

**Policy for New Town Roads –Adopted by the Town Board 10 21 2013-Town of Springdale,
Dane County, Wisconsin**

1. A proposed new town road must be clearly in the public interest/good, ie. a development with a new town road may be considered only when it enhances adherence to the goals and policies of the Land Use Plan as listed in Section 3 of the Plan.

2. A new town road will not be accepted when its only purpose is to facilitate development that could not otherwise occur without the new town road. Some examples of factors that could influence the developability of parcels in Springdale include:
 - a) Safe access point(s) to/from Town or County roads or State Highways
 - b) Wetlands
 - c) Steep and hilly terrain
 - d) Soil conditions deemed unsuitable for wells and/or septic systems
 - e) Proximity to natural resource areas
 - f) Landlocked properties
 - g) Lack of required frontage on an existing public way

3. A new town road may, or may not, be accepted for an option 3 development.

4. A new town road may be considered for an option 2 development only when the proposed new road, or the extension of an existing road, clearly improves compliance with the Land Use Plan, Residential Density Option 2, Sections (B) and (C), and meets all the following goals from option 3:
 - a. Residential development (lots) shall be clustered on twenty-five (25) percent of the contiguous acres owned on plan effective date. Additionally, shared driveways may be required to enhance the effect of clustering development areas.
 - b. Residential driveways shall be sited and constructed in a manner which best minimizes their impact on agricultural land.

5. A new town road may be considered for an option 1 development only when the proposed new road, or the extension of an existing road, clearly improves compliance with the Land Use Plan, Residential Density Option 1, Sections (B) and (C), and meets all the following goals from option 2:
 - a. Residential driveways shall be sited and constructed in a manner which best minimizes their impact on agricultural land.
 - b. The building envelope(s) shall be designed to minimize their visual impact when viewed from public roads and from the surrounding countryside. On properties with prominent, exposed hilltops or ridges, it is desirable for roof tops not to extend above the hilltop or ridge line.
 - c. The location of building envelope(s) shall demonstrate that the impact on the town's rural character has been minimized.
 - d. Clustering is desirable and may be required when there is the potential for three or more building envelopes to be created.

6. In the case where a town road has been converted to a private driveway by action of the Town Board after Sept. 29, 2013, and development of permitted new lots cannot proceed without a town road, the Town Board will consider reestablishing the private driveway as a public right-of-way.