

**Article**

**7**

**Design Standards**

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*City of Richmond  
Unified Development  
Ordinance*

# Design Standards

## 7.01 Using This Section

The following pages contain the design standards for site and infrastructure improvements associated with subdivisions, Planned Developments, and development plan approval. These requirements shall also apply to planned developments associated with subdivision approval. Each section represents the regulations for a specific category. There are two (2) ways to determine which design standards apply to a specific type of petition. They are:

- A. Using Two-page Layouts: Refer to the two-page layouts in *Article 6: Subdivision Types* for a specific subdivision type. Applicable design standards for that specific subdivision type are identified by four-digit codes in the "Additional Design Standards that Apply." Only the four-digit codes noted in the "Additional Design Standards that Apply" section apply to that subdivision type.
- B. Using Icons: Refer to the project icons used at the top of each design standards section in *Article 7: Design Standards*. Each design standard section begins with a four-digit code and introductory sentence followed by square icons that stand for subdivision or project type. These project icons note that the design standards written in that section applies to that type of application.

## 7.02 Purpose of Design Standards

- A. Intent: It is the purpose of *Article 7: Design Standards* to establish and define design standards that shall be required by the City for any subdivision of land, development plan approval, and Planned Development.

# Icon Key

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## 7.03 Icon Key

-  - Standard Subdivision
-  - Coved Subdivision
-  - Conservation Subdivision
-  - Traditional Subdivision
-  - Townhouse Subdivision
-  - Zero Lot Line Subdivision
-  - Strip Commercial Subdivision
-  - Commercial District Subdivision
-  - Industrial Park Subdivision
-  - Development Plan
-  - Planned Development

# Dedication of Public Improvement Standards (DD)

## 7.04 DD-01: Dedication of Public Improvement Standards

This Dedication of Public Improvement Standards section applies to the following types of development:



- A. Project Applicability: All rights-of-way on an approved secondary plat (subdivisions), approved final plan (planned developments), or on an approved development plan shall be considered dedicated upon approval by the Plan Commission.
  1. *Streets and Sidewalks*: The intent of the City is to take ownership of streets and sidewalks located within the rights-of-way that have been constructed to meet or exceed the City of Richmond's Construction Standards. The City, however, may choose not to take ownership of specialty access improvements, including but not limited to alleys, driveways, driving aisles, unusual on-street parking, or eyebrows.
  2. *Other Facilities*: Other infrastructure or facilities may, at the election of the Board of Public Works, be dedicated to the City. These facilities may include parks, open space, drainage facilities, utilities, street lighting, or other facilities in which the City may have interest.
- B. Maintenance Surety: A maintenance bond may be required by the City at the time of dedication. See *Section 7.32: Surety Standards*.

# Development Name Standards (DN)

## 7.05 DN-01: Development Name Standards

This Development Name Standards section applies to the following types of development:



- A. **Proposed Development Name:** The applicant shall propose a unique name for the development.
  1. *Root Name:* The proposed root name of the development shall not duplicate, or closely approximate phonetically, the name of any other development within the zoning jurisdiction of the City.
  2. *Suffix Name:* Deviations in suffix names (e.g. Place, Woods, or Glen) shall not constitute a unique name (for example, if Preston Place exists, the name Preston Woods shall not be permitted).
  3. *Large Developments:* Unique subareas within a large development or separate developments within close proximity may be authorized to use the same root name by the Plan Commission.
- B. **Approval Authority:** While the development name proposed by the applicant shall be considered, the Plan Commission has authority to approve or deny the proposed name.
- C. **Renaming Authority:**
  1. *Existing Development Names:* Existing development names and development names that have been approved by the Plan Commission shall not be changed without Plan Commission approval.
  2. *Proposed Development Names:* The Plan Commission shall have authority to require a new unique name for a development if the name proposed by the applicant is unacceptable. If an acceptable and unique development name is not proposed by the applicant, the Plan Commission shall rename the development prior to final approval.

# Easement Standards (EA)

## 7.06 EA-01: Easement Standards

This Easement Standards section applies to the following types of development:



### A. Cross-Reference:

1. *Private Street Easements:* For details concerning private street easements, see *Section 7.22: Private Street and Access Standards.*
2. *Temporary Turnaround Easements:* For details concerning temporary turnaround easements, see *Section 7.21(C)(5): Temporary Turnarounds.*
3. *Utility Easements:* For details concerning utility easements, see *Section 7.33: Utility Standards.*
4. *Drainage Easements:* For details concerning drainage easements, see *Section 7.20: Storm Water Standards.*

### B. Cross-access Easements:

1. *Description:* A cross-access easement applies to shared driveways, shared access, and parking lots.
2. *Instrument Specifications:* When required by the Unified Development Ordinance, each property owner of record shall execute a cross-access easement instrument in favor of the adjoining property owner. The cross-access easement instrument shall be signed by the owner or an authorized representative of the owner of all associated properties. The cross-access easement instrument shall include the following language:
  - a. Identify the development with which the cross-access easement (CAE) is associated.
  - b. The cross-access easement (CAE) shall grant the general public the right to utilize the easement for purpose of accessing adjoining parking lots.
  - c. The cross-access easement (CAE) shall prohibit any person from parking vehicles within the easement, unless the cross-access easement (CAE) is for a parking lot.
  - d. The cross-access easement (CAE) shall prohibit any person, including the property owner, from placing any obstruction within the easement.
  - e. The cross-access easement (CAE) shall be binding on all heirs, successors, and assigns to the property on which the cross-access easement is located.
  - f. The cross-access easement (CAE) shall be enforceable by the owners of each associated property, the City, and any other specially affected persons identified in the cross-access easement.
  - g. The cross-access easement (CAE) shall provide for modification or termination in a manner specified in the Unified Development Ordinance.
  - h. The cross-access easement (CAE) shall be cross-referenced to the most recently recorded deeds of the associated properties.
  - i. The cross-access easement (CAE) shall include a metes and bounds description of the easement.
3. *Cross-access Easement Certificate:*
  - a. When a secondary plat, development plan, or final plan of a planned development is being recorded, the applicant may forego a separate cross-access easement instrument in favor of printing the following "Cross-access Easement Certificate on the recordable instrument: "Areas on these plans designated as a 'Cross-access Easement' or abbreviated as "CAE" are established in favor of the adjoining property owner, and grant the public the right to enter the easement for purposes of accessing adjoining parking lots. These easements prohibit any person from parking vehicles within the easement, and prohibit the property owners or any other person from placing any obstruction within the easement. These easements are binding on all heirs, successors, and assigns to the property on which they are located. The grantee or the City may enforce the provisions of the easement. The easement shall only be modified or vacated in the manner stipulated in the Unified Development Ordinance, or its successor ordinance."
  - b. The dedication and acceptance of any cross-access easements shown on a recordable instrument shall be accomplished via a Certificate of Dedication and Acceptance signed by the appropriate property owners, or their agents.
  - c. If the Declaration of Covenants is included on the recordable instrument, the cross-access easement certificate clearly be shall separate from the Declaration of Covenants.

# Easement Standards (EA)

## C. General Easements:

1. *Instrument Specifications:* When an easement is required by the Unified Development Ordinance or an easement is required per a commitment or condition of approval, but the standards for the easement type are not specified, the property owner of record shall execute the easement instrument in favor of the appropriate parties (e.g. the general public, City, specific abutting property owner). The easement instrument shall be signed by the property owner of record granting the easement and an authorized representative of the appropriate party accepting the easement. The easement instrument shall include the following language:
  - a. Identify the project or development with which the easement is associated.
  - b. Specify those activities the appropriate parties are authorized to perform in the easement.
  - c. Specify those activities the property owner of record is prohibited from performing in the easement.
  - d. Be binding on all heirs, successors, and assigns to the property on which the easement is located.
  - e. Be enforceable by the property owner of record, any appropriate parties, and the City.
  - f. Provide for modification in the manner stipulated in the Unified Development Ordinance.
  - g. Be cross-referenced to the most recently recorded deed to the property on which the easement is to be established.
  - h. Include a metes and bounds description of the easement.
  - i. Be signed by an authorized representative of the property owner of record granting the easement and by an authorized representative of the grantee accepting the easement.
2. *Easement Certificate:*
  - a. When a secondary plat, development plan, or final plan of a planned development is being recorded, the applicant may forego a separate easement instrument in favor of printing an easement certificate, the content of which has been approved by the Plan Commission Attorney, on the recordable instrument.
  - b. The dedication and acceptance of any easements shown on a recordable instrument shall be accomplished via a Certificate of Dedication and Acceptance signed by the appropriate property owners, or their agents.
  - c. If the Declaration of Covenants is included on the recordable instrument, the easement certificate clearly be shall separate from the Declaration of Covenants.

# Entryway Feature Standards (EF)

## 7.07 EF-01: Entryway Feature Standards

This Entryway Feature Standards section applies to the following types of development:



### A. Applicability:

1. *Residential*: Residential developments with at least five (5) lots or units may establish an entryway feature.
2. *Non-residential*: Non-residential developments may establish an entryway feature.

### B. Location: Entryway features shall be located at vehicular entrances to a development, but shall not be located within the right-of-way.

### C. Quantity and Size: The quantity and size of entryway features shall depend on the number of entrances and classification of the street where the entrance is located.

#### 1. *Residential*:

- a. Residential developments with at least five (5) lots or units, but less than twenty (20) lots or units shall be permitted one (1) entryway feature. The identification portion (e.g. the subdivision name) of the entryway feature shall not exceed twenty (20) square feet in area.
- b. Residential developments with twenty (20) or more lots or units shall be permitted one (1) entryway feature. The identification portion (e.g. the subdivision name) of the entryway feature shall not exceed forty (40) square feet in area.
- c. Residential developments with 100 or more lots or units shall be permitted one (1) entryway feature for the primary entrance, and one (1) entryway feature for one (1) secondary entrance. The identification portion (e.g. the subdivision name) of the primary entrance's entryway feature shall not exceed forty (40) square feet; the identification portion (e.g. the subdivision name) of the secondary entrance's entryway feature shall not exceed twenty (20) square feet.

#### 2. *Non-residential*:

- a. Non-residential developments with four (4) or less lots or that do not have private streets shall be permitted one (1) entryway feature. The identification portion (e.g. the development name) of the entryway feature shall not exceed twenty (20) square feet in area.
- b. Non-residential developments with more than four (4) lots and private streets shall be permitted one (1) entryway feature. The identification portion (e.g. the development name) of the entryway feature shall not exceed forty (40) square feet in area.

### D. Landscaping: The identification portion (e.g. the development name) of the entryway feature shall be significantly subordinate to the landscaping.

# Erosion Control Standards (EC)

## 7.08 EC-01: Erosion Control Standards

This Erosion Control Standards section applies to the following types of development:

**ST CV CS TD TN ZL SC CD IP DP PD**

- A. Cross Reference: All proposed subdivisions, planned developments, and development plans shall be in compliance with *Chapter 57, Erosion Control Ordinance of the City of Richmond Code of Ordinances*.

# Flood Hazard Standards (FH)

## 7.09 FH-01: Flood Hazard Standards

This Flood Hazard Standards section applies to the following types of development:



### A. Base Flood Elevation:

1. *Within Special Flood Hazard Areas:* The base flood elevation (BFE) shall be identified on all secondary plats containing lands within a Special Flood Hazard Area (SFHA) and submitting for approval.
2. *Larger Developments:* Base flood elevation data shall be provided for proposed subdivisions, planned developments, and development plans encompassing either five (5) or more acres or fifty (50) or more lots.

### B. Design:

1. *Minimize Flood Damage:* All proposed subdivisions, planned developments, and development plans shall be designed to minimize flood damage, including having public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.
2. *Drainage:* All proposed subdivisions, planned developments, and development plans shall have adequate drainage provided to reduce exposure to flood hazards.

- C. Evacuation Plan: All owners of manufactured home parks or subdivisions located within a Special Flood Hazard Area (SFHA) identified as an "A Zone" on the Flood Insurance Rate Maps shall develop an evacuation plan for those lots located in the Special Flood Hazard Area (SFHA) and have the evacuation plan filed with and approved by the appropriate community emergency management authorities.

# Incentive Standards (IC)

## 7.10 IC-01: Residential Incentive Standards

This Incentive Standards section applies to the following types of development:



- A. Applicability: Residential developments that elect to follow the anti-monotony standards or extra open space standards shall be eligible for density incentives as described below.
- B. Anti-monotony Standards:
1. *Architectural Features*: At least eighty percent (80%) of all dwelling units in the development shall:
    - a. Utilize brick masonry or stone on seventy-five percent (75%) of the front facade and fifty percent (50%) on each side and rear facade.
    - b. Utilize side-loading or rear-loading garages on at least sixty percent (60%) of all dwelling units. When front-loading garages are used, the garage shall not project in front of the main living area of the dwelling unit by more than six (6) feet.
  2. *Rear Facades*: All perimeter lots shall have the same exterior window treatments (such as shutters) that are used on the front facade applied to any façade facing the perimeter street right-of-way; and at least one of the following features:
    - a. An offset or bump-out, at least four (4) feet from the plane of the rear facade, across at least forty percent (40%) of the rear façade,
    - b. An all-brick chimney that is offset from the plane of the rear façade by at least two (2) feet, or
    - c. A sunroom that is at least eleven (11) feet by eleven (11) feet.
  3. *Windows*: All dwelling units shall have at least one (1) window per floor on each side elevation and two (2) windows per floor on the front and rear elevation.
  4. *Proposed Standards*: An applicant may seek to not follow the requirements above, and instead submit detailed architectural design standards that are mandatory for all dwelling units within the development. These architectural design standards shall achieve the same or a greater degree of anti-monotony as those listed above. The submitted architectural design standards shall be approved by the Plan Commission as part of a primary plat for a subdivision, detailed development plan for a planned development, or development plan approval. The developer shall include at least three (3) sample dwelling unit designs to be built within the development showing color drawings of each elevation. These designs shall highlight how the proposed architectural design standards will result in quality architecture and anti-monotony for the development.

# Lot Establishment Standards (LE)

## 7.11 LE-01: Residential Lot Establishment Standards

This Lot Establishment Standards section applies to the following types of development:



- A. Project Applicability: The shape, location, and orientation of lots within a subdivision, planned development, or other development shall be appropriate for the uses proposed and be consistent with the intent of the subdivision as indicated in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments. Lot sizes shall also be consistent with those indicated for the appropriate zoning district in *Article 2: Zoning Districts*.
- B. Lot Design: Lots shall meet the following conditions.
1. *Interior Street Frontage*: Residential lots shall be laid out to front interior streets, which may include frontage streets. Residential lots shall not front perimeter streets.
  2. *Side Lot Lines*: Residential lots shall have side lot lines that are within fifteen degrees (15°) of a right angle to the street the lot fronts.
  3. *Corner Lots*: Residential corner lots smaller than 20,000 square feet shall be twenty-five percent (25%) larger than the minimum lot area indicated for the zoning district. This shall include lots at the corner of a development entrance and a perimeter street.
  4. *Through Lots*: Through lots are discouraged, and shall only be permitted if the lot does not establish access to the both frontages.
  5. *Special Lots*: Residential lots abutting a watercourse, drainage way, channel, or stream shall be twenty-five percent (25%) larger than the minimum lot area indicated for the zoning district. This space shall be allocated on the side of the lot that abuts the water feature as a “no-disturb” zone.
  6. *Property Line Corners*: At intersections of streets, property line corners shall be rounded by arcs of at least fifteen (15) feet in radius or by chords of such arcs.

# Lot Establishment Standards (LE)

## 7.12 LE-02: Non-residential Lot Establishment Standards

This Lot Establishment Standards section applies to the following types of development:



- A. **Project Applicability:** The shape, location, and orientation of lots within a subdivision, planned development, or other development shall be appropriate for the uses proposed and be consistent with the intent of the subdivision as indicated in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments. Lot sizes shall also be consistent with those indicated for the appropriate zoning district in *Article 2: Zoning Districts*.
- B. **Lot Design:** Lots shall meet the following conditions.
1. **Interior Street Frontage:** Non-residential lots shall be laid out to front interior streets, which may include frontage streets. Individual lots shall only be laid out to have access onto perimeter streets if expressly permitted by the City Engineer.
  2. **Side Lot Lines:** Non-residential lots shall have side lot lines that are within fifteen degrees (15°) of a right angle to the street the lot fronts, and side lot lines shall extend in a straight line from the street for at least twenty percent (20%) of the property's depth.
  3. **Corner Lots:** Non-residential corner lots shall be twenty-five percent (25%) larger than the minimum lot area indicated for the zoning district. If there is a maximum lot area, that maximum may also be increased by twenty-five percent (25%).
  4. **Special Lots:** Non-residential lots abutting a watercourse, drainage way, channel, or stream shall be twenty-five percent (25%) larger than the minimum lot area indicated for the zoning district. This space shall be allocated on the side of the property that abuts the water feature as a "no-disturb" zone.
  5. **Cohesive Design:** Non-residential developments (i.e. shopping centers, commercial areas, and office parks) shall be designed holistically as a single project no matter how many lots are generated. Cross-access easements to allow access between parking lots shall be included where appropriate. See *Section 7.06: Easement Standards* for details on Cross-access Easements.
  6. **Sensitivity to Context:** Non-residential developments shall be laid out to be sensitive to neighboring developments (if built) or neighboring zoning districts if undeveloped.
  7. **Property Line Corners:** At intersections of streets, property line corners shall be rounded by arcs of at least fifteen (15) feet in radius or by chords of such arcs.

# Mixed-use Development Standards (MX)

## 7.13 MX-01: Mixed-use Development Standards

This Mixed-Used Development Standards section applies to the following types of development:



- A. Project Applicability: Any development that incorporates a mix of uses, either as a Traditional Subdivision (TD), a development plan, or a planned development shall meet the standards in this section. A mix of uses may be proposed within the same building and/or on the same parent tract.
- B. Traditional Subdivision:
  1. *Rezoning to Most Appropriate Zoning District*: Upon approval of the primary plat approval, the Plan Commission shall initiate the rezoning of each unique district within the development (e.g. single-family, townhouses, apartments, commercial center, or park) to the most appropriate zoning district for each subarea of the development to fulfill the applicants intention and forward a recommendation for zoning map amendment to the Common Council. The applicant may make a recommendation for those zoning districts, but the Plan Commission shall make the final determination. The applicant shall bear the cost of a single zoning map amendment even if the development will be rezoned into more than one (1) new classification.
- C. Development Plan:
  1. *Minimizing On-site Conflicts*: Mixed-uses shall be arranged on the site to minimize conflicts between other uses on-site or off-site.
- D. Planned Development:
  1. *Minimizing On-site Conflicts*: Mixed-uses shall be arranged on the site to minimize conflicts between other uses on-site or off-site.
  2. *Buffering Adjacent Properties*: Any land use within the development that borders a differing land use outside the development shall be reviewed to determine if a bufferyard is necessary. If a bufferyard is required, the planned development shall install the bufferyard to specifications in *Section 5.49: Bufferyard Planting Standards*.

# Monument and Marker Standards (MM)

## 7.14 MM-01: Monument and Marker Standards

This Monument and Marker Standards section applies to the following types of development:



- A. Installation of Monuments and Markers: All monument and marker improvements shall be installed per *865 IAC 1-12-18*.
- B. Monument Location: Survey monuments shall include Subdivision Boundary, Interior Property Corners, and Street Monuments and shall conform to *Section 7.14(A): Installation of Monuments and Markers*.
- C. External Boundaries of Subdivisions: The external boundaries of a subdivision shall be monumented in the field by monuments of stone or concrete, not less than thirty (30) inches in length, not less than four (4) inches square or five (5) inches in diameter, and marked on top with a cross, brass plug, iron rod, or other durable material securely embedded; or by iron rods or iron pipes at least thirty (30) inches long and one (1) inch in diameter. These monuments shall be placed not more than 400 feet apart in any straight line and at all corners, at each end of all curves, at the point where a curve changes its radius, at all angle points along the meander line, said points to be not less than twenty (20) feet back from the bank of any river or stream, except that when such corners or points fall within a street, or proposed future street, the monuments shall be placed in the side line of the street.
- D. Internal Boundaries of Subdivisions: All internal boundaries and those corners and points not referred to in the preceding paragraph shall be monumented in the field by iron rods at least five-eighths ( $\frac{5}{8}$ ) inch in diameter and at least thirty (30) inches long or iron pipes at least one (1) inch in diameter and at least thirty (30) inches long. These monuments shall be placed at all block corners, at each end of all curves, at a point where a curve changes its radius, and at all angle points in any line.
- E. Street Monuments: Street Monuments shall be located on the centerline at each angle point, at each point of beginning and ending of a curve, or at the intersection with all streets and alleys.
- F. Lots Adjacent to Waterways: The lines of lots that extend to rivers or streams shall be monumented in the field by iron rods at least thirty (30) inches long and five-eighths ( $\frac{5}{8}$ ) inch in diameter, or iron pipes at least one (1) inch in diameter and at least thirty (30) inches long. These monuments shall be placed at the point of intersection of the river or stream lot line, with a meander line established not less than twenty (20) feet back from the bank of the river or stream.
- G. Placement: All such monuments shall be set flush with the ground and planted in such a manner that they will not be removed by frost.
- H. Approval by Surveyor: All monuments shall be properly set in the ground and approved by a Registered Land Surveyor. Monuments that are not set prior to secondary approval being granted shall be included in the performance bond for the subdivision.

# Open Space Standards (OP)

## 7.15 OP-01: Open Space Standards

This Open Space Standards section applies to the following types of development:



- A. **Applicability:** The minimum open space required for each type of subdivision shall be as indicated on the two-page layouts *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments.
- B. **Ownership:** Open space areas shall retain private ownership whether that be a single land owner or an owners' association.
- C. **Qualifying Areas:** The following features count toward the minimum open space requirements:
  1. **Conservation Areas:** Any required preservation/conservation area.
  2. **Man-made Water Features:** Any man-made water feature, including a retention facility, if it supports aquatic life and provides native habitat that meets the following conditions:
    - a. A surface area at normal pool elevation of at least 32,670 square feet ( $\frac{3}{4}$  acre); and
    - b. A buffer area around the perimeter of the water feature that is at least fifty (50) feet in width that is open space. The buffer area shall be planted and maintained as wildlife habitat.
  3. **Man-made Dry Detention Facilities:** Any man-made storm water dry detention facility that meets the following conditions:
    - a. At least 10,890 square feet ( $\frac{1}{4}$  acre) of flat bottom area.
    - b. Depth of the detention facility shall not exceed four (4) feet from top of bank.
    - c. Slopes within the detention facility shall not exceed a 4:1 ratio.
    - d. A buffer area around the perimeter of the facility that is at least twenty-five (25) feet from the top of bank that is open space. The buffer area (and facility) shall be planted and maintained as usable area. This includes use of prairie grasses, native species, native ground cover, or lawn grass. Tree planting shall not be within the basin area or on the slopes of the bank.
  4. **Regulated Floodplain:** The regulated floodplain of any stream, regulated drain, or river.
  5. **Required Perimeter Landscaping:** Fifty percent (50%) of the perimeter landscaping areas required in the applicable *Section 7.18: Perimeter Landscaping Standards*.
  6. **Other:** Other common areas set aside to meet open space requirements.

# Owners' Association Standards (OA)

## 7.16 OA-01: Owners' Association Standards

This Owners' Association Standards section applies to the following types of development:



- A. Project Applicability: Any subdivision or development with common area, private streets, shared parking, amenity centers, shared or private utilities, community retention pond, and the like shall meet the Owners' Association Standards.
- B. Establishment of Owners' Association:
  1. *Perpetuity*: An owners' association shall be created in perpetuity to make decisions about and to maintain all common property and/or common facilities.
  2. *Organization*: An owners' association shall be a legally incorporated entity or shall be created by other legal mechanism which provides shared ownership or shared responsibility of common property and/or common facilities. A board of directors or other means for representation in decision-making shall be established.
  3. *Recording of Legal Mechanism*: The legal mechanism binding all property owners or vested parties shall be recorded in the Office of the Wayne County Recorder, and shall be cross referenced to each applicable lot or property.
  4. *Declaration of Covenants*: The owners' association shall be responsible for the administration of any covenants utilized to further restrict improvements and uses in the development. The "Declaration of Covenants" shall be recorded in the Office of the Wayne County Recorder following secondary plat approval (subdivisions) or Final Development Plan approval (planned developments or development plans) and prior to selling a lot or unit.
  5. *Commitments or Conditions of Approval*: Any covenant language that resulted as a commitment or condition of approval shall be included in the covenants or other legal document, and shall be clearly denoted as non-amendable by the owners' association.
  6. *Association Fee*: An association fee or other financial mechanism shall be included in the legal mechanism and be equal to the financial needs of the owners' association to maintain common property and/or common facilities, and to accumulate a reserve account for long-term large expenditures, emergencies, and contingencies.
- C. Contractual Obligations: Prior to the transition from the developer being responsible for common property and/or common facilities to the owner's association being responsible for common property and/or common facilities, the developer shall not enter into any contractual obligation on behalf of the owners' association that exceeds one (1) year. Once the owners' association is responsible, the renewal of such a contract shall be at the discretion of the owners' association.
- D. Required Language: The following content shall be reflected in the legal mechanism establishing the owners' association:
  1. *Retention Pond and Drainage Systems*: When a retention pond and/or other drainage systems are required or installed, the City shall not, now or in the future, be obligated to accept them as public infrastructure or to maintain those facilities. The owners' association, or lot owner of the lot in which the retention pond or other drainage system is located, shall bear the cost of such maintenance. In the event the owners' association fails to maintain the retention pond and/or other drainage facilities, the City may make the improvements and assess each property for the project cost plus administration costs.
  2. *Private Streets*: When private streets are installed, the City shall not, now or in the future, be obligated to accept private streets as public property. The City shall bear no financial responsibility for maintenance or replacement costs associated with private streets. The owners' association shall bear the cost of maintenance and replacement. In the event the owners' association fails to maintain private streets, the City may make the improvements and assess each property for the project cost plus administration costs.
  3. *Sidewalks*: When sidewalks are installed outside of a right-of-way, the City shall not, now or in the future, be obligated to accept the sidewalks as public property. The City shall bear no financial responsibility for maintenance or replacement costs. The owners' association shall bear the cost of maintenance and replacement. In the event the owners' association fails to maintain the sidewalks, the City may make the improvements and assess each property for the project cost plus administration costs.
  4. *Landscaping*: When landscaping installed in common areas or easements, the owners' association shall be responsible for maintaining the plant material in healthy condition, removal of dead or diseased vegetation, and/or replacement of landscaping, as necessary.

## Owners' Association Standards (OA)

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5. *Right-of-way*: Once rights-of-way are platted, the City obtains ownership of the area within the right-of-way and retains the right to reasonably remove any tree or shrub impeding necessary work to be performed by the City and/or all public utilities, or other properly authorized users, regardless if the owners association is assigned financial, maintenance, or replacement responsibility. However, City action shall not result in an unnecessary or unfair financial burden to the owners' association.
- E. Enforcement: Failure of the owners' association to maintain an effective legal mechanism or failure of the owners' association to fulfill its responsibilities within that legal mechanism shall be deemed a violation of the Unified Development Ordinances and may be subject to *Article 10: Enforcement and Penalties*.

# Pedestrian Network Standards (PN)

## 7.17 PN-01: Pedestrian Network Standards

This Pedestrian Network Standards section applies to the following types of development:



- A. **Applicability:** Developments shall integrate an interior and exterior pedestrian network comprised of concrete sidewalks and/or asphalt sidepaths for pedestrian transportation and recreation. This network shall consist of sidewalks along street frontages and sidepaths between developments and public destinations (e.g. schools, parks, hospitals), nearby trails, other developments, and undeveloped properties.
1. **Required:** Details about when and where sidewalks are required shall be as indicated on the two-page layout for each subdivision type in *Article 6: Subdivision Types*, as indicated in *Article 4: Planned Development District* for planned developments, or as indicated in *Section 5.68: Public Improvement Standards* for development plans. If not indicated, the Zoning Administrator shall determine the appropriate sidewalk/sidepath requirements.
    - a. **Location:** To the extent possible, sidewalks/sidepaths shall be located one (1) foot inside the right-of-way to be dedicated to the City. If utility poles, trees, or other features complicate installation, then the sidewalk/sidepath may extend into common areas or private property if a pedestrian easement is created and executed.
    - b. **Sidewalks** shall be spaced away from the curb to create a tree plot and to provide pedestrian separation from vehicles. The minimum tree plot width shall be as indicated on the two-page layout for each subdivision type in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments.
  2. **Width:** The minimum sidewalk/sidepath width shall be as indicated on the two-page layout for each subdivision type in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments. If not indicated, the Zoning Administrator shall determine the appropriate sidewalk/sidepath width.
- B. **Non-petition Clause:** When sidewalks and/or sidepaths are not required, or the development gets relief from installing sidewalks and/or sidepaths, the City shall not, now or in the future, be obligated to install them. Every lot within the subject subdivision shall have a non-petition clause recorded as a deed restriction, applicable in perpetuity, stating that the property owner waives the right to petition the City for a sidewalk and/or sidepath to be installed at the City's expense. This waiver does not restrict private funding to be used for such improvements to be made.
- C. **Cross Reference:** Sidewalks and sidepath improvements shall be constructed to meet or exceed the City of Richmond's Construction Standards.

# Perimeter Landscaping Standards (PL)

## 7.18 PL-01: Perimeter Landscaping Standards

This Perimeter Landscaping Standards section applies to the following types of development:



- A. Applicability: Perimeter landscaping shall be installed as indicated in the minimum perimeter landscaping standards on the two-page layout for each subdivision type in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments. If not indicated, the Zoning Administrator shall determine the appropriate perimeter landscaping requirements for the development.
- B. Ownership: Perimeter landscaping areas shall retain private ownership whether that be a single land owner or an owners' association.
- C. Landscaping Design:
  1. *Size*: Perimeter landscape areas shall extend the entire length of the frontage.
  2. *Plantings*: Trees and shrubs shall be provided at a combined rate of ten (10) per 100 lineal feet of perimeter planting. Plantings should be fifty percent (50%) evergreen, and grouping of the plantings is encouraged to imitate natural vegetation.
  3. *Fencing or Mounding*: Fencing and/or mounding may be integrated with the required plantings if the following conditions are met:
    - a. Perimeter fences shall be high quality; constructed of masonry, stone, wood, or metal; and be at least thirty-six (36) inches in height, but not over seventy-two (72) inches in height.
    - b. Mounds may be combined with plantings and fencing. If used, mounds shall be a minimum of three (3) feet in height with a side slope not to exceed a three to one (3:1) ratio. Continuous mounds shall not be permitted (i.e. levee-like mounds).
- D. Qualifying as Required Open Space: Fifty percent (50%) of the perimeter landscaping areas may count towards open space required in *Section 7.15: Open Space Standards*.

# Prerequisite Standards (PQ)

## 7.19 PQ-01: Prerequisite Standards

This Prerequisite Standards section applies to the following types of development:



- A. **Applicability:** If any the of the prerequisite do not appear for a particular type of subdivision (in *Article 6: Subdivision Types*) or for a planned development (in *Article 4: Planned Development District*), then that prerequisite does not exist for that particular subdivision type or planned development.
1. **Base Zoning:** The base zoning of the parent tract for a subdivision shall be as indicated on the two-page layout for each type of subdivision in *Article 6: Subdivision Types* prior to consideration of the subdivision by the Plan Commission. If a parent tract is in multiple zoning districts, each of those zoning districts must be listed. Likewise, the base zoning of a property proposed for a planned development shall be as indicated in *Article 4: Planned Development District* for planned developments prior to consideration of the planned development by the Plan Commission.
  2. **Minimum Parent Tract:** The minimum parent tract area shall be as indicated on the two-page layout for each type of subdivision in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments.
  3. **Maximum Parent Tract:** The maximum parent tract area shall be as indicated on the two-page layout for each type of subdivision in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments.
  4. **Special Qualifications:** All special qualifications indicated on the two-page layout for each type of subdivision in *Article 6: Subdivision Types* or as indicated in *Article 4: Planned Development District* for planned developments shall be met prior to consideration of the subdivision or planned development by the Plan Commission.
- B. **Adverse Land Disqualification:** Land which the Plan Commission or Plat Committee finds to be unsuitable for subdivision or development due to flooding, improper drainage, steep slopes, rock formations, adverse earth formations or topography, utility easements, or other features which will reasonably be harmful to the safety, health, and general welfare of the present or future inhabitants of the subdivision and/or its surrounding areas, shall not be subdivided or developed unless clearly adequate methods are formulated by the developer and approved by the Plan Commission or Plat Committee, to solve the problems created by the unsuitable land conditions. Such land shall be set aside for uses as shall not involve such a danger.

# Storm Water Standards (SM)

## 7.20 SM-01: Storm Water Standards

This Storm Water Standards section applies to the following types of development



- A. Applicability: Subdivisions, planned developments, and development plans shall provide for the collection and management of all storm and surface water drainage.
- B. Cross Reference:
  1. *City's Zoning Jurisdiction*: Developments within the zoning jurisdiction of the City shall meet or exceed the City of Richmond's Stormwater Management Ordinance (See *Chapter 59.1 of City Code, Control of Post Construction Stormwater Runoff*).
  2. *County*: Developments outside of the City's corporate limits and developments accessing a legal drain (regulated drain) shall meet or exceed the standards of Wayne County per the Wayne County Surveyor's Office.
  3. *Construction*: Drainage facilities shall be constructed to meet or exceed the City of Richmond's Construction Standards.
- C. Existing Drainage Facilities:
  1. *Protection*: If any stream or surface drainage course is located in the area to be developed, an easement shall be established along the stream or surface drainage course that extends twenty (20) feet per side or as required by the Wayne County Surveyor. The applicant may propose re-routing the surface drainage course, but shall obtain approval from the MS4 Coordinator, City Engineer, Wayne County Drainage Board, Indiana Department of Natural Resources, Indiana Department of Environmental Management, and/or Army Corps of Engineers, whichever entities have jurisdiction.
  2. *Obstruction*: The applicant shall not block, impede the flow of, alter, construct any structure, deposit any material or object, or commit any act which will affect normal or flood flow in any ditch, stream, or watercourse without having obtained prior approval from the MS4 Coordinator, City Engineer, Wayne County Drainage Board, Indiana Department of Natural Resources, Indiana Department of Environmental Management, and/or Army Corps of Engineers, whichever entity has jurisdiction.
  3. *Restoration*: The applicant shall restore any stream, watercourse, swale, tile, floodplain, or floodway that is disturbed during development and return these areas/facilities to their original or equal condition.
- D. Proposed Drainage Facilities: Drainage facilities shall meet the following conditions.
  1. *Location*: Drainage facilities shall be located in common areas or on private property if the necessary drainage easements (or utility and drainage easements) are created and executed.
  2. *Design*:
    - a. Drainage facilities shall be durable, easily maintained, retard sedimentation, and retard erosion.
    - b. Drainage facilities shall not endanger the public health and safety, or cause significant damage to property.
    - c. Drainage facilities shall have sufficient capacity to accept the current water runoff from areas upstream and accept the water runoff from the site after it is developed.
    - d. Design of drainage facilities shall give consideration to water runoff from future developments in undeveloped areas upstream if that water runoff cannot reasonably be accommodated in the upstream area. The types of consideration should include, but need not be limited to retention-detention systems; over-sizing with fifteen-year law cost recovery; and granting easements for future construction. The type of future development shall be consistent with the uses indicated in the *City of Richmond Comprehensive Plan* or the use permitted by current zoning, whichever use is most intense.
    - e. Drainage facilities shall be designed such that there will be no increase in the peak discharge runoff rate as a result of the proposed development unless the existing or improved downstream drainage facilities are adequate to accept the present water runoff from developed and undeveloped areas upstream; the present water runoff of downstream areas, and the water runoff from the site after it is developed.
    - f. Drainage facilities shall be designed such that the low point of entry for structures is two (2) feet above the base flood elevation (BFE) and free from a 100 year flood.

## Storm Water Standards (SM)

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3. *Inspection*: Drainage facilities shall be inspected during construction by a professional engineer or registered land surveyor at the expense of the applicant and certified that the standards within the Unified Development Ordinance are met. Inspection reports and a signed certification shall be submitted to the Department of Public Works and Engineering.
- E. As-built Drawings: As-built drawings of each phase of all drainage facilities associated with a development shall be submitted to the Department of Public Works and Engineering within six (6) months of the completion of construction.

# Street and Access Standards (SA)

## 7.21 SA-01: General Street and Access Standards

This Street and Access Standards section applies to the following types of development:



- A. **General:** All developments shall provide adequate access to the existing street network and allocate adequate areas for new streets that is consistent with the *City of Richmond Comprehensive Plan*.
- B. **Cross Reference:** All street improvements, private or public, shall be designed, constructed, and installed to meet or exceed the City of Richmond's Construction Standards. This includes cul-de-sacs, passing blisters, acceleration lanes, and deceleration lanes.
- C. **Design Principles:** Streets shall create conditions favorable to health, safety, convenience, and the harmonious development of the community; shall give consideration to connectivity to adjacent parcels; shall provide access to the City's existing street network. All public streets and associated rights-of-way and all private streets and associated easements shall meet the following design criteria.

1. *Street Design Standards:*

- a. **Minimum Right-of-Way:** The minimum right-of-way width for streets shall be as follows.

Street Type	Minimum Right-of-Way Width
Local/Minor Street	The minimum right-of-way width shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> .
Collector Street	60 feet
Arterial Street	90 feet
Cul-de-sac Bulb	100 feet

- b. **Minimum Street Width:** The minimum street width for streets shall be as follows.

Street Type	Minimum Street Width
Local/Minor Street	The minimum street width shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . Street width shall be determined by measuring from edge of pavement to edge of pavement.
Collector Street	40 feet
Arterial Street	48 feet
Cul-de-sac Bulb	80 feet

- c. **Minimum Block Length:** The minimum block length for streets shall be as follows.

Street Type	Minimum Block Length
Local/Minor Street	The minimum block length shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated, a minimum block length does not apply.
Collector Street	Not applicable
Arterial Street	Not applicable

- d. **Maximum Block Length:** The maximum block length for streets shall be as follows.

Street Type	Maximum Block Length
Local/Minor Street	The maximum block length shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated, a maximum block length does not apply.
Collector Street	Not applicable
Arterial Street	Not applicable

- e. **Average Block Length:** The average block length for streets shall be as follows.

Street Type	Average Block Length
Local/Minor Street	The average block length shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated, an average block length does not apply.
Collector Street	Not applicable
Arterial Street	Not applicable

- f. **Minimum Cul-de-sac Length:** The minimum cul-de-sac length shall be as follows.

Street Type	Minimum Cul-de-sac Length
Local/Minor Street	The minimum cul-de-sac length shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated, cul-de-sacs shall not be permitted in that type of development.
Collector Street	Not applicable
Arterial Street	Not applicable

- g. **Maximum Cul-de-sac Length:** The maximum cul-de-sac length shall be as follows.

Street Type	Maximum Cul-de-sac Length
Local/Minor Street	The maximum cul-de-sac length shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated, cul-de-sacs shall not be permitted in that type of development.
Collector Street	Not applicable.
Arterial Street	Not applicable.

- h. **Curb Requirement:** The curb requirement for streets shall be as follows.

Street Type	Curb Requirement
Local/Minor Street	Curb requirements shall be as indicated on the two-page layout for each type of subdivision in <i>Article 6: Subdivision Types</i> . If curb requirements are not indicated, the Department of Public Works and Engineering may determine which type of curb is required, if any.
Collector Street	Not applicable
Arterial Street	Not applicable

- i. **On-street Parking:** The on-street parking requirements and limitations shall be as follows.

Street Type	On-street Parking
Local/Minor Street	On-street parking requirements and limitations shall be as indicated on the two-page layouts for each type of subdivision in <i>Article 6: Subdivision Types</i> . If not indicated on-street parking requirements and limitations do not apply.
Collector Street	Not applicable
Arterial Street	Not applicable

- j. **Tree Plot Width:** The tree plot widths for streets shall be as follows.

Street Type	Tree Plot Widths
Local/Minor Street	Tree plots shall be provided to meet or exceed the minimum tree plot width as indicated on the two-page layouts for each type of subdivision in <i>Article 6: Subdivision Types</i> . If tree plots width are not indicated, tree plots are not required.
Collector Street	Not applicable
Arterial Street	Not applicable

- k. **Grade:** The minimum and maximum grade for streets shall be as follows.

Street Type	Grade
Local/Minor Street	0.5% minimum grade and 8% maximum grade
Collector Street	0.5% minimum grade and 6% maximum grade
Arterial Street	0.5% minimum grade and 4% maximum grade

- l. **Cross Slope:** The minimum and maximum cross slope for streets shall be as follows.

Street Type	Cross Slope
Local/Minor Street	0.5% minimum grade and 2% maximum grade
Collector Street	0.5% minimum grade and 2% maximum grade
Arterial Street	0.5% minimum grade and 2% maximum grade

- m. **Minimum Curve Radius:** The minimum curve radius for streets shall be as follows.

Street Type	Minimum Curve Radius
Local/Minor Street	150 feet
Collector Street	200 feet
Arterial Street	500 feet

- n. **Minimum Length of Vertical Curve:** The minimum length of vertical curve for streets shall be as follows.

Street Type	Minimum Length of Vertical Curve
Local/Minor Street	100 feet, but not less than 40 feet for each algebraic difference in grade percent
Collector Street	300 feet, but not less than 50 feet for each algebraic difference in grade percent
Arterial Street	300 feet, but not less than 50 feet for each algebraic difference in grade percent

- o. **Minimum Length of Tangents Between Reverse Curves:** The minimum length of tangents between reverse curves for streets shall be as follows.

Street Type	Minimum Length of Tangents Between Reverse Curves
Local/Minor Street	100 feet
Collector Street	100 feet
Arterial Street	300 feet

- p. **Minimum Turn Radius at Pavement Edge:** The minimum turn radius at the pavement edge for streets shall be as follows.

Street Type	Turn Radius at Pavement Edge
Local/Minor Street	25 feet
Collector Street	30 feet
Arterial Street	50 feet
Cul-de-sac Bulb	40 feet

2. **Prohibited Street Designs:**

- Permanent dead end streets shall not be permitted. Cul-de-sacs and stub streets are not considered dead end streets.
- Eyebrow streets shall not be permitted.

3. **Connectivity:** All developments shall provide stub streets to connect to adjacent properties that meet the following criteria:

- Where the development abuts land that has established stub streets, built or platted, or planned by an approved primary plan, the applicant shall design the street system to connect to those stub streets.
- Where the development abuts undeveloped land, stub streets may be proposed by the applicant. Generally, each side of the development that does not border a public street shall have at least one (1) stub street. In large developments, additional stub streets may be necessary to provide adequate connectivity adjacent properties, but in conservation developments, stub streets may not be necessary. Ultimately, the final number and location of stub streets shall be determined by the Zoning Administrator and the City Engineer.
- Regard shall be given to the *City of Richmond Comprehensive Plan*.

## Street and Access Standards (SA)

4. *Stub Streets*: Stub streets shall be constructed when other streets are built within the development.
5. *Temporary Turnarounds*: A temporary turnaround shall be established for each stub street, and a temporary turnaround easement shall provide for the turnaround.
  - a. *Temporary Turnaround Easements*: When a temporary turnaround is required, the applicant shall execute a temporary turnaround easement instrument in favor of the general public through the Common Council or print the following information, a temporary turnaround easement (TTE) certificate, on the plan or plat that is to be recorded.
    - i. Identify the development with which the temporary turnaround easement (TTE) is associated.
    - ii. The temporary turnaround easement (TTE) shall grant the general public the right to access the easement for purpose of maneuvering vehicles.
    - iii. The temporary turnaround easement (TTE) shall grant the City the right to alter, repair, maintain, or remove the improvements.
    - iv. The temporary turnaround easement (TTE) shall prohibit any person from parking vehicles within the easement.
    - v. The temporary turnaround easement (TTE) shall prohibit any person, including the property owner, from placing any obstruction within the easement.
    - vi. The temporary turnaround easement (TTE) shall be binding on all heirs, successors, and assigns to the property on which the temporary turnaround easement is located.
    - vii. The temporary turnaround easement (TTE) shall be enforceable by the Common Council, the City Engineer, the Plan Commission, the Zoning Administrator, the City Attorney.
    - viii. The temporary turnaround easement (TTE) shall automatically terminate upon the City's acceptance of a connecting street. Otherwise, the temporary turnaround easement (TTE) shall only be modified or terminated in a manner specified in the Unified Development Ordinance.
  - b. When a temporary turnaround easement instrument is used, it shall cross-reference the most recently recorded deed to the property on which the temporary turnaround easement is to be established; include a metes and bounds description of the temporary turnaround easement; and be signed by the property owner of record granting the temporary turnaround easement and by authorized representatives of the Common Council accepting the easement.
  - c. When the temporary turnaround easement certificate on the plan or plat to be recorded is used, the dedication and acceptance of the easement shall be accomplished by a Certificate of Dedication being signed by the property owner of record granting the easement, and a Certificate of Acceptance signed by the appropriate representative of the Common Council. These documents shall be recorded with the plan or plat, and shall not be part of any declaration of covenants for the development.
6. *Gated Entrances*: Developments may have gated entrances, but shall have apparatus installed such that emergency vehicles (i.e. fire, police and ambulance) can quickly and easily gain access to the development. Further, the gates shall be sized to allow the largest fire truck in service in the City to easily turn into the development.
7. *Boulevard Entrances*: Developments may have a boulevard entrance, but the boulevard entrance shall extend at least fifty (50) feet from the perimeter street's right-of-way. The width of the center planting strip shall be at least ten (10) feet.
8. *Bridges*: Bridges of primary benefit to the applicant as determined by the Plan Commission or Plat Committee, shall be constructed at the full expense of the applicant without reimbursement from the City of Richmond or Wayne County
9. *Intersections*:
  - a. All intersections of two (2) streets shall be as close to right angles to each other as possible as measured at the street center lines for a distance of 100 feet. Under no circumstance shall deviations from right angles be greater than fifteen degrees (15°).
  - b. Intersections of more than two (2) streets at one (1) point shall not be permitted.
  - c. Where ever possible, new local streets shall be aligned with existing local streets. Local street intersections with centerline offsets of less than 125 feet shall not be permitted.

## Street and Access Standards (SA)

- d. Proposed new intersections along one side of an existing street shall, wherever practicable, coincide with any existing intersection on the opposite side of such street. Street jogs with centerline offsets of less than 125 shall not be permitted, except where the intersected street has separated dual drives without median breaks at either intersection. Where streets intersect collector streets and arterial streets, their alignment shall be contiguous. Intersection of arterial streets shall be at least 800 feet apart.
  - e. Alley intersections and abrupt changes in alignment within a block shall have the corners cut off in accordance with standard engineering practice to permit safe vehicular movement.
  - f. Intersections shall be designed with a flat grade wherever practical. In hilly or rolling areas, at the approach to an intersection, a leveling area shall be provided having not greater than a two percent (2%) rate at a distance of sixty (60) feet, measured from the nearest right-of-way line of the intersecting street.
  - g. Where any street intersection will involve earth banks or existing vegetation inside any lot corner that would create a traffic hazard by limiting visibility, the developer shall cut such ground and/or vegetation (including trees) in connection with the grading of the public right-of-way to the extent deemed necessary to provide an adequate sight distance.
  - h. The cross-slopes on all intersections shall be two percent (2%).
10. *Railroads and Limited Access Highways*: Railroad right-of-way and limited access highways where so located as to affect the subdivision of adjoining lands shall be treated as follows:
- a. In residential districts a buffer strip at least twenty-five (25) feet in depth addition to the normal depth of the lot required in the district shall be provided adjacent to the railroad right-of-way or limited access highway. This strip shall be part of the platted lots and shall be designated on the plat: "This strip is reserved for screening. The placement of structures hereon is prohibited."
  - b. In districts zoned for business, commercial, or industrial uses, the nearest street extending parallel or approximately parallel to the railroad shall, whenever practicable be at a sufficient distance therefrom to ensure suitable depth for commercial or industrial sites.
  - c. Streets parallel to the railroad when intersecting a street which crosses the railroad at grade shall, to the extent practicable, be at a distance of at least 150 feet from the railroad right-of-way. Such distance shall be determined with due consideration of the minimum distance required for future separation of grades by means of appropriate approach gradients.
- D. Inspections: The applicant shall permit and cooperate in the inspection of any part of the construction at any time by the City Engineer or the County Engineer. The Richmond Sanitary District, City Engineer, or the County Engineer, as appropriate, shall be notified by the applicant forty-eight (48) hours in advance of the starting date of work on any public improvement within or related to a subdivision. All material delivered to the job shall be subject to inspection at the source and/or site, and may be rejected at either location. Final approval of the work rests with the Richmond Sanitary District, City Engineer, or the County Engineer, as appropriate. Inspections of materials and work when performed by the applicant's representatives or employees shall be at the expense of the applicant.
- E. Naming and Addressing Principles: All streets, public and private, shall meet the following street name criteria.
1. *Proposed Street Name*: The applicant shall propose a unique name for each street within the development at the time of initial application. The proposed street names shall meet the following criteria.
    - a. Extensions: Streets which are extensions, continuations, or in alignment with any existing street, platted right-of-way, or recorded access easement, shall bear the name of the existing street.
    - b. Root Name: The root street name (e.g. Maple) shall not duplicate or be phonetically similar to any existing street name.
    - c. Suffix Name: Deviations in suffix names (e.g. Street, Court, or Avenue) shall not constitute a unique name (for example, if Maple Street existed, the name Maple Court would not be permissible).
    - d. Large Developments: Streets within a large development or separate developments within close proximity may be authorized to use the same root name by the Plan Commission.
  2. *Proposed Address Numbers*: Street address numbers for all lots that are consistent with the City's existing address scheme shall be proposed by the applicant.
  3. *Approval Authority*: While street names and address numbers proposed by the applicant shall be considered, the Plan Commission has authority to approve or deny any proposed street name or address number.

4. *Renaming Authority:*
  - a. Existing Street Names and Address Numbers: Existing street names and address numbers that have been approved by the Plan Commission shall not be changed without Plan Commission approval.
  - b. Proposed Street Names and Address Numbers: The Plan Commission shall have authority to require a new unique name for any street if the name proposed by the applicant is unacceptable. If an acceptable and unique street name is not proposed by the applicant, the Plan Commission shall rename the street prior to final approval. Likewise, if an unacceptable address number is proposed for a lot, the Plan Commission shall have the authority to assign a new address number to any lot prior to final approval.
- F. Additional Rights-of-way Required: When developments abut or include existing streets that do not meet the minimum right-of-way widths established in the *City of Richmond Comprehensive Plan*, the applicant shall dedicate additional width along either one (1) or both sides of such streets sufficient to meet the requirements of the *City of Richmond Comprehensive Plan*. If the applicant only controls property on one (1) side of the street, sufficient right-of-way shall be dedicated to bring the half right-of-way up to the width required in the *City of Richmond Comprehensive Plan*.
  1. *Off-site Street Improvements:* When a development requires off-site street improvements, such as a passing blister, acceleration lane, or deceleration lane, and inadequate right-of-way exists to install the off-site street improvement, the applicant shall make a good faith effort to acquire property sufficient for the installation of the off-site improvement. If the owner of the property on which the off-site improvement is to be installed refuses to sell the property to the applicant, the applicant shall provide the Zoning Administrator with copies of all surveys; appraisals; written offers made by the applicant; and correspondence from the property owner.
  2. *Eminent Domain:* When the installation of off-site street improvements is required, it is because those off-site street improvements are vital to the health, safety, and welfare of the motoring public. As a result, the City may begin eminent domain proceedings in accordance with *IC 32-24: Eminent Domain* for the acquisition of public right-of-way sufficient for the installation of the off-site street improvement upon receipt of the aforementioned documentation illustrating the applicants failure to acquire the needed property. Upon completion of the eminent domain proceedings, the applicant shall reimburse the City in an amount equal to the cost of the land, cost for any condemnation on that land, and the cost to relocated any features.
  3. *Installation of Improvements:* The applicant shall then install the off-site street improvement to meet or exceed the City of Richmond's Construction Standards.

# Street and Access Standards (SA)

## 7.22 SA-02: Private Street and Access Standards

This Street and Access Standards section applies to the following types of development:



- A. Project Applicability: Private streets shall be permitted, but shall meet or exceed the standards for public streets established within the Unified Development Ordinance and the construction standards for public streets within the City of Richmond's Construction Standards.
- B. Required Language: When a private street easement appears on a plat, the following language shall be printed on the plat, "The developer of this real estate covenants and warrants on behalf of itself and all future owners of lots within this subdivision/development that because the streets are private, all maintenance, repairs, and replacement, now and forever, shall be undertaken at the expense of the lot owners (or unit owners) in accordance with the terms and conditions set forth in the owners' association by-law and articles. No governmental entity has any duty or responsibility to maintain, repair, or replace any private street."
- C. Location: Private streets shall be located within private street easements, rather than rights-of-way. All private street easements shall meet or exceed all the standards for rights-of-way established within the Unified Development Ordinance, the *City of Richmond Comprehensive Plan*, and the City of Richmond's Construction Standards.
  1. *Private Street Easement Instrument Specifications*: The applicant shall execute a private street easement instrument in favor of the future lot owners or unit owners to which the private street provides access. The following language shall be included on the private street easement instrument.
    - a. Identify the development with which the private street easement is associated.
    - b. Grant future lot or unit owners the right to access the easement for purposes of accessing their lot or unit.
    - c. Specify the financial responsibilities of the future lot or unit owners with respect to the alteration, repair, maintenance, and removal of the improvements.
    - d. Prohibit future lot or unit owners or any other person from placing any obstruction within the easement.
    - e. Require that the private street be built to the City of Richmond's Construction Standards.
    - f. Be binding on all heirs, successors, and assigns to the property on which the easement is located.
    - g. Be enforceable by the future lot or unit owners, the City, and any other specially affected persons entitled to enforce the easement.
    - h. Provide for modification or termination in the manner stipulated in the Unified Development Ordinance.
    - i. Be cross-referenced to the most recently recorded deeds to the properties on which the easement is to be established.
    - j. Include a metes and bounds description of the easement.
    - k. Be signed by a each property owner granting the easement and by an authorized representative of future lot or unit owners accepting the easement.
  2. *Private Street Easement Certificate*:
    - a. When a plan (e.g. secondary plat or development plan) is being recorded, the applicant may forego a separate easement instrument in favor of printing the following private street easement certificate on the recordable instrument: "Areas show on this plan that are designated as a "Private Street Easement" (PSE) shall be established in favor of the adjoining property owners that are hereby granted the right to enter the easement for purposes of accessing their lot. The easement prohibits the property owners or any other person from placing any obstruction within the easement. The easements are binding on all heirs, successors, and assigns to the property on which they are located. The adjoining property owners or the City may enforce the provisions of the easement. The easement shall only be modified or vacated in the manner stipulated in the Unified Development Ordinance."
    - b. The dedication and acceptance of Private Street Easements (PSE) shown on a recordable instrument shall be accomplished via a Certificate of Dedication and Acceptance signed by the property owner of record granting the easement, and a Certificate of Acceptance signed by an authorized representative of the future lot owners or unit owners.
    - c. If a Declaration of Covenants is included on the recordable instrument, the Private Street Easement Certificate shall be clearly separate from the Declaration of Covenants.

# Street and Access Standards (SA)

## 7.23 SA-03: Traditional and Townhouse Subdivision Street and Access (Alley) Standards

This Street and Access Standards section applies to the following types of development:



- A. General: Alleys shall be integrated into the overall design of traditional residential and townhouse neighborhoods because they provide essential access to the compact form of development.
1. *Single-family Residential*: Alleys shall be required to provide access to at least seventy-five percent (75%) of all lots intended for single-family dwelling units to accommodate rear-loading garages.
  2. *Multiple-family Residential and Commercial*: Alleys shall be required to provide access to at least fifty percent (50%) of multiple-family and commercial lots within a development.
- B. Design Principles:
1. *Associated Right-of-way or Easement*: Alleys shall be located in a right-of-way or easement that is at least sixteen (16) feet in width.
  2. *Pavement Width*: Alleys shall have pavement that is at least twelve (12) feet in width.
  3. *Curb*: Alleys shall not be required to have curb except when the alley is within a right-of-way or private street easement where the associated street is required to have curb. In cases where an alley and curbed street intersect, the minimum curb radius shall be eight (8) feet.
  4. *Intersections*: Alley intersections with streets shall not exceed twenty degrees (20°) from perpendicular to said streets.
- C. Construction Standards: Alleys, public or private, shall be constructed to meet or exceed the City of Richmond's Construction Standards.

# Street and Access Standards (SA)

## 7.24 SA-04: Other Residential Street and Access (Alley) Standards

This Street and Access Standards section applies to the following types of development:



- A. General: In order to better allow diversity in standard and zero lot line subdivision developments, alleys may be used to provide access to up to fifteen percent (15%) of all lots intended for single-family dwelling units to accommodate side-loading garages, rear-loading garages, or detached garages.
- B. Design Principles:
  1. *Associated Right-of-way or Easement*: Alleys shall be located in a right-of-way or easement that is at least sixteen (16) feet in width.
  2. *Pavement Width*: Alleys shall have pavement that is at least twelve (12) feet in width.
  3. *Curb*: Alleys shall not be required to have curb except when the alley is within a right-of-way or private street easement where the associated street is required to have curb. In cases where an alley and curbed street intersect, the minimum curb radius shall be eight (8) feet.
  4. *Intersections*: Alley intersections with streets shall not exceed twenty degrees (20°) from perpendicular to said streets.
- C. Construction Standards: Alleys, public or private, shall be constructed to meet or exceed the City of Richmond's Construction Standards.

## 7.25 SA-05: Residential Street and Access Standards

This Street and Access Standards section applies to the following types of development:



- A. Quantity: Vehicular access into/out of the development shall be provided as follows:
  1. *Small Developments*: Subdivisions, developments, and planned developments with less than fifty (50) lots or with that will result in less than 100 units, shall have one (1) street into and out of the development. Every effort should be made for that access to be to/from an arterial street or a collector street.
  2. *Mid-size Developments*: Subdivisions, developments, and planned developments with fifty (50) lots or more, or with 100 or more units, but less than 200 lots/units shall provide at least one street into and out of the development. That access shall be to/from an arterial street or a collector street. Mid-sized developments may also have a secondary access street into/out of the development if it is off of a different street than the first primary access, or at least 1,200 feet from the primary access street, if located off the same street.
- B. Specialty Access:
  1. *Frontage Streets*: Any development that includes a single-family detached dwelling unit fronting an arterial street, shall provide a frontage street unless the single-family detached dwelling unit is the only property within 400 feet that obtains access from the same arterial street. The Zoning Administrator and City Engineer shall have discretion in requiring frontage streets in other circumstance to ensure a safe and efficient future transportation network. Frontage streets shall meet the following conditions.
    - a. Design:
      - i. Frontage streets shall generally run parallel to the arterial street to which it accesses and shall be separated a minimum of thirty (30) feet (edge of pavement to edge of pavement) from the arterial street to which they are parallel.
      - ii. Frontage streets shall accommodate two-way traffic.
      - iii. Right-of-way or private street easement for a frontage street shall be at least forty (40) feet in width.
      - iv. Pavement width for a frontage street shall be twenty-four (24) feet when parking is not permitted, or twenty-eight feet (28) when parking is permitted on one side.
      - v. Sidewalks shall be required on each side of a frontage street that has residential lots which derive their access from the frontage street.

## Street and Access Standards (SA)

- b. Points of Ingress/Egress: A frontage street that is less than 300 feet in length or serves five (5) or less properties shall have one (1) ingress/egress. All other frontage streets shall be permitted up to two (2) ingress/egress points onto street.
- c. Separation: Each ingress/egress shall be at least 150 feet from any intersection and any other ingress/egress on the same or opposite side of the street. Ingress/egress points that align across the street do not require separation.

### 7.26 SA-06: Non-residential Access Standards

This Access Streets Standards section applies to the following types of development:



- A. Quantity: An applicant shall propose the minimal quantity of ingress/egress points to provide safe, efficient, and adequate access for the various types of vehicular traffic that will access the development. The Zoning Administrator shall make the final determination
- B. Specialty Access:
  - 1. *Access Streets and Rear Access Streets*: Any non-residential development that fronts an arterial street and has two (2) or more lots or a multiple tenant building shall provide an access street/rear access street as the primary access. Commonly, an access street is perpendicular to the arterial street and accesses lots that front the arterial street. An access street may also lead or turn into a rear access street, which is generally parallel to the arterial street. A rear access street is generally located behind the first tier of commercial lots, but in front of the second tier of commercial lots (often the anchor lots), but provides access to both. The Zoning Administrator and City Engineer shall have discretion in requiring rear access streets in other circumstances to ensure a safe and efficient future transportation network. Access streets and rear access streets shall meet the following conditions.
    - a. Design:
      - i. Access streets shall generally run perpendicular to the arterial street.
      - ii. Rear access streets shall generally run parallel to the arterial street and be at least one 150 feet from the arterial street (measured from the edge of pavement to the edge of pavement). Frontage streets shall not be permitted.
      - iii. Access streets and rear access streets shall accommodate two-way traffic.
      - iv. Right-of-way or private street easement for an access street or a rear access street shall be at least forty (40) feet in width.
      - v. Pavement width for an access street or rear access street shall be a minimum of twenty-four (24) feet.
      - vi. Parking shall not be permitted on rear access streets.
      - vii. Sidewalks shall be on one side of access streets and rear access streets and be integrated into the overall pedestrian network of the development.
    - b. Points of Ingress/Egress: An access street or rear access streets serving developments less than fifteen (15) acres shall be permitted two ingress/egress points onto a street. Developments with fifteen (15) acres or more shall have a maximum of three (3) ingress/egress points onto a street.
    - c. Separation: Each ingress/egress point shall be at least one 150 feet from any intersection and any other ingress/egress on the same or opposite side of the street. Ingress/egress points that align across the street do not require separation.

# Street and Access Standards (SA)

## 7.27 SA-07: Street and Access (Signs) Standards

This Street and Access (Signs) Standards section applies to the following types of development:



- A. **General:** All streets, public or private, shall have signs necessary to provide a safe environment for drivers and pedestrians and provide information for located streets, addresses, or development amenities and shall be paid for and installed by the developer.
- B. **Cross Reference:** The City's policies and the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways (current version adopted by the Indiana Department of Transportation) shall be used to determine the type, size, height, and location of each of these signs. Each sign's location and height shall be communicated to the petitioner at the time they are received by the petitioner.
- C. **Public Safety Signs:** The applicant shall coordinate with the City Engineer before purchasing and installing any public safety related street sign. The City Engineer shall make the final determination regarding the final location and height of each sign. All public safety related street signs shall be installed prior to any street being open to the public.
- D. **Street Name Signs:** The applicant shall coordinate with the City Engineer before purchasing and installing any street name sign. One (1) street name sign shall be required for each intersection within the development and on all perimeter intersections. The City Engineer shall make the final determination regarding the final location and height of each sign. All street name signs shall be installed prior to any street being open to the public.
- E. **Wayfinding System Signs:** The applicant may propose a wayfinding system of signs.
  1. *Purpose:* Wayfinding system signs shall be used to direct vehicular and pedestrian traffic to specific destinations.
  2. *Appearance:* Wayfinding systems shall be required to have signs of consistent size, scale, and appearance.
  3. *Location:*
    - a. Wayfinding system signs shall not be located within the vision clearance triangle as regulated by *Section 5.95: Vision Clearance Triangle*.
    - b. Wayfinding system signs may be located within rights-of-way with written authorization from the City Street Superintendent. However, the City Street Department shall not be responsible for the maintenance or replacement of any wayfinding system signs.
  4. *Review and Approval:* Proposals for wayfinding systems shall be reviewed and approved at the discretion of the Zoning Administrator. The Zoning Administrator may take into account the need for the wayfinding system, the size and complexity of the development, quantity and location of signs, number of entrances and exits and the appearance of signs.

# Street Lighting Standards (SL)

## 7.28 SL-01: Residential Street Lighting Standards

This Street Lighting Standards section applies to the following types of development:



- A. **Project Applicability:** Street lights shall be installed in subdivisions, developments, and planned developments at all intersections, development entrances, and along internal streets.
- B. **Ownership:** The developer shall work with RP&L to choose a light standard provided by RP&L. The developer shall pay for any upgraded street lights over the cost of the base model.
- C. **Street Light System Design:** The proposed street light system shall meet the following conditions:
  1. *Glare:* Street lights shall be shielded to prevent glare on residential properties and.
  2. *Continuity:* Street lights shall be consistent in size, type, and scale throughout the entire development.
    - a. If a street light exists along the street on which the entrance to the development is located, the applicant shall install the same or similar street light at the entrance.
  3. *At Intersections:* The applicant shall propose a lighting design that provides the minimum amount of light necessary for vehicular and pedestrian safety at all intersections within the development.
  4. *Between Intersections:* Unless street lights have been provided at mid-block or every fifteen (15) lots, a dusk-to-dawn light that operates on a photo cell shall be installed on each residential lot. This lighting shall be provided by the builder and maintained by the owner in perpetuity.
  5. *Height:* Street lights located at the entrance, intersections or mid-block shall not exceed twenty (20) feet in height.

## 7.29 SL-02: Traditional and Townhouse Residential Street Lighting Standards

This Street Lighting Standards section applies to the following type of development:



- A. **Project Applicability:** Street lights shall be installed in subdivisions, developments, and planned developments at all intersections, development entrances, and along internal streets.
- B. **Ownership:** The developer shall work with RP&L to choose a light standard provided by RP&L. The developer shall pay for any upgraded street lights over the cost of the base model in addition to any costs required by RP&L for parts inventory.
- C. **Street Light System Design:** The proposed street light system shall meet the following conditions:
  1. *Continuity:* Street lights shall be consistent style throughout the entire development.
    - a. If a street light exists along the street on which the entrance to the development is located, the applicant shall install the same or similar street light at the entrance.
  2. *At Intersections:* The applicant shall propose a lighting design that provides the minimum amount of light necessary for vehicular and pedestrian safety at all intersections within the development.
    - a. A pedestrian scale, vintage-style street light that does not exceed twelve (12) feet in height shall be used in residential areas.
    - b. A vintage-style street light that does not exceed eighteen (18) feet in height shall be used in nonresidential areas.
  3. *Between Intersections:* A pedestrian scale, vintage-style street light that does not exceed twelve (12) feet in height shall be required between intersections at intervals that provide uniform lighting of the street.

# Street Lighting Standards (SL)

## 7.30 SL-03: Non-residential Street Lighting Standards

This Street Lighting Standards section applies to the following type of development:



- A. Project Applicability: Street lights shall be installed in subdivisions, developments, and planned developments at all intersections, development entrances, and along internal streets.
- B. Ownership: The developer shall work with RP&L to choose a light standard provided by RP&L. The developer shall pay for any upgraded street lights over the cost of the base model.
- C. Street Light System Design: The proposed street light system shall meet the following conditions:
  1. *Glare*: Street lights shall be shielded to prevent glare on residential properties and.
  2. *Continuity*: Street lights shall be consistent in size, type, and scale throughout the entire development.
    - a. If a street light exists along the street on which the entrance to the development is located, the applicant shall install the same or similar street light at the entrance.
  3. *At Intersections*: The applicant shall propose a lighting design that provides the minimum amount of light necessary for vehicular and pedestrian safety at all intersections within the development.
  4. *Height*: Street lights located at the entrance or intersections shall not exceed twenty-five (25) feet in height.

## 7.31 SL-04: General Street Lighting Standards

This Street Lighting Standards section applies to the following type of development:



- A. Non-petition Clause: When street lights are not required, or the development gets relief from installing streetlights, the City or RP&L shall not, now or in the future, be obligated to install them. Every lot within the subject subdivision shall have a non-petition clause recorded as a deed restriction, applicable in perpetuity, stating that the property owner waives the right to petition the City or RP&L for street lighting to be installed at the City's or RP&L's expense. This waiver does not restrict private funding to be used for such improvements.

# Surety Standards (SY)

## 7.32 SY-01: Surety Standards

This Surety Standards section applies to the following types of development:



- A. Cross Reference: The procedure for each type of approval that may require a surety can be found in *Article 9: Processes*.
- B. Performance Surety: All applicants shall provide a Performance Surety for any public improvement that has not been completed, but is intended to or will be dedicated to the City of Richmond, Wayne County, or a municipal utility. All such facilities, any off-site improvements committed to by the applicant, and any off-site improvements required as a condition of approval shall be covered by the performance surety.
  1. Acceptable Surety: A bond or irrevocable letter of credit may be used as a Performance Surety. However, the City reserves the right to refuse any alternative from a bond offered by the applicant.
  2. Timing: The Performance Surety shall be offered and accepted prior to final approval of the development by the Plan Commission (e.g. final plat for subdivision).
  3. Requirements: The surety shall:
    - a. Amount: Be in an amount equal to 110% of the cost to complete the yet to be completed portions of the public improvements. A cost estimate shall be provided by the applicant's engineer and/or general contractor. However, the cost estimate shall not be binding. All estimates shall be based on the requirements of the Unified Development Ordinance, City of Richmond's Construction Standards, and subject to the City Engineer's review.
    - b. Appropriate Agency: Run to and be in favor of the City of Richmond Board of Public Works and Safety, Wayne County Commissioners (i.e. when improvements are in the extraterritorial jurisdiction of the City), or other agency to which the improvements are intended to be dedicated.
    - c. Timeframe: Specify the timeframe for completion of the improvements. Under no circumstances shall the initial timeframe exceed two (2) years.
    - d. Form: Be on a form approved by the Plan Commission.
  4. Determining Completion of Improvement: A Performance Surety shall not be released until all of the following have been accomplished:
    - a. The applicant shall submit in writing a request for release of the performance surety, provide a description of the public improvement completed, and provide an engineer's certification that the improvements were completed to all applicable requirements.
    - b. Final construction has been determined to be completed, inspected and approved by the City Engineer, Zoning Administrator, and any other applicable city or county agency. Any applicable inspecting agency shall certify that it has been inspected and meets all applicable standards.
    - c. At the election of the City Engineer or Zoning Administrator or any other applicable city or county agency, core borings, video inspection of drainage pipes, or other technical inspections may be conducted at the applicant's expense.
    - d. Plat properly recorded and all as built drawings for the project are received.
  5. Release of Performance Surety: When a public improvement has been determined to be complete and a maintenance surety has been presented by the applicant and accepted by the appropriate agency, then the public agency to which the surety ran to and was in favor of shall release the performance surety. A release of surety is often completed concurrently to the dedication of the public improvement, but shall not be construed a dedication of the public improvement. See *Section 7.04: Dedication of Public Improvement Standards* for the standards applicable to dedication.
  6. Expiration of Timeframe or Default: When a public improvement has been determined to not be constructed to the applicable standards by the Plan Commission, or if the two (2) year timeframe expires, the Plan Commission shall either:
    - a. Require Correction: Require the applicant to install, construct, reconstruct, or resolve the issue within a prescribed timeframe; or
    - b. Extension: Give the applicant additional time to complete the improvement; or
    - c. Default: Declare the Performance Surety in Default and utilize the funds from the surety to complete the public improvement.

## Surety Standards (SY)

- C. **Maintenance Surety:** When a public improvement is completed and prior to dedication, a Maintenance Surety shall be provided to assure that premature dilapidation, repair, or maintenance costs due to improper design, engineering, materials, or other defects are not the responsibility of a public agency.
1. **Acceptable Surety:** A bond or irrevocable letter of credit may be used as a Maintenance Surety. However, the City reserves the right to refuse any alternative from a bond offered by the applicant.
  2. **Timing:** The Maintenance Surety shall be offered and accepted prior to dedication of the public improvement.
  3. **Requirements:** The surety shall:
    - a. **Amount:** Be in an amount equal to twenty-five (25%) of the total cost of the public improvement. The actual cost of construction shall be provided by the applicant's engineer and/or general contractor and reviewed by the City Engineer. However, the actual cost report shall not be binding when the Plan Commission or Department of Public Works and Engineering establishes the official construction cost to be used to determine the surety amount.
    - b. **Appropriate Agency:** Run to and be in favor of the City of Richmond Board of Public Works and Safety, Wayne County Commissioners (i.e. when improvements are in the extraterritorial jurisdiction of the City), or other agency to which the public improvement was dedicated.
    - c. **Timeframe:** Be provided for a period of three (3) years from the date of dedication before qualifying for release. In the event the Maintenance Surety is not requested by the applicant to be released prior to the end of three (3) years, it shall be automatically renewed for an additional six (6) months. In the event the public improvement was determined to be prematurely dilapidated, in need of repair, or is not properly functioning; upon completion of the repair, a new Maintenance Surety for that portion of the public improvement shall be provided for a period of two (2) years.
    - d. **Form:** Be on a form approved by the Plan Commission.
  4. **Determining Completion of Improvement:** A Maintenance Surety shall not be released until all of the following have been accomplished:
    - a. The applicant shall submit in writing a request for release of the Maintenance Surety, provide a description of the condition of the public improvement, and provide an engineer's certification that the public improvement have not prematurely dilapidated, are not in need of repair, and are properly functioning.
    - b. The City Engineer, Zoning Administrator, and any other applicable city or county agency has inspected the public improvement and has certified that it meets all applicable standards.
    - c. At the election of the City Engineer or Zoning Administrator or any other applicable city or county agency, core borings, video inspection of drainage pipes, or other technical inspections may be conducted at the applicant's expense.
  5. **Release of Maintenance Surety:** When a public improvement has been determined to be in proper condition at the expiration of the Maintenance Surety timeframe, the public agency to which the surety ran to and was in favor of shall release the Maintenance Surety. The appropriate agency shall issue a certificate or write a letter to the applicant indicating full release of obligation and surety.
  6. **Expiration of Timeframe or Default:** When a public improvement has been determined to have prematurely dilapidated, be in need of repair, or to not be properly functioning by the Plan Commission, the Plan Commission or Department of Public Works and Engineering shall either:
    - a. **Require Correction:** Require the applicant to install, construct, reconstruct, or resolve the issue within a prescribed timeframe; or
    - b. **Default:** Declare the Maintenance Surety in Default and utilize the funds from the surety to fix the public improvement.

# Utility Standards (UT)

## 7.33 UT-01: Utility Standards

This Utility Standards section applies to the following types of development:



### A. Project Applicability:

1. *Sanitary Sewer:* Sanitary sewer utility infrastructure shall be provided in subdivisions, sites subject to development plan approval, and planned developments, and a connection from the new sanitary sewer infrastructure to an existing sanitary sewer system shall be required. Service and connections to the City of Richmond municipal sanitary sewer systems shall comply with Chapter 50.
2. *Water:* Water utility infrastructure, including potable water and fire protection, shall be provided in subdivisions, sites subject to development plan approval, and planned developments, and a connection from the new water utility infrastructure to an existing public water system shall be required, with the following exception:
  - a. A private well may be permitted within the City's extra-territorial jurisdiction if:
    - i. The nearest accessible water line is 300 feet or more from the edge of the new development, and
    - ii. The cost of connecting to the water system is three times the cost to install all components of a private well, and
    - iii. The private well's design and location is approved by the City Engineer and the Wayne County Health Department.
  - b. A private well for potable water shall not be permitted inside the Richmond City Limits.

- ### B. Location: Sanitary sewer utility infrastructure and water utility infrastructure shall be located in a right-of-way or within an area designated as a utility easement (or a utility and drainage easement). The location of proposed utilities and any utility easements shall be approved by the City Engineer and the appropriate utility department prior to the final approval of any plan and prior to any installation.

### C. Construction:

1. *Utility Company Standards:* All water utility improvements and water utility infrastructure intended to be dedicated to and accepted by the Indiana American Water Company shall be designed and installed to meet or exceed the Indiana American Water Company's Construction Standards and each component (e.g. hydrants or valves) shall approved by the City Engineer.
2. *City Standards:* All sewer utility improvements and sewer utility infrastructure intended to be dedicated to and accepted by the City shall be designed and installed to meet or exceed the City of Richmond's Construction Standards and each component (e.g. lift station) shall approved by the City Engineer and Richmond Sanitary District.
3. *State Approval:* The Indiana Department of Environmental Management shall approve plans for the water utility infrastructure after Primary Plat approval, but prior to any installation or Secondary Plat approval.
4. *Coordination:* The applicant shall be responsible for coordinating the installation of the utilities. Conflicts with prior constructed utilities and damage to them shall be repaired before allowing any work to continue.

- ### D. Up-sizing: Up-sizing sanitary sewer utility infrastructure and/or water utility infrastructure shall be considered by the City and the applicant depending on future development of adjacent parcels. Agreements concerning up-sizing utility infrastructure shall be in accordance with appropriate Indiana Statutes and executed prior to the start of installation of the utility infrastructure.

- ### E. Electric Service: Electric utility infrastructure shall be installed underground in subdivisions, sites subject to development plan approval, and planned developments. No overhead wires or utility poles shall be permitted. Meters, transformers, and junction boxes are permitted above grade, but shall be discretely located. The installation of the electric utility shall be per Richmond Power and Light's construction standards.

- ### F. Cable Television and Telephone Utilities: Cable television and telephone utilities shall be installed underground in subdivisions, sites subject to development plan approval, and planned developments. No overhead wires or utility poles shall be permitted. Junction boxes are permitted above grade, but shall be discretely located. The installation of the cable television and telephone utilities shall be per each vendor's construction standards.

