

## Chapter 86 SUBDIVISIONS\*

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\***Cross references:** Buildings and building regulations, ch. 14; floods, ch. 38; mobile homes, ch. 54; planning, ch. 66; streets, sidewalks and other public places, ch. 82; utilities, ch. 98; vegetation, ch. 102; zoning, ch. 106.

**State law references:** Platting lands generally, Wis. Stats. § 236.01 et seq.

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## ARTICLE IV. DESIGN STANDARDS

### Sec. 86-196. General standards.

- (a) *Compliance with state statutes.* In laying out a subdivision, the owner shall conform to the provisions of Wis. Stats. ch. 236, and all applicable city regulations. In all cases where the requirements of this chapter are different from the requirements of chapter 236, the more restrictive provision shall apply.

- (b) *Dedication.* The subdivider shall dedicate land and improve streets as provided in this chapter and section 86-164. Streets shall be located with due regard for topographical conditions, natural features, existing and proposed streets, utilities and land uses and public convenience and safety. Streets shall conform to official maps adopted by the common council. The subdivision, certified survey parcel or land division shall be so designed as to provide each lot with satisfactory access to a public street or road.
- (c) *Compliance with comprehensive plan.* The arrangement, character, extent, width, grade and location of all streets shall conform to any city comprehensive development plan and to this chapter and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to runoff of stormwater, 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 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.* In areas not covered by a city comprehensive plan, 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 lakes 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 follows:
  - (1) *Arterial streets.* A street which provides for through traffic for a heavy volume of vehicles, from within the city. It has a secondary function of providing access to abutting land.
  - (2) *Collector streets.* Collector streets shall provide ready collection of traffic from commercial and residential areas and conveyance of this traffic to the major street and highway system and shall be properly related to special traffic generators such as schools, churches and shopping centers and other concentrations of population and to the arterial streets into which they feed.
  - (3) *Local streets.* Local streets shall be arranged to conform to the topography, to discourage use by through traffic, to permit the design of efficient storm and sanitary sewer systems and to require the minimum street area necessary to provide safe and convenient access to abutting property. A local street is a street connecting with not more than two local or collector streets.
  - (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 common council, such extension is not necessary or desirable 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 shall not be provided on any plat to control access to streets or alleys, except where control of such strips is placed with the city under conditions approved by the common council.
- (g) *Alleys.*
  - (1) *Commercial and industrial.* Alleys shall be provided in all commercial and

industrial districts for off-street loading and service access, except that the common council may waive this requirement where other definite and assured provision is made for service access, such as off-street loading and parking, consistent with and adequate for the uses proposed.

- (2) *Residential.* Alleys shall not be approved in residential areas unless necessary because of topography or other exceptional circumstances.
  - (3) *Width.* The width of alleys shall not be less than 24 feet.
  - (4) *Dead-end.* Dead-end alleys are prohibited, and crooked and T alleys shall be discouraged.
- (h) *Continuation.* Streets shall be laid out to provide for possible continuation wherever topographic and other physical conditions permit. Provision shall be made so that 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 be extended 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 common council, upon the recommendation of the plan commission, such extension is not necessary or desirable 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 will be approved when necessitated by the topography.
- (i) *Number of intersections.* The number of intersections of local streets with collector streets shall be reduced to the practical minimum consistent with circulation needs and safety requirements, preferably not more than two.
- (j) *Frontage roads.* Where a subdivision abuts or contains an existing or proposed arterial highway, the common council may require a frontage road, nonaccess reservation along the rear of the property contiguous to such highway or such other treatment as may be necessary to ensure safe, efficient traffic flow and adequate protection of residential properties.
- (k) *Private streets.* Private streets shall not be approved nor shall public improvements be approved for any private street except as part of a condominium development. All streets shall be dedicated for public use.
- (l) *Visibility.* Streets shall afford maximum visibility and safety and shall intersect at right angles where practicable. As required by the city engineer, sufficient vision clearance triangles shall be provided at intersections.
- (m) *Tangents.* A tangent at least 100 feet long shall be required between reverse curves on arterial and collector streets.
- (n) *Street grades.*
- (1) Unless necessitated by exceptional topography, subject to the approval of the common council, the maximum centerline grade of any street or public way shall not exceed the following:
    - a. Arterial streets: six percent. Collector streets: seven percent.
    - b. Local streets, alleys and frontage streets: ten percent.
    - c. Pedestrian ways: 12 percent unless steps of acceptable design are

provided.

- d. The grade of any street shall in no case exceed ten percent or be less than one-half of one percent.
- (2) 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.
  - (3) All changes in street grades shall be connected by vertical curves of a minimum length equivalent in feet to 15 times the algebraic difference in the rates of grade for major and collector streets and one-half this minimum for all other streets.
- (o) *Radii of curvature.* When a continuous street centerline deflects at any one point by more than ten degrees, a circular curve shall be introduced having a radius of curvature on such centerline of not less than the following:
- (1) Arterial streets and highways: 300 feet.
  - (2) Collector streets: 200 feet.
  - (3) Local streets: 100 feet.
- Curves should be provided when centerline deflections exceed one degree in rural areas and in urban areas when deflection exceeds three degrees.
- (p) *Half streets.* Where an existing dedicated or platted half street is adjacent to the subdivision, the other half street shall be dedicated by the subdivider. The platting of half streets should be avoided where possible.
- (q) *Intersections.*
- (1) Property lines at street intersections of major thoroughfares shall be rounded with a radius of 15 feet or of a greater radius where the city 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.
  - (4) T intersections will only be authorized by the plan commission and common council.
- (r) *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 plan commission and common council.
- (s) *Cul-de-sacs.*
- (1) *Design specifications.* Cul-de-sac streets designed to have one end permanently closed shall not exceed 800 feet in length unless authorized by the city engineer and the utility commission and shall terminate with a turnaround of not less than 120 feet in diameter of right-of-way and a minimum outside curb radius of 48.5 feet. The use of cul-de-sacs should be avoided where possible. T intersections

may only be authorized by the plan commission and common council.

- (2) *Temporary termination of streets.* Temporary termination of streets intended to be extended at a later date shall be accomplished with a temporary cul-de-sac in accordance with the standards set forth in subsection (s)(1) of this section, or by the 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 or a temporary 45-foot diameter turnaround.
- (t) *Unlimited access highway right-of-way treatment.* Whenever the proposed subdivision contains or is adjacent to a limited access highway, or arterial street, the design shall provide the following treatment:
  - (1) *Subdivision lots.* When lots within the proposed subdivision back up on the right-of-way of an existing or proposed limited access highway, a planting strip at least 30 feet in depth shall be provided adjacent to the highway 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 is reserved for the planting of trees and shrubs. The building of structures hereon is prohibited."
  - (2) *Commercial and industrial districts.* Commercial and industrial properties shall have provided, on each side of the limited access highway, an arterial street, streets approximately parallel to and at a suitable distance from such highway 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 limited access highway.* Streets parallel to a limited access highway right-of-way, when intersecting a major street and highway or collector street which crosses such highway, shall be located at a minimum distance of 250 feet from such highway 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) *Minor streets.* 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 highway right-of-way shall be avoided in residential areas.
- (u) *Street widths.* The minimum right-of-way and roadway width of all proposed streets and alleys shall be as specified by the master plan, official map or neighborhood development study; or if no width is specified therein, the minimum width shall be as follows:

MINIMUM WIDTHS

TABLE INSET:

Pavement Type of Street	R.O.W. Widths to Be Dedicated (in feet)	Face of Curb to Face of Curb (in feet)
Major arterial streets	80	45
Collector streets	66	41
Other streets	60	37

- (v) *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 0.01 feet above the peak stage for the 100-year recurrence interval flood, as established in the applicable federal flood insurance study. Larger permissible flood stage increases may be acceptable for reaches 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 flows 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 state department of natural resources to ensure compliance therewith.

(Ord. No. 98-12, § I(86-1-70), 5-8-1998)

### **Sec. 86-197. Specifications for preparation, construction and dedication of streets and roads.**

(a) *General requirements.*

- (1) *Construction standards.* All roadway construction and materials used shall be performed in accordance with the construction methods as listed in the appropriate sections of the state department of transportation standard specifications for road and bridge construction and its supplements, and this chapter, whichever is more restrictive. The design requirements of this section and section 86-196 shall be applicable to all streets and roads that are to be dedicated to the city, regardless of whether such streets or roads are part of a new subdivision or land division.
- (2) *Project costs.* All roadway surveys, dedications, plans and specifications and construction will be at the expense of the applicants. This includes any expense incurred by the city 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 city, the applicant shall notify the city clerk/treasurer. An onsite meeting will then be arranged to be attended by the city engineer and the applicant. Plans must be provided in order for the city engineer to check the design and drainage.
- (4) *Material slips.* Copies of material slips for all materials furnished for the road construction projects shall be delivered to the city before the city approves the final construction.
- (5) *Required inspections.* The city engineer shall be contacted for required inspections after the following phases of construction:
  - a. Subbase grading;
  - b. Crushed aggregate base course;

- c. Bituminous surface course (if required); and
- d. Shouldering.

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

- (6) *Tests of materials.* The city reserves the right to obtain a sample of the roadway base material prior to placement on the roadway for purposes of determining whether the material meets gradation and soundness requirements.
  - (7) *Pavement samples.* Samples of asphalt and concrete will be taken by the city during pavement construction operations for purposes of determining that the material meets specifications.
- (b) *Specific construction standards.* All streets and highways constructed in the city or to be dedicated to the city shall fully comply with the following construction standards:
- (1) *Grading.*
    - a. Prior to the submittal of the final plat, the subdivider shall furnish drawings which indicate the existing and proposed grades of roads, streets and alleys shown on the plat.
    - b. Proposed grades will be reviewed by the city engineer for conformance with city standards and good engineering practice.
    - c. After installation of temporary block corner monuments by the subdivider and the establishment of street grades by the city engineer, the subdivider shall grade the full width of the right-of-way of the streets and alleys proposed to be dedicated, including the vision clearance triangle on corner lots, followed by surfacing required by this chapter. After installation of water and sewer facilities, the roadway shall be surfaced.
    - d. In cases where an existing street right-of-way is made a part of the plat or abuts the plat, the subdivider shall grade that portion of the right-of-way between the existing pavement and the property line.
    - e. The bed for the roadways in the street rights-of-way shall be graded to subgrade elevation.
    - f. The city engineer shall approve all grading within a right-of-way and such grading shall extend for a sufficient distance beyond the right-of-way to ensure that the established grade will be preserved.
    - g. Where electric and other communications or utilities facilities are to be installed underground, the utility easements shall be graded to within two inches of the final grade by the subdivider, prior to the installation of such facilities. Earth fill piles or mounds of dirt or construction materials shall not be stored on such easement areas.
    - h. Cut and filled lands shall be graded to a maximum slope of one to four or the soil's angle of repose, whichever is the lesser, and covered with permanent vegetation.
  - (2) *Roadway base thickness.*

- a. Streets shall have a minimum roadway base thickness of 12 inches of compacted in-place crushed aggregate base course of gradation no. 2 in the top layer and gradations no. 1 and no. 2 in the lower level. Roadway base shall include seven inches of 2 1/2-inch stone and in addition five inches of three-quarter-inch stone.
  - b. In the case of commercial, arterial or other heavy-use roads, the common council may, in the alternative to such standards, have the city engineer provide specifications for such roads after researching the sites and conducting a soil analysis.
  - c. In any case, the common council shall have the sole discretion in determining the use and construction classification to be adhered to.
  - d. In all cases, the base course shall be compacted to the extent necessary to produce a condition so that there will be no appreciable displacement of material laterally and longitudinally under traffic and shall conform to line, grades and shape shown on the approved plans, profiles and cross sections.
- (3) *Roadway subbase.* Stable and nonorganic subbase material is required. Unstable and organic material must be subcut, removed and replaced with a suitable granular or breaker-run material or filter fabric approved by the city engineer.
- (4) *Pavement thickness.*
- a. Residential streets shall be constructed with curb and gutter and have a minimum of three inches thick compacted bituminous concrete pavement, placed in two layers: a binder course 1 1/2 inches thick and a surface course of 1 1/2-inch. On commercial, arterial or collector streets, there shall be a minimum of four inches of asphalt paving, placed in two layers: a binder course 2 1/2 inches thick and a surface course of 1 1/2 inches. In the case of commercial, arterial or collector roads, the common council may, in the alternative to such standards, have the city engineer provide specifications for paving such roads after researching the sites and conducting a soil analysis. In any case, the common council shall have the sole discretion in determining the use and construction classification to be adhered to. Occupancy of 75 percent of the subdivision development and all laterals must be installed before asphalt or concrete is laid.
  - b. The surface coat shall be applied as soon as reasonably possible after the application of the binder coat, consistent with sound engineering practices. In no event shall the surface coat be applied more than three weeks after application of the binder coat. If it is not possible to immediately apply the binder course, then the binder course shall be cleaned and a tack coat applied.
  - c. All new streets shall be constructed with curb and gutter as directed by the common council. Every subdivider shall escrow sufficient funds with the city clerk/treasurer prior to final plat approval to cover the cost of such base, curb and gutter.
- (5) *Roadway culverts and bridges.* Roadway culverts and bridges shall be

constructed as directed by the city engineer and sized utilizing the methods listed in chapter 13, entitled "Drainage," of the Facilities Development Manual of the state department of transportation. All roadway culverts shall be provided with concrete or metal apron endways.

- (6) *Topsoil, grass, seed, fertilizer and mulch.* Any 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 with greater than a 2.5 percent slope shall be protected by erosion control materials such as hay bales, sod, erosion control mats, etc. Guarantee of maintenance is required for one year.
- (7) *Drainage improvements.* In the case of all new roads and streets, the common council may require that stormwater retention areas and storm sewers be constructed in order to provide for proper drainage.
- (8) *Street maintenance.* The developer will be responsible for all maintenance costs until the roadway is paved.

(Ord. No. 98-12, § 1(8-1-71), 5-8-1998)

#### **Sec. 86-198. Block design standards.**

- (a) *Length; arrangement.* 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 1,500 feet, nor have less than sufficient width to provide for two tiers of lots of appropriate depth between street lines. As a general rule, blocks shall not be less than 400 feet in length.
- (b) *Pedestrian pathways.* Pedestrian pathways, not less than ten feet wide, may be required by the common council, upon the recommendation of the plan commission, through the center of a block more than 900 feet long, where deemed essential to provide circulation or access to schools, parks, churches, playgrounds, shopping centers, transportation and other community facilities.
- (c) *Width.* The width of blocks shall be enough to provide for two 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.* Utility easements for electric power and telephone service shall, where practical, be placed on mid-block easements along rear lot lines.

(Ord. No. 98-12, § 1(86-1-72), 5-8-1998)

#### **Sec. 86-199. Lot design standards.**

- (a) *Size.* The size, shape and orientation of lots shall be appropriate for the location or topography of the subdivision, the type of sewerage to be utilized, and for the type of development contemplated, provided that no lot shall be smaller in area than the minimum lot size for the appropriate zone as established by the zoning chapter.

- (b) *Commercial lots.* 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, as required by the zoning chapter.
- (c) *Lots where abutting major highway.* 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.
- (d) *Corner lots.* Corner lots for residential use shall have a width sufficient to provide a building setback of at least 25 feet from each street.
- (e) *Access to public streets.* Every lot shall front or abut for a minimum distance of at least 40 feet on a public street. Lots with an access only to private drives or streets shall be permitted only with common council approval.
- (f) *Side lots.* Side lot lines shall be substantially at right angles to or radial to abutting street lines. Lot lines shall follow city boundary lines.
- (g) *Double and reversed frontage lots.* Double frontage and reversed frontage lots shall be avoided except where necessary to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation.
- (h) *Natural features.* In the subdividing of any land, regard shall be shown for all natural features, such as tree growth, watercourses, historic spots or similar conditions which, if preserved, will add attractiveness and stability to the proposed development.
- (i) *Land remnants.* 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.
- (j) *Large lots.* Where lots are created of a size larger than normal for the area, the plan commission may require that the plat be so designed as to allow for the possible future resubdivision of such lots into normal sizes compatible with the area. Utilities will be installed at the time of initial development.
- (k) *Lot area and dimensions.* Area and dimensions of all lots shall conform to the requirements of the city zoning chapter for the subdivisions within the city.
- (l) *Lot depth.* Depth of lots shall be a minimum of 100 feet. Excessive depth in relation to width shall be avoided and a proportion of two to one shall be considered a desirable ratio under normal conditions. 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.
- (m) *Lot width.* Width of lots shall conform to the requirements of the city zoning chapter, or other applicable ordinance, and in no case shall a lot be less than 70 feet in width at the building setback line.

(Ord. No. 98-12, § 1(86-1-73), 5-8-1998)

### **Sec. 86-200. Drainage system.**

- (a) *Required.* As required by section 86-169, a drainage system shall be designed and

constructed by the subdivider to provide for the proper drainage of the surface water of the subdivision and the drainage area of which it is a part. To ensure compliance with the established drainage plan, a covenant shall be included in the plat, referring to the drainage plan and requiring compliance therewith. A final plat shall not be approved until the subdivider has submitted plans, profiles and specifications as specified in this section, which have been prepared by a registered professional engineer and approved by the common council, upon the recommendations of the plan commission and city engineer. When required by Wis. Stats. § 59.693(10), which covers annexed areas, the developer must comply with the county's stormwater management and erosion requirements.

(b) *Plans.*

(1) The subdivider shall submit to the city at the time of filing a preliminary plat a preliminary 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 subdivision. Additional information shall be submitted to adequately indicate that provision has been made for disposal of surface water without any damage to the developed or undeveloped land downstream or below the proposed subdivision. The report shall also include:

- a. Estimates of the quantity of stormwater entering the 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 subdivider for the area within the subdivision.

(3) The design criteria for storm drainage systems shall be as specified in section 86-169.

(4) Material and construction specifications for all drainage projects (i.e., pipe, culverts, seed, sod, etc.) shall be in compliance with specifications provided by the city engineer. The developer is responsible to grade the development to the proposed elevations.

(c) *Grading.* Should the approved drainage plan require any grading within any block to ensure stormwater drainage, the subdivider shall cause such grading or other improvements to be installed at his expense at the same time that the subdivision roads are being graded and graveled. The subdivider shall grade each subdivision in order to establish street, block and lot grades in proper relation to each other and to topography as follows:

(1) The 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. A ridge may be constructed along the rear lot lines which provides for

drainage onto the streets.

- b. Parts of all lots may be graded to provide for drainage to the street or to a ditch along the rear lot line.
  - c. Draining across rear or side lot lines may be permitted, provided that drainage onto adjoining properties is skillfully controlled.
- (3) Subdividers/owners are required to file waivers of special assessment for curb, gutter and sidewalk with the city clerk/treasurer prior to the issuance of a building permit. All lots will be assessed (\$150.00 per lot) for setting grades for new developments prior to the issuance of a building permit. The subdivider/owner will pay 100 percent of the costs.
- (d) *Requirements.* The subdivider shall install all the storm drainage facilities indicated on the plans required in subsection (a) of this section.
- (1) *Street drainage.* All streets shall be provided with an adequate storm drainage system. The street storm system shall serve as the primary drainage system and shall be designed to carry street, adjacent land and building stormwater drainage. No stormwater shall be permitted to be run into the sanitary sewer system within the proposed subdivision.
  - (2) *Off-street drainage.* The design of the off-street drainage system shall include the watershed affecting the 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 subdivider shall make provisions for dedicating an easement to the city to provide for the future maintenance of such system. Easements shall be a minimum of 20 feet, but the city may require larger easements if more area is needed due to topography, size of watercourse, etc.
  - (3) *Sump pumps.* Each owner of a platted lot where storm sewer laterals have been installed or will be installed in the future pursuant to city ordinance shall be required, at the time of construction or thereafter, to connect the building sump pump outlet directly to the storm sewer lateral as installed at the time of the plat approval by the subdivider or as subsequently installed by the city pursuant to this section or any other ordinance of the city. It shall be the responsibility of the person taking out a building permit to see that the sump pump discharged from the building constructed upon the property is installed underground from the building and connected to the storm sewer laterals. In addition, it shall be the responsibility of the owners of existing buildings where ministorm sewers are installed hereinafter by the city to see that the property owner's sump pump discharge from the building as previously constructed upon the property is installed or reinstalled underground from the building and connected to the ministorm sewer.
- (e) *Storm sewers.* The subdivider shall be required, within each street constructed within the subdivision, to provide stormwater drainage according to the plans and specifications of the city, as approved by the city engineer. Each street within the final plat shall have an independent storm sewer drain connected to the stormwater system in the right-of-way. All costs and expenses, excluding engineering and installation, relating to the connection to the storm system shall be paid one-half by the developer and one-half by the city. The developer shall pay the total cost of engineering and installation. The cost of the extension of storm sewer laterals from the storm sewer main to the property line of each

platted lot shall be borne by the developer. It shall be the responsibility of the person taking out a building permit to see that the sump pump discharge from the building constructed upon the property is installed underground from the building and connected to the storm sewer laterals.

- (f) *Protection.* The subdivider shall adequately protect all ditches to the satisfaction of the common council and city engineer. Ditches and open channels shall be seeded, sodded or paved depending upon grades and soil types. (Generally ditches or channels with grades up to one percent shall be seeded; those with grades up to four percent shall be sodded and those with grades over four percent shall be paved or as deemed appropriate by the design engineer; stone plunge pool, riprap, flat stone, etc.)

(Ord. No. 98-12, § I(86-1-74), 5-8-1998)

### **Sec. 86-201. Nonresidential subdivisions.**

- (a) *General.* If a proposed subdivision includes land that is zoned for commercial or industrial purposes, the layout of the subdivision with respect to such land shall make such provisions as the city may require. A nonresidential subdivision shall also be subject to all the requirements of site plan approval set forth in the city zoning and building chapters. A nonresidential subdivision shall be subject to all the requirements of this chapter, as well as such additional standards required by the city and shall conform to the proposed land use standards established by any city comprehensive plan, land use plan or official map and the city zoning chapter.
- (b) *Standards.* In addition to the principles and standards in this chapter, which are appropriate to the planning of all subdivisions, the applicant shall demonstrate to the satisfaction of the common council 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 following principles and standards shall be observed:
- (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 thereupon.
  - (3) Special requirements may be imposed by the common council with respect to street, curb, gutter and sidewalk design and construction.
  - (4) Special requirements may be imposed by the common council with respect to the installation of public utilities, including water, sewer and stormwater drainage.
  - (5) Every effort shall be made to protect adjacent residential areas from potential nuisance from a proposed commercial or industrial 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.
  - (6) Streets carrying nonresidential traffic, especially truck traffic, shall not normally be extended to the boundaries of adjacent existing or potential residential areas.

(Ord. No. 98-12, § I(86-1-75), 5-8-1998)

Secs. 86-202--86-220. Reserved.