

5.10 DESIGN STANDARDS

(1) Street Design.

- (a) **Compliance with Statutes.** In laying out a CSM or plat, the land divider/subdivider shall conform to the provisions of Wis. Stats. Chap. 236 and all applicable Town regulations. In all cases where the requirements of this Ordinance are different from the requirements of Chapter 236, the more restrictive provision shall apply.
- (b) **Dedication.** The land divider/subdivider shall dedicate land and improve streets as provided in this Ordinance. Streets shall be located with due regard for topographical conditions, natural features, existing and proposed streets, utilities, land use, and public convenience and safety. The subdivision or certified survey map shall be designed to provide each lot with satisfactory access to a public street or road.
- (c) **Compliance with Master Plan and Official Map.** The arrangement, character, extent, width, grade and location of all streets shall conform to any Town Master Plan and Official Map and to this Ordinance and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to run-off of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. The arrangement of streets in new subdivisions and certified survey maps shall make provision for the appropriate continuation at the same width of the existing streets in adjoining areas.
- (d) **Areas not Covered by Official Map or Master Plan.** In areas not covered by a Town Master Plan or Official Map, the layout of streets shall conform to the plan for the most advantageous development of adjoining areas of the neighborhood. Streets shall be designed and located in relation to existing and officially planned streets, topography

and natural terrain, streams and existing tree growth, public convenience and safety and in their appropriate relation to the proposed use of the land to be served by such streets.

(e) **Street Classifications.** Streets shall be classified as indicated below:

(1) **Arterial Streets.** Arterial streets shall provide through traffic for a heavy volume of vehicles.

(2) **Collector Streets.** Collector streets shall provide ready collection of traffic from commercial and residential areas and conveyance of this traffic to the arterial street and major thoroughfare system. Collector streets shall relate property 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.

(3) **Local Streets.** Local streets shall conform to the topography, discourage use by through traffic, permit the design of efficient storm and sanitary sewage systems and require the minimum street area necessary to provide safe and convenient access to abutting property.

(4) **Proposed Streets.** 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 Town Board, such extension is unnecessary or undesirable for the coordination of the layout of the subdivision or land division or for the advantageous development of the adjacent tracts.

(f) **Reserve Strips.** Reserve strips are prohibited on any plat to control access to streets, except where

control of such strips is placed with the Town or County under conditions approved by the Town Board or County.

- (g) **Continuation.** Streets shall be laid out to provide for possible continuation wherever topographic and other physical conditions permit. All proposed streets shall have a direct connection with, or be continuous and in line with, existing, planned or platted streets with which they are to connect. Proposed streets shall extend to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the Town Board, such extension is unnecessary for the coordination of the layout of the subdivision with existing layout or the most advantageous future development of adjacent tracts. Dead-end streets not over 500 feet in length are permitted when necessitated by the topography.
- (h) **Number of Intersections.** The number of intersections of local streets with major streets shall be the practical minimum consistent with circulation needs and safety requirements, preferably not more than two.
- (i) **Frontage Roads.** Where a subdivision abuts or contains an existing or proposed major thoroughfare, the Town Board may require a frontage road, non-access reservation along the rear of the property contiguous to such thoroughfare or such other treatment as may be necessary to ensure safe, efficient traffic flow and adequate protection of residential properties.
- (j) **Private Roads.** Private roads are prohibited, except as part of a condominium development, and the Town Board shall not permit installation of public improvements in any private road.
- (k) **Visibility.** Streets shall afford maximum visibility and safety and shall intersect at right angles where practicable. As required by the Town

Engineer, sufficient vision clearance triangles shall be provided at intersections. Stopping sight distances shall be provided to comply with Chap. 3, "A Policy of Geometric Design of Highways and Streets," latest edition, published by the American Association of State Highway and Transportation Officials (AASHTO) and as per Town Zoning Ordinance.

- (1) **Tangents.** A tangent at least 100 feet long shall be required between reverse curves on arterial and collector streets. On all roads, a tangent at least 100 feet long shall be provided between the curve and any intersection.

(m) **Street Grades.**

- (1) Unless necessitated by exceptional topography subject to the approval of the Town Board, the maximum centerline grade of any street or public way shall not exceed the following:

Arterial streets: 6 percent.

Collector streets: 7 percent.

Local streets and frontage streets:
7 percent.

Pedestrian ways: 12 percent unless steps of acceptable design are provided. Where handicap access is required slopes will be in accordance with ADA requirements.

The grade of any street shall in no case exceed 7 percent or be less than 1/2 of 1 percent unless unique circumstances dictate and the grade is approved by the Town Engineer.

- (2) Street grades shall be established wherever practicable so as to avoid excessive grading, the excessive removal of ground cover and

trees, and general leveling of the topography.

- (3) All street grade changes, should be done using an algebraic difference of 2.0% and, shall be connected by vertical curves of a minimum length equivalent in feet to forty times the algebraic difference in the rate for collector roads and thirty times the difference for local roads. Major roads shall conform to "A Policy of Geometric Design of Highways and Streets," latest edition, of the AASHTO.

- (n) **Radii of Curvature.** When a continuous street centerline deflects at any one point by more than one degree in rural areas or by more than three degrees in urban areas, a circular curve shall be introduced having a radius of curvature on said centerline of not less than the following:

Arterial streets and major thoroughfares: 500 feet.

Collector streets: 300 feet.

Local Streets: 150 feet.

- (o) **Half Streets and Streets that Abut Adjacent Property** Where an existing dedicated or platted half-street is adjacent to the subdivision or CSM, the land divider/subdivider shall dedicate the other half-street. The platting of half-streets should be avoided where possible. When a full street is platted that abuts an adjacent property the land divider/subdivider must submit a written agreement with the adjacent property owner, to be approved by the Town Board and recorded with the County Register of Deeds, documenting how future development costs will be assessed.

(p) **Intersections.**

- (1) Property lines at street intersections of major thoroughfares shall be rounded with a radius of fifteen feet or greater where the Town Engineer considers it necessary.
- (2) Streets shall intersect each other at as nearly right angles as topography and other limiting factors of good design permit.
- (3) Number of streets converging at one intersection shall be reduced to a minimum, preferably not more than two.

(q) **Street Names.** New street names shall not duplicate the names of existing streets, but streets that are continuations of others already in existence and named shall bear the names of the existing streets. Street names shall be subject to approval by the Planning Commission and Town Board. The US Postal Service shall be contacted to assure no duplication or similar sounding street names exist within the Postal District. Outagamie County should review for 911 purposes.

(r) **Cul-de-sacs.**

- (1) **Cul-de-sac Dimensions.** Cul-de-sac streets designed to have one end permanently closed shall not exceed 600 feet in length. All cul-de-sac streets designed to have one end permanently closed shall terminate in a circular turnaround having a minimum right-of-way radius of 60 feet and a minimum inside curb radius of 45 feet. The Planning Commission or Town Board may require larger sizes for longer cul-de-sac's where school bus turnarounds are expected.
- (2) **Temporary Dead-ends or Cul-de-sacs.** All temporary dead-ends shall have a maximum length of 600 feet and a temporary cul-de-sac

shall have a minimum right-of-way radius of 60 feet and a minimum inside curb radius of 45 feet except where larger sizes may be needed due to expected school bus turnarounds.

(s) **Major Thoroughfare and Railroad Right-of-way Treatment.** Whenever the proposed CSM or subdivision contains or is adjacent to a major thoroughfare or railroad right-of-way, the design shall provide the following treatment:

(1) **Subdivision Lots.** When lots within the proposed CSM/subdivision back upon the right-of-way of an existing or proposed limited access highway or a railroad, a planting strip of at least 30 feet in depth shall be provided adjacent to the highway or railroad in addition to the normal lot depth. This strip shall be 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."

(2) **Commercial and Industrial Districts.** Commercial and industrial districts shall have provided, on each side of the major thoroughfare 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.

(3) **Streets Parallel to a Major Thoroughfare.** Streets parallel to a major thoroughfare or railroad right-of-way, when intersecting a major street or collector street, which crosses, said railroad or highway, shall be 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.

- (4) **Local Streets.** Local streets immediately adjacent and parallel to railroad rights-of-way shall be avoided, and location of local streets immediately adjacent to arterial streets and highways and to railroad rights-of-way shall be avoided in residential areas.

(2) **Street Dedication and Construction.**

(a) **General Requirements.**

- (1) **Construction Standards.** All roadway construction and materials used shall be installed in accordance with the construction methods as listed in the appropriate sections of the "State of Wisconsin Department of Transportation Standard Specifications for Road and Bridge Construction" and its supplements, and this Ordinance, whichever is more restrictive. The design requirements of this Ordinance shall apply to all streets and roads proposed for dedication to the Town, regardless of whether such streets or roads are part of a new subdivision or certified survey map.

- (2) **Project Costs.** All roadway surveys, dedications, plans and specifications and construction will be at the expense of the land divider/subdivider. This includes any expense incurred by the Town in the preparation of plans and review and inspection of plans and construction.

(3) **Preliminary Consultation.** Prior to the design, preparation and construction of any roadway to be dedicated to the Town, the land divider/subdivider shall notify the Town Administrator, who will arrange an on-site meeting attended by the Town Engineer and the subdivider. Plans must be provided in order for the Town Engineer to check the design and the drainage.

(4) **Material Slips.** Copies of material slips for all materials furnished for road construction projects shall be delivered to the Town Engineer before the Town approves the final construction.

(5) **Required Inspections.** Although the Town Engineer may conduct inspections as necessary at any state of construction, the land divider/subdivider shall contact the Town Engineer for required inspections after the following phases of construction:

- (a) **Sub-base grading;**
- (b) **Crushed aggregate base course;**
- (c) **Bituminous surface course; and**
- (d) **Shouldering.**

Any deficiencies found by the Town Engineer shall be corrected before proceeding to the next phase of construction.

(6) **Tests of Materials.** The Town reserves the right to obtain a sample of the roadway base material prior to installation in the roadway to determine whether the material meets gradation and soundness requirements.

(7) **Pavement Samples.** The Town reserves the right to take samples of bituminous asphalt during

pavement construction operations for purposes of determining that the material meets specifications.

(b) Construction Standards. All streets and highways constructed in the Town or to be dedicated to the Town shall fully comply with the following construction standards:

(1) Right-of-Way Width.

(a) Arterial streets: Minimum of 120 feet.

(b) All other streets and roads: Minimum of 66 feet.

(c) Cul-de-sacs and bulb radius: Minimum of 60 feet radius.

(d) Pedestrian ways: Minimum of 10 feet.

(2) Roadway Alignment Details. As specified in this Ordinance.

(3) Roadway Ditches. Minimum ditch slope of 0.50%.

(4) Roadway Base Thickness.

(a) Residential streets shall have a minimum roadway base thickness of twelve inches of compacted in-place crushed aggregate base course with 6" of No. 2 (or 2 and ½ inch) and 6" of No. 3 (or ¾").

(b) On Commercial, arterial or other heavy-use roads, as determined by the Town Board, a base course of fifteen inches compacted shall be constructed upon an inspected and approved subgrade, either well-graded crushed gravel from a state-approved pit with a maximum stone of one and one-half inches and no greater than ten percent by weight passing a No. 200 sieve or No. 3 crushed rock approximately six inches in-depth and one or more layers of fine

aggregate, either three-fourths inch crushed gravel, well-graded with no greater than ten percent passing a No. 200 sieve, or three-fourths inch traffic-bound crushed rock.

- (c) In the case of commercial, arterial or other heavy-use roads, the Town Board may, as an alternative to the above standards, have the Town Engineer provide specifications for such roads after researching the site(s) and conducting a soil analysis. In any case, the Town Board shall have the sole discretion to determine the use and construction classification to follow.
 - (d) In all cases, the base course shall be compacted to the extent necessary to produce a condition in which no appreciable displacement of material laterally and longitudinally under traffic shall occur and shall conform to line, grades and shape shown on the approved plans, profiles and cross sections.
- (5) **Roadway Sub-Base.** Stable and nonorganic material required. Unstable and organic material must be sub-cut, removed, and replaced with a suitable granular or breaker-run material approved by the Town Engineer.
 - (6) **Pavement Width.** Minimum of 24 feet of hard surface for local residential streets, a minimum of 26 feet of hard surface for collector streets or streets serving commercial or industrial areas.
 - (7) **Pavement Thickness.** Residential streets shall have a minimum of three inches thick compacted bituminous pavement, placed in two

layers - a binder course of 1-1/2 inches thick and a surface course of 1-1/2 inches. Commercial, arterial or other heavy-use roads shall have a minimum of four inches of bituminous pavement, placed in two layers - a binder course of two inches thick and a surface course of two inches. In the case of commercial, arterial or other heavy-use roads, the Town Board may, as an alternative to the above standards, have the Town Engineer provide specifications for paving such roads after researching the site(s) and conducting a soil analysis. In any case, the Town Board shall have the sole discretion in determining the use and construction classification utilized.

- (8) **Shoulder Width.** Minimum of two feet wide on each side.
- (9) **Shoulder Thickness.** Minimum of 2-1/2 inches of compacted in-place crushed aggregate base course - gradation No. 2 or No. 3 over a minimum of twelve inches of compacted in-place crushed aggregate base course.
- (10) **Roadway Culverts and Bridges.** Roadway culverts and bridges shall be constructed as directed by the Town Engineer and sized utilizing the methods listed in Chapter 5, entitled "Drainage," of the "Facilities Development Manual" of the Wisconsin Department of Transportation. All roadway culverts shall be provided with concrete or metal apron end walls. Animal guards shall be provided for culvert end walls where culvert diameter is 18 inches or larger.
- (11) **Driveway Culverts.** The Town Superintendent shall size driveway culverts. The culverts shall be placed in the ditch line at elevations that will assure proper drainage,

and provided with metal end walls or as approved by the Town.

(12) Topsoil, Grass, Seed, Fertilizer and Mulch.

All disturbed areas (ditches, backslopes) within the road right-of-way not provided with pavement and shouldering material shall be restored utilizing four inches of topsoil and good quality grass seed, fertilizer and mulch. Ditches along the roadway shall be protected by erosion control materials such as hay bales, sod, or erosion control mats.

(13) Drainage Improvements. In the case of all new roads and streets, the Town Board may require the subdivider to construct stormwater detention areas and storm sewers to provide for proper drainage.

(14) Roadway and Ditch Backslopes. Roadway and ditch backslopes shall be placed at grades typically 4:1 with 3:1 used only where approved by the Town Engineer.

(3) Block and Lot Design Standards.

(a) Block Design. The lengths, widths and shapes of blocks shall be appropriate for the topography and the type of development contemplated, but block length in residential areas shall not exceed 1,200 feet nor have insufficient width to provide for two tiers of lots of appropriate depth between street lines. As a general rule, blocks shall be no less than 750 feet in length. A block may have a single tier of lots where it adjoins a railroad, major thoroughfare, stream or park.

(b) Pedestrian Pathways. Pedestrian pathways, not less than ten feet wide, may be required by the Town Board through the center of a block more than 900 feet long, or wherever deemed essential to provide circulation or access to schools, playgrounds,

shopping centers, transportation and other community facilities.

(c) Lot Design.

- (1) Size, shape and orientation of lots shall be appropriate for the location of topography of the subdivision, the type of sewage or septic system to be utilized, and for the type of development contemplated. Each lot shall be designed to provide an aesthetically pleasing building site and a proper architectural setting for the buildings contemplated.
- (2) Width and size of lots shall conform to the requirements of the Town of Greenville Zoning Code.
- (3) Depth and width of properties reserved or laid out for commercial or industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated and as required by the Zoning Code.
- (4) Residential lots fronting on major streets and highways shall be platted with extra depth or design to alleviate the effect of major street traffic on residential occupancy.
- (5) In the subdividing of any land, regard shall be shown for all natural features, such as tree growth, water courses, historic spots or similar conditions which, if preserved, will add attractiveness and stability to the proposed development.
- (6) All remnants of lots below minimum size left over after subdividing of a larger tract must be added to adjacent lots, or a plan shown as to future use rather than allowed to remain as unusable parcels.

(4) Stormwater Management System.

(a) Drainage System Required. The Town Board shall not approve a CSM or Final Plat, or allow any construction, until the land divider/subdivider has submitted plans, profiles and specifications for stormwater management prepared by a registered professional engineer and approved by the Town Board, upon the recommendations of the Planning Commission and Town Engineer.

(b) Drainage System Plans.

(1) The land divider/subdivider shall submit to the Town, at the time of filing a Preliminary Plat, a TR-55 drainage plan or engineering report on the ability of existing watercourse channels, storm sewers, culverts and other improvements pertaining to drainage or flood control within the subdivision to handle the additional runoff which would be generated by the development of the land within the land division/subdivision as per the requirements of Chapter 5. Additional information shall be submitted to adequately indicate that provision has been made for disposal of surface water without damage to the developed or undeveloped land downstream or below the proposed subdivision. The report shall also include:

(a) Estimates of the quantity of storm water entering the land division/subdivision naturally from areas outside the subdivision.

(b) Quantities of flow at each inlet or culvert.

(c) Location, sizes and grades of required culverts, storm drainage sewers and other required appurtenances.

- (2) A grading plan for the streets, blocks and lots shall be submitted by the land divider/subdivider for the area within the land division or subdivision.
- (3) A description of how the land division/subdivision will meet:
 - (a) **The Town runoff rate standard**-The runoff rate from the post-development 100 year storm shall be released at a rate not to exceed the 10 year pre-development rate, with pre-development conditions being considered as meadow;
 - (4) Material and construction specifications for all drainage projects such as pipe, culverts, seed or sod shall be in compliance with specifications provided by the Town Board, and approved by the Town Engineer.
- (c) **Grading**. The land divider/subdivider shall grade each subdivision or CSM in order to establish street, block and lot grades in proper relation to each other and to topography as follows:
 - (1) The land divider/subdivider shall grade the full width of the right-of-way of all proposed streets in accordance with the approved plans.
 - (2) Block grading shall be completed by one or more of the following methods:
 - (a) Parts of all lots may be graded to provide for drainage to the street or to a ditch along the rear lot line if a drainage easement is provided.
 - (b) Draining across rear or side lot lines may be permitted provided that drainage onto adjoining properties is skillfully controlled and a drainage easement is provided.
- (d) **Drainage System Requirements**. The land divider/subdivider shall install all the storm

drainage facilities indicated on the plans required in Chapter 5:

(1) **Street Drainage.** All streets shall be provided with an adequate storm drainage system. All drainage crossing streets shall be conveyed in an underground culvert or storm sewer system. Maximum inlet spacing shall be 600 feet when a storm sewer system is utilized. The street storm system shall serve as the primary drainage system and shall be designed to carry street, adjacent land and building storm water drainage. No storm water shall be permitted to be run into the sanitary sewer system within the proposed land division or subdivision.

(2) **Off-Street Drainage.** The design of the off-street drainage system shall include the watershed affecting the land division/subdivision and shall be extended to a watercourse or ditch adequate to receive the storm drainage. When the drainage system is outside of the street right-of-way, the land divider/subdivider shall make provisions for dedicating an easement of the Town to provide for the future maintenance of said system. Easements shall be at least 20 feet wide, but the Town may require larger easements if more area is needed due to factors such as topography, or size of watercourse.

(e) ***Surface Water and Storm Water Drainage Facility Protections.*** *The surface water and stormwater drainage facility protections required by this section shall be expressly noted on the face of the plat or certified survey map with the purpose, location and dimensions clearly shown on the plat or certified survey map. The protections shall expressly grant to the Town of Greenville the right to enforce the protections. The Town of Greenville, may, in its discretion, also require such protections and the right of Town enforcement to be separately set forth in an easement/restrictive covenant recorded with the Outagamie County Register of Deeds office.*

(1). ***Drainageways..*** *Where topography or other conditions are such as to make impractical the inclusion of drainage facilities within a*

street or road right-of-way, the drainageway shall be protected by a perpetual direct access to a public right-of-way. Drainageway easements shall be protected by the following express provisions stated on the face of the plat or certified survey map.

- (a) *Town of Greenville Drainage Easement Restrictions.*** *The following uses, structures and activities are prohibited in any easement or outlot used for drainage: filling, grading and excavating except for the construction of public streets, utility crossings and drainage improvements and facilities; construction or placement of any building or structure including fences; the cultivation of crops, fruits or vegetables; the planting of trees or shrubs; the dumping or depositing of ashes, waste, compost, temporary fill, or materials of any kind or nature; the storage of vehicles, equipment, materials, or personal property of any kind. These restrictions may be enforced by any lot owner, Homeowners' Association or the Town of Greenville by proceedings in law or equity against any person violating or attempting to violate the restriction.*
- (b) *Drainage Maintenance Easement.*** *The Town of Greenville shall have an unqualified right to enter upon any easement or outlot used for drainage for inspection and to maintain and repair all drainageways, drainage facilities and drainage improvements. The Town may equally assess all lots for maintenance and repair and Town administrative costs. The purchase of any lot constitutes a waiver of objection to assessment and agreement to pay assessments which will be placed on the annual tax bill as a special assessment.*
- (2) *Drainage Detentions Facilities.*** *All drainage detention, drainage retention or drainage basin facilities shall be protected by perpetual unobstructed easement with satisfactory direct access to a public right-of-way. Drainage detention, retention or basin facilities shall be subject to the same protection and enforcement provisions as drainageways in sub. (1) i and ii above.*
- (3) *Outlots for Drainage Facilities.*** *The Town of Greenville shall require that all drainageways or drainage detention facilities, in whole or part, be made part of an outlot for subsequent conveyance to a Homeowners' Association subject to the protections and restrictions set forth in this section or to the Town of Greenville unless the Planning Commission and Town Board approves an alternative.*

- (4) ***Dedication of Drainage Facilities.*** *The Town of Greenville may, when it deems necessary for the health, safety and welfare of the present and future population of the area and necessary for the preservation of drainage facilities, require any drainageway or drainage detention facility to be dedicated to the Town of Greenville.*
- (5) ***Off Site Drainage.*** *Whenever a proposed drainage system will require the conveyance of surface water across private property outside of the subdivision or land division, the Town of Greenville may require that appropriate drainage rights be acquired and secured by an appropriate recorded instrument and noted on the plat or certified survey map.*
- (6) ***Erosion/Sedimentation.*** *The land divider or subdivider shall protect all drainage facilities. Ditches, channels or basins shall be seeded, sodded or paved depending on design, grades and soil types. Generally, ditches or channels with grades up to two percent shall be seeded; those with grades up to five percent shall be seeded with erosion mats. Protection of grades over five percent shall be approved by the Town engineer. 6-14-04*

(5) **Sanitary Sewer and Water System.** The land divider/subdivider shall comply with the design standards specified for the development's sanitary sewer and water system by the Town Engineer.

(6) **Standards for Non-Residential Subdivisions and Land Divisions.**

(a) **General.**

- (1) If a proposed subdivision or land division includes land that is zoned for commercial or industrial purposes, the layout with respect to such land shall make such provisions as the Town may require.
- (2) A non-residential land division or subdivision shall also be subject to all the requirements of this Ordinance, as well as

such additional standards required by the Town and shall conform to the proposed land use standards established by any Town Master Plan or Official Map, or the Town Zoning Code.

(b) **Standards**. In addition to the principles and standards in this Ordinance, the land divider/subdivider shall demonstrate to the satisfaction of the Town Board that the street, parcel and block pattern proposed is specifically adapted to the uses anticipated and takes into account other uses in the vicinity. The land divider/subdivider shall observe the following principles and standards:

- (1) Proposed industrial parcels shall be suitable in area and dimensions to the types of industrial development anticipated.
- (2) Street rights-of-way and pavement shall be adequate to accommodate the type and volume of traffic anticipated to be generated.
- (3) Special requirements may be imposed by the Town Board with respect to street, curb, gutter and sidewalk design and construction.
- (4) Special requirements may be imposed by the Town Board with respect to the installation of public utilities, including water, sanitary sewer and storm water drainage. Drainage facilities should be planned for the entire land division/subdivision to avoid lot by lot detention facilities.
- (5) Every effort shall be made to protect adjacent residential areas from potential nuisance from a proposed commercial or industrial land division/subdivision, including the provision of extra depth in parcels backing up on existing or potential residential development and provisions for permanently landscaped buffer strips when necessary. (See Town Zoning Ordinance-Section 7.08 Landscaping).

- (6) Streets carrying non-residential traffic, especially truck traffic, shall not normally be extended to the boundaries of adjacent existing or potential residential areas.