

5.02 ADDITIONAL INFORMATION. The Plat shall show correctly on its face, in addition to the information required by Chapter 236, Wisconsin Statutes, and Sections 4.01, 4.02, 7.00 and 8.00 of this Ordinance, the following:

(A) Exact length and bearing of the centerline of all streets;

(B) Exact street width along the line of any obliquely intersecting street;

(C) Railroad rights-of-way within and abutting the plat;

(D) Setbacks or building lines greater than those required by the municipal ordinances, if deemed necessary by the Plan Commission or Governing Body;

(E) Utility and/or drainage easements;

(F) All lands reserved for future public acquisition or reserved for the common use of property owners within the plat;

(G) Special restrictions required by the Plan Commission or Governing Body relating to access control along public ways, delineation of floodland limits or to the provision of planting strips.

(H) Blocks, if designated, shall be consecutively numbered or lettered in alphabetical order. The blocks in numbered additions to subdivisions bearing the same name shall be numbered or lettered consecutively through the several additions. The exact length and bearing of the boundary lines of all blocks shall be shown.

(I) Lots in each block shall be consecutively numbered. Outlots, if approved, shall be numbered within each block. The square footage of each lot and outlot shall be shown on the plat and in addition thereto the plat shall show the exact acreage for each lot or outlot to the nearest 1/100th acre, such indicator to be located within the boundary of each lot or outlot on the plat.

(J) Meander lines by distance and bearings shall be shown with the distance the point of intersection of such meander lines with lot lines and ordinary high water mark also shown.

(K) Septic systems and driveways with preplanned location shall be shown on the plat.

(L) Lots to be served by joint wells, along with the easements providing for said service, shall be shown on the plat. A joint well agreement shall be recorded.

5.03 DEED RESTRICTIONS. The Plan Commission or Governing Body may require that deed restrictions be filed with the Final Plat.

5.04 SURVEY ACCURACY. The Municipal Engineer shall examine all Final Plats within the Municipality and may make, or cause to be made by a registered land surveyor under the supervision or direction of the Municipal Engineer, field checks for the accuracy and closure of survey, the proper kind and location of monuments and the legibility and completeness of the drawing. In addition:

(A) 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 (1) part in 10,000, or in azimuth, four (4) seconds of arc per interior angle. 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.

(B) 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 (1) part in 5,000, or an error in measured angle greater than one (1) minute of arc for any angle where the shorter side forming the angle is 300 feet or longer, necessary corrections shall be made. Where the shorter side of a measured angle is less than 300 feet in length, the error shall not exceed the value of one (1) minute multiplied by the quotient of 300 divided by the length of the shorter side; however, such error shall not in any case exceed five (5) minutes of arc.

(C) The Governing Body shall receive the results of the Municipal Engineer's examination prior to approving the Final Plat.

5.05 SURVEYING AND MONUMENTING. All Final Plats shall meet the surveying and monumenting requirements of Chapter 236, Wisconsin Statutes.

5.06 STATE PLANE COORDINATE SYSTEM. Where the Plat is located within a U.S. Public Land Survey quarter section, the corners of which have been relocated, monumented and coordinated by the Municipality, Waukesha County or the Southeastern Wisconsin Regional Planning Commission, the Plat shall be tied directly to one or more 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 Municipality's control survey.

5.07 CERTIFICATES. All Final Plats shall provide all the certificates required by Chapter 236, Wisconsin Statutes; and, in addition, the surveyor shall certify that he has fully complied with all the provisions of this Ordinance.

5.08 RECORDATION. The Final Plat shall only be recorded with the County Register of Deeds after the certificates of the Wisconsin Department of Development, of the Governing Body, of the surveyor, and those certificates required by Chapter 236, Wisconsin Statutes, are placed on the face of the Plat. The Plat shall be recorded within thirty (30) days of its approval by the Governing Body. Failure to record said Final Plat within thirty (30) days of the date of the last required approval or within six (6) months of the date of the first approval, may require the subdivider to have to recommence the entire procedure in this Ordinance at the option of the Governing Body.

5.09 DUPLICATE PLAT TO BE FILED. An identical reproducible copy (on stable drafting film at least four mils thick) along with the recording data shall be placed on file with the Municipal Engineer.

5.10 HOUSE NUMBERS ASSIGNED. The Municipal Engineer shall place upon a copy of the Final Plat on each lot shown on said plat the correct legal house number assigned to that lot in conformity with the grid system in effect in Waukesha County and any local ordinances.

SECTION 6.00 CERTIFIED SURVEY MAP.

6.01 GENERAL. A certified Survey Map prepared by a registered land surveyor shall be required for all minor land divisions. It shall comply in all respects with the requirements of Section 236.34, Wisconsin Statutes. The minor subdivision shall comply with the design standards and improvement requirements set forth in Sections 7.00 and 8.00 of this Ordinance.

6.02 ADDITIONAL INFORMATION. The map shall show correctly on its face, in addition to the information required by Section 236.34, Wisconsin Statutes, all information required by Sections 4.01, 4.02 and 5.02 of this Ordinance and the following:

(A) All existing buildings, watercourses, drainage ditches and other features pertinent to proper land division.

(B) Deed restrictions as required by the Plan Commission and/or the Governing Body.

6.03 STATE PLANE COORDINATE SYSTEM. Where the map is located within a U.S. Public Land Survey quarter section, the corners of which have been relocated, monumented and coordinated by the Municipality, Waukesha County or the Southeastern Wisconsin Regional Planning Commission, 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 distance and bearings shall be referenced to the Wisconsin Coordinate System, South Zone, and adjusted to the Municipality's control survey.

6.04 CERTIFICATES. The surveyor shall certify on the face of the map that he or she has fully complied with all the provisions of this Ordinance. The Governing Body, after a recommendation by the reviewing agencies, shall certify its approval on the face of the map.

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

6.05 RECORDATION. The Certified Survey Map shall only be recorded with the County Register of Deeds after the certificates of the Governing Body and the surveyor are placed on the face of the map.

6.06 DUPLICATE PLAT TO BE FILED. An identical reproducible copy (on stable drafting film at least four mils thick) along with recording data shall be placed on file with the Municipal Engineer.

6.07 HOUSE NUMBERS ASSIGNED. The Municipal Engineer shall place upon a copy of the map on each lot shown on said map the correct legal house number assigned to that lot in conformity with the grid system in effect in Waukesha County and any local ordinances.

SECTION 7.00 DESIGN STANDARDS.

7.01 STREET ARRANGEMENT. In any division or development of land, the street layout shall conform to the arrangement, width and location indicated on the official map, County jurisdictional highway system plan, comprehensive plan or plan component, or precise neighborhood unit development plan of the Municipality. 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 division or development shall be designed so as to provide each lot with satisfactory access to a public street. In addition:

(A) 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.

(B) 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 to which they connect.

(C) 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 for safe and convenient access to abutting property.

(D) Proposed streets shall extend to the boundary lines of the tract being divided or developed unless prevented by topography or other physical conditions or unless, in the opinion of the Plan Commission and Governing Body, such extension is not necessary or desirable for the coordination of the layout of the development or for the advantageous development of the adjacent tracts.

(E) Arterial Street and Highway Protection. Whenever the proposed development 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.

(F) Frontage streets shall be designed in relation to the street which it serves and to the existing topography to provide for safe traffic flow and property value presentation.

(G) Stream or lake shores shall have minimum of sixty (60) feet of public access platted to the low watermark at intervals of not more than one-half mile as required by Section 236.16(3), Wisconsin Statutes.

(H) Reserve strips shall not be provided on any division to control access to streets or alleys, and shall be prohibited except where the access control of such strips is placed with the Municipality under conditions approved by the Plan Commission and accepted by the Governing Body.

(I) Street names shall not duplicate or be similar to existing street names elsewhere in the Municipality. Street names and numbers shall comply with the Municipal Code of the Municipality.

7.02 LIMITED ACCESS HIGHWAY AND RAILROAD RIGHT-OF-WAY TREATMENT. Whenever the proposed division or development contains or is adjacent to the limited access highway or railroad right-of-way, the design shall provide the following treatment:

(A) When lots within the proposed division or development back upon the right-of-way of an existing or proposed limited access 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 is prohibited."

(B) When lots within the proposed division or development front upon the right-of-way of an existing or proposed limited access highway or a railroad, said lots should be platted with extra depth to permit generous distances between the buildings and such traffic ways.

(C) Commercial and industrial properties 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 150 feet.

(D) 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 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.

(E) 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.

7.03 STREET AND PEDESTRIAN WAY 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, neighborhood development study; or jurisdictional highway system plan; or if no width is specified therein, the minimum widths shall be as set by the Governing Body. Street sections are for standard arterial streets only. Cross-sections for freeways, expressways and parkways should be based upon detailed engineering studies. In addition:

(A) All streets or system of streets designed to have one end of any street in the system closed, whether temporarily or permanently, shall not exceed in any manner 1,200 feet in length. All streets designed to have one end closed shall terminate in a circular turn-around having a minimum right-of-way radius of sixty (60) feet.

(B) Temporary termination of streets shown on the official map intended to be extended at a later date shall be accomplished with a temporary cul-de-sac in accordance with the standards set forth above, or by construction of a temporary "T" intersection 33 feet in width and 33 feet in length abutting the right-of-way lines of the access street on each side. All such streets must be approved by the Governing Body.

(C) Roadway Elevations. Elevations of roadways passing through floodplain areas shall be designed in the following manner:

(1) Arterial highways shall be designed so they will not be overtopped by the 50-year recurrence interval flood.

(2) Collectors and local streets shall be designed so they will not be overtopped by the 10-year recurrence interval flood.

(D) New and Replacement Bridges and Culverts. All new and replacement bridges and culverts over perennial waterways, including pedestrian and other minor bridges, in addition to