

SUBCHAPTER 2: DESIGN STANDARDS

SUBCHAPTER 2: DESIGN STANDARDS**20.200 LAND SUITABILITY**

No land shall be subdivided which is deemed to be unsuitable for any proposed use by the Plan Commission for reason of flooding, inadequate drainage, soil and rock formations, severe erosion potential, unfavorable topography, inadequate water supply or sewer disposal capabilities, or any other feature likely to be harmful to the health, safety, or welfare of future residents of the proposed subdivision or of the community (e.g. a swamp shall not be subdivided into residential lots). The Plan Commission in applying the provisions of this ordinance shall cite, in writing, the particular facts upon which it bases its conclusion that the land is not suitable for the proposed use and shall afford the subdivider an opportunity to present evidence regarding such suitability at a public hearing. Thereafter, the Plan Commission may affirm, modify, or withdraw its determination of unsuitability.

20.201 ROADS

The subdivider shall dedicate land for and shall construct roads as provided herein:

- (1) The arrangement, character, extent, width, grade, and location of all roads shall be considered in relation to existing official maps, existing and planned roads, topographical conditions, natural features, utilities, land uses, drainage, and public convenience and safety.
- (2) The arrangements of roads in a subdivision (a) shall provide for the continuation or appropriate extension of existing roads in surrounding areas; (b) shall provide for the extension of new roads within the subdivision to the boundary line of the subdivision unless prevented by topography or by other physical conditions; and/or (c) shall conform to the plan adopted by the Plan Commission to meet a particular situation where topographical or other conditions make continuance of or conformance to existing roads impractical.
- (3) Minor roads shall be so laid out that their use by through traffic is discouraged.
- (4) Where a subdivision abuts or contains an existing or proposed major road or secondary road, the Plan Commission shall discourage and may, at its discretion, prohibit direct access of lots onto the major road or secondary road, and may require (i) frontage roads and/or minor roads to serve the subdivision, (ii) reverse frontage of lots with a screen planting contained in a no-access reservation along the rear property lines, or (iii) other designs that it deems advisable to give adequate protection to residential properties and afford separation of through traffic from local traffic.
- (5) Reserve strips controlling access to roads shall be prohibited except where their control is definitely placed with the Town or County under conditions approved by the Plan Commission.
- (6) Road jogs shall be avoided.
- (7) (Reserved for Future Use)
- (8) When connecting road lines deflect from each other by more than ten degrees, they shall be connected by a curve of adequate radius to insure clear visibility for all vehicles.
- (9) Roads shall intersect each other as nearly as possible at right angles, and no angle of intersection shall be less than 60 degrees. No more than two (2) roads shall intersect at one point.
- (10) The following distances between private driveways and roads which intersect the following classes of roads shall be observed:

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<u>CLASS OF ROAD</u>	<u>DISTANCE</u>
Major	1,000 ft.
Secondary	500 ft.
Minor	100 ft.

- (11) Right-of-way and roadway widths shall be not less than as follows:

<u>CLASS OF ROAD</u>	<u>RIGHT-OF-WAY</u>	<u>ROADWAY</u>
Major	80 feet	50 feet
Secondary	66 feet	40 feet
Minor	66 feet	30 feet
Alleys	20 feet	20 feet

- (12) Half-roads shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the other standards of these regulations, and where the Plan Commission finds it will be practicable to require the dedication of the other half when the adjoining property is subdivided. Wherever there exists a half road adjacent to a tract to be subdivided, the other half shall be platted within such tract.
- (13) Dead-end roads designed to be permanently without outlets shall be avoided. When it shall be necessary to provide dead-end roads in order to economically develop the plat, the dead-end roads shall be no longer than 300 feet and shall be provided at the closed end with a cul-de-sac having an outside roadway diameter of at least 115 feet and a road property line diameter of at least 130 feet.
- (14) Road names shall be approved by the Town. No road names shall be used that will duplicate or be confused with the names of existing roads. All road names shall conform to the road name pattern (if any) developed for the Town.
- (15) Alleys may be required in commercial and industrial districts to provide off-road loading and cargo discharge, but shall not be approved in residential districts unless required by unusual topography or other exceptional conditions. Dead-end alleys shall not be approved, and shall never intersect with major roads.
- (16) Dead-end alleys shall be avoided, but if unavoidable, shall be provided with adequate turn-around facilities at the closed end, with not less than a 20 foot radius.
- (17) When residential lots within a proposed subdivision are adjacent to the right-of way of an existing or proposed limited access highway or railroad, the following restriction shall be lettered on the face of the plat: "Direct Vehicular access to (name of road) from lots (number of lots) abutting said road is prohibited."
- (18) Unless necessitated by exceptional topography subject to approval of the Town, the centerline grade of any road shall not be more than 11%, nor less than 0.5%.
- (19) Construction of all roads shall conform to Wis DOT's Standard Specifications for Road & Bridge Construction and any other construction standards or specifications that have been adopted as the Town's construction specifications and shall be subject to approval of the Town before acceptance. Roads shall have a minimum 8-inch gravel base, compacted and stabilized, with a hard surface consisting of a 2-inch asphalt mat, or a double coat of gravel with seal coating. Road construction in certain areas (e.g. areas of soft sub-soils) may require additional base.
- (20) Roads shall have 3-foot shoulders, which may be grassed or graveled, depending on the soil conditions in the area.
- (21) Roads shall have ditches on each side, with culverts and bridges where necessary, designed to handle the 100 year/24 hour storm water event.

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- (22) All road design shall employ standard engineering principals and practices.

20.202 EASEMENTS

- (1) Easements across lots or centered on rear or side lot lines shall be at least 20 feet wide where necessary for overhead or underground utilities.
- (2) When a subdivision is traversed by a water course, coulee, drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way (i) which shall conform substantially with the lines of such watercourse, (ii) which shall provide such further width for construction and maintenance as necessary, and (iii) which shall not invade the minimum lot area required below.

20.203 BLOCKS

- (1) Block length should not exceed 1,500 feet nor be less than 750 feet.
- (2) Pedestrian rights-of-way not less than 10 feet wide may be required in blocks longer than 900 feet where such rights-of-way are deemed by the Plan Commission to be essential to provide circulation, or access to schools, playgrounds, shopping centers, transportation, or other community facilities.
- (3) The width of blocks shall be sufficient to allow two tiers of lots, except for blocks adjacent to limited access highways, major roads, railroads, lakes, streams, and similar natural features.
- (4) Blocks intended for business and industrial use should be specifically designated for such purpose with adequate space set aside for off-road parking and delivery facilities.

20.204 LOTS

- (1) 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, of sufficient size to accommodate all utilities and building setbacks. Lot dimensions and area shall not be less than required by the Zoning Ordinance (Chapter 22).
- (2) All lots shall abut on a public road for at least 30 feet, and all lots shall be at least 70 feet wide a distance of 50 feet from the public road.
- (3) Double frontage and reverse frontage lots shall be avoided except when lots abut a major highway, limited access highway, or railroad along the back of the lot.
- (4) Corner lots shall be of extra width sufficient to maintain front yard building setbacks along both roads.
- (5) Side lot lines shall be approximately at right angles to straight road lines or radial to curved road lines.
- (6) Flag lots shall be discouraged.

20.205 VARIANCES

Any person affected by any of the foregoing standards may apply for a variance, which shall be handled in the same manner as an application for an "area" variance under section 22.909 of the Zoning Ordinance.

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