

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 Article 6: Subdivision Types .
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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . If not indicated, a maximum block length does not apply.
Collector Street	Not applicable
Arterial Street	Not applicable

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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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . 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 Article 6: Subdivision Types . If tree plots width are not indicated, tree plots are not required.
Collector Street	Not applicable
Arterial Street	Not applicable

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- 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*.

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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.

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- 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.

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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.

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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.

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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 or 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.

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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.

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- 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.

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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 the *Vision Clearance Triangle Standards* in Article 5.
 - 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.