



# DEVELOPMENT REVIEW APPLICATION

Planning Division  
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## NEW ROAD FORM

Propose three possible road names (in priority order) that are distinct from existing road names in the 05468 zip code.

- 1.
- 2.
- 3.

### PUBLIC ROADS (ZR§591)

*The Selectboard has the ultimate authority on acceptance of PUBLIC ROADS in accordance with Title 19 V.S.A. Chapter 7, Laying Out, Discontinuing and Reclassifying Highways. Meeting the requirements of this Section will not automatically guarantee acceptance of the road as public, however compliance with these conditions must be demonstrated to the Development Review Board through the subdivision review process if the intention is to establish a new PUBLIC ROAD.*

**New roads shall only be considered for acceptance as a PUBLIC ROAD if all of the following conditions are met:**

- The road will provide improved traffic circulation to the local PUBLIC ROAD network, or have easements or rights-of-way secured to improve traffic circulation to the local PUBLIC ROAD network in the future; and
- The road will create a pattern of interconnecting roads and blocks, that encourages multiple routes from origins to destinations. The road, or network of roads, must have a looped road (roads having more than one separate connection to an existing PUBLIC RIGHT-OF-WAY). This shall not render developments in existence prior to January 15, 2009 as non-conforming; and
- The road will be constructed in accordance with the Town of Milton's Public Works Specifications; and
- The road will intersect an existing Town or State highway; and
- Acceptance of the road is in accordance with the goals of the Milton Comprehensive Plan.

Check here to verify that your proposal meet all the criteria above.

Check here to verify that your roadway exhibits correspond with the Town of Milton Public Works Specifications.

### PRIVATE ROADS (ZR§592)

Check here to verify your understanding that A PRIVATE ROAD is any road that is not offered to and accepted by the Town as a PUBLIC ROAD. Responsibility for construction, maintenance and improvements shall fall entirely upon the owners and operators of each PRIVATE ROAD.

Check here to verify your understanding that the right-of-way is to remain in private ownership and is not intended for dedication as a Town road. PRIVATE ROADS must be certified by a Professional Engineer for conformance with the approved plans.

Check here to verify that your proposal meets all of the following standards:

- (1) PRIVATE ROADS must be built to the PRIVATE ROAD specifications as defined in the Public Works Specifications.
- (2) Proper drainage facilities shall be constructed to ensure that PUBLIC ROADS are not subject to flooding or other damage from a PRIVATE ROADS.
- (3) Intersections of PRIVATE ROADS and PUBLIC ROADS shall be designed to ensure adequate visibility and safety.
- (4) PRIVATE ROADS shall be constructed so as to permit the safe access of emergency vehicles to all STRUCTURES.
- (5) Units accessed through a PRIVATE RIGHT-OF-WAY must have FRONTAGE on that PRIVATE RIGHT-OF-WAY;
- (6) The width of a PRIVATE RIGHT-OF-WAY shall be at least forty (40) feet, if the subdivision is a PLANNED UNIT DEVELOPMENT. The Development Review Board must approve this reduced width.
- (7) The maximum length of the PRIVATE RIGHT-OF-WAY for any residential subdivision shall be one thousand linear (1000) feet in its entirety; this requirement may be waived by the Development Review Board if it is

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determined that the roadway proposed can provide safe access for emergency vehicles. This length shall be measured from the intersection with a PUBLIC RIGHT-OF-WAY;

- (8) All PRIVATE RIGHTS-OF-WAY in excess of five hundred (500) feet shall provide at least one pullout area every five hundred (500) feet, the exact location of which shall be determined through the subdivision review process;
- (9) A PRIVATE RIGHT-OF-WAY shall be paved when the grade of the roadbed exceeds 7%;
- (10) No roadway within a PRIVATE RIGHT-OF-WAY shall be constructed with a grade greater than 10%;
- (11) A PRIVATE RIGHT-OF-WAY serving more than 30 lots or 50 dwelling units must have a LOOPED ROAD (roads having more than one separate connection to an existing PUBLIC RIGHT-OF-WAY). This requirement may be waived by the Development Review Board if it is determined that the roadway proposed can provide safe access for emergency vehicles and efficient layout of utilities. This waiver may not be allowed for PRIVATE RIGHTS-OF-WAY serving more than 60 lots or 100 dwelling units. This shall not render developments in existence prior to January 15, 2009 as non-conforming;
- (12) A dead-end PRIVATE RIGHT-OF-WAY shall have a suitable cul-de-sac or hammerhead at the terminus;
- (13) Deeds or declarations creating PRIVATE RIGHTS-OF-WAY approved by the Development Review Board shall contain legally binding covenants, running with the land, absolving the Town from taking over said right-of-way as a Town highway; such covenants shall be included in the recorded deeds for each parcel created through the subdivision, and this condition shall be clearly indicated on the final subdivision plat for the development; such agreements shall inform all current and future land owners that the Town shall not be asked to maintain or take over the right of way in the future; such agreement shall involve all units that utilize the right-of-way regardless of whether said lot was created through the subdivision;
- (14) The USE of a PRIVATE RIGHT-OF-WAY shall require a legally executed agreement for the perpetual maintenance of the right-of-way by future owners of lots within the subdivision or for any lot utilizing the right-of-way for access regardless of whether said lot was created through the subdivision. A Homeowners Association must be established in order to ensure proper maintenance of the right-of-way in the future;
- (15) When a PRIVATE RIGHT-OF-WAY is proposed, the applicant shall provide a roadway profile by a certified engineer guaranteeing compliance with the terms of this Section; no PRIVATE RIGHT-OF-WAY shall be approved by the Development Review Board without the receipt of a letter of approval from the Town's Fire Chief, Police Chief or Rescue Squad stating that the right-of-way will provide safe access to each DWELLING UNIT that it serves; such profile shall be submitted prior to the final public hearing for the subdivision.