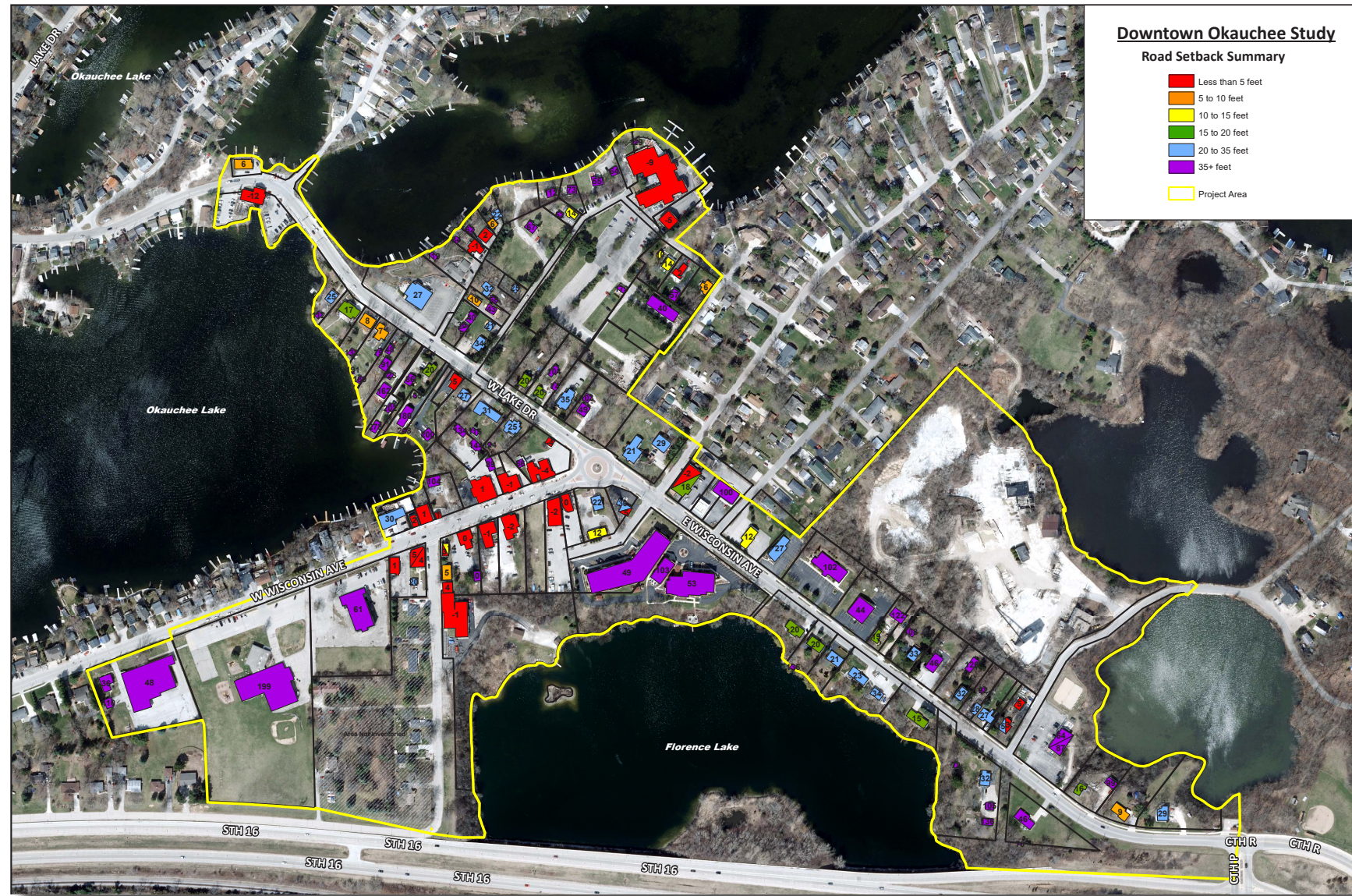


# ROAD SETBACK

THE DISTANCE BETWEEN THE BASE SETBACK LINE AND STRUCTURE

## EXISTING ROAD SETBACK CONDITIONS



**79%** of structures within entire project area are located within 35 ft. of the road.

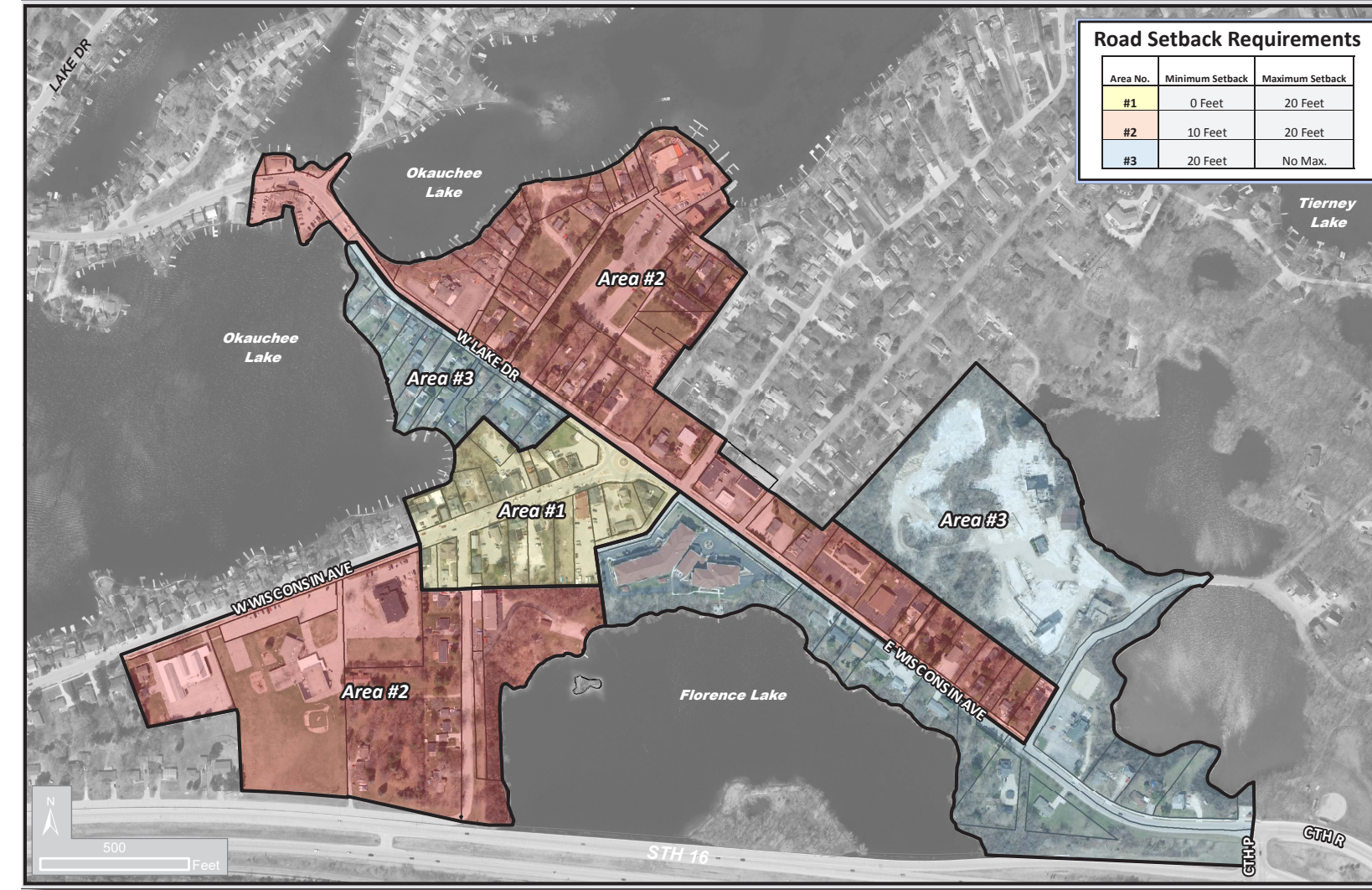
## MORE RELIEF FOR NONCONFORMING STRUCTURES

- Existing code requires special exceptions or variances for many improvements to nonconforming structures
- Proposed amendments allow lateral and vertical expansions. Expansions shall not be located any closer to the road than the existing structure if nonconforming to minimum road setback.
- Replace, restore, remodel, maintain and repair provisions remain.

Landscaping will be required when buildings are setback from the street edge.

A beautified streetscape promotes social activity, can boost economic growth and improves overall aesthetics of an area.

## PROPOSED ROAD SETBACK



## EXISTING AND PROPOSED ROAD SETBACK

Road Setback Area (Areas are described on map)	Existing Minimum Road Setback (Without the use of averaging provisions)	Proposed Minimum Road Setback	Proposed Maximum Road Setback
Area #1	35 ft.	0 ft.	20 ft.
Area #2	35 ft.	10 ft.	20 ft.
Area #3	35 ft.	20 ft.	None

## ZERO FOOT SETBACK



(Village of Hartland)



(Okauchee)

## APPROXIMATE 20 FOOT SETBACK



(Village of Pewaukee)

## BENEFITS OF THE PROPOSED ROAD SETBACK SCHEME

- Activates street along major commercial corridor, while providing for a transitional area coming into downtown Okauchee.
- Minimum/maximum setback concept keeps pattern of development close to road, but provides for streetscaping, outdoor seating, and signage where appropriate.
- Minimizes parking adjacent to road.
- Provides flexibility for improvement of legal nonconforming structures.
- Reduces number of nonconforming structures to minimum road setback.
- Required road setback within designated residential areas allows for a parked car in a driveway, preserving street parking for commercial uses.