or more and should be selected primarily because of their topographic and scenic advantages; locations on lakes and rivers and areas containing rugged topography and heavily wooded sections are appropriate. Large parks should be maintained in a natural condition, but provided with roads, hiking trails, picnic areas, and facilities for other specialized activities.

School Standards

The elementary school site should contain a minimum of five acres and an additional acre for each 100 pupils expected to attend the school. Furthermore, the school buildings should be designed so that they may serve as community centers for the entire neighborhood and be combined with neighborhood parks wherever possible. A junior high school should have a minimum site of 15 acres. Senior high school sites should comprise 25 acres or more.

Park Plan

Berlin's present system of parks includes a total of 34 acres of land, a ratio of 0.7 acres per 100 persons of population. This ratio is higher than the average for cities the size of Berlin, but is lower than the one acre per 100 persons recognized as the basic standard. In view of the outstanding natural feature of the Fox River, future park plans should provide for both

local recreational needs and future tourist attractions. Berlin's present park system includes Riverside Park, East Side Park, West Side Park and Webster Park. (See Plate 8.) The Park Board and the Recreation Commission are responsible for the maintenance and operation of the parks and the recreational programs in conjunction with the Department of Public Works.

Riverside Park is Berlin's largest and most heavily used recreation facility. Located on almost 30 acres of land (Sewage Treatment Plant excluded) it provides camping sites, a shelter house, toilet facilities, barbecue pits, and accommodations for boating and parking, serves boating and camping from other areas as well as local Berlin residents and is easily accessible for both automobiles and boats.

Webster Park contains the swimming and wading pools, and is used for ice skating in winter. A bath house for summer use and a warming house for winter use are provided as well as a ramp for launching boats. In addition, playground equipment is provided for use by smaller children. This park, with its active recreational facilities, is mostly used by local Berlin children, and the swimming pool is a major attraction during the summer months. Enclosure of the swimming pool would extend its use to year-around activity.

West Side Park, located at Jefferson Street and Broadway, and East Side Park, located at Adams Avenue and Huron Street, are comparable in size and facilities, with playground equipment for smaller children, mature trees, some plantings, and a few benches.

The Mascoutin Country Club, Route 3, maintains an 18 hole golf course having both public green fees and memberships. The club is currently undertaking installation of an underground irrigation system.

The City of Berlin also owns and operates Oakwood Cemetery, located on Huron on the east side of the City.

Berlin at present has a good system of park facilities. The most serious shortcoming in the present system is the lack of recreational and tourist facilities to take advantage of the tourist potential of the area. Also needed is a marina or small-boat harbor within the City.

Although Riverside Park is well developed for camping and picnicking use, and provides space for limited boat docking, the facilities are insufficient for docking the large number of boats attracted to the area in the summer. Boat rentals are not available.

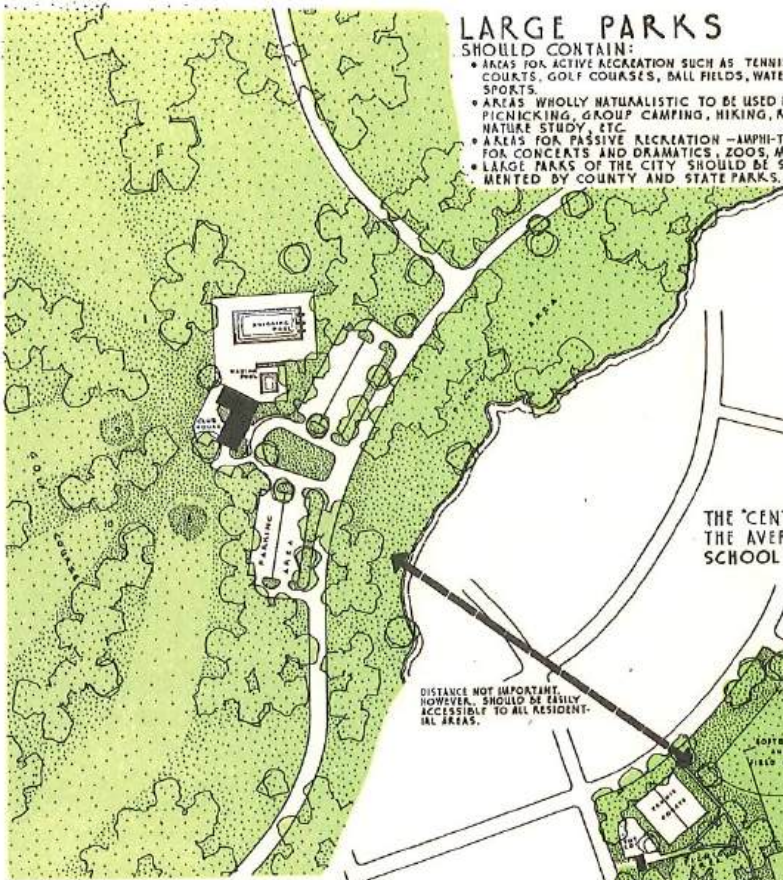
GENERAL STANDARDS FOR SCHOOLS & PARKS

HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS
ST. LOUIS, MISSOURI.

LARGE PARKS

SHOULD CONTAIN:

- AREAS FOR ACTIVE RECREATION SUCH AS TENNIS COURTS, GOLF COURSES, BALL FIELDS, WATER SPORTS.
- AREAS WHOLLY NATURALISTIC TO BE USED FOR PICNICKING, GROUP CAMPING, HIKING, KIDING, NATURE STUDY, ETC.
- AREAS FOR PASSIVE RECREATION - AMPHI-THEATERS FOR CONCERTS AND DRAMATICS, ZOOS, MUSEUMS.
- LARGE PARKS OF THE CITY SHOULD BE SUPPLEMENTED BY COUNTY AND STATE PARKS.



SMALL PARKS

- PROVIDE OPEN SPACE FOR REST AND PASSIVE RECREATION WITHIN THE MORE INTENSIVE DEVELOPED PORTIONS OF THE CITY.
- IN THE OUTLYING PORTIONS OF THE CITY SMALL PARKS HAVE LITTLE VALUE EXCEPT TO IMMEDIATELY SURROUNDING PROPERTIES.



THE "CENTER OF COMMUNITY LIFE" FOR THE AVERAGE FAMILY IS THE ELEMENTARY SCHOOL AND THE NEIGHBORHOOD PARK.

NEIGHBORHOOD PARK

SHOULD HAVE:

- A SITE OF FIVE ACRES OR MORE.
- A SITE ADJACENT OR NEAR A NEIGHBORHOOD SCHOOL.
- FACILITIES FOR RECREATION OF ALL AGE GROUPS. COURT GAMES, FIELD GAMES AND PICNICKING.
- IF POSSIBLE, AREAS OF SPECIAL NATURAL INTEREST.

ELEMENTARY SCHOOL

SHOULD HAVE:

- AN ENROLLMENT OF AT LEAST 300 PUPILS AND SHOULD NOT EXCEED 600.
- A SITE OF FIVE ACRES PLUS ONE ACRE FOR EACH 100 ENROLLMENT. SITE SHOULD NOT BE LOCATED ON MAJOR STREETS.
- A ONE-HALF MILE RADIUS OF SERVICE.
- A PLAYGROUND WITH SUPERVISION.
- FACILITIES IN THE SCHOOL BUILDING THAT CAN SERVE AS A COMMUNITY CENTER.



DISTANCE NOT IMPORTANT HOWEVER, SHOULD BE EASILY ACCESSIBLE TO ALL RESIDENTIAL AREAS.

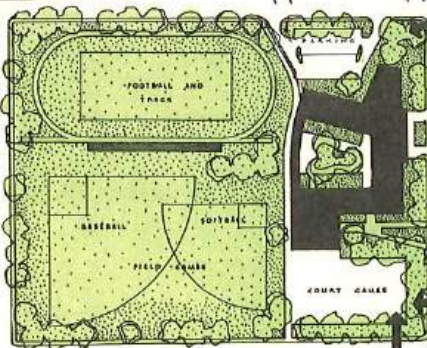
IF DISTANCE IS MORE THAN ONE MILE, THEN HIGH SCHOOL SHOULD BE ACCESSIBLE BY LOCAL TRANSIT FACILITIES.

DISTANCE FROM AN ELEMENTARY SCHOOL TO A JUNIOR HIGH SCHOOL SHOULD NOT BE OVER ONE MILE.

SENIOR HIGH SCHOOL

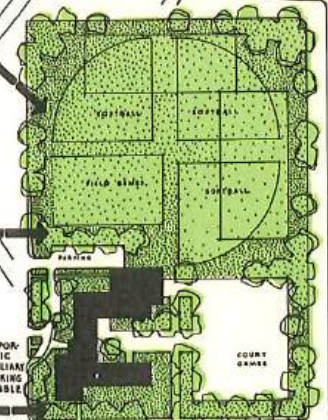
SHOULD HAVE:

- AN ENROLLMENT OF AT LEAST 1000 BUT SHOULD NOT EXCEED 1500 PUPILS.
- A SITE AREA OF 20 ACRES PLUS ONE ACRE FOR EACH 100 PUPILS ENROLLED. THE SITE SHOULD BE LOCATED ON A MAJOR STREET AND ON A LOCAL BUS ROUTE, IF POSSIBLE.
- A PLAYFIELD ADEQUATE TO ACCOMMODATE THE RECREATIONAL PROGRAM OF THE SCHOOL.
- SPECIAL FACILITIES WITHIN THE SCHOOL BUILDING SHOULD BE AVAILABLE TO THE COMMUNITY.



DISTANCE IS NOT IMPORTANT UNLESS ATHLETIC FIELD IS USED AS ADJUNCT PLAYFIELD THEN WALKING DISTANCE IS DESIRABLE.

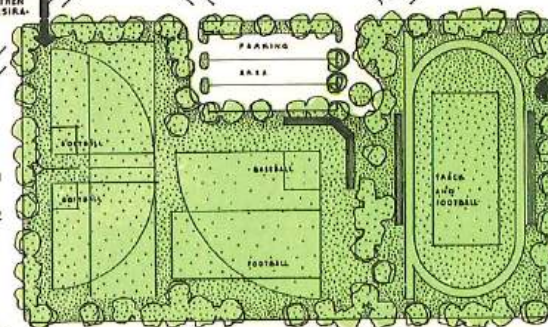
DISTANCE FROM JUNIOR HIGH TO SENIOR HIGH SCHOOL IS NOT IMPORTANT.



DISTANCE NOT IMPORTANT UNLESS ATHLETIC FIELD IS USED AS ADJUNCT PLAYFIELD, THEN WALKING DISTANCE IS DESIRABLE.

ATHLETIC FIELD

- SOMETIMES DEVELOPED TO AUGMENT HIGH SCHOOL PLAY FACILITIES, ALSO FOR COMMUNITY SPORTS COMPETITIONS.
- SITE AREA DEPENDS ON FACILITIES TO BE PROVIDED, COULD INCLUDE SOFTBALL, BASEBALL, FOOTBALL, SWIMMING POOLS, GOLF COURSE, ETC.
- PROVISION FOR ADEQUATE OFF-STREET PARKING SHOULD BE MADE.

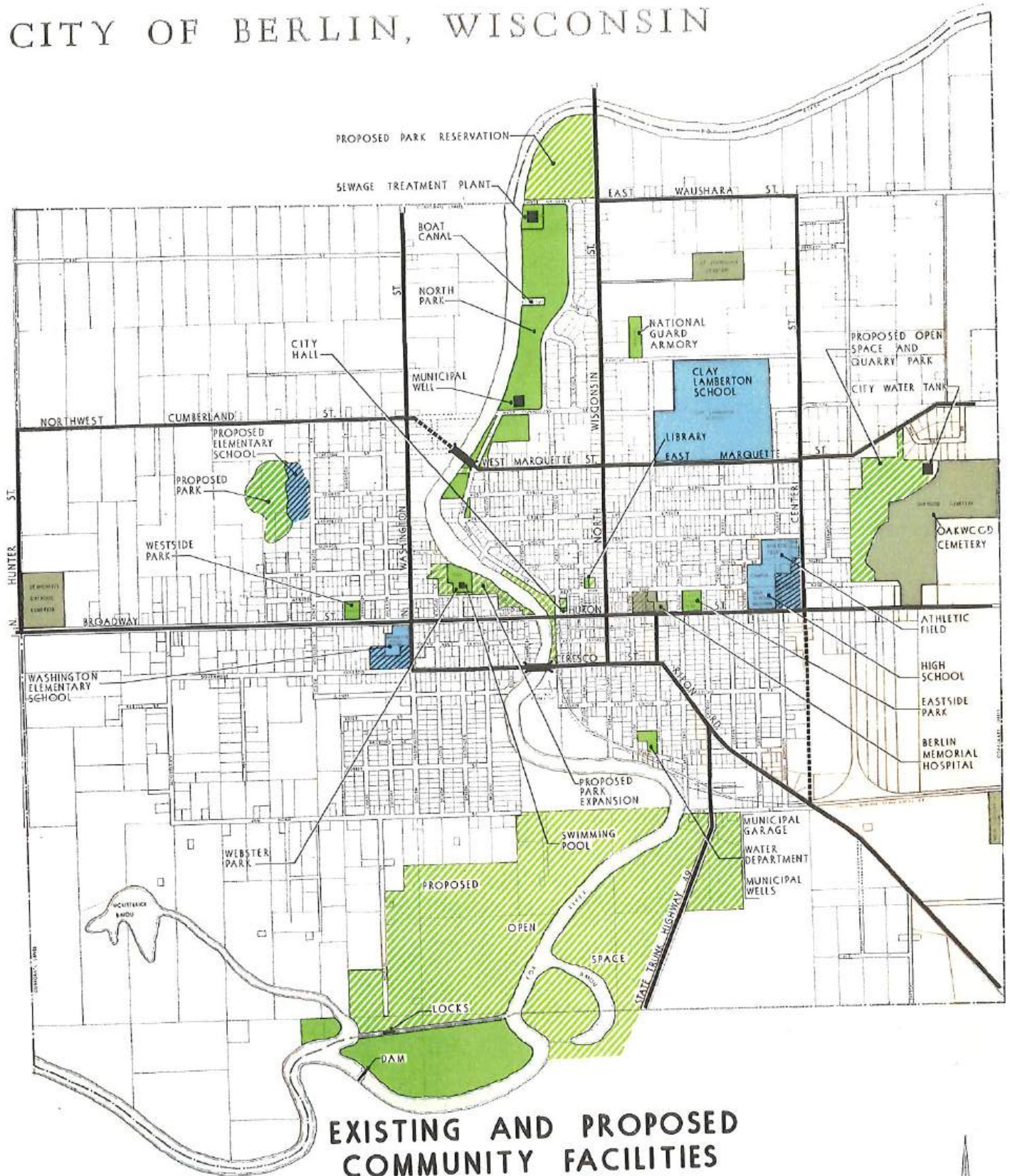


JUNIOR HIGH SCHOOL

SHOULD HAVE:

- AN ENROLLMENT OF AT LEAST 500 AND SHOULD NOT EXCEED 1500 PUPILS.
- A SITE AREA OF TEN ACRES PLUS ONE ACRE FOR EACH 100 PUPILS ENROLLED. THE BUILDING SHOULD BE LOCATED AT A CORNER OR ONE END OF THE SITE, IN ORDER TO GIVE AS MUCH PLAY AREA AS POSSIBLE.
- A ONE MILE RADIUS OF SERVICE.
- A PLAYFIELD ADEQUATE TO ACCOMMODATE THE RECREATIONAL PROGRAM OF THE SCHOOL.

CITY OF BERLIN, WISCONSIN

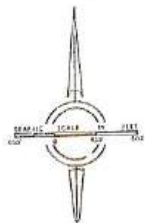


EXISTING AND PROPOSED COMMUNITY FACILITIES

- EXISTING PARK AREAS, PUBLIC OPEN SPACES AND PUBLIC BUILDING SITES
- EXISTING SEMI-PUBLIC OPEN SPACES AND SEMI-PUBLIC BUILDING SITES
- PROPOSED PUBLIC PARKS, OPEN SPACES AND BUILDING SITES
- SUGGESTED EXPANSION OF SEMI-PUBLIC BUILDING SITES
- EXISTING PUBLIC SCHOOL SITES
- PROPOSED SITE EXPANSION FOR SCHOOL AND NEIGHBORHOOD PARK COMBINATIONS
- EXISTING MAJOR STREETS
- PROPOSED MAJOR STREETS

PREPARED FOR:
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE INFORMATION ON THIS MAP WAS OBTAINED FROM THE CITY OF BERLIN, WISCONSIN, AND THE OFFICE OF THE CITY ENGINEER. THE CITY ENGINEER HAS REVIEWED THE INFORMATION AND HAS DETERMINED THAT IT IS CORRECT AND COMPLETE. THE CITY ENGINEER HAS ALSO REVIEWED THE INFORMATION AND HAS DETERMINED THAT IT IS CORRECT AND COMPLETE. THE CITY ENGINEER HAS ALSO REVIEWED THE INFORMATION AND HAS DETERMINED THAT IT IS CORRECT AND COMPLETE.



HB
CA

HAROLD B. BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI 63101 CHICAGO, ILLINOIS 60601

The Clay Lamberton School Playground Area has sufficient site space and is suitably located to accommodate active recreation facilities for the east side of Berlin. The Berlin High School has an adequate athletic field for organized sports. The West side of Berlin is deficient in provision of parks and recreation facilities.

Webster Park is the beginning of a modern facility to accommodate recreational activities that are growing in interest. However, to provide adequate facilities within a limited space requires the addition of approximately four and one-half acres to the present three-acre site. Enclosure of the swimming pool and erection of adequate bathing facilities would permit year-round use of this popular facility. An addition to the bath house could provide warming house facilities for ice skating and possibly be large enough to provide for an indoor roller skating rink and dance hall for evening entertainment of young persons. Some parks provide wood working shops and other facilities, but these could better be provided in high school facilities. The northwestern part of the site should provide a softball field with spectator benches. The southeastern part of the site should open to Broadway Street and to the Fox River.

The Fox River frontage at this location should provide excellent docking facilities and boat rentals. Provision also should be made for older persons to sit and watch the activities. The park should be oriented to the proposed shopping complex directly south. One of the greatest potential assets for the City of Berlin is the development of marina facilities, not only to serve the community but also to serve a greater part of the surrounding area and tourist potential. A Webster Park marina is accessible from both directions. Navigable water extends well beyond the city limits to the south due to the locks which permit boat passage and to the northeast beyond Oshkosh where a considerable number of pleasure craft trips currently originate. The marina should contain docking and improved launching facilities and servicing of water craft should be available at the marina or nearby. Ample parking areas, sales and service facilities, and winter storage facilities should be available within a reasonably short distance.

Berlin has an opportunity of reserving undeveloped land for a new combination elementary school and neighborhood park to serve projected increased school enrollment and population growth in the northwest part of the City. (See Table 13.) A 12-room elementary school with auxiliary facilities and a neighborhood park can combine facilities on a site 18 to 20 acres. Projected population growth suggests

Table 13

PROPOSED PARK AND SCHOOL AREAS

Berlin, Wisconsin

Existing Park Areas and Open Space	Area in Acres			Major Use of Area
	Existing	Proposed	Total	
Riverside Park	38.3 ^a	18.7	57.0	Camping and picnicking Active park and marina Small park Small park Cemetery Historical Site and Reservoir
Webster Park	3.1	4.3	7.4	
East Side Park	1.6	...	1.6	
West Side Park	1.2	...	1.2	
Oakwood Cemetery	37.9	...	37.9	
Quarry Park	21.6	...	21.6	
Subtotal	103.7	23.0	126.7	
Proposed New Park Areas				
Proposed N.W. Side Park	...	10.0	10.0	Neighborhood park Neighborhood park Scenic park Scenic park
Proposed S.W. Side Park	...	4.0 ^b	4.0	
Proposed "Town Square"	.9	1.2	2.1	
Proposed S. Capron St. Park	...	1.4	1.4	
Subtotal	.9	16.6	17.5	
School Sites				
Washington Elementary	2.3	3.1 ^b	5.4	School Site & S.W. Side Park School & Neigh borhood Park School & Ath- letic Field School site & N.W. Side Park
Clay Lamberton	35.0	...	35.0	
Berlin High School	9.1	4.7	13.8	
Proposed Elementary	...	8.6 ^c	8.6	
Subtotal	46.4	16.4	62.8	

^aIncludes 8.4 acres for sewage treatment plant.

^bCombined School-Park at Washington Elementary School site.

^cCombined School-Park west of Kossuth St., and south of Cumberland Street - total area 18 to 20 acres.

the site be located south of Cumberland Street and west of Kossuth Street. The purchase and reservation of the land should be accomplished before the land is built up with residences.

Restoration of the Town Square at Capron Street and Huron Street is proposed as a means of providing a more direct and safer traffic pattern and providing a scenic park that permits open view of the Fox River. The development of this site would complement the Webster Park and commercial developments on the west side of the River and provide relief in a congested part of the community. The City owns approximately one acre of this site in right-of-way and would add approximately one acre to this along the Fox River frontage.

The minimum size park located adjacent to the new elementary school proposed for the area near Kossuth Street South of Cumberland Street, and a 4-acre park which should be located west of Washington Street and south of Broadway Street would be largely for active recreational use.

Retention of West Side Park, East Side Park, and the restoration of the "Town Square" would provide adequate passive recreational areas along the heavily used main street and provide continuity as anchors for beautifying main street for visitors as well as for local residents.

A small park fronting the Fox River along the East Bank between Huron and Ceresco Streets, would complete needed expansion of the Park System.

Reservation of land north of the sewage treatment plant would provide future protection of the Fox River park frontage.

These facilities as well as development of boat docking facilities at Webster Park would provide a park system in keeping with the beautiful tree lined local streets with their well maintained homes and with the evolution of a more dynamic central business district.

School Facilities

The Joint School District No. 1 maintains facilities for the City of Berlin as well as the towns of Berlin, Bloomfield, Brooklyn, St. Marie, Seneca, Aurora, Leon, Marion, Poy Sippi, Saxeville, Warren, Nepeuskun, and Rushford. (See Table 14.)

Table 14

EXISTING SCHOOL FACILITIES
Joint School District No.1

School Buildings

	<u>Poy Sippi</u>	<u>Rural Hts.</u>	<u>Aurora-ville</u>	<u>Washing-ton</u>	<u>Clay Lamber-ton</u>	<u>Clay Lamberton Jr. High</u>	<u>Berlin High School</u>
<u>Classrooms</u>							
Regular Class-rooms	5	2	2	9	8	10	13
Fine Arts & Sciences Classrooms	2	...	1	2	2	7	9
Applied Arts & Business Rooms	...	...	...	...	...	...	12
Exceptional Rooms	...	...	...	1	...	3	2
Number of Students	145	50	50	155	243	283	712
Grades	K-6	1-4	1-6	K-5	K-5	6-8	9-12
<u>Site in Acres</u>	15	4	3	2.3	*	35	15
<u>Building</u>							
Year Con-structed	1962	1962	1930	1925	*	1963	1955
Student Capacity	175	60	60	275	*	500	800

* Shared with Clay Lamberton Junior High School

Three of the schools are located within Berlin, (See Plate 8) and three of the schools are located in outlying areas of Poy Sippi, Rural Heights, and Auroraville. These three schools have a total enrollment of 160 pupils and a capacity for 290 pupils. Berlin's three schools are of a larger size.

Washington Elementary School is located at Broadway and Washington Street on a site of less than five acres. This school was erected in 1925 and contains 9 regular classrooms, two kindergarten rooms, one room for mentally handicapped, one multi-purpose room and two shower rooms. It is a masonry building with wooden floors and roof and is heated by a forced-air, oil fed furnace. No sprinkler system or hose stations or early warning device are available thereby presenting a hazardous condition.

Sixty-one pupils were enrolled in kindergarten in the Washington School, 146 were enrolled in the first through fifth grades, and 7 children were enrolled in a special program for handicapped, for a total September, 1966 enrollment of 214. The total number of students who can be taught in the school is 275. According to national standards, this school site should be approximately 8 acres at minimum, and the building should contain automatic sprinklers and enclosed stairwells for minimal safety.

Clay Lamberton School is located at 259 East Marquette on a site of 35 acres. This school was constructed in 1963 and is in excellent condition. Facilities are shared by kindergarten through fifth grade and by junior high-school classes. The portion used by the elementary school is composed of 8 regular classrooms and 2 kindergarten classrooms, and the junior high school utilizes 10 regular classrooms, 2 music rooms, one art room, 3 science rooms, one language laboratory, 2 rooms for mentally handicapped and a library. In addition, there are 9 administrative rooms including 3 guidance rooms and 2 health rooms, a gymnasium with movable seating, a lecture room with a stage and movable seating, and a 400 square foot audio-visual room as well as central kitchen and dining room facilities and 4 shower rooms.

Enrollment in September, 1966, was 94 pupils in kindergarten, 218 students in sixth through eighth grade, and 19 special students for a total enrollment of 626. Total capacity for educational purposes is estimated at approximately 800. The building is constructed of masonry with poured concrete floors and roof and is heated by gas fed unit ventilators. This school is well-built, fire-resistant, and efficient.

Berlin High School is located at 289 East Huron Street on a site of approximately 15 acres. The original building was constructed in 1917 of masonry with wooden floors and, roof, and interior walls. No automatic sprinkler system, hose stations or early warning devices are contained.

A masonry addition was erected in 1955 and is of fire resistant construction with gas fed unit ventilators. This school contains 13 regular classrooms, 2 music rooms, 1 art room, one drivers education room, 3 business education rooms, 3 home economics rooms, one agriculture room, one drafting room, one agriculture shop, one woodworking shop, one metal working shop, 5 science rooms, one language laboratory, one multi-purpose room, a library and a study hall. Although there is no auditorium, there is a gymnasium with a seating capacity of 1,550 and a small audio-visual room. There are 11 administrative rooms including 3 guidance rooms, a health room, and the School Superintendent's office. This senior high school has a four-year curriculum and had an enrollment of 712 students in September, 1966. The capacity for the school is estimated at 800 students. The high school also provides full central kitchen facilities excepting for a dining room used solely for lunches and a personnel office for supervisory personnel of the school lunch program. The original high school building has depreciated considerably and actually is obsolete and should be replaced.

Proposed School Facilities

The growth in enrollment from 1960 to 1966 amounted to 526 students or almost 40 percent. (See Table 15.) The greatest growth has been in kindergarten enrollment which increased by 58.8 percent followed by first to eighth grade enrollments which increased by 46.1 percent. The lowest increase was in the senior high school grades and that was almost 30 percent.

The kindergarten and elementary school grades are projected to have an enrollment of approximately 1,260 students and a capacity for 660 students including 90 elementary students sharing facilities with the junior high school. This indicates a projected shortage of 20 to 24 classrooms for elementary grades and kindergarten. Adding 12 classrooms to this for replacement of obsolete and hazardous facilities at Washington Elementary School would indicate that approximately 34 new classrooms would be needed by 1972.

Table 15

TRENDS IN SCHOOL ENROLLMENTS

1960 to 1966

<u>Year</u>	<u>Elementary</u>		<u>High School</u>	<u>Total</u>
	<u>Kindergarten</u>	<u>1-8</u>		
1960 . . .	119	642	556	1,317
1961 . . .	114	804	589	1,507
1962 . . .	118	783	630	1,531
1963 . . .	159	950	684	1,793
1964 . . .	192	898	686	1,780
1965 . . .	153	908	695	1,756
1966 . . .	189	938	716	1,843

Note: The above figures represent total enrollment of the entire joint school district and not just those pupils attending from Berlin.

This suggests construction of a new 12 classroom school which should be located west of Kossuth Street and south of Cumberland Street. This location was selected because of the anticipated population growth in this section of the city and therefore the ability of students to walk to school rather than increasing the bus requirements.

The Washington Elementary School is in need of complete rehabilitation or replacement. The ideal location for this school would be one block southwest of the present site but the economics of retaining the existing site and purchasing an additional 3.1 acres adjacent to it would weigh in favor of the existing location. This facility can also be developed as a combined school park to serve the southwest part of the city.

The Clay-Lamberton site is adequate to provide space for a ten-room elementary school addition, which would absorb most of the elementary school children presently using Clay Lamberton facilities and permit the space to be used to accomodate junior high school increased enrollments requiring 10 to 12 additional rooms.

The high school has an estimated capacity of 800 students which suggests a deficiency of approximately five classrooms plus auxiliary facilities.

The old part of the high school that was built in 1917 should be given early priority for replacement. The high school site should be expanded by purchase of 4.7 acres to the east of its present site and a new high school building should be built adjoining the 1955 addition.

Public Buildings

Provision for flexibility and for enlargement of public buildings should be a major consideration in their location. The usefulness of a public building is measured partly by the character of its design and the quality of its construction, and partly by the appropriateness of its location.

There are three major municipal buildings in the City of Berlin. These buildings were built over a period of years and are generally well located. Some of the sites, however, are of inadequate size to function at optimum efficiency, and some of the structures are functionally obsolete.

City Hall.

The Berlin City Hall, located on North Capron Street, contains the Fire Department and Police Department as well as administrative offices and meeting rooms. The spaces are well utilized, but the building layout is so functionally obsolete that working efficeincy is not possible. The site is also unusually small.

City Council Chambers, the City Treasurer's office, and the City Engineer's office are on the upper floor. In addition, the American Legion leases space, and rooms are used for public gatherings. Office space is inadequate.

The building should be renovated to permit more efficient use of space. Some of the land adjacent to and north of the present City Hall should be purchased and used for off-street parking. If a parking deck were to be provided approximately two feet below grade with access from Fox alley, a one-story addition to City Hall could be built over the parking lot at some future time on the same level as the existing main floor of City Hall.

Library.

The Carnegie Library, located on West Park Avenue was built in 1903 in the classical style of architecture. No significant alterations have been made and the building is now functionally obsolete. In 1966, the library contained approximately 16,000 volumes and had a circulation of 25,500. Physical facilities seriously limit service to the community. There is no space for records or films for audio-visual aids, a fine arts program or display space, or facilities for a senior-adult reading program (although some large print books have been acquired.)

To enable a more adequate facility to be provided property directly east of the library should be purchased and the library enlarged.

City Garage.

The original portion of the city garage, located at 24 Spring Street, was built in 1930. A \$40,000 addition was built in 1963. The site contains approximately three-fourths of an acre and is well-located being in the industrial area close to major transportation routes.

The older part of the building shows some deterioration. The addition, however, is in good condition. As the City grows and undertakes additional services, the city garage may have to be expanded in the future. If the City assumed the responsibility for garbage collection and chose to utilize City-owned trucks or to add equipment such as street sweeper or snow removal equipment that requires sheltered storage the space would be inadequate.

Public Services

A major objective of the Comprehensive Plan is to guide and direct the growth of the Berlin Planning Area so that it will be compact, but not congested, spacious but not too scattered. The proper balance between a spacious and compact development will insure the most economical provision of public utilities. Public services -- the distribution of water, the collection and disposal of sewage, storm water drainage and garbage -- are essential for the proper functioning of an urban area.

Publicly owned and operated utilities in Berlin consist of the sanitary and storm sewer system and a water distribution system. Being underground for the most part, these facilities attract little public attention or concern. Even though they are out of sight and taken for granted, the provision of these facilities is a major municipal function. An ample supply of potable water, properly distributed to the population, has been essential to the existence and growth of cities since early times. More recently, an increased knowledge of the nature of diseases has placed more importance on the sanitary removal of disposal and waste. Berlin has been planning and designing these facilities for many years and has developed an extensive system of public services.

Sanitary Sewer System.

The City's sanitary sewer system consists of lateral service lines connected to several main interceptor lines and lift stations that carry the effluent to a sewage treatment plant at Waushara Street and the Fox River. (See Plate 9.) The sewage treatment plant, constructed in 1951, is adequate for the foreseeable future. Industrial wastes, particularly from the tannery, should be pretreated by the industry prior to being introduced into the sewage system. The plant provides a two-stage treatment for both primary and secondary treatment of wastes. It has a capacity of 2,500,000 to 3,000,000 gallons per day and treats a volume of 700,000 to 900,000 gallons per day.

The system was designed to serve a population of 26,000 persons. Berlin has a population of approximately 19 percent of the design capacity, but uses 28-30 percent of the design capacity. This apparent over-use may be accounted for by the substantial amount of industry in Berlin. Berlin's current volume of sewage would be average for a population of approximately 8,000 persons.

CITY OF BERLIN, WISCONSIN



PUBLIC SERVICES

EXISTING

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SANITARY SEWER INTERCEPTOR

STORM SEWER INTERCEPTOR

AREA SERVED BY WATER & SEWER

LIFT STATION

WATER STORAGE

PUMPING STATION

SEWAGE TREATMENT PLANT

PROPOSED

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PREPARED FOR
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE PREPARATION OF THIS MAP WAS FINANCED BY THE CITY OF BERLIN, WISCONSIN. THE CITY PLANNING COMMISSION HAS REVIEWED THE MAP AND HAS FOUND IT TO BE A CORRECT REPRESENTATION OF THE CITY'S PUBLIC SERVICES. THE CITY PLANNING COMMISSION HAS NO LIABILITY FOR THE CONTENTS OF THIS MAP.

HAROLD BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
300 N. LAKE STREET, CHICAGO, ILL. 60610

Prior to establishment of the sewage treatment plant in Riverside Park sanitary sewer laterals emptied into the Fox River polluting the water and making it an open sewer. The sanitary sewer system is separate from the storm sewer system. A study of condition and adequacy of the underground facilities should be made to schedule replacement of components and determine if larger sizes or additional lift stations are required.

Almost all laterals are 8 inches in diameter and an additional 8-inch interceptor is in Huron Street between Center Street and the Fox River. This 8-inch interceptor is considered inadequate and should be scheduled for replacement.

There are a total of four lift stations to service land areas of lower elevation and additional lift stations may be required as expansion of the community proceeds. Although the sewage treatment plant is presently adequate and will be for an estimated 5,500 persons, an engineering study of the adequacy and condition of the rest of the sanitary sewer system should be made.

Sanitary sewers should be extended to all the developed area now served by water distribution as soon as possible. The anticipated residential expansion to the northwest and northeast can permit scheduling of interceptor and lateral sewer lines over a period of time. The installation of sewer and water lines should occur in coordinated timing with street construction, where feasible, to avoid destruction of new pavement and to influence development of the land.

Storm Sewer System.

The west side of the city has five storm sewer outlets emptying into the Fox River, while the east side has twelve. In the future, storm sewer interceptors will be required on Cumberland Street from McKitterick Street extended to the Fox River, for Southwest Ceresco Street from McKitterick Street to the Fox River, for Waushara Street from Leskey Street to the Fox River, and for Center Street. An extension of the South Street interceptor can accommodate drainage from the industrial development.

Water Supply and Distribution.

The water distribution system is adequate in terms of capacity to supply the demand. However, much of the underground piping and facilities are in questionable condition. Recent street openings revealed severe deterioration of existing piping requiring replacement. A survey of the condition of the underground distribution system should be conducted to determine replacement requirements.

Berlin has three deep wells in operation and a water storage capacity of 739,000 gallons sufficient to permit a full day's normal use without any additional water being pumped. Annual capacity is 686,200,000 gallons and annual demand is approximately 153,100,000 gallons. A small amount of caustic soda and a trace of chlorine are added, and the water is floridated.

The peak demand in June of 1965 was 913,000 gallons and the low in February was less than half the June demand, in 1965. The annual demand was less than 25 percent of the capacity and the peak demand was less than 50 percent of the daily capacity. Daily consumption of water averaged 86 gallons per capita in 1965 while capacity of the system averaged 388 gallons per capita. Peak demand in June required 188 gallons per capita which allows for 200 gallons of unused capacity per capita. Unless unusually demanding water using industry such as glass manufacturers or rubber industries are developed the supply is adequate for the foreseeable future.

Two wells and a 150,000 gallon reservoir are located at the rear of the Water Works building. A 12-inch pipe feeds under Spring Street north to Huron Street, east to Oakwood Cemetery then north to the 514,000 gallon elevated reservoir in the Quarry. Another well and a 75,000 gallon reservoir are located in Riverside Park immediately north of Cumberland Street. A 12-inch pipe feeds east to Oak Street, south to Marquette and Marquette Street east to the elevated reservoir in the Quarry.

Although water distribution lines have been extended prior to extension of the sanitary sewer system in the past, these systems should be extended concurrently in the future as shown on Plate 9. The reservoir capacity of 739,000 gallons appears adequate for the present population, but will require expansion in the future to accommodate population growth and increasing per capita demand. By 1986, the water storage capacity should be equal to peak demand plus a reservation for fire fighting. This is estimated as a required capacity of 1,100,000 gallons or an increase of approximately 49 percent (350,000 gallon reservoir) over present capacity.

Private Services

Provision of electric power, gas, and telephone service are necessary and important elements in any urban area. Although the responsibility of providing these services lies with other than municipal agencies, and they are generally provided as needed, the planning of these facilities in advance of need can bring obvious benefits. For example, the relation of new extensions and service areas to the Land Use Plan can serve to avoid duplication and poorly located facilities.

Electrical transmission lines appear to be adequate to serve projected population growth. However, the northwestern part of the City west of Kossuth Street apparently needs additional gas service. An additional service line should be installed in Cumberland Street where sewer and water distribution systems are extended, and that existing gas transmission lines be extended to serve the areas around Leskey and Waushara Streets and the proposed industrial development south of South Street near Ripon Road.

CENTRAL BUSINESS DISTRICT

All communities require a strong, healthy, growing center commonly referred to as the Central Business District. The primary purpose of an urban community is to bring together a number of activities in such a fashion that they can operate more efficiently together than they could as isolated enterprises. It is self-evident that there should be one central place where this communication can take place.

Existing Situation

In a city the size of Berlin, the Central Business District serves a number of functions. It is and should continue to be the retail center. It also serves as the location for city offices as well as the center for professional and personal services. Within this area are also found churches, restaurants, lodges, and meeting places.

Although the condition of the downtown area may seem to be of little importance to the average citizen, the matter is not quite that simple. A city exists and grows by providing goods and services to persons living beyond its boundaries. The more persons served, the more business the city does, and the more it grows and prospers. Administrative officers are attracted to a vigorous active, attractive center. As more outside residents are attracted to Berlin to purchase goods and services, the more prosperous the city and its surrounding area will become and the more it will grow. When a farmer or resident of a small town living in the Berlin trade area takes his business to Fond du Lac, Oshkosh, or Green Lake, then Berlin suffers economic consequences that adversely affect everyone within the City.

A single, vigorous city center, providing a full complement of goods and services will attract more people who will come more often and from greater distances than would a number of smaller, less complete centers.

Berlin is not too different from most cities its size and age. The Central Business District which is the oldest part of the city, is surrounded by residential areas of fairly low density except for the industrial development to the south. No site in the Berlin trade area is as well located as the present downtown Central Business District.

Many cities have made studies to determine trends, economic growth potential, building condition and arrangement, access and parking, all culminating in a long-range plan and a short-range action program for the Central Business District. The downtown area is of such importance to the City's economic welfare that even the most drastic or unusual public actions are warranted.

Any plan for public action must have the support of the municipal authorities, the downtown businessmen, and the general public.

Business Establishment Survey

The majority of the local retail firms feel that their existing facilities are adequate. (See Table 16.) Approximately one-fourth of the firms anticipate future expansion; the majority indicating that it would be in the Berlin business district. Most of the firms felt that their present location was suitable; but they indicated that a lack of adequate parking, poor traffic circulation, and poor building appearance are serious defects.

The average trade area was stated as 23 miles. The majority of the customers reside in Berlin. A vast majority of the firms felt that the business district did not attract all the customers it could, but with certain improvements could increase the number of customers.

Trade Area Survey

Berlin serves as a trade center for convenience goods rather than for primary goods. Persons contacted indicated that their main reason for visiting Berlin was to shop for secondary goods. (See Table 17.) Over one-half of the persons last purchased key clothing items in other communities, because of the better selection that was provided. When asked to give their opinion of the Berlin business district, a substantial number of customers rated the selection of merchandise as poor, and approximately 50 percent rated parking and traffic conditions as poor. In addition, the persons contacted expressed a strong desire for more retail facilities, to provide a better selection.

Evaluation of Buildings

Most of the downtown buildings are two stories high, in fair condition, and over thirty years old. (See Plate 10.) The commercial buildings on the east side of the river are generally in better condition than those on the west side. However, few buildings were classified as being in excellent condition.

The classifications used in evaluating the buildings are as follows:

- "Excellent" - A modern building; can serve another 20 to 30 years without remodeling.
- "Good" - Will require remodeling and renovation to permit satisfactory service for 20 to 30 years.

Table 16

CHARACTERISTICS OF THE
DOWNTOWN BUSINESS ESTABLISHMENTS

Berlin, Wisconsin

1. 229 - Employees and proprietors
132 male; 97 female
5 out of 6 live in Berlin
2. Merchandise comes from -
East - 22%
Mid-west - 39%
West - 22%
South - 17%
3. Is building adequate in regard to -
Sales or service space? 52% Yes - 44% No
Storage space? 64% Yes - 32% No
Loading space? 68% Yes - 28% No
4. Do you anticipate any expansion? 24% Yes - 72% No
5. Expansion would occur - two kinds in downtown
6. Four-fifths of the merchants lease their space.
7. Three-fourths think their present location is the most suitable one in the business district.
8. Downtown business people consider that the most critical downtown problems are -
Lack of adequate parking - 41%
Appearance of building - 24%
Poor traffic circulation - 21%
Inadequate variety of merchandise - 7%
9. Business men estimate that two-fifths of their customers come from outside Berlin. The average trade area radius is 23 miles. Almost three-fourths of the merchants believe that the downtown area is not attracting all the customers that it should and 84 percent think that with some improvements there would be more customers.
10. Almost 90 percent report increases in business activity over the past 10 years but almost half report adverse effects from competition of discount stores.

Source: 1966 Survey, Harland Bartholomew and Associates.

CUSTOMER CHARACTERISTICS

Central Business District

Berlin, Wisconsin

1. Customers come from -

Winnibago County	-	33%
Waushara County	-	17%
Green Lake County	-	50%
		<u>100%</u>

Berlin	-	38%
Green Lake	-	20%
Omro	-	20%
Other	-	22%
		<u>100%</u>
2. The average family -

Has 3.6 persons in it. Its head is 44 years old, owns its own home (86 percent), and does 54 percent of its shopping in the Berlin business district.
3. 7 percent visit the downtown area everyday -

38 percent every other day
17 percent once a week, and
38 percent less often than once a week
4. Almost half (47 percent) come to shop -

17 percent for business, financial and legal matters
18 percent for medical or dental appointment, and
the remaining 18 percent for a wide variety of reasons.
5. In the Berlin business district -

43 percent bought their last coat
34 percent their last suit
50 percent their last shoes
6. "Better selection" was given as the major reason (60 percent) for purchasing goods elsewhere.
7. Customer opinion of downtown Berlin is that -

	Good	Fair	Poor
Selection of merchandise is -	26%	48%	26%
Prices are -	32%	53%	15%
Building appearance is -	40%	49%	11%
Employee attitude is	59%	30%	11%
Parking facilities are -	23%	28%	49%
Traffic conditions are -	22%	25%	53%
8. New businesses that would encourage more use of the business district are reported to be -

Retail	40%
Personal service	4%
Professional service	20%
Amusement	32%

Source: 1966 Survey by Harland Bartholomew and Associates.

- "Fair" - Will require major remodeling, possibly should be torn down and replaced.
- "Poor" - Substandard; should be torn down and replaced.

In evaluating the condition of structures, external survey techniques were utilized, combined with spot checks of the interiors and rears of the buildings. An evaluation of this type is based on observed structural deficiencies that are often symptomatic of serious interior problems. Condition of buildings is such that an urban renewal project is feasible, and the outline of such a project is shown on the Central Business District Plan.

Existing Parking Facilities

In general, two types of persons seek parking spaces in and near the Central Business District: (1) the customer or patron who is of prime importance to the well-being of the Central Business District, and (2) the employee or owner of the retail store or office, who requires all-day parking. The shopper requires short-term parking in close proximity to his destination. Sound economics dictates that most convenient parking be reserved for the customer and not preempted by the employee or proprietor. Parking facilities in the Central Business District as of August, 1966 may be summarized as:

<u>Type of Space</u>	<u>Municipal</u> ¹		<u>Private</u> ¹		<u>Total</u>
	<u>W</u>	<u>E</u>	<u>W</u>	<u>E</u>	
On-Street ²					
2 hr. metered	66	221	...	...	287
12 min. metered	...	2	...	...	2
Other	73	135	...	...	208
Off-Street					
Paved ³	26	...	154	55	235
Unpaved	...	...	220	212	432
TOTAL PARKING SUPPLY	165	358	374	267	1,164*

¹ Due to the river bisecting the CBD, data was divided according to the west (W) or east (E) side of the Fox River.

²Of the on-street parking spaces, 135 are diagonal parking and 4 are parallel parking on the west side of the river. On the east side of the river 85 are diagonal and 273 are parallel spaces.

³The only municipal parking lot is located on Water Street across from the city Hall.

*Location is shown on Plate 11

Approximately 66 percent of the available parking spaces were occupied. As the day of the survey was a normal working weekday in August, the demand for parking would undoubtedly exceed the supply on Saturday, the biggest shopping day of the week. About 35 percent of the women in the community are employed which contributes to Saturday being the busiest shopping day.

Central Business District Plan

The Central Business District Plan (See Plate 12), is designed to accomplish several objectives, among which are the following:

1. Improve appearance at the Riverfront.
2. Provide commercial expansion in downtown Berlin to meet future needs.
3. Improve traffic circulation.
4. Provide expansion area for public buildings.
5. Provide a built-in downtown population through increasing residential density.
6. Provide a system of off-street parking facilities related to the downtown business district.
7. Provide a more attractive image of downtown.
8. Be practical - within reach of the community.

The park system would be expanded along the Fox River. The West Bank Park along Webster Street should be expanded to the north and to the south along the river as far south as Broadway. Along the eastern banks of the Fox River the park should be extended along Water Street as far south as West Franklin. When the Water Street connection is made with West Park, the area along the river and west of Capron should be treated as a village green or village square.

Several substandard buildings along Huron and Water Streets should be removed, enabling an opening-up of the land along the Fox, making it attractive. At the same time, the River would be opened to the City Hall on Capron and an attractive "front yard" created for the City Building.

Commercial Expansion

The Plan provides for expansion of the Berlin business district primarily in the area west of the River north of Broadway and south of Webster Street. This area should be completely cleared and a new "downtown shopping center" with parking created along Broadway. The park should open into the shopping center.

The commercial area on the east side of the river should be provided with additional parking facilities backing up to the business properties fronting on Huron. Several new parking lots along Park Street and Franklin Street should be established. When the angle parking is taken off of Broadway, the conversion will result in a net loss of 24 spaces, which should be provided for in off-street parking lots. There are presently 133 on-street spaces along Broadway.

In order to connect the two business areas and add a uniqueness to the City as well as to the business area, the bridge on Huron-Broadway should be widened to permit stores and shops along the sides of the bridge with walkways.

The new shopping center north of Broadway provides for approximately 75,000 square feet of new commercial floor space to serve the needs of the 1986 population and trade area. There were 400,000 square feet of gross general retail floor space in 1966. The parking ratio was one square foot of parking to every 344 square feet of gross commercial area. This ratio is too low and should be increased to approximately one to 254 square feet ratio by 1986. This information is summarized below:

Existing Floor Space in CBD

General Retail	400,000 square feet
Existing Parking Supply	1,164 spaces
Parking-Floor Space Ratio	1 space to 344 square feet

Future Floor Space in CBD-1986

Existing Floor Space	400,000 square feet
Shopping Center	75,000 square feet
Total	475,000 square feet

Future Parking Supply

Esisting Parking Spaces	1,164 spaces
Future Parking	715 spaces
Total	<u>1,879 spaces</u>

Parking - Floor Area Ratio 1 to 254-square feet

Traffic Circulation

The new bridge over the River at Ceresco Street would reduce the amount of truck traffic over the old bridge and along the City's retail business street. Reconstruction of Huron Street with related sidewalk construction and landscaping improvements will be of assistance also. Street stop lights should be provided at the intersection of Wisconsin and Huron. During weekdays Pearl Street should be one-way south from Huron Street south. Water Street should be extended in an easterly direction to join Park Street thus creating the Village Green in front of the City Hall.

Public Buildings

Expansion area is provided for the City Hall to the north. Also recommended in the plan is additional public and semipublic land along Park Street backing up to the residential district. Additional expansion area should be provided for the hospital to the west as far as Adams Street.

Residential Development

The Plan provides for the retention of residential development in the north, southeast, and southwest parts of the CBD. In these areas the density of housing can be increased to provide for two-family dwellings or apartment houses. In the area of East Park, near the hospital, it is conceivable that a housing project for the elderly could be built. This location would be most desirable for such a residential development.

Future Parking Facilities

Provision of 715 additional off-street parking spaces strategically located is proposed. These additional spaces represent the net increase when the spaces lost due to the change of diagonal parking to parallel parking on Broadway-Huron and other necessary changes are subtracted. Some of the new spaces would serve multiple purposes such as the lot provided at Park and Adams which could also serve the hospital requirements. The new lot on Franklin and Brooklyn would also be useful for church parking in addition to serving the needs of the businesses

on the south side of Broadway. The new lot on the north side of Broadway would hold approximately 100 cars. The new parking lots should contain tree planting and landscaping.

Improving the Appearance of Downtown Buildings

Many of the buildings downtown were built in the late 1800's and a Victorian theme could be used when they are rehabilitated. Some of the residential buildings surrounding the CBD and fronting on Spring, south of Huron, are typical of this period also. The city of Geneva, Illinois developed a Victorian theme by permitting old houses to convert to commercial shops. The Wells Street Shopping Area in Chicago is another example of period architecture being used successfully to give a special character to a business district.

Another example of the possibilities for Berlin is demonstrated in New Glarus and Monroe, Wisconsin, where a Swiss theme resulted in painted and redecorated exteriors of the buildings in a colorful and decorative fashion. The Town and Country Restaurant in Berlin has already created a very attractive store front appearance in Colonial style. Another practical idea would be the cooperative effort of all businessmen on the north side of Huron to provide awnings for shoppers in the summer. In New Glarus, the Chamber of Commerce secured similar cooperative action.

Property owners should adopt a distinctive theme for the entire downtown. As each one in turn fixes up his store front, makes an addition, or builds a new building, the eventual desired result will be achieved. One only has to look at the large and successful shopping centers in large cities to see how effective a dominant architectural theme is in creating an attractive business area.

When the new commercial area is developed on the north side of Broadway, west of the river, one building could be built to contain all businesses that wish to be located in that area. This type of development has been successfully carried out in Urbana, Illinois in the Lincoln Square project.

Visual Features

Visual features such as decorative fountains, flagpoles, drinking fountains, large trees, covered walkways, sculpture, and street furniture should be provided in the downtown area. Some features would be located in the park along the river and in the village green, providing pleasant stopping places for shoppers to sit down or meet their friends.

Urban Renewal

The Central Business District Plan contains a line that represents the boundaries of a proposed urban renewal project. Within this area buildings could be cleared, rehabilitated, or left untouched as their conditions warrant. (See Plate 12.)

Any urban renewal project must have the support and cooperation of local residents and purchasers for the land obtained by the urban renewal authority. Berlin is fortunate in having an Industrial Development Corporation which may be able to assist in developing land included within the project. It would be helpful if this corporation could assist the City in renewing the downtown just as they have already proven to be successful in industrial development.

CAPITAL IMPROVEMENTS

A municipal government is similar to a public utility except that the services it provides are more varied and the standards for them less well recognized. Public utilities have carefully prepared and financed improvement programs that keep their physical plant up-to-date and efficient. An electric or telephone company, for example, would not allow its equipment to become obsolete or its maintenance costs to get out of hand. A city is no different. The systems of streets, sewers, water, public buildings, parks, police and fire protection, etc. must be kept up-to-date. This requires careful scheduling and financial planning. It cannot be left to chance. Capital improvement programs related to financing realities should be an integral part of municipal operations.

Municipal Revenues and Expenditures

Total revenues of the City of Berlin have increased from \$329,000 in 1960 to \$434,000 in 1965, or about 31 percent. (See Table 18.) Total expenditures have increased from \$278,000 in 1960 to \$375,000 in 1965, or an increase of approximately 35 percent. More than 85 percent of the increased revenue came from general taxes, gifts and grants and special assessments while the greatest amount of increase in expenditures was for protection of person and property and for education and recreation. The significant increase in expenditures for streets and other transportation facilities since 1960 reflects a change from a pattern of minimal maintenance and patching to one of replacement of worn out facilities.

Expenditures by the City of Berlin for the operation of the municipal government have increased continually as they have for almost all cities. Total operating costs have increased from \$222,857 in 1960 to \$280,475 in 1965, or almost 26 percent, while outlays for materials and contractual work have increased almost 73 percent during the same period.

Berlin's major sources of revenue are from property taxes, utility and income taxes from the State and from state aid for local street improvements. These sources of revenue have increased at a greater rate than expenditures. However, the expenditures do not reflect costs of deferred improvements.

Table 18
MUNICIPAL REVENUES AND EXPENDITURES

City of Berlin

REVENUES	1960	1961	1962	1963	1964	1965
General Taxes	210,118	203,346	183,806	228,768	217,493	278,917
Licenses	9,234	8,781	6,849	7,132	7,059	6,890
Permits	NA	NA	2,441	1,901	1,854	2,259
Fines and Forfeitures	1,352	1,596	2,676	2,490	4,276	6,401
Gifts and Grants	56,070	59,726	60,205	62,046	63,207	65,909
Special Assessments	5,687	7,649	7,056	4,475	8,388	16,768
All Other	25,725	26,862	25,857	25,380	28,518	28,524
Total General Revenue	308,186	307,960	288,890	332,192	330,795	405,668
Interest	4,663	6,217	6,395	6,510	7,847	4,719
Rent	1,885	2,264	1,961	2,062	1,876	1,872
Departmental Earnings	11,719	1,921	18,085	21,844	24,203	21,877
All Other	2,642	12,879	137	179	126	153
Total Commercial Revenue	20,909	23,281	26,578	30,595	34,052	28,621
TOTAL ALL REVENUE	329,095	331,241	315,468	362,787	364,847	434,289
EXPENDITURES	1960	1961	1962	1963	1964	1965
General Government	37,703	43,862	44,503	48,265	50,008	52,015
Protection of Person & Property	52,325	56,204	62,413	63,826	73,275	78,077
Health and Sanitation	3,738	3,009	3,044	3,003	4,018	4,098
Streets and Transportation	60,700	64,637	72,497	77,879	72,976	68,300
Education and Recreation	14,144	21,717	23,285	23,169	24,830	28,878
Charity	2,741	3,840	1,891	5,675	3,452	1,460
Indebtedness	25,725	25,275	25,813	25,338	25,850	28,313
Development	NA	NA	NA	939	184	406
Unclassified	12,781	12,692	12,342	12,944	14,968	15,232
Public Service Enterprises	13,000	10,000	3,000	3,000	3,000	3,696
Total Operating Costs	222,857	241,236	248,788	264,038	272,561	280,475

(cont'd)

Table 18 (Continued)
MUNICIPAL REVENUES AND EXPENDITURES

City of Berlin

	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>
<u>OUTLAY</u>						
General Government	638	917	14,427	945	3,807	2,981
Industrial Development	1,200	NA	NA	NA	NA	NA
Protection of Person & Property	936	433	437	843	2,499	593
Health & Sanitation	NA	NA	NA	720	NA	650
Streets & Transportation	49,787	82,073	39,173	82,809	60,352	90,403
Education & Recreation	701	609	616	194	153	NA
Public Service Enterprises	1,555 54,817	5,956 88,988	4,721 59,374	NA 85,511	NA 66,811	NA 94,627
<u>TOTAL EXPENDITURES</u>	277,674	330,224	308,162	349,549	339,372	375,102

The Berlin School District accounts for almost 62 percent of the total tax on property and school property tax increased by almost 16 percent from 1960 to 1965. The City of Berlin accounts for less than 20 percent of the total tax on property and this decreased by about 7 percent from 1960 to 1965. The growing school enrollment will require a greater share of the property tax to provide for additional school facilities in the future, and it is likely that the City of Berlin will receive an even smaller share of the property tax.

Assessed Valuations and Tax Rates

The assessed valuation of property in the city determines the amount of money that can be raised through a given tax levy and the bonded indebtedness that the city may incur. This indebtedness is set by State Statutes as 5 percent of the equalized value for general government.

Assessed valuations in 1961 were 11.3 million dollars, with estimated equalized value at 20.6 million dollars. The assessed value represented 55 percent of market value. The assessed value of property in the city increased to 12.3 million dollars in 1965 and the estimated equalized value was considered to be 27.9 million dollars. The assessed value then represented 44.1 percent of market value. (See Table 19.) The equalized value per capita was \$4,238 in 1961. The assessed values and resulting equalized values have increased steadily since that time to a total equalized value of 27.9 million dollars in 1965. Based upon an estimated population of 4,925 persons, the equalized value per capita in 1965 was \$5,664.

Property taxes paid by property owners in Berlin are determined by the assessed values of the property and the aggregate tax levy of the city, the school district, Green Lake County or Waushara County (whichever county the property is located within), and the State of Wisconsin. The City of Berlin's tax levy in 1961 was .0088536 out of the total tax levy of .042000 or 42 mills. The tax rates for the city, school district, the county, and the state have varied widely in the intervening years. In 1965, the City of Berlin's tax rate was approximately 10 mills out of the total tax mill rate of 55 mills. The city portion of the tax levy was 21.1 percent in 1961 and 19.6 percent in 1965.

A total tax rate varying from 42 mills in 1961 to 55 mills in 1965 has produced an increasing total tax levy. The total tax rate and the assessed valuations have increased steadily during the five year period. The resulting tax levies increased from \$468,000 in 1961 to a total of \$697,000 in 1965.

Table 19

ASSESSMENTS AND TAX RATES
City of Berlin

	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>
<u>ASSESSED VALUATION OF PROPERTY</u>					
Total Assessed Value	10,871,000	11,252,000	11,382,875	11,783,200	12,346,150
Estimated Equalized Value	20,555,820	21,665,180	23,882,560	26,672,430	27,936,790
Berlin Population (Est.)	4,850	4,865	4,880	4,895	4,910
Equalized Value Per Capita	4,238	4,453	4,893	5,448	5,689
<u>TRENDS IN TAX RATES</u> (Tax Rate Per \$1,000 of Assessed Value)					
<u>Taxing Agency</u>	.0088536	.011115	.008616	.010453	.010769
City of Berlin	.0223331	.027846	.029904	.031841	.033810
School District	.0104353	.010654	.011060	.009753	.009968
Green Lake County	.0003780	.000385	.000420	.000453	.000453
State of Wisconsin	.042000	.050000	.050000	.052500	.055000
Total	42 mills	50 mills	50 mills	52.5 mills	55 mills
Total Mill Rate					
<u>PERCENTAGE DISTRIBUTION OF TOTAL TAX RATE</u>					
<u>Taxing Agency</u>	21.1	22.2	17.2	19.9	19.6
City of Berlin	53.2	55.7	59.8	60.6	61.5
School District	24.8	21.3	22.1	18.6	18.1
Green Lake County	.9	.8	.9	.9	.8
State of Wisconsin	100.0	100.0	100.0	100.0	100.0
Total					
<u>Total Tax Levy</u>	467,877	565,899	581,477	624,277	697,169
(Excludes) Waushara County	3,632	4,676	4,748	5,162	5,383

Bonded Indebtedness

The total bonded indebtedness of the City of Berlin as of December 31, 1966, was \$419,000. The outstanding bonds are shown below:

<u>Year</u>	<u>Outstanding Debt</u>		<u>Total</u>
	<u>Sewage System</u>	<u>High School</u>	
1967	257,000	162,000	419,000
1968	241,000	141,000	382,000
1969	225,000	119,000	344,000
1970	209,000	96,000	305,000
1971	192,000	73,000	265,000
1972	174,000	49,000	223,000
1973	156,000	25,000	181,000

The bonded indebtedness limit in 1966 is estimated at approximately \$1,395,000. The outstanding bonded indebtedness, (not on a self liquidating basis), was \$162,000 leaving an unused balance of \$1,233,000 remaining bond limit.

In 1967 the general bonding limit of the City is estimated as \$1,420,000, the present general obligations bonds outstanding at that time will be \$257,000 which leaves a remaining bonding power of about \$1,250,000. (See Table 20.) By 1973, the estimated bonding power of the city would be about \$1,600,000. The City of Berlin has a sufficient bonding power to finance a substantial public improvement program.

Proposed Capital Improvement Program

The proposed six year capital improvement program aggregates \$1,380,000, well within the estimated bonding power of the city. The program is summarized in Table 21.

Major Streets

The major street plan proposes the widening and improvements of Main Street (Broadway-Huron) and engineering studies are currently underway to provide plans for the improvement. The reconstruction and improving is estimated to cost \$33,000 and the sewer and water line construction \$50,000. If plans are completed this year costing approximately \$7,000, the project should be undertaken in 1968.

Library Site Expansion

Under normal procedures actual spending of urban renewal funds could not be expected for about two years. The church

Table 20

ESTIMATED FUTURE BONDING LIMITS: 1967-1973
City of Berlin

Year	Estimated Population	Est. Equalized Value/Capita (1)	Estimated Equalized Value	General Bonding Limit (2)	Present General Obligation Bonds Outstanding (3)	Estimated Remaining Bond Limit
1967	4,950	5,738	28,403,100	1,420,155	419,000	1,001,155
1968	4,965	5,763	28,613,295	1,430,665	382,000	1,048,665
1969	4,980	6,367	31,707,660	1,585,354	344,000	1,241,354
1970	5,000	6,392	31,960,000	1,598,000	305,000	1,293,000
1971	5,025	6,442	32,371,050	1,618,553	265,000	1,353,553
1972	5,050	6,492	32,784,600	1,639,230	233,000	1,406,230
1973	5,075	6,542	33,200,650	1,660,033	181,000	1,479,033

- (1) Based on increase per capita from 1961-1965 trend and adjusted for anticipated construction.
 (2) Based on 5% for general government as the school system is separate.
 (3) Based on maturity table as supplied by City of Berlin.

Table 21
PROPOSED CAPITAL IMPROVEMENT PROGRAM
City of Berlin

<u>Capital Improvement</u>	<u>Total Cost*</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Main Street: Reconstruction & Repaving Sewer & Water Lines	\$ 40,000 50,000	\$ 7,000	\$ 33,000 50,000	\$	\$	\$	\$
Library: Site Expansion	12,000	12,000					
Central Berlin Urban Renewal Survey, Planning Funds	23,000	3,000	20,000				
City Hall Site Expansion	50,000						
Webster Park Development	175,000			50,000			
Shopping Center Land Purchase	250,000			80,000	45,000	50,000	
Town Square Restoration	59,000			200,000	50,000		
Off Street Parking	188,000				30,000	29,000	
S. Capron Street Park Site	29,000			60,000	60,000	60,000	8,000
Ceresco Street Bridge	172,000					15,000	14,000
Ceresco Street Reconstruction	213,000				80,000	92,000	
Main Street Bridge Widening	14,000					140,000	73,000
Library Addition	100,000		50,000	50,000		14,000	
TOTAL COSTS	\$1,375,000	\$22,000	\$153,000	\$440,000	\$265,000	\$400,000	\$95,000
BOND ISSUES	\$1,100,000		\$100,000	\$300,000	\$300,000	\$400,000	

*City share of improvements excepting state funds or contributions which are not deducted from urban renewal costs.

site currently for sale adjacent to the library is therefore budgeted for 1967 at the current price of \$12,000.

Urban Renewal

The capital improvement program is largely an urban renewal project as the central area is where the most improvements need to be made and where the most problems of the city are found. In brief, the Urban Renewal project would cost the City of Berlin \$3,000,000 if federal funds and the Urban Renewal program were not used. However, if the city does use the federal urban renewal program, it will require an investment of approximately \$1,250,000 to gain the same benefits achievable under urban renewal.

The urban renewal plan for the central area includes a total area of approximately 100 acres proposed for rehabilitation and remodeling of existing structures, clearance of deteriorated buildings that are past the point of economic rehabilitation and provision of adequate public and private facilities.

The following paragraphs summarize the activities to be undertaken in the Central Berlin Urban Renewal Project area and include estimates of total public costs both federal and city. The city's share of the costs are also shown on Table 21.

1. Survey and Planning Funds. Approximately \$23,000 for the preparation of a "Survey and Planning Application" and for the administrative and planning funds will be needed to undertake the cost of planning in detail what should be done in the renewal project. This cost would be borne by the city and is listed for expenditure in 1967 and 1968.

2. Webster Park. Expansion of site \$80,000; enclosure of swimming pool and construction of new field house including bath house and warming house \$45,000; development of boat docking and launching facilities \$50,000. Together the three items total \$175,000 which should be contributed by the city as part of the total city contribution.

3. Shopping Center. Based on the preliminary studies of the feasibility of a renewal project, it was estimated that approximately \$1,000,000 would be needed to acquire and demolish present structures west of the river. Of this total, \$250,000 (1969-70) would represent the city's share, the balance of the cost to be borne by the federal government as a part of the renewal project. These figures do not include resale of the land for commercial development.

4. Off Street Parking. Based on the parking studies, it was determined that additional parking lots were needed downtown which would cost approximately \$750,000 to purchase and develop. Under the renewal project the cost to the city would be \$188,000 and is scheduled over a four-year period beginning in 1969.

5. Library. The expansion and renovation of the library is estimated to cost approximately \$100,000 which is scheduled for 1968-69 and is considered as a contribution by the city to the project as part of its one-fourth share of the total cost.

6. Hospital. Provision for land acquisition to expand the present hospital site is estimated to cost \$150,000 which would be a part of the cost of the overall project and not directly attributable to the city in any one year. Private funds for expanding these facilities would approximate \$3,000,000.

7. City Hall. Expansion of the existing site is estimated to cost \$50,000 which would be a contribution to the renewal project by the city and is scheduled for 1969.

8. Town Square. Restoration of the town square is estimated to cost \$335,000 of which \$59,000 would represent the city's share. Much of the total cost represents land acquisition of existing land and buildings.

9. South Capron Street Park. The acquisition of this property is estimated to cost \$95,000 and the development of the site for parking and recreation is estimated to cost \$20,000. Of this total amount of \$115,000, it was estimated that the city's share would be \$29,000 as a part of the renewal project scheduled for 1971-72.

10. Ceresco Street Bridge. Reconstruction of Ceresco Street with provision of necessary utilities and construction of a new bridge across the Fox River is estimated to cost \$390,000. Utility line construction is estimated to cost \$103,000 and the street construction and reconstruction is estimated to cost \$115,000. Due to the fact that the Ceresco Bridge will be on the edge of the renewal project, \$213,000 of the \$218,000 is scheduled for 1971 and 1972 as the city's share of the urban renewal costs. Estimated cost of the bridge over the Fox is \$172,000, scheduled for 1970 and 1971. Any non-federal portion of this expenditure donated by the State of Wisconsin is credited to the city even though the cash outlay did not come from the city. The figures on Table 21 do not reflect these amounts or donations and thereby can be reduced by any state, local or private contributions.

11. Main Street Bridge Widening. The estimated cost for widening the Main Street (Broadway-Huron) Bridge is \$55,000 of which \$14,000 is considered to be the city's share as part of the renewal project and is scheduled for 1971.

These eleven improvements would cost the City of Berlin over \$3,000,000 (if the urban renewal program is not used) without consideration being given to the private money that would have to be generated of an estimated \$5 million additional expenditure or approximately \$8 million total value of new improvements to the City of Berlin. A city investment of \$1,250,000 to be repaid over 20-year period would amount to an annual repayment of \$55,000 plus interest. The increased revenue from new construction and commercial activity and about half the amount currently allocated to streets and other transportation facilities could repay the bonds without any significant effect upon the present property tax levy.

The state's share of the cost of reconstructing Huron Street and repaving Broadway Street may be deducted from the City costs of the urban renewal program if a project is submitted and approved by the Department of Housing and Urban Development less than three years after eligible work has begun.

The sale of bonds should also not occur all in one year, but be staged over a three-year period to reduce any adverse interest charges. The capital improvement program is well within the projected bonding power of the City of Berlin and is an opportunity to provide a significant future for present and forthcoming generations.

Schools

Although schools are an integral part of the community and construction of these facilities must be coordinated with the growth of the community they are not included in this proposed capital improvement program because the Joint School District No. 1 is a separate administrative and taxing body.

Priorities for Improvements

The capital improvements program is designed so that the expenditures for the various improvements are spread over a six-year period so far as practicable. They tend to cluster most heavily in the three-year period from 1969 through 1971 as this is a reasonable period of execution for the majority of undertakings in the proposed urban renewal program through which funds would be available for large-scale improvements.

An alternative program without urban renewal was outlined at a local cost of approximately one-half the proposed program, but it would accomplish only one-tenth the amount of improvement and would not permit treatment of the central business district.

Financing the Program

The proposed six-year capital improvement program would require the City of Berlin to issue \$1,100,000 in general obligation bonds for municipal purposes. It is proposed that the city issue these bonds in accordance with the priorities established in The Capital Improvements Program, ranging from \$100,000 in 1968 to \$400,000 in 1971. The estimated future bonding limit of the city indicates an increasing assessed valuation of property and an increasing equalized value. However, assuming that the assessed value of the city in 1971 remains the same as it is in 1967 and based upon a population of 5,025, an equalized value of \$28,441,673 would produce a bonding limit of \$1,441,673. Thus, the proposed program is well below the most conservative estimates of future debt limits.

The proposed program would create a debt service requirement of \$86,200 by 1972. An additional tax levy of .00183 or approximately 2 mills would be required to raise tax moneys to pay this debt service. The 1965 tax rate of 10.8 mills would increase to 12.6 mills. A home with an assessed value of \$5,000 would have an increased actual tax of \$10.00 per year as a result of this program.

Year	Amount of issue	Out- standing debt	Payments		Total debt service requirement
			Principal	Interest	
1968	100,000	100,000	...	...	...
1969	300,000	395,000	5,000	3,000	8,000
1970	300,000	675,000	20,000	11,850	31,850
1971	400,000	1,040,000	35,000	20,250	55,250
1972	...	985,000	55,000	31,200	86,200
1973	...	930,000	55,000	29,550	84,550
1974	...	875,000	55,000	27,900	82,900
1975	...	820,000	55,000	26,250	81,250

The table above indicates that the outstanding debt created by the proposed program (in addition to present bonds outstanding) would increase from \$100,000 in 1968 to a high of \$1,040,000 in 1971, following the final issue of \$400,000 in bonds that year.

The City of Berlin will have \$141,000 outstanding in general obligation bonds in 1968. Thus, the total outstanding debt in 1968 (excluding self-liquidating bonds) for the City

of Berlin would be \$241,000 if present issues are added with the proposed program. At that time the general bonding limit of the City, as established by State Statutes, would be \$1,430,665. Thus, the existing and proposed debt would use approximately 17 percent of the debt limit requirement of the community in 1968.

The Comprehensive Plan for Berlin provides a guide for obtaining a more efficient and pleasant community. Whether its objective is reached depends upon the willingness of the citizens to undertake essential improvements to maintain and improve the community. The financial analysis indicates that the citizens of Berlin could carry out the proposed six-year program for improvements without financial strain. The program is within the legal debt limit established by state statutes, and a relatively small increase in the total tax rate would be required. The decision rests with citizens of Berlin.

IMPLEMENTATION

The completion and adoption of the Comprehensive Plan are only the beginning and not the end of the planning program. The plan itself is a blueprint for the orderly, efficient, and attractive community that Berlin can be in the future. This can be accomplished through careful guidance and direction of the many day-to-day activities affecting the physical city and by gradually carrying out the various improvements proposed in the plan. The plan is of little or no value unless it is followed and its recommendations are carried out.

Following its completion, the plan should be adopted by the City Planning Commission, kept up-to-date and thereafter periodically reappraised and revised when necessary to meet changing conditions. It is not too great a task to prepare a planning program, but to preserve the plan's integrity and to consistently carry out its proposals is much more difficult.

Both public and private improvements must be coordinated with some single over-all scheme if a satisfactory community is to be created. Into the development of each parcel of private property and the planning for each public project, must necessarily go a significant number of detailed considerations on the part of many individuals and groups. Throughout the next twenty years countless decisions of this type will be made. No single group in a given time can possibly foresee the ramifications of all these many decisions. Many people will be involved in programs recommended by the comprehensive plan. The plan, consequently, will require changes and modifications in the future, in order that it always represent the latest and best thinking for the future development of the city. The basic principles set forth in this plan should remain valid, however.

Subdivision Regulations

Any physical expansion of a community is primarily accomplished by the development of new subdivision of land. The process of platting new streets, blocks and lots establishes a pattern which firmly attaches itself to the land and thereafter is difficult to change or alter. Therefore, it is essential that the process of subdividing land be subject to reasonable public regulations and control so that the pattern of development is properly related to the overall community plan. This procedure will protect the interest of the prospective purchaser, the developer, and the city. The creation of new subdivisions often

offers opportunities for implementing various proposals of the Comprehensive Plan such as the location of major thoroughfares, sites for schools, parks and other public facilities.

Subdivision Planning

Subdivision regulations are one of the most important tools available to implement the Comprehensive Plan of Berlin and obtain orderly growth in the community. The City of Berlin has the authority to control the subdivision of land in the corporate limits and within the unincorporated territory for a distance of three miles as established in Chapter 236 of the Wisconsin Statutes.

The City Plan Commission is vested with the responsibility of reviewing new subdivisions under the Wisconsin Statutes. This power of review is established through the adoption and enforcement of subdivision regulations by the City Council. Subdivision regulations are concerned with standards of design, standards of minimum physical improvements, the procedures to be followed and information required to be shown on a preliminary and final plat. It is in the public interest to require that the developer provide certain minimum physical improvements in accordance with applicable standards of the city to prevent premature placement of public facilities and excessive maintenance costs, as well as to safeguard the public health and interest.

Upon adoption of the subdivision regulation ordinance by the City Council, the City Plan Commission will be required to review each new subdivision. This offers an excellent opportunity for the city to apply sound planning principles in the development of area. It is important that specific standards be available to use in appraising the merit of each proposal.

The creation of a new subdivision is usually the first step in the development or the expansion of a residential neighborhood. As each parcel of land is developed, it should be oriented to the neighborhood and become an integral part of it. The Land Use Plan has identified several neighborhoods in Berlin, the focus of which is upon a combined elementary school and neighborhood park. Future streets within the neighborhood should be so arranged as to discourage through traffic.

Certain basic principles of planning standards should be observed whether a proposed subdivision is developed by one developer or many separate developers over a period

of years. Attention should be given to the physical characteristics of the topography of the area under consideration. Natural features should be preserved. In the case of Berlin, interest should be created in the design of streets because of the monotony of the flat terrain. Minor streets should enter major streets at right angles to avoid traffic hazards. Whenever possible streets should follow main drainage lines, dead-end streets should be avoided except where needed to connect to a future development of adjacent property. Lots should be adjusted to obtain maximum frontage on existing and proposed open spaces.

Proposed Subdivision Regulations

The text of a proposed ordinance will be found in Appendix A. This ordinance contains all of the necessary requirements and procedures for the control of platting within Berlin and the three-mile planning area.

The procedure for filing a plan is set forth in this ordinance. A preliminary plat must first be submitted to the City Plan Commission for report and approval whereupon the plan is then submitted to the City Council for its approval or disapproval. This preliminary plan must show the existing dimensions of the site, proposed streets, lot dimensions, utilities, adjoining properties, contours and grades and profiles of the proposed streets. Following approval of the preliminary plat, the subdivider must install minimum improvements or insure their future installation. Upon approval of the improvements, the final plat is submitted and recorded. The final plat must show the proposed streets, the lots, building lines and easements, all dimensions, both linear and angular, the location of survey monuments, a certificate of survey, private deed restrictions placed on the land and finally a certificate of approval by the City Council.

Minimum standards and requirements are prescribed in the ordinance that must be observed in creating good subdivision design. These include minimum specifications concerning street and block dimensions, lot sizes, general street arrangement, easements for utilities and similar basic elements of subdivision design. The design standards include additional requirements pertaining to the character of development of a particular area, dedication of five percent of the land for parks, school sites and other public sites and for easements along existing streams.

Basic physical improvements should be installed at the inception of subdivision development in order to insure good living conditions and a good quality of building construction in the future. These needed improvements include the grading of streets, street pavements, curbs and gutters, sewer lines, water lines, proper storm drainage facilities and appropriate street tree planting. The proposed subdivision ordinance requires: (1) that the subdivider install the minimum improvements; (2) file a bond to secure the construction of improvements; or (3) provide for an assessment of the property owners guaranteeing such installations.

The ordinance contains sections for general administration, on variations and exceptions, violations and penalty, validity and the repeal of conflicting ordinances. The City Council may modify or vary the requirements of the ordinance and the ordinance may be changed or amended from time to time by the City Council.

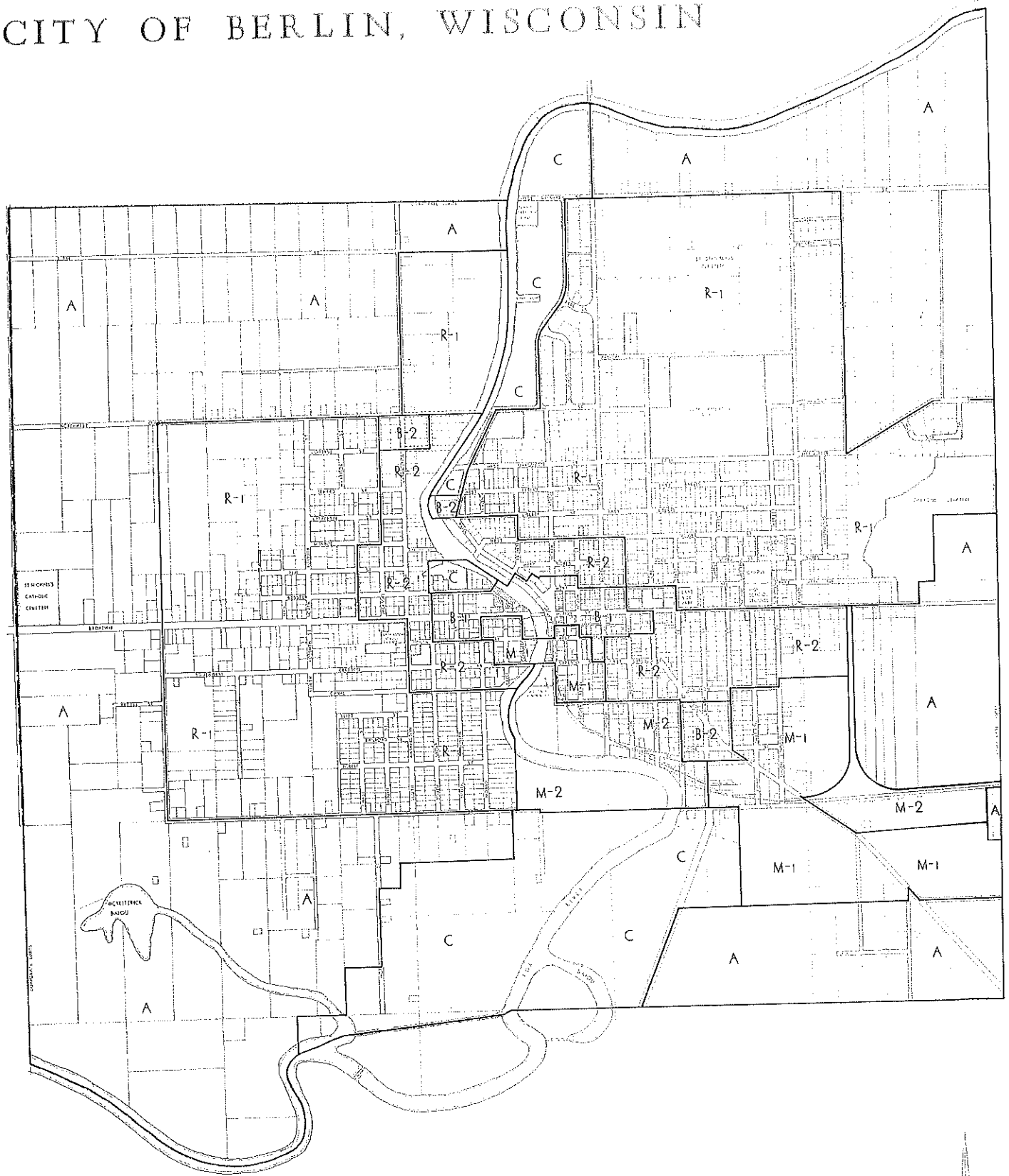
Zoning Regulations

The first objective of zoning is to direct the growth of the City in accordance with the Comprehensive Plan. Under the provisions of the revised zoning ordinance (See Appendix B.), city growth would be arranged according to that pattern of land use proposed in the comprehensive plan and which would bring maximum benefit to the entire community. A second objective of zoning is to encourage the most appropriate and reasonable use of the land. Thirdly, zoning should conserve and protect property values. In a residential zone, a given parcel of land might bring a much higher price if it could be used for commercial purposes. However such a use would depreciate rather than conserve the value of the surrounding residential property. The fourth objective of zoning is to provide adequate light and air and to prevent over-crowding of the land.

The City of Berlin adopted its first zoning ordinance in 1963. Prior to the adoption of the present ordinance an interim zoning ordinance was used. The existing ordinance is generally satisfactory and only a few minor revisions are proposed to bring it into conformance with the comprehensive plan.

Three new sections have been added to the ordinance consisting of another business district (B-2), another manufacturing district (M-2), and a new section dealing with signs and their regulations. The existing zoning

CITY OF BERLIN, WISCONSIN



PROPOSED ZONING MAP

- | | | | |
|-----|-----------------------|-----|------------------------|
| C | CONSERVATION DISTRICT | B-1 | BUSINESS DISTRICT |
| A | AGRICULTURAL DISTRICT | B-2 | BUSINESS DISTRICT |
| R-1 | RESIDENTIAL DISTRICT | M-1 | MANUFACTURING DISTRICT |
| R-2 | RESIDENTIAL DISTRICT | M-2 | MANUFACTURING DISTRICT |

PREPARED FOR:
CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE PREPARATION OF THIS MAP WAS ASSISTED BY
THE CITY OF BERLIN, WISCONSIN, AND THE
CITY PLANNING COMMISSION, BERLIN, WISCONSIN.
THE CITY PLANNING COMMISSION, BERLIN, WISCONSIN,
HAS THE HONOR OF THE PREPARATION OF THIS MAP.
THE CITY PLANNING COMMISSION, BERLIN, WISCONSIN,
HAS THE HONOR OF THE PREPARATION OF THIS MAP.

HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
1401 SOUTH MICHIGAN STREET, CHICAGO, ILLINOIS

districts have also been renamed and given new letter designations to make them easier to understand and remember for the general public and easier to administer. The "Park District" would be renamed the "Conservation District" and additional permitted uses added. The Agricultural District would replace the "Rural Residential District" to more aptly describe the purpose of the district. The proposed zoning map district map (Plate 13) is similar to the existing zoning map in many respects; however, the large commercial acreages shown on the east and northwest sides of the City have been almost entirely eliminated as they were not compatible with the comprehensive plan. This map should be reviewed by the Planning Commission and forwarded to the City Council along with the new zoning ordinance text for their review and adoption.

At the present time the A-1 and A-2 Residential Districts contain 1036 acres. This would be increased to 1434 acres in the new R-1 and R-2 Districts more than ample to provide for the 475 acres estimated to be requested for residential use in the future. The future population would require 30 acres in commercial use. Thus the 240 acres now zoned is completely out of scale with the realities of land use in Berlin. The new ordinance would reduce this to 72 acres, still more than twice as many as needed. Industry is estimated to need 165 acres by 1986. The new ordinance provides 326 acres for industry, a slight reduction from the 373 in the present ordinance. "Rural Residential" zoning now includes 1875 acres; the new "Agricultural" District would contain 1380 acres. The "Conservation" District would contain 373 acres in comparison with 61 acres in the present "Park" District.

Immediate Program for Planning Implementation

Certain major steps should be initiated by the City Planning Commission and the City Council in the near future as follows:

1. Adoption of the Comprehensive Plan. The first and the most important step is the adoption of the Comprehensive Plan. All of the other actions and programs of the City to guide the future development are based upon this Comprehensive Plan. The City Planning Commission should adopt the plan, following review of the preliminary reports by the Commission and a citizen's advisory committee. The plan should then be forwarded to the City Council for its review and adoption.

2. Adoption of Regulatory Ordinances. The City of Berlin does not at present have adequate control over the development of subdivisions within the city or the surrounding area. The proposed subdivision regulation (See Appendix A) should be reviewed by the Planning Commission, adopted by the Commission and forwarded to the City Council so that these regulations become a city ordinance through official adoption by the Council. Similar action should be taken on the proposed changes in zoning regulations (Appendix B.)
 3. Recommendations on a Capital Improvement Program. The Comprehensive Plan outlined an extensive number of public improvements that should be developed by the City during the next twenty years. These public improvements should start immediately so that they are developed gradually over a period of years. The Planning Commission should refine the capital improvement program and forward it to the City Council recommending its execution.
 4. Establish an Urban Renewal Agency. Most of the elements of the comprehensive planning program can be carried out by existing agencies within the city. However, the urban renewal activities proposed for the central business district would require the establishment of a new agency. The City Council should appoint a Redevelopment Authority for the City of Berlin in accordance with the Wisconsin Statutes. This Authority will then have the responsibility for undertaking the urban renewal project outlined in the Comprehensive Plan. This agency can make more detailed studies of the area, select the exact project boundaries, prepare a Survey and Planning Application for submission to the Department of Housing and Urban Development, and then proceed to carry out the project.
- A "Workable Program for Community Improvement" must be approved before the city may receive any federal funds for urban renewal. The purpose of this "workable program" is to assure the Department of Housing and Urban Development (HUD) that the City has a long-range plan and program for the elimination of blight within its limits. This is in order that the city will not clear out one blighted area and allow another blighted area to start in another part of the city. The Workable Program is a report from the City to the Federal Government, stating that the city has or will take certain actions to insure a sound program for the elimination of blight. Once a workable program has been certified by Housing and Urban Development Department, the city may apply for a loan and cash grant

to carry out the urban renewal project. The Workable Program must include the passage and enforcement of a minimum standard housing ordinance.

Public Understanding and Support

Planning is a democratic process and to be effective it should have the understanding and support of the citizens of the community. While all technical details may not be grasped by all of the people, the objective and aims of the plan and its principle proposals should be sufficiently publicized so that the public as a whole can see their reasonableness and recognize their advantages. No matter how effective the legal procedures are for carrying out the plan, its administration cannot be completely successful unless the plan is understood by and has the support of the public. The following measures should be employed by the City Planning Commission and the City Council to obtain public understanding and support of the planning program.

1. Publication of the Plan. After adoption of the Comprehensive Plan, publication and distribution of the Final Comprehensive Plan Report is the next important means of familiarizing the public with the Commission's activities. The mere printing of the plan in its entirety will not, however, be an adequate means of securing public understanding. Many people will not read the report and many will not remember the large amount of data and recommendations contained in it. It is essential that an education program, using graphic illustration, be presented. A summary brochure of the plan, should be printed for a widescale distribution.

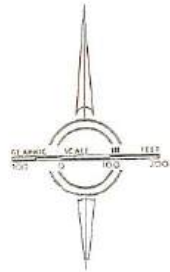
2. Special Publicity Programs. Slides, displays in retail stores, talks before groups and newspaper stories are all effective means of appraising the public of the facts and advantages of the plan. It is particularly desirable that someone experienced in public relations within the community assist in these special publicity programs.

3. School Curriculum. A study of the Comprehensive Plan should be included as a part of the school curriculum. This is particularly desirable in the junior and senior high schools. Even the older elementary school pupils can be informed of certain phases of the planning work. The student of today is a citizen of tomorrow and, if familiar with the plan and its advantages, will be much more interested in seeing that the plan is properly followed in the future.

4. Educational Program. The Planning Commission should inaugurate an educational program within the near future, particularly during the study of the preliminary report and the development of the final plan. Educational activities must be continued in succeeding years, for a single program, even though intensive, is quickly forgotten. The Planning Commission should publish annual reports as well as any special studies of city-wide interest it may undertake. These reports should clearly present accomplishments that have been made under the Comprehensive Plan and through capital improvement programs.

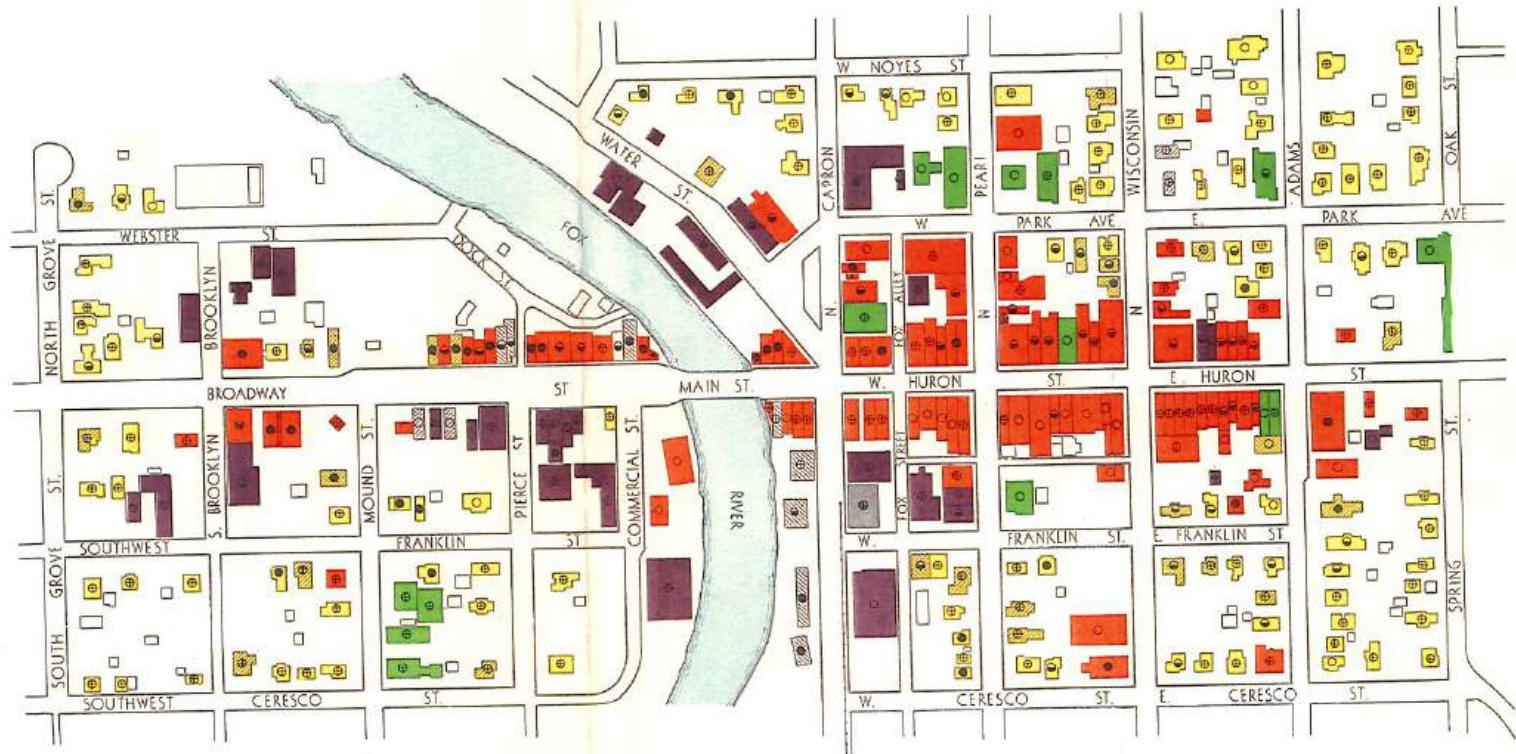
5. Citizen Advisory Committee. An active citizen committee, that would remain as a permanent organization, can be of much value in a long-range planning program. The Mayor, with the approval of the City Council, should appoint such a committee to study the preliminary reports. By establishing a permanent committee, the wishes of the community would be represented and expressed. The intelligent understanding and wide representation of such an organization can consolidate public opinion and favor developing the city in a truly democratic manner along the principles established in the Comprehensive Plan.

CENTRAL BUSINESS DISTRICT BERLIN, WISCONSIN



CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
UNDER THE URBAN PLANNING ASSISTANCE PROGRAM
AUTOMORPHIC BY SECTION 701 OF THE HOUSING
ACT OF 1949, AS AMENDED, AND WAS FULFILLED
UNDER A CONTRACT WITH THE STATE OF WISCONSIN,
DEPARTMENT OF RESOURCE DEVELOPMENT.



BUILDING USE AND CONDITION

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SAINT LOUIS, MISSOURI JAN. 1967 CHICAGO, ILLINOIS



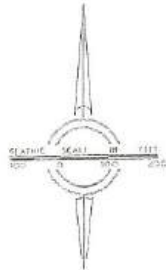
MAIN STRUCTURE USE

- | | |
|--|--|
| SINGLE FAMILY RESIDENTIAL | PUBLIC AND SEMI-PUBLIC |
| TWO-FAMILY RESIDENTIAL | RAILROAD |
| MULTI-FAMILY RESIDENTIAL | LIGHT INDUSTRIAL |
| COMMERCIAL | VACANT |

STRUCTURE CONDITION

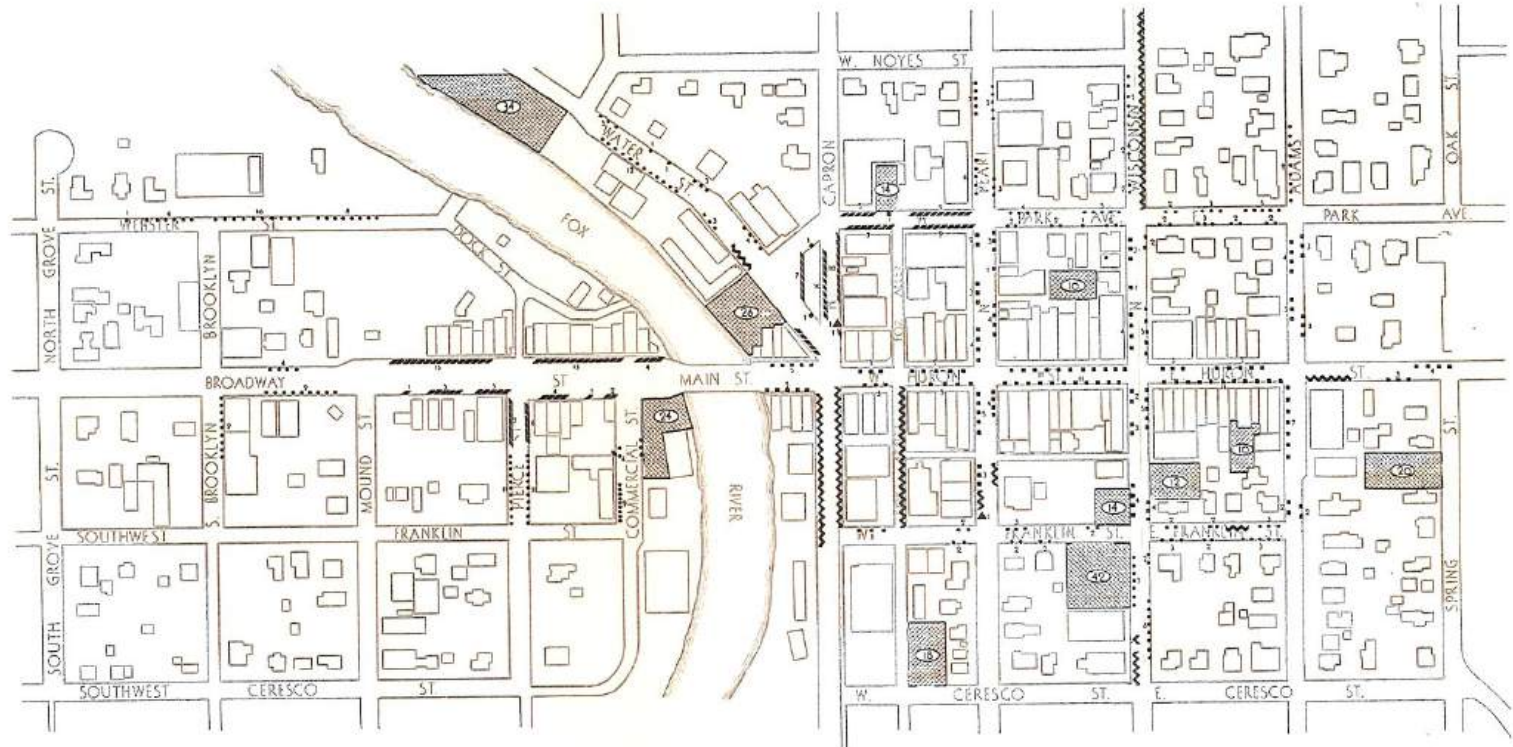
- EXCELLENT
- ◻ GOOD
- ◼ FAIR
- ✕ POOR

CENTRAL BUSINESS DISTRICT BERLIN, WISCONSIN



CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE PREPARATION OF THIS MAP WAS FINANCIALY
SUPPORTED THROUGH A GRANT FROM THE
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
UNDER THE URBAN DESIGN ASSISTANCE PROGRAM
AUTHORITY OF SECTION 101 OF THE HOUSING
ACT OF 1937 AS AMENDED AND WAS PREPARED
UNDER A CONTRACT WITH THE STATE OF WISCONSIN
DEPARTMENT OF REVENUE DEVELOPMENT.



EXISTING PARKING FACILITIES

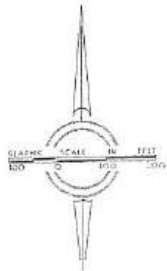
- PARALLEL PARKING - TWO HOUR METER
- DIAGONAL PARKING - TWO HOUR METER
- ▲ TWELVE MINUTE METER
- UNMETERED MARKED SPACES
- ~~~~~ NO PARKING
- INDICATES SPACES AVAILABLE
- PARKING LOT AND NUMBER OF SPACES
(10 SPACES OR MORE)

NOTE: CAR DEALER LOTS ARE NOT ILLUSTRATED

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SAINT LOUIS, MISSOURI 63101 CHICAGO, ILLINOIS 60601

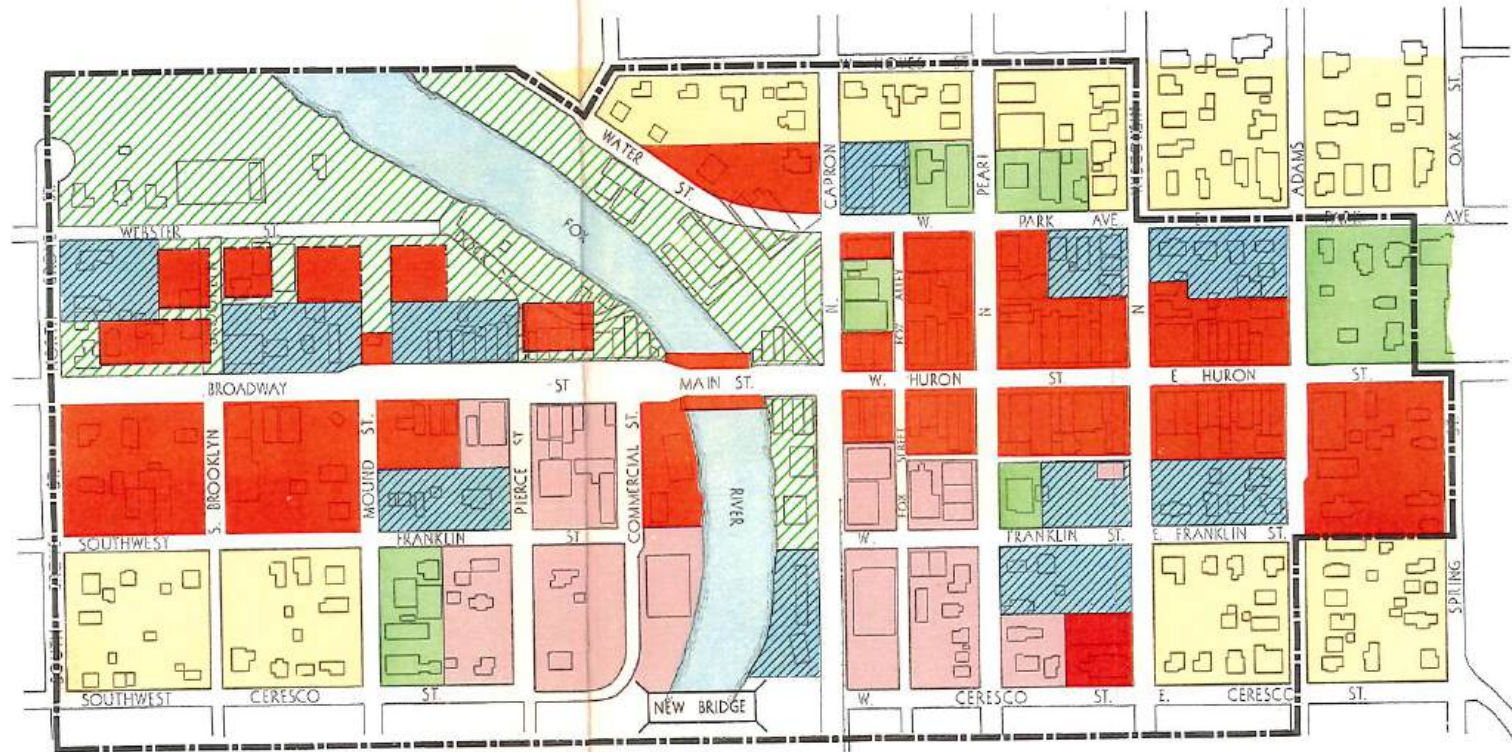


CENTRAL BUSINESS DISTRICT BERLIN, WISCONSIN



CITY PLANNING COMMISSION
BERLIN, WISCONSIN

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN RENEWAL ASSISTANCE PROGRAM AUTHORIZED BY SECTION 101 OF THE HOUSING ACT OF 1954 AS AMENDED, AND WAS EXECUTED UNDER A CONTRACT WITH THE STATE OF WISCONSIN, DEPARTMENT OF RESOURCE DEVELOPMENT.



CENTRAL BUSINESS DISTRICT PLAN

- | | |
|--|---|
| RESIDENTIAL | PARKS AND OPEN SPACE |
| COMMERCIAL | PUBLIC AND SEMI-PUBLIC |
| INDUSTRIAL | BUILDING SET BACK LINE |
| PARKING LOTS | NEW BRIDGE LOCATION |
| URBAN RENEWAL PROJECT BOUNDARY | |

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CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI JAN. 1967 CHICAGO, ILLINOIS



APPENDIX A

PROPOSED SUBDIVISION REGULATIONS

Berlin, Wisconsin

The following draft contains recommendations for the content of subdivision regulations designed to ensure land development practices in accordance with the Comprehensive Plan for Berlin, Wisconsin. The draft should be supplemented and reviewed for legality and correctness of form by the City Attorney of Berlin.

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APPENDIX A
PROPOSED SUBDIVISION REGULATIONS

BERLIN, WISCONSIN

INTRODUCTION

SECTION 1.0

1.1 Authority

These regulations are adopted under the authority granted by Section 236.45 of the Wisconsin Statutes. Therefore, the City Council of Berlin, Wisconsin do ordain as follows:

1.2 Purpose

The purpose of this Ordinance is to regulate and control the division of land within the corporate limits and extraterritorial plat approval jurisdiction of the City of Berlin in order to promote the public health, safety, morals, prosperity, aesthetics and general welfare of the community.

1.3 Intent

It is the general intent of this Ordinance to regulate the division of land so as to lessen congestion in the streets and highways; to further the orderly layout and appropriate use of land; to secure safety from fire, panic and other dangers; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate adequate provision for transportation, water, sewage, schools, parks, playgrounds, and other public requirements; to facilitate the further division of larger tracts into smaller parcels of land; to ensure adequate legal description and proper survey monumentation of subdivided land; to provide for the administration and enforcement of this Ordinance; to provide penalties for its violation and in general to facilitate enforcement of community development standards as set forth in the comprehensive plan, comprehensive plan components, zoning ordinance, building code and official map of the City of Berlin.

1.4 Abrogation and Greater Restrictions

It is not intended by this Ordinance to repeal, abrogate, annul, impair, or interfere with any existing

easements, covenants, agreements, rules, regulations or permits previously adopted or issued pursuant to laws. However, where this Ordinance imposes greater restrictions, the provisions of this Ordinance shall govern.

1.5 Interpretation

In their interpretation and application, the provisions of this Ordinance shall be held to be minimum requirements and shall be liberally construed in favor of the City and shall not be deemed a limitation or repeal of any other power granted by the Wisconsin Statutes.

1.6 Severability

If any section, provision or portion of this Ordinance is adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby.

1.7 Repeal

All other ordinances or parts of ordinances of the City inconsistent or conflicting with this Ordinance, to the extent of the inconsistency only, are hereby repealed.

1.8 Title

This Ordinance shall be known as, referred to, or cited as the "LAND DIVISION ORDINANCE, CITY OF BERLIN, WISCONSIN.

1.9 Effective Date

This Ordinance shall be effective after a public hearing, adoption by the City Council and publication as provided by law.

GENERAL PROVISIONS

SECTION 2.0

2.1 Jurisdiction

Jurisdiction of these regulations shall include all lands within the corporate limits of the City of Berlin, as well as the unincorporated area within 1 1/2 miles of the corporate limits. The provisions of this Ordinance as it applies to divisions of tracts of land into less than three (3) parcels shall not apply to:

Transfers of Interests in land by will or pursuant to court order.

Leases for a term not to exceed ten years, mortgages or easements.

Sale or Exchange of parcels of land between owners of adjoining property if additional lots are not thereby created and the lots resulting are not reduced below the minimum sizes required by these regulations, the zoning ordinance, or other applicable laws or ordinances.

2.2 Compliance

No person, firm or corporation shall divide any land located within the jurisdictional limits of these regulations which results in a subdivision, minor subdivision, or a replat as defined herein: no such subdivision, minor subdivision or replat shall be entitled to record; and, no street shall be laid out or improvements made to land without compliance with all requirements of this Ordinance and;

Provisions of Chapter 236, Wisconsin Statutes.

Rules of the Wisconsin State Board of Health regulating lot size and lot evaluation if the land to be sub-divided is not served by a public sewer and provisions for such service have not been made.

Rules of the State Highway Commission relating to safety of access and the preservation of the public interest and investment in the highway system if the land owned or controlled by the subdivider abuts on a state trunk highway or connecting street.

Section 2.2 Continued

Duly Approved Comprehensive Plan, or comprehensive plan component including the zoning ordinance, official map and all other applicable ordinances of the City of Berlin.

Applicable Local and County Ordinances

2.3 Dedication and Reservation of Lands

Whenever a tract of land to be subdivided embraces all or any part of an arterial street, drainageway or other public way which has been designated in the comprehensive plan, comprehensive plan component, or on the official map of the City of Berlin, said public way shall be made a part of the plat and dedicated or reserved by the subdivider in the locations and dimensions indicated on said plan or map and as set forth in Section 7.0 of this Ordinance.

Whenever a proposed Playground, Park, School Site or other public land, other than streets, or drainageways, designated in the comprehensive plan, comprehensive plan component, or on the official map of the City of Berlin is embraced, all or in part, in a tract of land to be subdivided, these proposed public lands shall be made a part of the plat and shall be dedicated to the public by the subdivider at the rate of one (1) acre for each 15 proposed dwelling units; and said proposed public lands, other than streets or drainageways, in excess of the rate established herein shall be reserved for a period not to exceed two (2) years unless extended by mutual agreement for purchase by the public agency having jurisdiction; or all said proposed public lands, other than streets or drainageways, shall be reserved by the subdivider for a period not to exceed two (2) years unless extended by mutual agreement for acquisition by the City at undeveloped land costs; and a public site fee shall be levied against the subdivider at the time of application for final plat approval at the rate and according to the procedures established in Section 10.6 of this Ordinance.

Proposed Public Land lying outside the corporate limits of the City, but within the jurisdictional area of these regulations shall be reserved for acquisition by the town or county at undeveloped land costs.

2.4 Improvements

Before final approval of any plat located within the corporate limits of the City, the subdivider shall install street and utility improvements as hereinafter provided.

SECTION 2.4 continued

If such improvements are not installed as required at the time that the final plat is submitted for approval, the subdivider shall before the recording of the plan, enter into a contract with the City agreeing to install the required improvements and shall file with said contract a bond meeting the approval of the City Attorney or a certified check in an amount equal to the estimated cost of the improvements, said estimate to be made by the City Engineer, as a guarantee that such improvements will be completed by the subdivider or his subcontractors not later than one year from the date of recording of the plat and as a further guarantee that all obligations to subcontractors for work on the development are satisfied.

Contractors and Subcontractors who are to be engaged in the construction of street and utility improvements on dedicated street rights-of-way shall be subject to the approval of the City Engineer.

Governmental Units to which these bond and contract provisions apply may file, in lieu of said contract and bond, a letter from officers authorized to act on their behalf agreeing to comply with the provisions of this section.

Survey Monuments. Before final approval of any plat within the corporate limits of the City the subdivider shall install survey monuments placed in accordance with the requirements of Chapter 236.15 of the Wisconsin Statutes and as may be required by the City Engineer.

Plats Outside the Corporate Limits. Before final approval by the City of any plat located outside the corporate limits of the City, but within the plat approval jurisdiction of the City, the subdivider shall give evidence that he has complied with all street and utility improvement requirements of the town in which the land being platted is located.

2.5 Variances

Where, in the judgement of the City Plan Commission, it would be inappropriate to apply literally the provisions of Section 7.0 and 8.0 of this Ordinance because of the proposed subdivision being located outside of the corporate limits, or because exceptional or undue hardship would result, the City Plan Commission may waive or modify any requirement to the extent deemed just and proper.

SECTION 2.5 continued

Such Relief Shall Be Granted without detriment to the public good, without impairing the intent and purpose of this Ordinance or the desirable general development of the community in accordance with the comprehensive plan or comprehensive plan component of the City. A three-fourths (3/4) vote of the entire membership of the City Plan Commission shall be required to grant any modification of this Ordinance, and the reasons shall be entered in the minutes of the Commission.

2.6 Land Suitability

No land shall be subdivided for residential use which is held unsuitable for such use by the City Plan Commission for reason of flooding, inadequate drainage, adverse soil or rock formation, unfavorable topography or any other feature likely to be harmful to the health, safety, or welfare of the future residents of the proposed subdivision or of the community. The City Plan Commission, in applying the provisions of this section, shall in writing recite the particular facts upon which it bases its conclusion that the land is not suitable for residential use and afford the subdivider an opportunity to present evidence regarding such unsuitability if he so desires. Thereafter the City Plan Commission may affirm, modify, or withdraw its determination of unsuitability.

2.7 Violations

It shall be unlawful to build upon, divide, convey, record or monument any land in violation of this Ordinance or the Wisconsin Statutes; and no person, firm or corporation shall be issued a building permit by the City of Berlin, authorizing the building on, or improvement of, any subdivision, minor subdivision or replat within the jurisdiction of this Ordinance, not of record as of the effective date of this Ordinance until the provisions and requirements of this Ordinance have been fully met. The City may institute appropriate action or proceedings to enjoin violations of this Ordinance or the applicable Wisconsin Statutes.

2.8 Penalties

Any person, firm or corporation who fails to comply with the provisions of this Ordinance shall, upon conviction thereof, forfeit not less than One Hundred Dollars (\$100) nor more than One Thousand Dollars (\$1,000) and the costs of prosecution for each violation and in default of payment of such forfeiture and costs shall be imprisoned in the County Jail until

SECTION 2.8 Continued
payment thereof, but not exceeding six (6) months.
Each day a violation exists or continues shall constitute a separate offense.

Recordation improperly made has penalties provided in Section 236.30 of the Wisconsin Statutes.

Conveyance of lots in unrecorded plats has penalties provided for in Section 236.31 of the Wisconsin Statutes.

Monuments disturbed or not placed have penalties as provided for in Section 236.32 of the Wisconsin Statutes.

Assessor's Plat made under Section 70.27 of the Wisconsin Statutes may be ordered by the City at the expense of the subdivider when a subdivision is created by successive divisions.

2.9 Appeals

Any person aggrieved by an objection to a plat or a failure to approve a plat may appeal therefrom, as provided in Sections 236.13(5) and 62.23(7)-(e) 10 to 15 of the Wisconsin Statutes, within thirty (30) days of notification of the rejection of the plat. Where failure to approve is based on an unsatisfied objection, the agency making the objection shall be made a party to the action. The court shall direct that the plat be approved if it finds that the action of the approving or objecting agency is arbitrary, unreasonable or discriminatory.

PROCEDURE

SECTION 3.0

3.1 Pre-Application

It is recommended that, prior to the filing of an application for the approval of a preliminary plat, the subdivider consult with the City Plan Commission and/or its staff in order to obtain their advice and assistance. This consultation is neither formal nor mandatory, but is intended to inform the subdivider of the purpose and objectives of these regulations, the comprehensive plan, comprehensive plan components, and the duly adopted plan implementation devices of the City and to otherwise assist the subdivider in planning his development. In so doing, both the subdivider and planning agency may reach mutual conclusions regarding the general program and objectives of the proposed development and its possible effects on the neighborhood and community. The subdivider will gain a better understanding of the subsequent required procedures.

3.2 Preliminary Plat Review Within the City

Before submitting a Final Plat for approval, the subdivider shall prepare a Preliminary Plat and a letter of application. The Preliminary Plat shall be prepared in accordance with this Ordinance, and the subdivider shall file an adequate number of copies of the Plat and the application with the City Clerk at least twenty-five (25) days prior to the meeting of the City Plan Commission at which action is desired.

The City Clerk shall, within two (2) days after filing, transmit four (4) copies to the County Planning Agency; two (2) copies to the Director of the Planning Function in the State Department of Resource Development; additional copies to the Director of the Planning Function for re-transmission of two (2) copies each to the State Highway Commission if the subdivision abuts or adjoins a state trunk highway or a connecting street and the State Board of Health if the subdivision is not served by a public sewer and provision for such service has not been made; and an adequate number of copies to the City Plan Commission. The County Planning Agency, the State Department of Resource Development, the State Highway Commission and the State Board of Health shall be hereinafter referred to as objecting agencies.

SECTION 3.2 (Continued)

The City Plan Commission hereby designated as approving authority for all preliminary plats, shall transmit a copy of the Preliminary Plat to all affected City boards, commissions or departments, and all affected local utility companies for their review and recommendations, concerning matters within their jurisdiction. Their recommendations shall be transmitted to the City Plan Commission within fifteen (15) days from the date the Plat is filed. The Preliminary Plat shall then be reviewed by the City Plan Commission for conformance with this Ordinance and all ordinances, rules, regulations, comprehensive plans and comprehensive plan components which affect it.

3.3 Preliminary Plat Approval Within the City

The objecting agencies shall, within twenty (20) days of the date of receiving their copies of the Preliminary Plat, notify the subdivider and all other approving and objecting agencies of any objections. If there are no objections, they shall so certify on the face of the copy of the Plat and shall return that copy to the City Plan Commission. If an objecting agency fails to act within twenty (20) days, it shall be deemed to have no objection to the Plat.

The City Plan Commission, within forty (40) days of the date of filing of Preliminary Plat with the City Clerk, shall approve, approve conditionally, or reject such Plat. One copy of the Plat shall thereupon be returned to the subdivider with the date and action endorsed thereon; and if approved conditionally or rejected, a letter setting forth the conditions of approval or the reasons for rejection shall accompany the Plan. One copy each of the Plat and letter shall be placed in the City Plan Commission's permanent file.

Failure of the City Plan Commission to act within forty (40) days shall constitute an approval.

Approval or Conditional Approval of a Preliminary Plat shall not constitute automatic approval of the Final Plat, except that if the Final Plat is submitted within six (6) months of preliminary plat approval and conforms substantially to the preliminary plat layout as indicated in Section 236,11(1)(b) of the Wisconsin Statutes, the Final Plat shall be entitled to approval with respect to such layout. The Preliminary Plat shall be deemed an expression of approval or conditional approval of the layout submitted as a guide to the preparation of the Final Plat, which will be subject to further consideration by the City Plan Commission at the time of its submission.

SECTION 3.4 Final Plat Review Within the City

The subdivider shall prepare a Final Plat and a letter of application in accordance with this Ordinance and shall file an adequate number of copies of the Plat and the application with the City Clerk at least twenty-five (25) days prior to the meeting of the City Plan Commission at which action is desired.

The City Clerk shall, within two (2) days after filing, transmit four (4) copies to the County Planning Agency, two (2) copies to the Director of the Planning Function in the State Department of Resource Development; additional copies to the Director of the Planning Function for retransmission of two (2) copies each to the State Highway Commission if the subdivision abuts or adjoins a state trunk highway or a connecting street and the State Board of Health if the subdivision is not served by a public sewer and provision for such service has not been made; and the original Final Plat and adequate copies to the City Plan Commission.

The City Plan Commission shall examine the Final Plat as to its conformance with the approved Preliminary Plat; any conditions of approval of the Preliminary Plat; this Ordinance and all ordinances, rules, regulations, comprehensive plans and comprehensive plan components which may affect it and shall recommend approval, conditional approval or rejection of the Plat to the City Council.

Partial Platting. The Final Plat may, if permitted by the City Plan Commission, constitute only that portion of the approved Preliminary Plat which the subdivider proposes to record at that time.

3.5 Final Plat Approval Within the City

The objecting agencies shall, within twenty (20) days of the date of receiving their copies of the Final Plat, notify the subdivider and all other approving and objecting agencies of any objections. If there are no objections, they shall so certify on the face of the copy of the Plat and shall return that copy to the City Plan Commission. If an objecting agency fails to act within twenty (20) days, it shall be deemed to have no objection to the Plat.

Submission. If the Final Plat is not submitted within six (6) months of the last required approval of the Preliminary Plat, the City Council may refuse to approve the Final Plat.

SECTION 3.5 Continued

The City Plan Commission shall, within thirty (30) days of the date of filing of the Final Plat with the City Clerk, recommend approval, conditional approval or rejection of the Plat and shall transmit the Final Plat and application along with its recommendations to the City Board.

Notification. The City Plan Commission shall, when it determines to recommend approval of a Plat, give at least ten (10) days prior written notice of its intention to the clerk of any city within 1,000 feet of the Plat.

The City Council shall, within sixty (60) days of the date of filing the original Final Plat with the City Clerk, approve or reject such Plat unless the time is extended by agreement with the subdivider. If the Plat is rejected, the reasons shall be stated in the minutes of the meeting and a written statement of the reasons forwarded to the subdivider. The City Council may not inscribe its approval on the Final Plat unless the City Clerk certifies on the face of the Plat that the copies were forwarded to objecting agencies as required herein, the date thereof, and that no objections have been filed within twenty (20) days or, if filed, have been met.

Failure of the City Council to act within ninety (90) days, the time having not been extended and no unsatisfied objections having been filed, the plat shall be deemed approved.

Recordation. After the Final Plat has been approved by the City Council and required improvements either installed or a contract and sureties insuring their installation is filed, the City Clerk shall cause the certificate inscribed upon the Plat attesting to such approval to be duly executed and the Plat returned to the subdivider for recording with the county register of deeds. The register of deeds cannot record the Plat unless it is offered within thirty (30) days from the date of the last approval.

Copies. The subdivider shall file ten (10) copies of the Final Plat with the City Clerk for distribution to the City Engineer, Building Inspector, Water Utility, Assessor and other affected departments for their files.

SECTION 3.6 Plats Within the Extraterritorial Plat Approval Jurisdiction

When the land to be subdivided lies within one and one-half (1-1/2) miles of the corporate limits of the City, the subdivider shall proceed as specified in Sections 3.1 through 3.5 except:

Transmittal Responsibility lies with the City Clerk, Town Clerk or County Planning Agency to whomever the Plat is first submitted; and the subdivider shall indicate which one in his application.

Approval Agencies include the City Plan Commission, City Council and the County Planning Agency; and the subdivider must comply with the land division ordinances of these agencies.

Subdivider may proceed with the installation of such improvements and under such regulations as the City Council of the town within whose limits the Plat lies may require. Wherever connection to any village utility is desired, permission for such connection shall be approved by the City Council.

All Improvement Requirements, specified by the City Council or any special improvement district in matters over which they have jurisdiction, shall be met before filing of the Final Plat.

3.7 Replat

When it is proposed to replat a recorded subdivision, or part thereof, so as to change the boundaries of a recorded subdivision, or part thereof, the subdivider or person wishing to replat shall vacate or alter the recorded Plat as provided in Sections 236.40 through 236.44 of the Wisconsin Statutes. The subdivider, or person wishing to replat, shall then proceed as specified in Sections 3.1 through 3.6.

The City Clerk shall schedule a public hearing before the City Plan Commission when a Preliminary Plat of a replat of lands within the City is filed, and shall cause notices of the proposed Replat and public hearings to be mailed to the owners of all properties within the limits of the exterior boundaries of the proposed Replat and to the owners of all properties within 200 feet of the exterior boundaries of the proposed Replat.

SECTION 3.8 Minor Subdivision

When it is proposed to divide land into two (2) parcels or building sites, any one of which is less than four (4) acres in size, or when it is proposed to divide a block, lot or outlot into not more than four (4) parcels or building sites within a recorded subdivision plat without changing the boundaries of said block, lot or outlot, the subdivider may subdivide by use of a Certified Survey Map. The subdivider shall prepare the Certified Survey Map in accordance with this Ordinance and shall file an adequate number of copies of the Map and the letter of application with the City Clerk at least fifteen (15) days prior to the meeting of the City Plan Commission at which action is desired.

The City Clerk shall, within two (2) days after filing, transmit the copies of the Map and letter of application to the City Plan Commission.

The City Plan Commission shall transmit a copy of the Map to the City Council and departments for their review and recommendations concerning matters within their jurisdiction. Their recommendations shall be transmitted to the City Plan Commission within ten (10) days from the date the Map is filed. The Map shall be reviewed by the City Plan Commission for conformance with this Ordinance and all ordinances, rules, regulations, comprehensive plans, and comprehensive plan components which affect it. The City Plan Commission shall, within thirty (30) days from the date of filing of the Map, recommend approval, conditional approval, or rejection of the Map, and shall transmit the Map along with its recommendations to the City Council.

The City Council shall approve, approve conditionally, or reject such Map within sixty (60) days from the date of filing of the Map unless the time is extended by agreement with the subdivider. If the Map is rejected, the reason shall be stated in the minutes of the meeting and a written statement forwarded to the subdivider. If the Map is approved, the City Council shall cause the City Clerk to so certify on the face of the original Map and return the Map to the subdivider.

Recordation. The subdivider shall record the Map with the county register of deeds within thirty (30) days of its approval by the City Council.

Copies. The subdivider shall file ten (10) copies of the Certified Survey Map with the City Clerk for distribution to the City Engineer, Building Inspector, Water Utility, Assessor and other affected departments for their files.

PRELIMINARY PLAT

SECTION 4.0

4.1 General

A preliminary plat shall be required for all subdivisions and shall be based upon a survey by a registered land surveyor and the plat prepared on tracing cloth or paper of good quality at a scale of not more than 100 feet to the inch and shall show correctly on its face the following information:

Title under which the proposed subdivision is to be recorded.

Location of proposed subdivision by: government lot, quarter section, township, range, county and state.

Date, Scale and North Point

Names and Addresses of the owner, subdivider and land surveyor preparing the plat.

Entire Area contiguous to the proposed plat owned or controlled by the subdivider shall be included on the preliminary plat even though only a portion of said area is proposed for immediate development. The City Plan Commission may waive this requirement where it is unnecessary to fulfill the purposes and intent of this Ordinance and undue hardship would result from strict application thereof.

4.2 Plat Data

All preliminary plats shall show the following:

Exact Length and Bearing of the exterior boundaries of the proposed subdivision referenced to a corner established in U.S. Public Land Survey and the total acreage encompassed thereby.

Contours at vertical intervals of not more than two (2) feet where the slope of the ground surface is less than ten (10) percent, and of not more than five (5) feet where the slope of the ground surface is ten (10) percent or more. Elevations shall be marked on such contours based on U.S.G.S. datum.

SECTION 4.2 Continued

Location, Right-of-Way Width and Names of all existing streets, alleys or other public ways, easements, railroad and utility rights-of-way and all section and quarter section lines within the exterior boundaries of the plat or immediately adjacent thereto.

Location, Size and Invert Elevation of any existing sanitary or storm sewers, culverts and drain pipes, the location of manholes, catchbasins, hydrants, power and telephone poles, and the location and size of any existing water and gas mains within the exterior boundaries of the plat or immediately adjacent thereto. If no sewers or water mains are located on or immediately adjacent to the tract, the nearest such sewers or water mains which might be extended to serve the tract shall be indicated by their direction and distance from the tract, size, and invert elevations.

Locations of All Existing Property Boundary Lines, structures, drives, streams and watercourses, marshes, rock outcrops, wooded areas, railroad tracks and other similar significant features within the tract being subdivided or immediately adjacent thereto.

Location, Width, and Names of all proposed streets and public rights-of-way such as alleys and easements.

Approximate Dimensions of All Lots together with proposed lot and block numbers.

Location and Approximate Dimensions of any sites to be reserved or dedicated for parks, playgrounds, drainageways, or other public use or which are to be used for group housing, shopping centers, church sites, or other non-public uses not requiring lotting.

Approximate Radii of All Curves.

Existing Zoning on and adjacent to the proposed subdivision when the plat is located within the extra-territorial plat approval jurisdiction of the City.

Corporate Limits Lines.

Any proposed Lake and Stream Access with a small drawing, clearly indicating the location of the proposed subdivision in relation to the access.

Any Proposed Lake and Stream improvement or relocation.

SECTION 4.3 Street Plans and Profiles

The City Engineer may require that the subdivider provide street plans and profiles showing existing ground surface, proposed and established street grades, including extensions for a reasonable distance beyond the limits of the proposed subdivision when requested. All elevations shall be based upon U.S.G.S. datum, and plans and profiles shall meet the approval of the City Engineer.

4.4 Testing

The City Engineer may require that borings and soundings be made in specified areas to ascertain subsurface soil, rock and water conditions, including depth to bedrock and depth to ground water table. Where the subdivision will not be served by public sanitary sewer service, the provisions of Chapter H65 of the Wisconsin Administration Code shall be complied with; and the appropriate data submitted with the preliminary plat.

4.5 Covenants

The City Plan Commission may require submission of a draft of protective covenants whereby the subdivider intends to regulate land use in the proposed subdivision and otherwise protect the proposed development.

4.6 Affidavit

The surveyor preparing the preliminary plat shall certify on the face of the plat that it is a correct representation of all existing land divisions and features and that he has fully complied with the provisions of this Ordinance.

4.7 Surveyor to supply 10 copies to City for their records and use.

FINAL PLAT

SECTION 5.0

5.1 General

A Final Plat prepared by a registered land surveyor shall be required for all subdivisions. It shall comply in all respects with the requirements of Section 236.20 of the Wisconsin Statutes.

5.2 Additional Information

The Plat shall show correctly on its face, in addition to the information required by Section 236.20 of the Wisconsin Statutes, the following:

Exact Length and Bearing of the center line of all streets.

Exact Street Width along the line of any obliquely intersecting street.

Railroad Rights-of-Way within and abutting the plat.

Setbacks or Building Lines required by the City Plan Commission.

All Lands Reserved for future public acquisition or reserved for the common use of property owners within the Plat.

Special Restrictions required by the City Plan Commission relating to access control along public ways or to the provisions of planting strips.

5.3 Deed Restrictions

The City Plan Commission may require that deed restriction be filed with the Final Plat.

5.4 Survey Accuracy

The City Engineer shall examine all Final Plats within the City and make field checks for the accuracy and closure of survey, proper kind and location of monuments and legibility and completeness of the drawing.

Maximum Error of Closure before adjustment of the survey of the exterior boundaries of the subdivision shall not exceed, in horizontal distance or position, the ratio of one part in ten thousand (1:10,000), nor in azimuth, four seconds of arc per interior angle.

SECTION 5.4 Continued

If field measurements exceed this maximum, new field measurements shall be made until a satisfactory closure is obtained. When a satisfactory closure of the field measurements has been obtained, the survey of the exterior boundary shall be adjusted to form a closed geometric figure.

All Street, Block and Lot Dimensions shall be computed as closed geometric figures based upon the control provided by the closed exterior boundary survey. If field checks disclose an error for any interior line of the Plat greater than the ratio of one part in five thousand (1:5,000), or an error in measured angle greater than one minute of arc for any angle where the shorter side forming the angle is three hundred (300) feet or longer, necessary corrections shall be made. Where the shorter side of a measured angle is less than three hundred (300) feet in length, the error shall not exceed the value of one minute multiplied by the quotient of three hundred (300) divided by the length of the shorter side; however, such error shall not in any case exceed five (5) minutes of arc.

Where The Plat is Located within a quarter section the corners of which have been relocated, monumented and coordinated by the City, the tie required by Section 236.20(3)(b) of the Wisconsin Statutes shall be expressed in terms of grid bearing and distance; and the material and Wisconsin state plane coordinates of the monument marking the relocated section or quarter corner to which the plat is tied shall be indicated on the Plat. The grid bearing and distance of the tie shall be determined by a closed survey meeting the error of closure herein specified for the survey of the exterior boundaries of the subdivision.

City Council shall receive the results of the City Engineer's examination prior to approving the Final Plat.

5.5 Surveying and Monumenting

All final plats shall meet all the surveying and monumenting requirements of Sec. 236.15 of the Wisconsin Statutes.

5.6 State Plane Coordinate System

Where the Plat is located within a quarter section the corners of which have been relocated, monumented

SECTION 5.6 Continued

and coordinated by the City, the Plat shall be tied directly to one of the section or quarter corners so relocated, monumented and coordinated. The exact grid bearing and distance of such tie shall be determined by field measurements, and the material and Wisconsin State plane coordinates of the monument marking the relocated section or quarter corner to which the Plat is tied shall be indicated on the Plat. All distances and bearings shall be referenced to the Wisconsin Coordinate System, South Zone and adjusted to the City's control survey.

5.7 Certificates

All final plats shall provide all the certificates required by Section 236.21 of the Wisconsin Statutes; and, in addition, the surveyor shall certify that he has fully complied with all the provisions of this Ordinance.

5.8 Surveyor or owner to provide 10 copies to the City.

CERTIFIED SURVEY MAP

SECTION 6.0

6.1 General

A Certified Survey Map prepared by a registered land surveyor shall be required for all minor subdivisions. It shall comply in all respects with the requirements of Section 236.34 of the Wisconsin Statutes. The minor subdivision shall be excepted from the improvements requirements set forth in Section 8.2 through 8.13 of this Ordinance.

6.2 Additional Information

The Map shall show correctly on its face, in addition to the information required by Section 236.34 of the Wisconsin Statutes, the following:

All Existing Buildings, watercourses, drainage ditches and other features pertinent to proper division.

Setbacks or Building Lines required by the City Plan Commission.

All Lands Reserved for Future acquisition.

Date of the Map

Graphic Scale

Name and Address of the owner, subdivider and surveyor.

6.3 State Plane Coordinate System

Where the Map is located within a quarter section the corners of which have been relocated monumented and coordinated by the City, the Map shall be tied directly to one of the section or quarter corners so relocated, monumented and coordinated. The exact grid bearing and distance of such tie shall be determined by field measurements, and the material and Wisconsin state plane coordinate of the monument marking the relocated section or quarter corner to which the Map is tied shall be indicated on the Map. All distances and bearings shall be referenced to the Wisconsin Coordinate System, South Zone, and adjusted to the City's control survey.

SECTION 6.4 Certificates

The surveyor shall certify on the face of the Map that he has fully complied with all the provisions of this Ordinance. The City Council, after a recommendation by the reviewing agencies, shall certify its approval on the face of the Map.

Dedication of streets and other public areas shall require in addition, the owner's certificate and the mortgagee's certificate in substantially the same form as required by Section 236.21(2)(a) of the Wisconsin Statutes.

6.5 Recordation

The Certified Survey Map shall only be recorded with the county register of deeds after the certificates of the City Council and the surveyor are placed on the face of the Map.

6.6 Surveyor to provide 10 copies to the City.

DESIGN STANDARDS

SECTION 7.0

7.1 Street Arrangement

In any new subdivision the street layout shall conform to the arrangement, width and location indicated on the official map, comprehensive plan or component neighborhood development plan of the City of Berlin. In areas for which such plans have not been completed, the street layout shall recognize the functional classification of the various types of streets and shall be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, to the proposed use of the land to be served by such streets, and to the most advantageous development of adjoining areas. The subdivision shall be designed so as to provide each lot with satisfactory access to a public street.

Arterial Streets, as hereafter defined, shall be arranged so as to provide ready access to centers of employment, centers of governmental activity, community shopping areas, community recreation, and points beyond the boundaries of the community. They shall also be properly integrated with and related to the existing and proposed system of major streets and highways and shall be, insofar as practicable, continuous and in alignment with existing or planned streets with which they are to connect.

Collector Streets, as hereafter defined, shall be arranged so as to provide ready collection of traffic from residential areas and conveyance of this traffic to the major street and highway system and shall be properly related to the mass transportation system, to special traffic generators such as schools, churches, and shopping centers and other concentrations of population and to the major streets into which they feed.

Minor Streets, as hereafter defined, shall be arranged to conform to the topography, to discourage use by through traffic, to permit the design of efficient storm and sanitary sewerage systems, and to require the minimum street area necessary to provide safe and convenient access to abutting property.

SECTION 7.1 Continued

Proposed Streets shall extend to the boundary lines of the tract being subdivided unless prevented by topography or other physical conditions or unless, in the opinion of the City Plan Commission, such extension is not necessary or desirable for the coordination of the layout of the subdivision or for the advantageous development of the adjacent tracts.

Arterial Street and Highway Protection. Whenever the proposed subdivision contains or is adjacent to a major street or highway, adequate protection of residential properties, limitation of access and separation of through and local traffic shall be provided by reversed frontage, with screen planting contained in a nonaccess reservation along the rear property line, or by the use of frontage streets.

Stream or Lake Shores shall have sixty (60) feet of public access platted to the low water mark at intervals of not more than one-half mile as required by Section 236.16(3) of the Wisconsin Statutes.

Reserve Strips shall not be provided on any plat to control access to streets or alleys, except where control of such strips is placed with the City Council under conditions approved by the City Plan Commission.

Alleys shall be provided in commercial and industrial districts for off-street loading and service access unless otherwise required by the City Plan Commission, but shall not be approved in residential districts. Dead-end alleys shall not be approved, and alleys shall not connect to a major thoroughfare.

Street Names shall not duplicate or be similar to existing street names, and existing street names shall be projected wherever possible. City Council reserves the right to rename any street prior to adoption of final plat.

7.2 Limited Access Highway and Railroad Right-of-Way Treatment

Whenever the proposed subdivision contains or is adjacent to a limited access highway or railroad right-of-way, the design shall provide the following treatment:

When Lots Within the Proposed Subdivision back upon the right-of-way of an existing or proposed limited access

SECTION 7.2 Continued

highway or a railroad, a planting strip at least thirty (30) feet in depth shall be provided adjacent to the highway or railroad in addition to the normal lot depth. This strip shall be a part of the platted lots but shall have the following restriction lettered on the face of the plat: "This strip reserved for the planting of trees and shrubs the building of structures hereon prohibited."

Commercial and Industrial Districts shall have provided, on each side of the limited access highway or railroad, streets approximately parallel to and at a suitable distance from such highway or railroad for the appropriate use of the land between such streets and highway or railroad, but not less than one hundred and fifty (150) feet.

Streets Parallel to a Limited Access Highway or railroad right-of-way, when intersecting a major street and highway or collector street which crosses said railroad or highway, shall be located at a minimum distance of two-hundred and fifty (250) feet from said highway or railroad right-of-way. Such distance, where desirable and practicable, shall be determined with due consideration of the minimum distance required for the future separation of grades by means of appropriate approach gradients.

Minor Streets immediately adjacent and parallel to railroad rights-of-way shall be avoided, and location of minor streets immediately adjacent to arterial streets and highways and to railroad rights-of-way shall be avoided in residential areas.

7.3 Street Design Standards

The minimum right-of-way and roadway width of all proposed streets and alleys shall be as specified by the comprehensive plan, comprehensive plan component, official map, or neighborhood development study; or if no width is specified therein, the minimum widths shall be as follows:

Type of Street	R.O.W. Width to be reserved	R.O.W. Width to be dedicated	Pavement Width
Arterial Streets	120 feet	80 feet	Dual 24', 10' outside shoulders - 4' inside, shoulders (20' median)

SECTION 7.3 Continued

Type of Street	R.O.W. Width to be reserved	R.O.W. Width to be dedicated	Pavement Width
Collector Streets	80 feet	80 feet	24', 10' outside shoulders
Minor Streets	66 feet	66 feet	22', 7' outside shoulders

Both urban and rural street sections are for standard arterial streets only. Cross sections for freeways, expressways and parkways should be based upon detailed engineering studies.

Cul-de-Sac Streets designed to have one end permanently closed shall not exceed five-hundred feet in length. All cul-de-sac streets designed to have one end permanently closed shall terminate in a circular turn-around having a minimum right-of-way radius of sixty (60) feet and a minimum outside curb radius of forty (40) feet.

Street Grades, unless necessitated by exceptional topography subject to the approval of the Plan Commission the maximum centerline grade of any street or public way shall not exceed the following:

Arterial streets: six (6) per cent

Collector Streets: eight (8) per cent

Minor Streets, alleys and frontage streets; ten (10) per cent.

The grade of any street shall in no case exceed twelve (12) per cent or be less than one-half of one (0.5) per cent.

Street grades shall be established wherever practicable so as to avoid excessive grading, the promiscuous removal of ground cover and tree growth, and general leveling of the topography. All changes in street grades shall be connected by vertical curves of a minimum length equivalent in feet to fifteen (15) times the algebraic difference in the rates of grade for major streets, and one-half (1/2) this minimum for all other streets.

SECTION 7.3 Continued

Radii of Curvature. When a continuous street centerline deflects at any one point by more than ten (10) degrees, a circular curve shall be introduced having a radius of curvature on said centerline of not less than the following:

Arterial streets and highways: 500 feet

Collector streets: 300 feet

Minor streets: 100 feet

A tangent at least one hundred (100) feet in length shall be provided between reverse curves on arterial and collector streets.

Half Streets. Where an existing dedicated or platted half-street is adjacent to the tract being subdivided, the other half of the street shall be dedicated by the subdivider. The platting of half-streets should be avoided where possible.

7.4 Street Intersections

Streets shall intersect each other at as nearly right angles as topography and other limiting factors of good design permit.

Number of Streets Converging at one intersection shall be reduced to a minimum, preferably not more than two.

Number of Intersections along major streets and highways shall be held to a minimum. Wherever practicable the distance between such intersections shall not be less than twelve hundred (1,200) feet.

Property Lines at Street Intersections shall be rounded with a minimum radius of fifteen (15) feet or of a greater radius when required by the City Plan Commission, or shall be cut off by a straight line through the points of tangency of an arc having a radius of fifteen (15) feet.

Minor Streets shall not necessarily continue across arterial or collector streets; but if the centerlines of such minor streets approach the major streets from opposite sides within three hundred (300) feet of each other, measured along the centerline of the arterial or collector streets, then the location shall be so adjusted that the adjoinment across the major or collector street is continuous; and a jog is avoided.

SECTION 7.5 Blocks

The widths, lengths, and shapes of blocks shall be suited to the planned use of the land; zoning requirements; need for convenient access, control and safety of street traffic; and the limitations and opportunities of topography.

Length. Blocks in residential areas shall not as a general rule be less than six-hundred (600) feet nor more than one thousand (1,000) feet in length unless otherwise dictated by exceptional topography or other limiting factors of good design.

Width. Blocks shall have sufficient width to provide for two tiers of lots of appropriate depth except where otherwise required to separate residential development from through traffic. Width of lots or parcels reserved or laid out for commercial or industrial use shall be adequate to provide for off-street service and parking requirements by the use contemplated and the area zoning restrictions for such use.

Utility Easements. All utility lines for electric power and telephone service shall be placed on mid-block easements along rear lot lines whenever carried on overhead poles.

7.6 Lots

The size, shape, and orientation of lots shall be appropriate for the location of the subdivision and for the type of development and use contemplated. The lots should be designed to provide an aesthetically pleasing building site and a proper architectural setting for the buildings contemplated.

Side Lot Lines shall be at right angles to straight street lines or radial to curved street lines on which the lots face. Lot lines shall follow municipal boundary lines rather than cross them.

Double Frontage and Reverse Frontage Lots shall be prohibited except where necessary to provide separation of residential development from through traffic or to overcome specific disadvantages of topography and orientation.

Access. Every lot shall front or abut for a distance of at least thirty (30) feet on a public street.

SECTION 7.6 Continued

Area and Dimensions of lots shall conform to the requirements of the zoning ordinance, and in areas not served by public sewer shall, in addition, conform to the requirements of the State Board of Health. Whenever a tract is subdivided into large parcels, such parcels shall be arranged and dimensioned as to allow resubdivision of any such parcels into normal lots in accordance with the provisions of this Ordinance.

Depth. Lots shall have a minimum average depth of one-hundred twenty five (125) feet. Excessive depth in relation to width shall be avoided and a proportion of two to one (2:1) shall be considered a desirable ratio under normal conditions. Depth of lots or parcels reserved or laid out for commercial or industrial use shall be adequate to provide for off-street service and parking required by the use contemplated and the area zoning restrictions for such use.

Width of Lots shall conform to the requirements of the zoning ordinance, and in no case shall a lot be less than sixty (60) feet in width at the building setback line.

Corner Lots shall have an extra width of ten (10) feet to permit adequate building setbacks from side streets.

Lands Lying Between the Meander Line and the water's edge and any otherwise unplatted lands which lie between a proposed subdivision and the water's edge shall be included as part of lots, outlots or public dedications in any plat abutting a lake or stream.

7.7 Building Setback Lines

Where not controlled by zoning regulations, building setback lines, appropriate to the location and type of development contemplated, shall be established as may be required by the City Plan Commission and shall be based on requirements set forth in this section.

All Residential Lots shall have a setback from the front lot line of not less than twenty-five (25) feet.

Corner Residential Lots shall have a setback from the side street line of not less than fifteen (15) feet.

SECTION 7.8 Easements

The City Plan Commission may require utility easements of widths deemed adequate for the intended purpose on each side of all rear lot lines and on side lot lines or across lots where necessary or advisable for electric power and communication poles, wires, conduits; storm and sanitary sewers; and gas, water and other utility lines.

Drainage Easements. Where a subdivision is traversed by a watercourse, drainageway channel or stream, an adequate drainageway or easement shall be provided as may be required by the City Plan Commission. The location, width, alignment and improvement of such drainageway or easement shall be subject to the approval of the City Engineer; and parallel streets or parkways may be required in connection therewith. Where necessary, storm water drainage shall be maintained by landscaped open channels of adequate size and grade to hydraulically accommodate maximum potential volumes of flow. These design details are subject to review and approval by the City Engineer.

7.9 Public Sites and Open Spaces

In the design of the plat, due consideration shall be given to the reservation of suitable sites of adequate area for future schools, parks, playgrounds, drainage ways and other public purposes. If designated on the comprehensive plan, comprehensive plan component, official map, or component neighborhood development plan, such areas shall be made a part of the plat as stipulated in Section 2.3 of these regulations. If not so designated, consideration shall be given in the location of such sites to the preservation of scenic and historic sites, stands of fine trees, marshes, lakes and ponds, watercourses, watersheds and revines.

REQUIRED IMPROVEMENTS

SECTION 8.0

8.1 Survey Monuments

The subdivider shall install survey monuments placed in accordance with the requirements of Chapter 236.15 of the Wisconsin Statutes and as may be required by the City Engineer. If damaged or destroyed, shall be replaced prior to final acceptance.

8.2 Grading

After the installation of temporary block corner monuments by the subdivider and establishment of street grades by the City Council, the subdivider shall grade the full width of the right-of-way of all streets proposed to be dedicated in accordance with plans and standard specifications approved by the City Engineer. The subdivider shall grade the roadbeds in the street rights-of-way to subgrade.

8.3 Surfacing

After the installation of all utility and storm water drainage improvements, the subdivider shall surface all roadways in streets proposed to be dedicated to the widths prescribed by these regulations and the comprehensive plan or comprehensive plan components of the City. Said surfacing shall be done in accordance with plans and standard specifications approved by the City Engineer. The cost of surfacing in excess of thirty-six (36) feet in width that is not required to serve the needs of the subdivision shall be borne by the City.

8.4 Curb and Gutter

After the installation of all utility and storm water drainage improvements, the subdivider shall construct concrete curbs and gutters in accordance with plans and standard specifications approved by the City Engineer after seventy-five (75) per cent of front footage is occupied. This requirement may be waived where a permanent rural section has been approved by the City Council. Wherever possible, provision shall be made at the time of construction for driveway access curb cuts. The cost of installation of all inside curbs and gutters for dual roadway pavements shall be borne by the City.

SECTION 8.5 Rural Street Sections

When permanent rural street sections have been approved by the City Council the subdivider shall finish grade all shoulders and road ditches, install all necessary culverts at intersections and, if required, surface ditch inverts to prevent erosion and sedimentation in accordance with plans and standard specifications approved by the City Engineer.

8.6 Sidewalks

The subdivider shall construct a concrete sidewalk on one side of all frontage streets and both sides of all other streets within the subdivision. The City Plan Commission may permit the construction of a concrete sidewalk on only one side of minor streets that serve lots having an average width of one hundred (100) feet or more fronting on said street and may waive the construction of sidewalks on collector and minor streets that serve lots having an average width of one hundred and fifty (150) feet or more fronting on said street. The construction of all sidewalks shall be in accordance with plans and standard specifications approved by the City Engineer after seventy-five (75) per cent of frontage is occupied.

Wider than Standard Sidewalks may be required by the City Engineer in the vicinity of schools, commercial areas and other places of public assemblage; and the City Plan Commission may require the construction of sidewalks in locations other than required under the preceding provisions of this Ordinance, if such walks are necessary, in their opinion, for safe and adequate pedestrian circulation.

8.7 Public, Sanitary Sewerage and Private Sewage Disposal Systems

The subdivider shall construct sanitary sewers in such a manner as to make adequate sanitary sewerage service available to each lot within the subdivision. If public sewer facilities are not available, the subdivider shall make provision for adequate private sewage disposal systems as specified by the City and Wisconsin State and County Boards of Health. The City Plan Commission may require the installation of sewer laterals to the street lot line. If, at the time of final platting, sanitary sewer facilities are not available to the plat, but will become available within a period of five (5) years from the date of plat recording, the subdivider shall install or cause to be installed sanitary sewers and sewer laterals to the street lot line in accordance with this section and shall cap all

SECTION 8.7 Continued

laterals as may be specified by the City Engineer. The size, type, and installation of all sanitary sewers proposed to be constructed shall be in accordance with plans and standard specifications approved by the City Engineer.

Subdivider Shall Assume the Cost of installing all sanitary sewers eight (8) inches in diameter or less in size. If greater than eight (8) inch diameter sewers are required to handle the contemplated sewage flows, the cost of such larger sewers shall be prorated in proportion to the ratio which the total area of the proposed plat is to the total drainage area to be served by such larger sewer and the excess cost either borne by the City or assessed against the total tributary drainage area.

8.8 Public Water Supply Facilities

The subdivider shall construct water mains in such a manner as to make adequate water service available to each lot within the subdivision. If municipal water service is not available, the subdivider shall make provision for adequate private water systems as specified by the City and Wisconsin State and County Boards of Health. The City Plan Commission may require the installation of water laterals to the street lot lines. The size, type, and installation of all public water mains proposed to be constructed shall be in accordance with plans and standard specifications approved by the City Engineer.

Subdivider Shall Assume the Cost of installing all water mains six (6) inches in diameter or less in size. If greater than six (6) inch diameter water mains are required, the excess cost of such mains over and above the cost of a six (6) inch main shall be borne by the City.

8.9 Other Utilities

The subdivider shall cause gas, electrical power and telephone facilities to be installed in such a manner as to make adequate service available to each lot in the subdivision. No such electrical or telephone service shall be located on overhead poles along the front lot lines unless otherwise allowed due to exceptional topography or other physical barrier.

SECTION 8.9 Continued

Plans Indicating the Proposed Location of all gas, electrical power and telephone distribution and transmission lines required to service the plat shall be approved by the City Engineer.

8.10 Street Signs

The subdivider shall install at the intersection of all streets proposed to be dedicated a street sign of a design specified by the City Engineer.

8.11 Street Trees

The subdivider shall plant at least one (1) tree of a species acceptable to the City Plan Commission and of at least six (6) feet in height for each fifty (50) feet of frontage on all streets proposed to be dedicated. The required trees shall be planted in the curb lawn area between sidewalk and curb in accordance with plans and standard specifications approved by the City Plan Commission.

CONSTRUCTION

SECTION 9.0

9.1 Commencement

No construction or installation of improvements shall commence in a proposed subdivision until the Preliminary Plat has been approved and the City Engineer has given written authorization.

9.2 Building Permits

No building permits shall be issued for erection of a structure on any lot not of record until all of the requirements of this Ordinance have been met.

9.3 Plans

The following plans and accompanying construction specifications may be required by the City Engineer before authorization of construction or installation of improvements:

Street Plans and Profiles showing existing and proposed grades, elevations and cross sections of required improvements.

Sanitary Sewer plans and profiles showing the locations, grades, sizes, elevations and materials of required facilities.

Storm Sewer plans and profiles showing the locations, grades, sizes, cross sections, elevations and materials of required facilities.

Water Main plans and profiles showing the locations, sizes, elevations and materials of required facilities.

Planting Plans showing the locations, age and species of any required street trees.

Additional special plans or information as required.

9.4 Inspection

The subdivider, prior to commencing any work within the subdivision, shall make arrangements with the City Engineer to provide for adequate inspection. The City Engineer shall inspect and approve all completed work prior to approval of the Final Plat or release of the sureties.

FEEES

SECTION 10.0

10.1 General

The subdivider shall pay the City all fees as herein-after required and at the times specified.

10.2 Preliminary Plat Review Fee

The subdivider shall pay a fee amounting to Fifteen Dollars (\$15.00) plus One Dollar (\$1.00) for each lot or parcel within the preliminary plat to the City Treasurer at the time of first application for approval of any preliminary plats to assist in defraying the cost of review.

Reapplication Fee amounting to Five Dollars (\$5.00) shall be paid to the City Treasurer at the time of reapplication for approval of any preliminary plat which has previously been reviewed.

10.3 Improvement Review Fee

The subdivider shall pay a fee equal to one (1) per cent of the cost of the required public improvements as estimated by the City Engineer at the time of the submission of improvement plans and specifications to partially cover the cost to the City of checking and reviewing such plans and specifications.

Fee May be Recomputed upon demand of the subdivider or City Engineer, after completion of improvement construction in accordance with the actual cost of such improvements and the difference if any, shall be paid by or remitted to the subdivider. Evidence of cost shall be in such detail and form as required by the City Engineer.

10.4 Inspection Fee

The subdivider shall pay a fee equal to the actual cost to the City for such inspection as the City Engineer deems necessary to assure that the construction of the required improvements is in compliance with the plans, specifications and ordinances of the City or any other governmental authority.

SECTION 10.5 Final Plat Review Fee

The subdivider shall pay a fee amounting to Seven and one-half Dollars (\$7.50) plus fifty cents (.50) for each lot or parcel within the final plat to the City Treasurer at the time of first application for approval of said plat to assist in defraying the cost of review.

Reapplication Fee amounting to Five Dollars (\$5.00) shall be paid to the City Treasurer at the time of a reapplication for approval of any final plat which has previously been reviewed.

10.6 Public Site Fee

If the subdivider has elected not to dedicate public lands within his plat as provided in Section 2.3, a fee for the acquisition of public sites to serve the future inhabitants of the proposed subdivision shall be paid to the City Treasurer at the time of first application for approval of a final plat of said subdivision in the amount of Dollars for each dwelling unit within the plat allowed by the Zoning Ordinance.

Public Site Fees shall be placed in a separate Service District Fund by the City Treasurer to be used only for the acquisition of park and school sites which will serve the proposed subdivision. Said fund shall be established on the basis of the service area of existing or proposed school and park facilities.

10.7 Engineering Fee

The subdivider shall pay a fee equal to the actual cost to the City for all engineering work incurred by the City in connection with the plat.

Engineering Work shall include the preparation of construction plans and standard specifications. The City Engineer may permit the subdivider to furnish all, some or part of the required construction plans and specifications, in which case no engineering fees shall be levied for such plans and specifications.

Inspection Checking and Reviewing Work has fees provided for in Sections 10.3 and 10.4.

10.8 Administrative Fee

The subdivider shall pay fee equal to the cost of any legal, administrative or fiscal work which may be undertaken by the City in connection with the plat.

SECTION 10.8 Continued

Legal Work shall include the drafting of contracts between the City and the subdivider.

SECTION 11.0

DEFINITIONS

For the purposes of this Ordinance, the following definitions shall be used. Words used in the present tense include the future; the singular number includes the plural number; and the plural number includes the singular number. The word "shall" is mandatory and not directory.

Alley

A special public way affording only secondary access to abutting properties.

Arterial Street

A street used, or intended to be used, primarily for fast or heavy through traffic. Arterial street shall include freeways and expressways as well as standard arterial streets, highways and parkways.

Building Line

A line parallel to a lot line and at a distance from the lot line to comply with the City Zoning Ordinance's yard requirements.

Collector Street

A street used, or intended to be used, to carry traffic from minor streets to the major system of arterial streets including the principal entrance streets to residential developments.

Community

A town, municipality, or a group of adjacent towns and/or municipalities having common social, economic or physical interests.

Comprehensive Plan

The extensively developed plan, also called a master plan, adopted by the City Plan Commission and certified to the City Council pursuant to Section 62.23 of the Wisconsin statutes, including proposals for future land use, transportation, urban redevelopment and public facilities. Devices for the implementation of these plans, such as zoning, official map, land division, and building line ordinances and capital improvement programs shall also be considered a part of the comprehensive plan.

SECTION 11.0 Continued

County Planning Agency

Any agency created by a county board and authorized by statute to plan land use such as a rural planning committee, a park commission, a zoning committee or a planning commission.

Cul-de-Sac Street

Minor street closed at one end with a turn-around provided for passenger vehicles.

Extraterritorial Plat Approval Jurisdiction

The unincorporated area within one and one-half (1-1/2) miles of a fourth class city.

Frontage Street

A minor street auxiliary to and located on the side of an arterial street for control of access and for service to the abutting development.

Minor Street

A street used, or intended to be used, primarily for access to abutting properties.

Minor Subdivision

The division of land by the owner or subdivider resulting in the creation of two (2) parcels or building sites, any one of which is four (4) acres in size or less, or the division of a block, lot or outlot within a recorded subdivision plat into not more than four (4) parcels or building sites without changing the exterior boundaries of said block, lot or outlot.

Municipality

An incorporated village or city

Public Way

Any public road, street, highway, walkway, drainage-way or part thereof.

Replat

The changing of the boundaries of a recorded subdivision plat or part thereof.

SECTION 11.0 Continued

Subdivider

Any person, firm or corporation, or any agent thereof, dividing or proposing to divide land resulting in a subdivision, minor subdivision or replat.

Subdivision

The division of a lot, parcel or tract of land by the owners thereof, or their agents, for the purpose of transfer of ownership or building development where the act of division creates three (3) or more parcels or building sites of four (4) acres each or less in area; or where the act of division creates three (3) or more parcels or building sites of four (4) acres each or less in area by successive division within a period of five (5) years.

APPENDIX B
PROPOSED REVISED
ZONING ORDINANCE

City of Berlin,
Wisconsin

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PROPOSED REVISED ZONING ORDINANCE

SECTION 1 - DECLARATION OF PURPOSE

An ordinance to preserve and improve property values, and to safeguard the tax base from erosion; to reserve for its highest quality use, each parcel of land in the city; to promote orderly community growth by regulating and restricting the size of yards and other open spaces; the height, number of stories, and size of buildings, the density of population; the location and use of buildings and land for trade, industry, residence or other purposes; to create districts for the aforesaid purposes and establish boundaries thereto; to provide for changes in the regulations, restrictions, and boundaries in such districts; to provide for enforcement and impose penalties; to establish a board of appeals.

The provisions of this ordinance shall not be constructed so as to impose a hardship on existing land uses, nor to repeal, abrogate, annul, impair or interfere with any existing use or easement covenant or agreements between parties; or with any rules, regulations, or permits previously adopted or issued pursuant to laws.

SECTION 2 - DEFINITIONS

A. For the purpose of this ordinance, certain terms and words are herewith defined as follows:

1. Accessory Use or Building: A subordinate use or building or portion of the main building, the use of which is purely incidental to that of the main building. An automobile trailer, camp wagon or other vehicle or building or part thereof used as a temporary or permanent dwelling shall not be considered an accessory building or use.

2. Alley: A public thoroughfare which affords only a secondary means of access to abutting property, and is less than twenty-one (21) feet wide.

3. Block Front: All of the property on one side of a street between two intersecting streets.

4. Building: A structure having a roof supported by uprights or walls, and separated from every other building by a least a party wall. The word building shall include the word structure.

5. Building, Height of: The vertical distance from the mean elevation of the finished grade along the front of the building to the highest point of a flat roof, or the deck line of a mansard roof, or to the mean height level between eaves and ridge for gable, hip and gambrel roofs.

6. Building, Semi-public: Buildings accessible to, but not necessarily supported by, the public; such as churches, parochial schools, community centers.

7. Cellar: A story having more than one-half of its height below the level of the adjoining ground. A cellar shall not be occupied for living purposes and shall not be counted as a story for purposes of height measurement.

8. Court, Outer: An outer court is an open, unoccupied space, other than a yard, on the same lot with the main building and which extends to a street or alley or to a front yard or side yard of the lot.

9. Dwelling: Any building or portion thereof designed and used exclusively for residential purposes. The word dwelling does not include trailers or mobile homes.

10. Dwelling, Multiple: A dwelling containing more than two dwelling units.

11. Dwelling Unit: A room or group of rooms within a dwelling and forming a single habitable unit with facilities for living, sleeping and cooking.

12. Family: Any number of persons related by blood, adoption, or marriage, or not to exceed four (4) persons not so related, living together in one dwelling as a single housekeeping entity.

13. Fire Resistance Rating: The time in hours that a material or construction will withstand standard fire exposure as determined by fire tests of the American Society of Testing Materials.

14. Fire Retardant: Having a fire resistance rating of one hour or more.

15. Floor Area: The sum of the gross horizontal areas of all floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating buildings but not including cellar or basement space not used for retailing.

16. Frontage: All the property abutting upon one side of a street between two intersecting streets measured along the street line.

17. Garage, Private: A garage used for storage purposes only and having a capacity of not more than three automobiles

or not more than one automobile per family housed in the building to which such garage is accessory, whichever is the greater, and which may be used for not more than two commercial vehicles not exceeding five tons each in capacity and in which space may be rented for not more than three vehicles of others than occupants of the building to which such garage is accessory, but such rented space shall be additional to that permitted above.

18. Garage, Public: A garage other than a private garage.

19. Home Occupation: Any occupation or profession carried on by a member of the family residing on the premises, in connection with which there is used no sign other than a name plate not more than three square feet in area or no display that will indicate from the exterior that the building is being utilized in whole or part, for any purposes other than that of a dwelling; there is kept no stock in trade nor commodity sold upon the premises; no person is employed other than members of the immediate family residing on the premises; no mechanical equipment is used except such as is permissible for purely domestic or household purposes; other than a dental chair equipped for drilling teeth, a calculator or adding machine, typewriter or equipment normally used by physicians in diagnostic work excepting x-ray machines or other radioactive machines or apparatus normally used in laboratories. The occupation or profession does not occupy more than fifty (50) percent of the floor area of one story of the dwelling; and there is no emission of odor, gas, smoke, dust, or noise that will be detrimental to the residential character of the neighborhood.

20. Loading Area: A completely off-street space or berth on the same lot for the loading or unloading of freight carriers, having adequate ingress and egress to a public street or alley.

21. Lodging House: A building other than a hotel where lodging is provided for compensation for not more than six persons.

22. Lot: A parcel of land occupied or intended for occupancy by a use permitted in this ordinance, including one main building or use, with its accessory building, open spaces and parking spaces required by this ordinance and having its principal frontage upon a street.

23. Lot, Corner: A lot at the junction of, and abutting upon two or more streets. Where either corner lot frontage dimension exceeds the minimum requirement for the area, the excess frontage extending beyond the minimum distance from the intersection corner shall comply with the provisions of this ordinance relating to interior lots.

24. Lot, Depth of: The mean horizontal distance between the front and rear lot lines.

25. Lot, Front of: The front of a lot shall be that boundary of a lot along a public street; and for a corner lot the front shall be the shorter lot boundary along a street.

26. Lot of Record: A lot or parcel of land, the deed to which has been recorded in the Office of County Recorder of Green Lake or Waushara Counties prior to the adoption of this ordinance.

27. Lot, Reversed Frontage: A corner lot, the rear lot line of which coincides with any part of the side lot line of an abutting interior lot.

28. Lot, Through: A lot having frontage on two parallel or approximately parallel streets.

29. Major Street: A public street or highway used or intended to be used primarily for fast or heavy through traffic as shown on the Comprehensive Plan as well as arterial streets, highways and parkways.

30. Non-conforming Use: A building or land lawfully occupied by a use that, at the time of passage of this ordinance, does not conform with the use regulation of the district in which it is situated.

31. Parking Lot: A structure or premises containing ten (10) or more parking spaces open to the public for rent or a fee.

32. Parking Space: An unobstructed piece of ground or floor space sufficient for the temporary storage of one automobile. Each such parking space shall be located off the public street but accessible thereto and shall be not less than ten (10) feet in width and 200 square feet in area exclusive of maneuvering space and access to a public street or alley. A loading space is not a parking space.

33. Professional Office: When conducted in a residence or apartment district a professional office shall be incidental to the residential occupation, shall be conducted entirely within a residential building, and shall include only the offices of doctors or practitioners, ministers, city planners, architects, lawyers, authors, artists, musicians, landscape architects, and other professional occupations commonly conducted in residences.

34. Signs: Any words, letters, figures, numerals, phrases, sentences, emblems, devices, designs, trade names, or trade marks by which anything is made known and which are used to advertise or promote an individual, firm, association, corporation, profession, business, commodity or product and which is visible from any public street or highway.

35. Story: That portion of building included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between such floor and the ceiling next above it.

36. Street: A public or private thoroughfare which affords the principal means of access to abutting property.

37. Structure: Anything constructed or erected, the use of which requires more or less permanent location on the ground.

38. Structural Alterations: Any change in the supporting members of a building, such as bearing walls, columns, beams or girders.

39. Tourist Home: A building other than a hotel where rooms are furnished to two or more tourists for a specific length of time.

40. Trailer Home: Any vehicle, house car, camp car, or any portable or mobile vehicle on wheels, skids, rollers or blocks, either self-propelled or propelled by any other means, or capable of being propelled which is used or designed to be used for residential, living or sleeping purposes.

41. Trailer Park: Any lot or parcel used for two or more trailer homes, or other portable or mobile shelters used for living purposes that are not garaged.

42. Yard, Front: A front yard is an open unoccupied space on the same lot with the main building, extending the full width of the lot and situated between the front line

of the lot and the front line of the building projected to the side lines of the lot. The depth of the front yard shall be measured between the front line of the lot and the nearest part of the building, excluding uncovered steps, terraces, unenclosed porches or entranceways.

43. Yard, Rear: A rear yard is an open space on the same lot with a main building, unoccupied, except as hereinafter permitted, extending full width of the lot and situated between the rear line of the lot and the rear line of the building projected to the side lines of the lot. The depth of the rear yard shall be measured between the rear line of the lot, or the center line of the alley if there be an alley, and the nearest part of the building, excluding uncovered steps.

44. Yard, Side: A side yard is an open unoccupied space on the same lot with a main building, situated between the side of the building and the adjacent side line of the lot and extending from the rear line of the front yard to the front line of the rear yard. If there be no front yard, the front boundary of the side yard shall be the front line of the lot, and if there be no rear yard, the rear boundary of the side yard shall be the rear line of the lot. The street side yard on corner lots shall extend from the rear of the front yard to the rear line of the lot in every case.

SECTION 3. DISTRICTS AND GENERAL REQUIREMENTS

A. For the purpose of this ordinance, the City of Berlin is hereby divided into eight zoning districts to be known as follows:

- "C" CONSERVANCY DISTRICT
- "A" AGRICULTURAL DISTRICT
- "R1" RESIDENTIAL DISTRICT
- "R2" RESIDENTIAL DISTRICT
- "B1" BUSINESS DISTRICT
- "B2" BUSINESS DISTRICT
- "M1" LIGHT MANUFACTURING DISTRICT
- "M2" HEAVY MANUFACTURING DISTRICT

The boundaries of these eight districts are shown on the District Map which accompanies and is made a part of this Ordinance.

The exact boundaries shall be at the center of boundary streets or alleys and on lot lines where streets are not used as boundaries. Where the Fox River serves as a boundary, the center of the river shall be the boundary.

The original of this map is properly attested and on file with the City Clerk, and said map and all the information shown thereon shall have the same force and effect as if fully set forth or described herein.

B. No building shall be erected, converted, enlarged, moved or structurally altered, nor shall any building or premises be used for any purpose other than permitted in the district in which such building or premises is located. No building shall be erected, enlarged, moved or structurally altered except in conformity with the height, yard, lot, area per family, parking and other regulations prescribed herein for the district in which such lot is located; every part of a required yard shall be open to the sky unobstructed, except as hereinafter provided, and no yard or lot area shall be reduced so as to be smaller than the applicable district requirements.

C. Every building hereafter erected or structurally altered shall be located on a lot as defined in Section 1, and in no case shall more than one residential building be located on a lot.

SECTION 4 - "C" CONSERVANCY DISTRICT

A. Use Regulations: In order to prevent, in those areas which are inadequately drained or which are subject to periodic or potential flooding, such developments as would result in a hazard to health or safety; which would deplete or destroy valuable wetland resources, or be otherwise incompatible with the public welfare; and to protect and preserve these lands for their value for recreation, no buildings shall hereafter be erected or moved except in accordance with the regulations below:

1. Grazing and gardening.
2. The harvesting of wild crops such as marsh hay, ferns, moss, berries, tree fruits, and tree seeds.
3. Hunting and fishing unless prohibited by other ordinances or laws.
4. Sustained yield forestry and tree farms.
5. Dams and power stations, telephone, telegraph, and power transmission lines, gas or water lines and necessary appurtenant structures subject to approval of the park board.

6. Single family dwellings on lots of more than five acres.

7. Non-residential buildings and structures used solely by public or semi-public agencies or groups such as; historical or library societies, the plans and construction of which are subject to prior approval by the park board of the City of Berlin.

8. Non-residential buildings used solely in conjunction with the raising of water fowl, minnows, and other similar lowland animals, fowl or fish.

9. Normal crop farming consistent with the preservation of the conservation character of this district on not less than five acres.

10. Public, private commercial, and private non-commercial group outdoor park and recreational facilities.

B. Height Regulations: In the "C" Conservancy District no building shall be hereafter erected or structurally altered to exceed three stories or forty feet in height.

C. Area Regulations:

1. Front yards: On every lot in the "C" Conservancy District, there shall be a front yard having a depth of not less than 50 feet.

2. Side Yards: On every lot in the "C" District there shall be a side yard of 20 feet.

3. Rear Yards: On every lot in the "C" District there shall be a rear yard of not less than 50 feet.

4. Lot area: Every lot shall have an area of not less than five acres and a minimum lot width of 150 feet for dwelling purposes.

SECTION 5 - "A" AGRICULTURAL DISTRICT

A. Use Regulations: This district is intended to provide for farming and other agricultural activities and related uses in those areas in which existing non-farm residential development is not of dominant significance, but with adequate regulatory standards to protect the future potential of the area for its most suitable ultimate development.

1. Any use permitted in the "C" District.
2. All normal farming uses on not less than 5 acres, subject to the following:
 - a. Farms primarily for the keeping or raising of fur bearing animals; hogs or goats shall not be permitted on less than 5 acres.
 - b. Commercial feed lots shall not be permitted on an area of land devoted to intensive livestock feeding where 250 or more animals are confined, raised and fed at any one time and where the feed lot is not part of a normal farm operation and feed for the animals is not raised on the property.
3. Single family residences on lots of five (5) acres or more.
4. Churches, schools or cemeteries.
5. Public parks, playgrounds and community centers
6. Golf courses and private clubs.
7. Truck gardens, orchards, greenhouses.
8. Hospitals, nursing homes and religious or philanthropic institutions.
9. Home occupations and professional offices, including animal hospitals, when incidental to the residential use and when situated in the same dwelling.
10. Quarters for household or farm employees provided that such quarters shall be occupied only by individuals employed full time on the premises and their families.
11. Accessory buildings and uses customarily incidental to the above uses, including church, school and similar bulletin boards and signs not exceeding twenty (20) square feet in area appertaining to the lease, hire or sale of services or products grown or otherwise manufactured on the property or the lease, hire or sale of a building or premises, provided that any such accessory structure is not constructed prior to beginning construction of the main structure.

B. Height Regulations - Same as in the "C" District.

C. Area Regulations - Same as in the "C" District.

SECTION 6 - R-1 RESIDENCE DISTRICT

A. Use Regulations: This district is intended to provide for quality single family residential development on a low density basis served by public water and public sewer facilities. No building or land shall be used, and no building shall be hereafter erected or structurally altered, except for the following uses:

1. Single family dwellings
2. Churches, schools, libraries, and convents
3. Publicly owned and operated community centers not conducted for profit.
4. Public parks and playgrounds and cemeteries.
5. Golf courses and private clubs.
6. Telephone facilities for local service exchange lines, power transmission lines for local service, underground utility lines and structures and mechanical appurtenances to all the foregoing such as unit substations and equipment housing.
7. Religious, charitable, or philanthropic institutions but not including penal or mental institutions.
8. Home occupations.
9. Office of a resident physician, dentist, attorney, or similar professional person when located within his residence.
10. Accessory buildings including one private garage when located in accordance with front, side, and rear lot restrictions of this ordinance or as a part of the main building; and uses customarily incident to any of the above uses including church, school and similar bulletin boards not exceeding five square feet in area, and signs appertaining only to the lease, hire or sale of the premises or building or part thereof, provided that the total area of such signs shall not exceed five square feet and provided further that no such signs shall be artificially illuminated and provided further that no advertising sign of any other character shall be permitted in the "R-1" district. All signs permitted by this paragraph shall be set back not less than 5 feet from any lot line.

B. Height Regulations: In the "R-1" Residence District, no building shall be hereafter erected or structurally altered to exceed forty (40) feet or three (3) stories in height.

C. Area Regulations:

1. Front Yards: On every lot in the "R-1" Residence District there shall be a front yard having a depth of not less than 25 feet, provided, however, as follows:

a. Where lots comprising 40 percent or more of the frontage on one side of the block are developed with buildings having an average front yard depth with a variation of not more than 6 feet from such average, no building hereafter erected or structurally altered shall project beyond the average front yard line so established, provided further that this regulation shall not be so interpreted as to require a front yard depth of more than 40 feet in any case.

b. No front yard depth need exceed the greater provided for the two adjoining buildings, one on either side thereof, if such two adjoining buildings are less than 80 feet apart.

2. Side Yards:

a. On every lot in the "R-1" Residence District there shall be two side yards, one on each side of the building. Each of such side yards shall be not less than 6 feet in width.

b. The side yard regulations in "a" and "b" of this subsection shall apply to all lots, including reversed frontage lots.

3. Rear Yards: On every lot in the "R-1" Residence District there shall be a rear yard having a depth of not less than 25 feet.

4. Lot Area and Minimum Lot Dimensions: Every lot in the "R-1" Residence District not of record or under contract of purchase at the time of the adoption of this ordinance shall have an area of not less than 8,000 square feet, and a width of not less than 66 feet at the rear of the required front yard, provided that any corner lot hereafter laid out or divided shall have a width of not less than 85 feet at the rear of the required front yard.

SECTION 7 - "R-2" RESIDENCE DISTRICT

A. Use Regulations: This district is intended to provide for a quality residential development of a higher density than "R-1", and should be served by public water and sewer facilities. No building shall be hereafter erected or structurally altered except for the following uses:

1. Any use permitted in "R-1" Residence District.
2. Two-family dwellings.
3. Multiple-family dwellings.
4. Lodging houses and tourist homes.
5. Hospitals, medical or dental clinics, convalescent homes, but not animal hospitals or clinics.
6. Professional offices.
7. Private clubs, fraternities, sororities, lodges, excepting those the chief activity of which is a service customarily carried on as a business.

B. Height Regulations: The height regulations for the "R-2" Residence District shall be the same as those for the "R-1" Residence District.

C. Area Regulations:

1. Front Yards: On every lot in the "R-2" Residence District there shall be a front yard having a depth of 20 feet, provided, however, as follows:

a. Where lots comprising 40 percent or more of the frontage of a block are developed with buildings having an average front yard depth with a variation of not more than 6 feet from such average, no building hereafter erected or structurally altered shall project beyond the average front yard line so established, provided further that this regulation shall not be so interpreted as to require a front yard depth of more than 40 feet in any case.

b. No front yard depth need exceed the greater provided for the two adjoining buildings, one on either side thereof, if such two adjoining buildings are less than 80 feet apart.

2. Side Yards:

a. On every lot in the "R-2" Residence District there shall be two side yards, one on each side of the building. No single side yard shall be less than the following:
for a single-family dwelling, 6 feet, and for a two-family dwelling, 8 feet, and for dwellings for more than two families, 10 feet.

b. On any lot having a width of less than 65 feet, and of record at the time of adoption of this ordinance, the required total width of two side yards shall be that prescribed in paragraph (a) above less two-fifths foot for each foot said lot is less than 65 feet in width; provided, however, that no single side yard shall be less than 5 feet in width in any case.

c. The side yard regulations in (a) and (b) of this subsection shall apply to all lots, including reverse frontage lots.

3. Rear Yards: The rear yard regulations for the "R-2" Residence District shall be the same as those for the "R-1" Residence District except abutting alleys there shall be a minimum of 5 feet set back from the alley for garages and for accessory buildings.

4. Lot Area and Minimum Lot Dimensions: Every lot in the "R-2" Residence District not of record or under contract of purchase at the time of the adoption of this ordinance shall have an area of not less than 8,000 feet. Every such lot shall be not less than 60 feet in width at the rear of the required front yard. There shall be provided a minimum of 2,000 square feet of lot area for each dwelling unit for multiple dwellings.

SECTION 8 - B-1 BUSINESS DISTRICT

A. Use Regulations: This district is intended to provide for the orderly and attractive grouping of retail stores, shops, offices and service establishments serving the daily needs of the surrounding area. No building or premises shall be used and no building shall be hereafter erected or altered within the B-1 District unless otherwise provided in this ordinance, except for the uses permitted in the residence districts and for the following uses:

1. Retail and Services; shops laundries, and dry cleaners; barber shops and beauty parlors; drug stores; food products; furniture, office equipment; hardware and mail order houses; photographers; jewelry and watch repair; radio and TV stores.
2. Banks and financial institutions.
3. Hotels and Motels
4. Utility services; railroad or bus depot; taxi service; water, gas, electric or telephone utility business office.
5. Business and Professional Services; private schools such as business, dancing, and music.
6. Commercial recreation and entertainment establishments, bowling alleys, dance halls, convention and exhibition halls, night clubs, theaters, billard parlors, restaurants, caterers and taverns.
7. Funeral parlors and undertakers.
8. Printing and publishing, sign painters.
9. Department and Variety stores.
10. Parking lots and municipal buildings.
11. Bakeries.
12. Filling stations when the location thereof shall first have been approved by the Board of Appeals.
13. Boat landing docks and marinas on premises adjacent to the Fox River.
14. Accessory buildings and uses customarily incident to the above uses.

B. Height Regulations: No building hereafter erected or structurally altered shall exceed 60 feet or 5 stories in height; and no building used in any part for dwelling purposes shall hereafter be erected or structurally altered to exceed 5 stories in height.

C. Area Regulations:

1. Front yards: Where 50 percent or more of the lineal frontage in any city block in this area is in

residential occupancy the Front Yard regulations of the Residence District shall apply to the Commercial District; otherwise no setback shall be required.

2. Side Yards: In the "B-1" Business District no side yard shall be required except as follows:

a. Buildings erected for dwelling purposes exclusively shall comply with the side yard regulations of the "R-2" Residence District.

b. Every side yard that is provided where not required by these regulations shall be not less than 6 feet in width.

3. Rear Yard: In the present B-1 Business District, as shown on the zoning map adopted as part of this zoning ordinance, no rear yard shall be required. In areas zoned as B-1 Business Districts, subsequent to the adoption of this ordinance every story of a building used in any part for dwelling purposes shall be provided with a rear yard having a depth of not less than 25 feet for an interior lot and not less than 20 feet for a corner lot. Also in areas zoned as B-1 Business Districts, subsequent to the adoption of this Ordinance, every building or part of a building hereafter erected or structurally altered for any purposes shall be provided with a rear yard having a depth of not less than 20 feet.

SECTION 9 - B-2 BUSINESS DISTRICT.

A. Use Regulation: This district is intended to provide for the orderly and attractive grouping at appropriate locations of commercial activities of a more general retail and wholesale nature. No building or premises shall be used, and no building shall be hereafter erected or altered within the B-2 District except for the following uses:

1. Any use permitted in the B-1 Business District.
2. General merchandising and wholesaling establishments.
3. Transportation terminals.
4. Farm implement sales and service.
5. Service and sales establishments for automobiles, including body repair shops and used cars but not including the storage of junked or wrecked automobiles and parts.

6. Plumbing shops and supplies.
7. Second-hand stores.
8. Trade and contractors offices.
9. Upholsters shops
10. Accessory buildings and uses customarily incidental to the above listed uses.

B. Height Regulations: The height regulations for the B-2 Business District shall be the same as for the B-1 Business District.

C. Area Regulations: The area regulations for the B-2 Business District are the same as for the B-1 Business District.

SECTION 10 - M-1 LIGHT MANUFACTURING DISTRICT

A. Use Regulations: This district is intended to provide for any manufacturing or industrial operation which on the basis of actual physical and operational characteristics would not be detrimental to the surrounding area or to the community as a whole by reason of noise, dust, smoke, odor, traffic, physical appearance or other similar factors, and subject to such regulatory controls as will reasonably insure compatibility in this respect. In the Light Manufacturing District no buildings and land may be used and no buildings hereafter erected or altered except for the following uses:

1. Manufacture, assembly, processing and fabrication, plants and similar type industrial operations, but not including any of the following:

- a. Manufacture of cement, lime, gypsum, plaster of Paris, acid, explosives, fertilizers or glue.
- b. Commercial preparation of organic compost.
- c. Stockyards or slaughter houses.
- d. Junk or salvage yards.
- e. Rendering plants, refineries or tanneries.
- f. Drop forges or foundries.
- g. Storage of explosives except as incidental to a permitted use, and storage of gasoline or petroleum in excess of 50,000 gallons.

2. Transportation terminals.
3. General warehousing.
4. Experimental, testing and research laboratories.
5. Lumber and building supply yards.
6. Public utility offices and installations.
7. Quarrying.
8. Accessory buildings and uses customarily incidental to the above listed uses.

B. Height Regulations: In the M-1 District, no building shall be hereafter erected or structurally altered to exceed 50 feet in height, unless such height shall have been approved by the Board of Appeals, after a public hearing shall have been held thereon, and any such decision by the Board of Appeals shall be consistent with the purpose, spirit and intent of this ordinance.

C. Area Regulations:

1. Front Yards: Every building hereafter erected or structurally altered shall provide a front yard having a depth of not less than 10 feet, provided, however, that where 40 percent or more of the frontage on one side of a block is developed with less than 10 feet, buildings hereafter erected or structurally altered within such frontage may conform to such average front yard depth.

2. Side Yards: In the M-1 District no side yard shall be required except as follows:

a. Where a lot abuts upon the boundary of any Residence District there shall be a side yard not less than 25 feet in width.

b. Every side yard that is provided where not required by these regulations shall be not less than 10 feet in width.

3. Rear Yard: Every building or part of a building hereafter erected or structurally altered for any purpose shall be provided with a rear yard having a depth of not less than 10 feet. Loading platforms, covered or uncovered, may be established in such rear yard without limitation as to size, where the rear yard abuts on a railroad right-of-way.

4. Vision Clearance: No building located at the intersection of two or more streets, where a setback of less than 10 feet exists, or is provided, shall hereafter be erected or structurally altered for any purpose unless a vision clearance triangle is provided at the corner of the building nearest such intersection. Such vision clearance triangle shall be free of visual obstruction of any kind except for one vertical cross section. Such vision clearance triangle shall extend not less than 10 feet horizontally along such streetline from their intersection and shall extend vertically from the curb line to the ceiling line of the ground floor, but in no case shall such vision clearance triangle be less than 10 feet high.

5. Screening: All stock piles, waste or salvage piles, equipment storage yards, and other accumulations of equipment or material that are not housed in a completely enclosed building shall be screened from any residential lot adjoining the premises by a solid wall, fence, evergreen planting of equivalent capacity, or other equally effective means, built to or maintained at a minimum height of 6 feet. Such screening shall comply with the front yard, side yard and rear yard depths provided for buildings on the premises.

SECTION 11 - M-2 HEAVY MANUFACTURING DISTRICT

A. Use Regulations: This district is intended to provide for manufacturing and industrial development in those areas where the relationship to surrounding land character would permit greater freedom in determining compatibility and would not necessitate as stringent regulatory controls. In the "M-2" Heavy Manufacturing District, a building or premises may be used for any purpose whatsoever not in conflict with any ordinance of the City of Berlin provided, however, that no building or occupancy permit shall be issued for any of the following uses unless and until the location of such shall have been approved by the Board of Appeals, after a public hearing shall have been held thereon, and any such decision by the Board of Appeals shall be consistent with the purpose, spirit and intent of this ordinance; in general, those uses which may be obnoxious or offensive by reason of the emission of odor, smoke, gas or noise are so restricted.

1. Chemicals, Petroleum, Coal and Allied Products

- a. Acids and derivatives
- b. Acetylene
- c. Ammonia
- d. Carbide

- e. Caustic soda
- f. Cellulose and cellulose storage
- g. Chlorine
- h. Coke oven products (including fuel gas) and coke oven products' storage.
- i. Creosote
- j. Distillation, manufacture, or refining of coal tar, asphalt, wood and bones
- k. Explosives (including ammunition and fireworks and explosives' storage)
- l. Fertilizer (organic)
- m. Fish oils and meal
- n. Glue, gelatin (animal)
- o. Hydrogen and oxygen
- p. Lamp black, carbon black, and bone black
- q. Nitrating of cotton or other materials
- r. Nitrates (manufactured and natural) of an explosive nature, and storage.
- s. Petroleum, gasoline, and lubricating oil refining, and wholesale storage
- t. Plastic materials and synthetic resins
- u. Potash
- v. Pyroxyline
- w. Rendering and storage of dead animals, offal, garbage or waste products
- x. Turpentine and resin
- y. Wells, gas and oil

2. Clay, stone and glass products

- a. Brick, firebrick, refractories, and clay products (coal fired)
- b. Cement, lime, gypsum or plaster of Paris
- c. Minerals and earths: quarrying, extracting, grinding, crushing and processing.

3. Food and Beverage

- a. Fat rendering
- b. Fish curing, packing and storage
- c. Slaughtering of animals
- d. Starch manufacturing

4. Metals and Metal Products

- a. Aluminum powder and paint manufacture
- b. Blast furnace, cupolas
- c. Blooming mill
- d. Drop forge and foundry
- e. Metal and metal ores, reduction, refining, smelting and alloying.

- f. Scrap metal reduction or smelting
- g. Steel works and rolling mill (ferrous)

5. Wood and Paper Products

- a. Match manufacture
- b. Wood pulp and fiber, reduction and processing

6. Unclassified Industries and Uses

- a. Hair, hides and raw fur; curing, tanning, dressing, dyeing and storage
- b. Stockyards
- c. Junk yards and auto wrecking yards; provided, however, that all such uses if permitted, shall be enclosed by a solid wall or fence at least six (6) feet high and that material not be piled any higher than said wall.

B. Height Regulations: Same as in M-1 Light Manufacturing District.

C. Area Regulations: Same as in M-1 Light Manufacturing District.

SECTION 12 - EXCEPTIONS AND GENERAL REGULATIONS

The foregoing use, height, and area regulations shall be subject to the following exceptions and regulations:

A. Buildings and Uses:

1. No provision of this ordinance shall be construed to bar an action to enjoin or abate the use or occupancy of any land, buildings, or other structures as a nuisance under the appropriate laws of the State of Wisconsin.

2. No provision of this ordinance shall be construed to prohibit the necessary and customary construction, reconstruction or maintenance of overground or underground public utility neighborhood service lines, structures and mechanical appurtenances thereto, where reasonably necessary for the public convenience and welfare.

3. No building shall be erected, reconstructed or structurally altered nor shall any building or land be used for any purpose other than is permitted in the district in which such building or land is located.

4. No building shall be erected, reconstructed or structurally altered to exceed the height limit herein established for the district in which such building is located.

5. Trailer homes shall not be permitted in any districts in the city.

B. Height:

1. In the Residence Districts public and semi-public buildings may be erected to a height not exceeding 75 feet, provided the side yards heretofore specified are increased one-half foot for each foot such building exceeds the height limit heretofore specified.

2. On through lots the height of the building may be measured from the mean elevation of the finished grade along the front of the building considering the end facing either street as the front.

3. Chimneys, cooling towers, elevator bulkheads, monuments, domes, spires, parapet walls, similar structures and necessary mechanical appurtenances may be erected to any height in accordance with existing or hereafter adopted ordinances of the City.

C. Area:

1. An accessory building not over 15 feet in height may occupy not more than 30 percent of the area of a required rear yard, but shall not project within three feet of any side lot line, or within two feet of any rear lot line, provided, however, that if a garage has an entrance facing an alley, such entrance shall be located not less than 5 feet from the nearest side line of such alley.

2. Buildings on through lots and extending through from street to street may waive the requirements for a rear yard by furnishing an equivalent open space on the same lot in lieu of such required rear yard.

3. No lot area shall be so reduced or diminished that the yard or other open spaces shall be smaller than prescribed by this ordinance; no yard or open space provided about any building for the purpose of complying with the provisions of this ordinance shall be considered as providing a yard or open space on an adjoining premise shall be considered as providing a yard or open space on a lot whereon a building is to be erected, and in no case shall there be more than one building on one lot excepting as hereinafter provided.

4. Every part of a required yard shall be open and unobstructed from its lowest level to the sky, except for the projection of sills, belt courses, chimneys, flues, buttresses, ornamental features, and eaves, provided, however, that none of the aforesaid projections shall project into a side yard more than 24 inches.

5. Open or lattice enclosed fire escapes, fireproof outside stairways and balconies opening upon fire towers projecting into a yard not more than 5 feet shall be permitted where so placed as not to obstruct light and ventilation.

6. No cornice shall project over a street line more than 8 inches.

D. Front Yards: The front yard requirements of this ordinance shall be applied to properties abutting any street, existing or proposed, which appears on the official map of the City or any amendment thereto.

E. Motor Vehicles and Parking:

1. In any Business or Manufacturing district, as shown on the zoning map adopted as part of this zoning ordinance, wherever a lot abuts upon a public or private alley, sufficient space for the loading or unloading of vehicles shall be provided on the lot in connection with any commercial or industrial use so that the alley shall at all times be free and unobstructed to the passage of traffic.

2. Every building hereafter erected or structurally altered, except in the present Business district as shown or subsequently revised on the zoning map shall provide motor vehicle parking space off the public street, and access to the same from a public street or alley. Each parking space required by this paragraph shall be located within 300 feet of the building or use which it is intended to serve, such 300 feet to be measured by the most direct route along a public way, between the point of access to the public street provided for such parking space and the main entrance of such building or use. The Board of Appeals may reduce the width of any required parking space, but not to less than $8\frac{1}{2}$ feet, or the area of such parking space, but not to less than 150 square feet, or the number of such parking spaces below that otherwise required by this paragraph, upon presentation of the evidence at a public hearing, that a practical difficulty or unnecessary hardship exists in the acquisition of land for the development of parking spaces to comply with the regulations of this ordinance. The Board of

Appeals may also permit the same parking space or spaces to be designated to meet part or all of the regulations of this paragraph for each of two or more uses, upon presentation of evidence, at a public hearing, that the parking demand for each such use is generated on different, and not overlapping days or during different, and not overlapping hours of the day.

a. Dwellings shall be provided with a garage space for each family unit which the building is intended to accommodate; or in lieu thereof provide a parking space at least 10 feet in width and not less than 200 square feet, located on that part of the lot that would meet the requirements of the zoning ordinance for a garage location.

b. Boarding and lodging houses; one space for each boarder or lodger. Multiple-family residences; one space for each family.

c. Apartment houses; one space for each apartment.

d. Hotels; one space for each five sleeping rooms.

e. Motels and tourist homes; one space for each room or cabin.

f. Hospitals and sanitariums; one space for each five patient beds.

g. Churches, theaters, auditoriums, and other places of public assembly; one space for each five seats.

h. One space for each 400 square feet of floor area for the following uses: bowling alleys, dance halls, animal hospitals, banks, business and professional offices, clinics and undertaking establishments, and all retail stores; one space for each 200 square feet of floor area for restaurants or cafeterias, retail bakeries, drug stores, fruit and vegetable markets, groceries, meat or fish markets; one space for each 100 square feet of floor area for taverns.

i. Buildings hereafter erected or structurally altered for any industrial use, one space for each four persons employed at any one time on the premises, plus at least one additional space for each passenger or cargo vehicle operated in connection with the use of such building.

SECTION 13 - SIGN REGULATIONS

Regulations regarding signs shall be as follows:

A. The following signs are allowed in all districts:

1. Temporary signs not exceeding 12 square feet in area advertising the sale or lease of real estate when located upon property to which the sign refers and when not located closer than 10 feet to a lot line, which signs shall be removed upon sale or lease of the property.

2. Temporary ground signs advertising future use or development of property on which such signs are located may be maintained subject to the provisions of this section, provided such signs do not exceed 250 square feet in area or remain longer than six months. "For Rent" and "For Lease" signs in business and manufacturing districts for new buildings shall not exceed 48 square feet or remain more than 90 days after the building is completed and when located not closer than 10 feet to a lot line.

3. Church or public building bulletin boards not exceeding 12 square feet in area.

4. Post signs not exceeding four square feet in area indicating the type of plant being grown or the type of fertilizer being used and when located not closer than 10 feet to a lot line.

B. In the "C" Conservancy and the "A" Agricultural Districts, the following signs are permitted also:

1. Ground or post signs pertaining to activities conducted on the property.

2. Ground or post signs advertising activities within 12 miles of the sign or providing information of direct interest to the traveling public, including points of interest, recreation and scenic areas, places for camping, lodging, eating, sale of farm supplies, and vehicular service and repair.

3. Signs erected in the "C" and "A" Districts shall not exceed 100 square feet in area, shall not be illuminated by flashing, intermittent or moving parts, shall not be erected within 100 feet of an entrance to highway, street or road, or within 300 feet of road intersections, or 500 feet of the intersection of two state or interstate highways and 300 feet of access roads and residential drives, and there shall not be more than one such sign for each 1,000 lineal feet of highway frontage.

4. In the "B-1" Business District, the "B-2" Business District, and the "M-1" Manufacturing District, there may be any sign allowed in Section B above, and roof signs, wall signs, projecting signs, post signs, marquee signs, awning

signs and portable signs when displaying no advertising matter except pertaining to the business conducted in the building or on the premises on which such sign is placed. The total square foot area of roof signs, wall signs, projecting signs, marquee signs and awning signs shall not exceed one-fifth of the total square foot area of the face of the building on which they are placed. There shall not be more than one post sign for each 100 feet of street frontage. No post sign shall extend closer than ten feet to a lot line. All portions of post signs must be erected and maintained behind the building line.

D. In the "M-2" Heavy Manufacturing District there may be any sign allowed in Section C and ground signs, provided that no ground sign shall exceed 300 square feet in area; not more than one ground sign shall be erected on any one lot or tract of land, or one sign for each 300 feet of street frontage when located at least 300 feet apart on such lot or tract of land; no ground sign when erected on a lot fronting on intersecting streets shall be erected within 50 feet of the intersection of the streets, and no ground sign may be erected within 500 feet of the intersection of two state or federal highways.

E. The following additional sign regulations shall be observed:

1. Ground Signs. No ground signs shall be at any point over 25 feet above the ground level and shall have an open space of three feet between the lower edge of such sign and the ground level, 50 percent of which space may be filled in which a platform and decorative lattice work of light wooden construction. Every ground sign shall be stoutly constructed in a secure and substantial manner. The ends of all such signs shall be at least six feet distant from any wall or fence or any obstruction that would prevent a clear passage around the ends and shall be at least 10 feet distant from any lot line.

2. Wall Signs. No wall sign shall extend beyond the building more than 12 inches. No wall sign shall be so erected as to cover the doors or windows of any building or otherwise prevent free ingress or egress to or from any window, door or any fire escape of any building.

3. Projecting Signs. Projecting signs may extend not more than four feet six inches from the building into the front yard.

4. Post Signs. No post sign shall extend downward nearer than ten feet to the ground or pavement. The maximum square foot area for each face of a post sign shall not exceed a total area of 50 square feet per face or a total of 100 square feet for all faces.

5. Marquee Signs. Marquees may extend eight feet into a front yard. Marquees shall be not less than 11 feet above the ground at its lowest level. A sign may be placed upon a marquee provided such sign does not extend more than three feet above or one foot below such marquee.

6. Portable Signs. Portable signs are prohibited except that there may be such portable signs on parking lots as permitted by the Building Inspector as being necessary to the satisfactory operation of the lot and except that each filling station may have one portable sign not exceeding 12 square feet of total sign area restricted solely to stating the price of gasoline.

7. Paper Posters and Certain Signs or Devices Prohibited. Paper posters applied directly to the wall or building or pole or other support and letters or pictures in the form of advertising printed or applied directly on the wall of a building are prohibited. Temporary signs may be displayed in or attached to the inside of show or display windows provided the total sign area does not exceed 20 percent of the show or display window area. Signs or devices which by color, location or design resemble or conflict with traffic control signs or devices are prohibited. No sign shall contain flashers, animators, or mechanical movements or contrivances of any kind, excepting clocks.

8. Traffic or county signs, railroad crossing signs, danger, safety, temporary, emergency, non-advertising, community service, or decorative signs as may be authorized by the Building Inspector.

SECTION 14 - RIVER FRONTAGE RESTRICTIONS

A. Use Regulations: On any lot or parcel of land which includes any river frontage, in any district of the City of Berlin, no building or land shall be used and no building dock, accessory building or structure shall be erected or structurally altered within 20 feet of the river bank, or no fill, refuse, pilings, or retaining walls, erected or structurally altered, except under the following conditions:

1. Duplicate copies of the completed plans and specifications for the erection or alteration, together with a

statement of ownership, map of the property showing thereon the exact location of all existing and proposed buildings and structures shall be filed with the Building Inspector.

2. No work or excavation for such work shall be commenced by any person, firm or corporation without first receiving a building permit from the Building Inspector, who shall, prior to the issuance thereof, but not less than 10 days from the filing of the application, have received a certification of approval from the park board of the City of Berlin.

SECTION 15 - NON-CONFORMING USES

A. The lawful use of a building or premises existing at the time of the adoption of this ordinance may be continued although such use does not conform with the provisions of this ordinance, and such building may be reconstructed or structurally altered and the non-conforming use therein change subject to the following regulations.

1. The order of classification of uses from highest to lowest for the purposes of this section shall be as follows: "C" Conservancy District, "A" Agricultural District uses, "R-1" Residence District uses, "R-2" Residence District uses, Business District uses, and Manufacturing District uses, as permitted under the preceding sections of this ordinance.

2. A non-conforming use may be changed to a use of higher classification but not to a use of lower classification, nor shall a non-conforming use be changed to another use of the same classification unless the new use shall be deemed by the Board of Appeals after public notice and hearing, to be no more harmful to the surrounding neighborhood from the standpoint of the purposes of this ordinance, than the existing non-conforming use.

3. A non-conforming use shall not be extended, but the extension of a use to any portion of a building, which portion is at the time of the adoption of this ordinance primarily arranged or designed for such non-conforming use shall not be deemed to be an extension of a nonconforming use.

4. The remodeling involving structural alterations made in a non-conforming building shall not during its life exceed 50 percent of its assessed value, nor shall the building be enlarged, unless the use therein is changed to a conforming use, provided, however, that a non-conforming building damaged or destroyed by fire, explosion, tornado, earthquake, or similar uncontrollable cause may be repaired or rebuilt within two years of the date of such damage, but not thereafter.

5. If a non-conforming use is discontinued for a period of one year, except as in "4" above, any further use of the buildings and premises shall be in conformity with the provisions of this ordinance.

6. If a trailer or mobile home is removed from its location, or destroyed as in "4" above, it shall not be replaced.

7. The foregoing provisions of this section shall also apply to non-conforming uses in districts hereafter changed.

SECTION 16- ANNEXED TERRITORY

All new territory annexed to the City shall automatically become a part of the Agricultural District and all the provisions of this ordinance applicable in that district shall apply to all such annexed territory until definite district boundaries and regulations for such annexed territory shall be adopted by the Common Council.

SECTION 17 - BUILDING PERMITS

It shall be among the duties of the Building Inspector to see that the requirements of this ordinance are met and that the provisions hereof are enforced insofar as lies within his power under the laws of the State of Wisconsin and the ordinances of the City of Berlin. Appeals from the decisions of the Building Inspector involving this ordinance shall be taken to the Board of Appeals as provided for in the Wisconsin Statutes and Section 19 of this ordinance and acts and ordinances amendatory thereof and supplementary thereto.

Duplicate copies of the completed plans and specifications for the erection or alteration of any building within the city including private sewage disposal and water systems, with all information necessary for the completion of the work, together with a statement of ownership, map of the property showing thereon the exact location of all existing and proposed buildings and systems, and such other information as may

be necessary to provide for the enforcement of this ordinance, shall be filed with the Building Inspector, but no such work or excavation for such work shall be commenced by any person, firm or corporation without first receiving a building permit from the Building Inspector, who shall issue or refuse such permit in writing within 10 days after proper application therefor.

No building permit shall be required for the necessary and customary construction, reconstruction or maintenance of underground or overground public utility lines or structures that are reasonably necessary for the public convenience and welfare.

SECTION 18 - PLATS

Each application for a building permit shall be accompanied by a plat in duplicate, drawn to scale, showing accurate dimensions of the lot to be built upon, accurate dimensions of the building to be erected, its location on the lot, all existing buildings in their proper location, the streets and alleys abutting upon the lot, and such other information as may be necessary to provide for the enforcement of this ordinance. In order to facilitate inspection, no building permit shall be issued until the lot on which a building permit shall be issued until the lot on which a building is to be located has been surveyed and staked by a registered surveyor. A careful record of such applications and plats shall be kept in the office of the building inspector.

SECTION 19 - BOARD OF APPEALS

A. A Board of Appeals is hereby established. The word "board" when used in this section, shall be construed to mean the Board of Appeals. The board shall consist of five members who shall be appointed by the mayor and approved by the Common Council. The mayor shall designate one of the members chairman, and the city clerk shall serve as secretary of the board. The term of office for the members of the board shall be for three years, except that of those first appointed, one shall serve for one year, two for two years, and two for three years, respectively, from the first succeeding first day of January.

B. All meetings of the board shall be held at the City Hall unless a different meeting place is announced in a public notice of the meeting, and shall be open to the public. Meetings of the board shall be held at the call of the chairman and at such other times as the board may determine. The chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses.

C. The board shall adopt from time to time such rules and regulations as it may deem necessary to carry into effect the provisions of this section and of the Wisconsin Statutes. The board shall keep minutes of its proceedings showing the vote of each member upon each question, or if absent or failing to vote, showing such fact. The final disposition of appeals shall be by recorded resolution indicating the reasons of the board therefor, all of which shall be a public record. The concurring vote of four members of the board shall be necessary to reverse any order or determination of the building inspector or to decide in favor of the applicant any matter upon which they are required to pass or to effect any variation of this ordinance.

D. Appeals to the board may be taken by any person aggrieved by any officer, department, board or bureau of the city within a reasonable time as shall be prescribed by the board by general rule, by filing with the building inspector and with the board a notice of appeal specifying the grounds thereof. The building inspector shall forthwith transmit to the board all the papers constituting the record upon which the action appealed from was taken. The board shall fix a reasonable time for the hearing of the appeal, give the public notice thereof, as well as due notice to the parties in interest and decide the same within a reasonable time. Upon the hearing any party may appear in person or by agent or by attorney.

E. In addition to the foregoing, the board shall have the following specific powers, but, except as specifically provided herein, no action of the board shall have the effect of permitting in any district uses prohibited in that district by this ordinance.

1. To hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by the building inspector in the administration of this ordinance.

2. To permit the reasonable extension of a district by not more than 30 feet where the boundary line of a district divides a lot in a single ownership at the time of the adoption of this ordinance.

3. To interpret the provisions of this ordinance in such a way as to carry out the intent and purpose of the plan where the street lay-out actually on the ground varies from the street lay-out as shown on the zoning map.

4. To permit the conversion of any dwelling existing on the effective date of this amendment for occupancy by not more than four families if located in the "R-2" Residence District or the Commercial District, subject to the following conditions:

a. The dwelling shall have, prior to such conversion, an enclosed floor area usable for living quarters, exclusive of cellar, attic or garage floors or porches, either screened or open, of not less than 1,200 square feet for conversion to a two-family dwelling and not less than 600 square feet of additional floor area for each additional family.

b. There shall be no structural alteration of the exterior walls or roof of such dwelling.

c. Living quarters shall not be provided except in those portions of the building devoted to or designed for living quarters at the time of the adoption of this amendment.

5. To permit a change of a non-conforming use to another of the same classification where the board, after public hearing thereon, deems that the proposed use will be no more harmful to the surrounding neighborhood, from the standpoint of the purposes of this ordinance, than the existing non-conforming use.

6. To permit a light industry creating no perceptible noise, odor, smoke, dust or fumes, in the B-1 or B-2 Business District, subject to appropriate conditions designed to promote safety and welfare.

7. To permit uses listed in Section 12-A in the M-1 or M-2 Manufacturing District in accordance with the provisions of said section.

8. To permit the location of any of the following uses in any district from which they are otherwise excluded by this ordinance, after public hearing and subject to such conditions and safeguards as the board may deem necessary to protect and preserve the purpose and intent of this ordinance. In all cases, the board must find that the location of each such use is reasonably necessary for the public convenience, safety, health or welfare.

a. Cemeteries

b. Institutions, public or private, of a correctional, educational, medical, philanthropic or charitable nature.

c. Private clubs and lodges, excepting those the chief activity of which is a service customarily carried on as a business.

d. Public utility buildings, structures and lines, including substations and micro-wave radio relay structures and their appurtenances.

e. Railroad siding and structures, when necessary to serve areas in which these are permitted uses, but not including any privately operated business or industry.

f. Sewage disposal plants

g. Temporary buildings for business or industry in the Residence Districts, which are incidental to the residential development, such permits to be issued for a period of not more than one year.

9. To authorize, upon appeal in specific cases, such variance from the terms of this ordinance as will not be contrary to the public interest where owing to special conditions, a literal enforcement of the provisions of this ordinance would result in unnecessary hardships and so that the spirit of this ordinance shall be observed and substantial justice done.

F. In exercising the above mentioned powers, the board may, in conformity with the provisions of the law, reverse or affirm, wholly or partly may modify the order, requirement, decision or determination appealed from, and shall make such order, requirement, decision or determination as in its opinion ought to be made in the premises, and to that end shall have all the powers of the building inspector.

G. Any person or persons, jointly or severally, aggrieved by any decision of the board, or any taxpayer, or any officer, department, board or bureau of the city, may within 30 days after the filing of the decision in the office of the board, but not thereafter, present to a court of competent jurisdiction a petition, duly verified, setting forth that such decision is illegal, in whole or in part, specifying the grounds of the illegality, whereupon such decision of said board shall be subject to review by certiorari as provided by law.

SECTION 20 - BONDARIES OF DISTRICTS AND ADOPTION OF OFFICIAL ZONING MAP

An Official Zoning Map marked "Number One (1)" is herewith adopted and made a part of this ordinance as if set forth in detail herein.

Where uncertainty exists with respect to the boundaries of the various districts as shown on the zoning map, the following rule shall apply:

The district boundaries are either streets, alleys, or lot lines unless otherwise shown, and where the districts designated on the zoning map are bounded approximately by street, alley, or lot lines, said street center, alley center or lot line respectively, shall be construed to be the boundary of such district.

SECTION 21 - INTERPRETATION, PURPOSE AND CONFLICT

In interpreting and applying the provisions of this ordinance they shall be held to the minimum requirements for the promotion of the public health, safety, convenience or general welfare. It is not intended by this ordinance to interfere with or abrogate or annul any easements, covenants or other agreements between parties, provided, however, that where this ordinance imposes a greater restriction upon the use of buildings or premises or upon the height of buildings, or requires larger open spaces than are imposed or required by other ordinances, rules, regulations, or by easements, covenants or agreements, the provisions of this ordinance shall govern.

SECTION 22 - CHANGES AND AMENDMENTS

The Common Council may from time to time, on its own motion or on petition after public notice and hearing as provided by law, amend, supplement or change, modify or repeal the boundaries or regulations herein or subsequently established, after submitting the same to the city planning commission or of a protest against such change duly signed and acknowledged by the owners of 20 percent of the frontage proposed to be changed, or of the frontage immediately in the rear thereof, or directly opposite thereto, such amendment shall not be passed except by a 3/4ths vote of all of the members of the Common Council, notwithstanding Section 2.15 (ordinance No.A-21) relating to the adoption of general ordinances of the City of Berlin.

SECTION 23 - VALIDITY

In any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The Common Council hereby declares that it would have passed this ordinance and each section, subsection, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 24 - ENFORCEMENT, VIOLATION, PENALTY

Any building or structure hereafter erected, moved or structurally altered or any use hereafter established in violation of any of the provisions of this ordinance shall be deemed an unlawful building, structure or use. The building inspector shall promptly report all such violations to the city attorney, who shall bring action to enjoin the erection, moving or structural alteration of such building or structure or the establishment of such use, or to cause such building, structure or use to be vacated or removed.

Any person, firm or corporation who violates, disobeys, omits, neglects, or refuses to comply with, or who resists the enforcement of any of the provisions of this ordinance shall upon conviction, forfeit not less than \$25 nor more than \$200 for each offense, together with the costs of prosecution, shall be imprisoned in the county jail until said forfeiture is paid, but not to exceed 30 days. Each day that a violation continues to exist shall constitute a separate offense. The building inspector is hereby authorized, and it shall be his duty to enforce the provisions of this ordinance.

SECTION 25 - EFFECTIVE DATE

This ordinance shall take effect upon the day after publication as provided by Wisconsin Statutes 1961, Section 62.11 (4)(a).