

(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

meeting other applicable requirements, shall be designed so as to accommodate the 100-year recurrence interval flood event without raising the peak stage, either upstream or downstream, more than 0.1 foot above the peak stage for the 100-year recurrence interval flood, as established in the adopted comprehensive watershed plan or flood insurance study prepared by the Federal Emergency Management Agency. Larger permissible flood stage increases may be acceptable for areas having topographic land use conditions which could accommodate the increased stage without creating additional flood damage potential upstream or downstream of the proposed structure. Such bridges and culverts shall be so designed and constructed as to facilitate the passage of ice floes and other debris. All new and replacement bridges shall be constructed in accordance with all applicable State Statutes and Codes and shall be submitted to the Department of Natural Resources to assure compliance therewith.

(E) 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:

- (1) Arterial streets: Six (6) percent.
- (2) Collector streets: Eight (8) percent.
- (3) Minor streets, alleys and frontage roads: Ten (1) percent.
- (4) The grade of any street shall in no case exceed ten (10) percent or be less than one-half (0.50) of one percent.

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 parabolic curves of a minimum length equivalent in feet to thirty (30) times the algebraic difference in the rates of grade for streets, provided that no curve less than sixty (60) feet in length need be used.

(F) 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:

- (1) Arterial streets and highways: 500 feet.
- (2) Collector streets: 300 feet.

(3) Minor streets: 100 feet.

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

(G) Half-Streets. Where an existing dedicated or platted half-street is adjacent to the tract being divided or developed, the other half of the street shall be dedicated by the owner. The platting of new half-streets shall not be permitted.

7.04 STREET INTERSECTIONS. Streets shall intersect each other at as nearly right angles as topography and other limiting factors of good design permit. In addition:

(A) The number of streets converging at one intersection shall be reduced to a minimum, preferably not more than two (2).

(B) The number of intersections along major streets and highways shall be held to a minimum. Whenever practicable the distance between such intersections shall not be less than 1,200 feet.

(C) 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 Plan Commission and Governing Body, or shall be cut off by a straight line through the points of tangency of an arc having a radius of fifteen (15) feet.

(D) 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 250 feet of each other, measured along the centerline of the arterial or collector street, then the location shall be so adjusted that the juncture across the major or collector street is continuous; and a jog is avoided.

7.05 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. In addition:

(A) The length of blocks in residential areas shall not as a general rule be less than 400 feet nor more than 2,000 feet in length unless otherwise dictated by exceptional topography or other limiting factors of good design.

(B) Pedestrian ways of not less than fifteen (15) feet in width may be required near the center and entirely across any block over 900 feet in length where deemed essential by the Plan Commission and Governing Body to provide adequate pedestrian

circulation or access to schools, parks, shopping centers, churches or transportation facilities.

(C) The width of blocks shall be wide enough to provide for two (2) 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 required by the use contemplated and the area zoning restrictions for such use.

(D) Utility easements for electric power and telephone service shall, where practical, be placed on mid-block easements along rear lot lines.

7.06 LOTS. The size, shape and orientation of lots shall be appropriate for the location of the division or development 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 building contemplated. In addition:

(A) 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.

(B) 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 or orientation.

(C) Access. Every lot shall front or abut for a distance of at least 40 feet on a public street. Lots with access only to private drives shall be permitted only with Governing Body approval and subject to the conditions of said approval.

(D) Area and dimensions of all lots shall conform to the requirements of the Municipal Zoning Ordinance within the Municipality and to the applicable town or County zoning ordinance within the Municipality's extraterritorial jurisdictional limits. Those building sites not served by a public sanitary sewerage system or other approved system shall be sufficient to permit the use of an onsite soil absorption sewage disposal system designed in accordance with the Wisconsin Administrative Code. The width and area of lots located on soils suitable for the use of an onsite soil absorption sewage disposal system shall not be less than 150 feet in width and 40,000 square feet in area.

(E) Depth of lots shall be a minimum of 125 feet. Excessive depth in relation to width shall be avoided. 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. Lots shall be designed so the depth to width ratio does not exceed 2-1/2 to 1 unless a variance is granted by the Plan Commission and Governing Body.

(F) Width of lots shall conform to the requirements of the Zoning Ordinance, or other applicable ordinance, and in no case shall a lot be less than 60 feet in width at the building setback line. The width of lots on curves shall be measured at a point of tangency of the setback arc at the mid-point of the curve for the lot.

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

(H) Lands lying between the meander line and the water's edge and any other lands not suitable for platting which lie between a proposed division or development and the water's edge shall be included as part of lots, outlots or public dedications in any plat abutting a lake or stream.

(I) Oversized lots are allowed but where lots are created of a size larger than normal for the area, the Governing Body may require that the division or development be so designed as to allow for the possible future redivision of such lots into normal sizes compatible with the immediate area.

7.07 BUILDING AND SETBACK LINES. Building setback lines appropriate to the location and type of development contemplated, which are more restrictive than the regulation of the zoning district in which the plat is located, may be required by the Plan Commission and/or Governing Body.

7.08 EASEMENTS. The Plan Commission and/or Governing Body 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, communication and cable television lines, wires, conduits, storm and sanitary sewers and gas, water and other utility lines. All easements for municipal utilities shall be dedicated to the Municipality unless otherwise provided. Where a division or development is traversed by a watercourse, drainageway channel or stream, an adequate drainageway or easement shall be provided as may be required by the Plan Commission and/or Governing Body. The location, width, alignment and improvement of such drainageway or easement shall be subject to the approval of the Plan Commission and Governing Body; 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 Municipal Engineer.

7.09 PUBLIC SITES AND OPEN SPACES. In order that adequate land for public uses may be properly located, preserved, developed and improved as the Municipality develops; and in order that the cost of funding the acquisition or initial improvement of land for public parks necessary to serve the additional individuals brought into the Municipality may be most equitably apportioned on the basis of the additional need created by the individual development of land, the following provisions are established:

(A) Dedication of Land.

- (1) Where it is determined by the Municipal Park and Recreation Board, Plan Commission and Governing Body that a portion of the land is required for public use, the owner shall provide and dedicate to the Municipality such land prior to the time the final land division is approved or, if no land division is proposed, prior to final approval of the development.
- (2) The amount of land to be provided shall be determined on the basis of an amount of land equal in value to \$332 for each studio and one-bedroom residential unit in a multi-family structure contemplated by the land division or development; \$449 for each two-bedroom residential unit in a multi-family structure contemplated by the land division or development; \$664 for each three-bedroom or larger residential unit in a multi-family structure contemplated by the land division or development; and \$664 for each single-family home contemplated by the land division or development. Particular residential units or structures are contemplated by a land division or development if lots are created on which such uses are permitted, or a planned unit development is created which allows such uses, or a condominium plat is created which allows such uses, or such uses are otherwise approved by the Town in their action to approve the land division or development.
- (3) In the event the owner and Municipality cannot agree as to the price to be paid for such land, the value shall then be determined by the Municipal Assessor on the basis of full and fair market value of the land prior to division, or, if no division, development. If the owner is not satisfied with the Municipality's Assessor's value, an

appraisal board shall be created, consisting of one appraiser selected by the Municipality at its expense and that person may be the Town Assessor; one appraiser selected by the owner at his expense and a third selected by the two other appraisers with the expense divided by the two other appraisers with the expense divided equally between the owner and the Municipality. The determination of the appraisal board as to the value of the land should determine the valuation of the land. The test of the value of the land to be dedicated shall be in its undeveloped condition immediately before sale to the developer, division or, if no division, development based on fair market value and not as improved.

- (4) Any lands dedicated under this provision shall be used for public purpose including the non-limited public sites, park lands, recreation lands or open spaces.

(B) Proportionate Payment in Lieu of Dedication.

- (1) Where the Governing Body determines that such dedication is not feasible or compatible with development of the Municipality, the owner shall, in lieu thereof, pay to the Municipality a total fee equivalent to \$332 for each studio and one-bedroom residential unit in a multi-family structure contemplated by the land division or development; \$449 for each two-bedroom residential unit in a multi-family structure contemplated by the land division or development; \$664 for each three-bedroom or larger residential unit in a multi-family structure contemplated by the land division or development; and \$664 for each single-family home contemplated by the land division or development. Particular residential units or structures are contemplated by a land division or development if lots are created on which such uses are permitted, or a planned unit development is created which allows such uses, or a condominium plat is created which allows such uses, or such uses are otherwise approved by the Town in their action to approve the land division or development.

Any fee paid in lieu of dedication may be used by the Town for any purpose permitted by Wisconsin Statutes Section 236.45(6).

- (2) Payment of the above fee shall be a condition of final approval of any development and be made in a lump sum. The required

Payment shall be made before the certification of approval may be affixed to the document.

- (3) Whenever the owner presents development plans whereby separate parcels are not in fact created, such as planned unit developments, apartment houses or condominiums, each unit shall be subject to the above fee.
- (4) The amount of the fee paid in lieu of dedication shall be adjusted annually as of January 1 of each year by the percentage change in the United States Bureau of Labor Statistics Midwest Region All Items Consumer Price Index For All Urban Consumers.

SECTION 8.00 REQUIRED IMPROVEMENTS.

8.01 SURVEY MONUMENTS. The owner shall install survey monuments placed in accordance with the requirements of the Wisconsin Statutes and as may be required by the Municipal Engineer.

8.02 GRADING. After the installation of temporary block corner monuments by the owner and establishment of street grades by the Municipal Engineer, the owner 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 Municipal Engineer. The owner shall grade the roadbeds in the street rights-of-way to subgrade.

Cut and filled lands shall be graded to a maximum slope of one to three or the soils angle of repose, whichever is the lesser, and covered with permanent vegetation.