

Arterial Street and Highway Protection. Whenever the proposed subdivision contains or is adjacent to an arterial 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.

Public Access to all navigable stream or lake shores shall be at least sixty (60) feet in width platted to the low watermark at intervals of not more than one-half mile except where greater intervals and wider access is agreed upon by the subdivider, the Town Planning Commission, the Wisconsin Department of Natural Resources, and the head of the planning function for the Wisconsin Department of Local Affairs and Development. All platted public access shall front on a public street, highway, parkway, or other public way.

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 Town or County under conditions approved by the Town Planning Commission.

Alleys shall be provided in commercial and industrial districts for off-street loading and service access unless otherwise required by the Town Planning Commission, but shall not be approved in residential districts. Dead-end alleys shall not be approved and alleys shall not connect to an arterial street or highway.

Street names shall not duplicate or be similar to existing street names, and existing street names shall be projected wherever possible.

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 plan, if any; or if no width is specified therein, the minimum widths shall be as follows:

URBAN STREET SECTION

Type of Street or Way	R. O. W. Width To Be Dedicated
Arterial Streets	As shown on the adopted "Jurisdictional Highway Plan"
Streets	66 feet
Alleys	25 feet
Pedestrian Ways	10 feet

The R. O. W. widths indicated above are for urban sections; if permanent rural sections are to be used, the following widths shall apply:

Type of Street or Way	R. O. W. Width To Be Dedicated
Arterial Streets	As shown on the adopted "Jurisdictional Highway Plan"
Streets	66 feet

Urban and rural arterial street section standards shall not apply to freeways, expressways, and parkways. Freeway, expressway, and parkway sections shall be based upon detailed engineering studies approved by the County Highway Commission, the Wisconsin Department of Transportation, Division of Highways, and the U. S. Bureau of Public Roads.

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.

Street grades. Unless necessitated by exceptional topography, subject to the approval of the Town Planning Commission, the maximum centerline grade of any street or public way shall not exceed 11%.

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 shall not be permitted.

Elevations of roadways passing through floodland areas shall be at least two (2) feet above the fifty (50) year recurrence interval flood elevation for arterial streets and at least two (2) feet above the ten (10) year recurrence interval flood elevation for minor streets.

Waterway Openings of all new bridges and culverts carrying arterial streets over perennial streams shall be adequate to accommodate the fifty (50) year recurrence interval flood flow, with the upstream high water elevation not to exceed a level of two (2) feet below the roadway elevation and the hydraulic head loss through the structure not to exceed 0.5 foot. Waterway openings of all new bridges and culverts carrying minor streets over perennial streams shall be adequate to accommodate the ten (10) year recurrence interval flood flow, with the upstream headwater elevation not to exceed a level of two (2) feet below the roadway elevation and the hydraulic head loss through the structure not to exceed 0.5 foot. However, the combination of the waterway opening and the approach road elevations on the floodlands shall not increase the flood stages more than 0.5 foot upon the occurrence of the one hundred (100) year recurrence interval flood. Such bridges and culverts shall be so designed and constructed as to facilitate the passage of ice flows and other debris.

7.4 Street Intersection

Streets shall intersect each other at a 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 arterial streets and highways shall be held to a minimum. Wherever practicable the distance between such intersections shall not be less than twelve hundred (1200) 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 Town Planning 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.

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 topography.

Lengths. Blocks in residential areas shall not as a general rule be less than six hundred (600) feet nor more than fifteen hundred (1500) feet in length unless otherwise dictated by exceptional topography or other limiting factors of good design.

Pedestrian ways of not less than ten (10) feet in width may be required between rear lot lines where deemed necessary by the Town Planning Commission to provide safe and convenient pedestrian circulation between the individual lots, streams, park lands, or other public areas, or may be required near the center and entirely across any block over nine hundred (900) feet in length where deemed essential by the Town Planning Commission to provide adequate pedestrian circulation or access to schools, shopping centers, churches or transportation facilities.

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, public parks, cemeteries, railroad rights-of-way, bulkhead lines, shorelines of waterways, corporate boundaries or except as may be necessary due to extreme topography.

7.5 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 generally 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 fifty (50) feet on a public street.

Area and dimensions of all lots shall conform to the requirements of the Zoning Ordinance, and those building sites not served by a public sanitary sewer system or other approved system shall be sufficient to permit the use of an on-site soil absorption sewage disposal system designed in accordance with the County Sanitary Ordinance.

The width and area of all lots located on lands which have soils suitable for the use of an on-site soil absorption sewage disposal system shall not be less than one hundred fifty (150) feet in width and 1 acre in size.

Whenever a tract is subdivided into parcels, five acres or less in area and more than twice the minimum lot area required for the zoning district in which such parcel is located, the Town Planning Commission may require such parcels to be arranged and dimensioned so as to allow resubdivision of any such parcels in accordance with the provisions of this Ordinance and the zoning ordinance.

Depth. Lots shall have a minimum average depth of one hundred (100) 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 and 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.

Land lying between the meander line and the water's edge and any otherwise unplattable 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 stream or lake.

Width of lots shall conform to the requirements of the zoning ordinance, and in no case shall a lot be less than seventy-five (75) feet in width at the building setback line.

Corner lots when located in a zoning district which permits a lot width of 75 feet or less shall be designed and platted with at least ten (10) feet of extra width over and above the minimum required for the zoning district.

7.6 Building Setback Lines

Building setback lines, appropriate to the location and type of development contemplated, which are more restrictive than the regulations of the zoning district in which the plat is located, may be required by the Town Planning Commission.

7.7 Easements

The Town Planning Commission may require easements of width deemed adequate for the intended purpose on the property side of front lot lines, on each side of all rear lot lines, on each side of all side lot lines or across lots where necessary or advisable for electric power and communication