

Article

6

Design Standards

*City of Shelbyville
Unified Development
Ordinance*

Purpose and Use

6.01 Purpose and Use

- A. Design Standards: *Article 6: Design Standards* provides the standards for all subdivisions. Every subdivider shall be required to install these general and public improvements consistent with the requirements of this Ordinance and any other applicable regulations.
- B. Purpose: The purpose of these regulations is to:
 - 1. Promote the proper arrangement of streets and other infrastructure,
 - 2. Prevent congestion of streets and promote traffic safety,
 - 3. Secure adequate public spaces,
 - 4. Provide adequate public improvements,
 - 5. Insure the accurate survey and proper preparation of plats, and
 - 6. Protect the health, safety, and general welfare of the community.
- C. Standards: No Preliminary or Final plat of land will be approved unless it conforms with the Unified Development Ordinance.

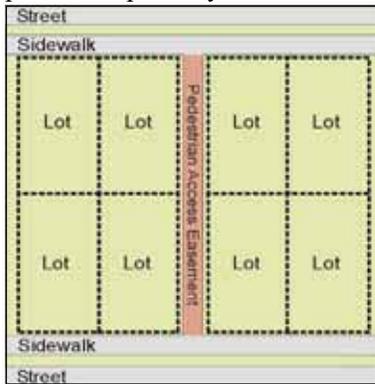
6.02 General Standards

- A. Land Suitability: No land shall be subdivided for any use if the land is considered by the Plan Commission to be unsuitable for such use by reason of flooding or improper drainage, objectionable earth or rock formations, incompatible topography, or other features harmful to the health, safety and welfare of future residents or visitors or to the community as a whole.
- B. General Welfare: The subdivision design and layout shall be such that it protects the health, safety, and general welfare of the residents of the City of Shelbyville as defined by the standards of this Ordinance.
- C. Applicable Regulations: In addition to the requirements established in the Unified Development Ordinance, all subdivision plats shall comply with the following guidelines, rules, laws, and regulations:
 - 1. The building code, and all other applicable laws of the City of Shelbyville and the statutory provisions of the State of Indiana.
 - 2. The current Comprehensive Plan, Parks and Recreation Master Plan, and any other applicable plans of the City of Shelbyville.
 - 3. The rules and regulations of the Indiana Department of Environmental Management, Department of Natural Resources, Board of Health, and other appropriate State agencies.
 - 4. The rules, regulations and standards of the Indiana Department of Transportation (if the subdivision abuts a state highway and/or affects an airport or railroad).
 - 5. All applicable planning and regulatory guidelines, including access control and driveway manuals, parking and traffic control ordinances, and other applicable guides published or adopted by the City of Shelbyville.
 - 6. The “Indiana Manual of Uniform Traffic Control Devices” and AASHTO Manual as specified by the City Engineer.
 - 7. The applicable specifications and requirements of the utility providers serving each subdivision.
- D. Design Requirements: All subdivisions should be designed on state plane coordinates. All Final Plats and “As-Built” drawings shall be made available to the City of Shelbyville in an electronic format as set forth in the Shelbyville Construction Standards.
- E. Historic Assets: All historically significant features (such as those listed on the National Register of Historic Places, and/or listed on the Indiana Register of Historic Sites and Structures) should be preserved through careful subdivision design.

Block Standards

6.03 Block Standards

- A. **Block Dimensions:** Block length, width, and acreage within bounding streets shall be appropriate to accommodate the size of lot required by the Unified Development Ordinance for the district in which the subdivision is to be located, and to provide convenient access, circulation control, and traffic safety.
 - 1. *Block Width:* Blocks shall have sufficient width to provide for two (2) tiers of lots of appropriate depth. Exceptions to this prescribed block width shall be permitted where reverse or double frontage lots are used in blocks adjacent to Arterial or Collector streets, watercourses, or industrial or commercial areas.
 - 2. *Block Length:* Blocks shall not exceed 800 feet in length, nor be less than 200 feet in length. Block length shall be measured as the distance between the centerline of intersecting streets.
- B. **Pedestrian Access:** In blocks exceeding 600 feet in length, the Plan Commission may require that a common area or easement be provided through the block to accommodate utilities, drainage, or pedestrian pathways. These pedestrian pathways shall be a minimum of five (5) feet in width.



- 1. *Common Area/Easement Standards:* Any required common area or easement shall be a minimum of ten (10) feet in width and shall be provided near the center and entirely across the block.
- 2. *Construction Standards:* All required pedestrian walkways shall be constructed consistent with the sidewalk standards provided in *Section 6.14: Sidewalk and Pedestrian Path Standards*.
- 3. *Maintenance and Ownership:* An association of lot owners in the subdivision shall be responsible for the maintenance and upkeep of any common area and walkway.

Covenant Standards

6.04 Covenant Standards

- A. General Requirements: The Zoning Administrator and City Engineer may review any restrictive covenants to ensure that conflicts with the requirements of the Unified Development Ordinance are not created.
- B. Drainage Covenant: Each subdivision submitted for approval shall include on the Final Plat a covenant which states that: “This subdivision is subject to all drainage system design and construction standards within the Unified Development Ordinance, all other applicable adopted standards of the City of Shelbyville, and the requirements of the City Engineer that provide for the repair and maintenance of the system.” All drainage easements shall run to the “City of Shelbyville.”
- C. Administration: All covenants shall be administered by a lot owners association. All lots included in the Preliminary Plat of a subdivision shall be included in a single lot owner’s association; in no instance shall a Preliminary Plat be divided into multiple lot owner’s associations. The City of Shelbyville shall have no responsibility to enforce covenants.

Dedication of Public Improvement Standards

6.05 Dedication of Public Improvement Standards

A. Applicability:

1. Right-of-way: Any right-of-way shown on an approved final plat (subdivisions), approved final plan (planned developments), or on an approved development plan shall be considered dedicated upon approval by the Plan Commission.
2. Streets and Sidewalks: The intent of the City is to take ownership of streets and sidewalks located within a right-of-way and that has been constructed to meet or exceed the City of Shelbyville's Construction Standards. However, the City may choose not to take ownership of specialty access improvements, including but not limited to alleys, driveway aprons, driving aisles, unusual on-street parking, or eyebrows.

B. Other Facilities: Other infrastructure or facilities may, at the election of the Board of Public Works and Safety, be dedicated to the City. These facilities may include parks, open space, retention ponds, drainage facilities, utilities, street lighting, or other facilities in which the City may have interest.

Easement Standards

6.06 Easement Standards

- A. General Requirements: Adequate areas of suitable size and location shall be provided by the subdivider as easements for the conveyance of utility systems, drainage, and other infrastructure to, and within the subdivision. The location of all easements shall be reviewed by the City Engineer along with the local utility companies through the Technical Review Committee process.
- B. Utility Easements: Utility easements shall be provided consistent with the following standards and the requirements of the City Engineer.
1. *Water Supply, Natural Gas and Other Utilities*: Easements for water supply, natural gas and other utilities shall generally be a minimum of twenty (20) feet in width, and shall be provided in the front yard adjacent to the right-of-way of the street. Where the Unified Development Ordinance provides for minimum front yard setbacks of less than twenty (20) feet, the easement shall be reduced to a minimum width of fifteen (15) feet. Water supply service may also be provided in the right-of-way, opposite the side of the street on which sanitary sewer service.
 2. *Sanitary Sewer*: Easements for sanitary sewer service shall be provided at the request of the City Engineer and/or Waste Water Superintendent.
- C. Drainage Easements: Drainage easements shall generally be a minimum of fifteen (15) feet in width, with one-half ($\frac{1}{2}$) the width of the easement taken from each lot. Where the Unified Development Ordinance provides for minimum side yard setbacks of less than seven and one-half ($7\frac{1}{2}$) feet, the easement shall be reduced to a minimum total width of ten (10) feet. In the case of lots extending to the boundary of the property platted and not adjoining another plat the full width of the easement shall be provided on each affected lot.
1. *Drainage Easement Standards*: Drainage easements shall:
 - a. Provide continuity from block to block,
 - b. Be located along rear or side lot lines as necessary, and
 - c. Generally be contiguous to the street at the end of the block to connect with adjoining blocks in the shortest direct line.
 2. *Watercourses*: Where a subdivision is traversed by a watercourse, drainage way, channel, or stream the subdivider shall designate drainage easements on both sides of the watercourse, the width of which shall be determined by the City Engineer.
 3. *Access to Improvements*: Easements to permit both the City and any lot owners association access for maintenance and repair of surface and subsurface drainage improvements and watercourses, shall be provided by the subdivider. Such easements shall be a minimum of ten (10) feet in width, and shall be provided (a) around the top of bank of all water features and (b) along a convenient route between a public street and the water feature.
 4. *Off-Site Improvements*: When a proposed drainage system will carry water across private lands outside the subdivision, appropriate drainage rights must be secured by the subdivider and indicated on the all required plat and Construction Plan drawings.
- D. Cross-access Easements: When required by the City or desired by the applicant, 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:
1. Identify the development with which the cross-access easement (CAE) is associated.
 2. The cross access easement shall grant the general public the right to utilize the easement for purpose of accessing adjoining parking lots.
 3. The cross access easement shall prohibit any person from parking vehicles within the easement.
 4. The cross access easement shall prohibit any person, including the property owner, from placing any obstruction within the easement.
 5. The cross access easement shall be binding on all heirs, successors, and assigns to the property on which the cross-access easement is located.
 6. The cross access easement shall be enforceable by the owners of each associated property, the City, and any other specially affected persons identified in the cross-access easement.
 7. The cross access easement shall provide for modification or termination in a manner specified in this Unified Development Ordinance.
 8. The cross access easement shall be cross referenced to the most recently recorded deeds of the associated properties.
 9. The cross access easement shall include a metes and bounds description of the easement.

6.07 Environmental Standards

See MS4 Standards for erosion and sedimentation control regulations.

Intensity Bonus Standards

6.08 Intensity Bonus Standards

- A. **Prerequisites:** Only subdivisions in the R1 or R2 zoning district shall qualify for the following intensity bonus.
- B. **Applicability:** A subdivision that elects to conform with *Section 5.08(D): Anti-monotony Standards*, in addition to the required design standards in *Article 6: Design Standards*, shall be eligible for an intensity bonus as described in *Section 6.08(C): Intensity Bonus*. Only applicants that are seeking intensity bonuses for their subdivisions are required to follow the regulations in this Section. These standards do not apply to a subdivision that is not seeking an intensity bonus.
- C. **Intensity Bonus:** The following development standards are hereby modified as illustrated in the table below. These intensity bonuses only apply to primary structures. The standards for accessory structures shall be per the applicable zoning district.

Intensity Bonus			
		Zoning District	
		R1	R2
Lot Standards	Min. Lot Area	6,500 sq ft	8,000 sq ft
	Min. Average Lot Area	8,000 sq ft	9,000 sq ft
	Min. Lot Width	50 ft	50 ft
	Min. Average Lot Width	65 ft	60 ft
Setback Standards	Min. Front Setback	50 ft - Arterial 30 ft - Collector 20 ft - Local	50 ft - Arterial 30 ft - Collector 20 ft - Local
	Min. Side Setback	7 ft	7 ft
	Min. Rear Setback	15 ft	15 ft
Other Standards	Max. Lot Coverage	50%	65%
	Min. Dwelling Unit Size	1,100 sq ft	1,100 sq ft
	Maximum Density	4.5 du/acre	4.0 du/acre

- D. **Anti-monotony Standards:** The minimum required standards that shall be committed to by the developer in order to receive an intensity bonus are listed below.
 - 1. **Garages:**
 - a. **Garage Width:** The front elevation of a side-loading or front-loading garage shall not exceed forty percent (40%) of the overall width of the primary structure’s front elevation.
 - b. **Garage Setback:**
 - i. **Front-loading Garage:** A front-loading garage shall not be more than six (6) feet forward of the plane that the remainder of the front facade; or if multiple front facade planes exist, then an average of those planes shall be used.
 - ii. **Side-loading Garages:** A side-loading garage shall not be more than twenty-five (25) feet forward of the plane that the remainder of the front facade; or if multiple front facade planes exist, then an average of those planes shall be used.
 - 2. **Perimeter Lots:**
 - a. **Rear Facade:** Any rear facade that faces a perimeter street shall be required to have one (1) of the following:
 - i. A four-season sunroom at least eleven (11) feet deep by eleven (11) feet wide;
 - ii. An all-brick functional chimney at least two (2) feet offset from the facade and at least four (4) feet in width;
 - iii. A minimum four-foot (4’) offset from the rear facade over the course of forty percent (40%) of the rear facade;
 - iv. A deck at least ten (10) feet deep by sixteen (16) feet wide; or
 - v. A minimum of forty-five percent (45%) of the rear facade comprised of brick.
 - b. **Rear Facade Variation:** No single option listed above shall be utilized on more than forty percent (40%) of all perimeter lots.

Intensity Bonus Standards

- c. Windows: Eighty percent (80%) of all windows on the rear and side facades shall be required to have at least one (1) of the following window treatments, or combinations thereof:
 - i. Shutters;
 - ii. Masonry lintel or brick arch and sill (only an option for brick or stone facades);
 - iii. Decorative head (pediment-shaped, eyebrow, arch, or cornice) and projecting sill; or
 - iv. Window trim that is at least three and one-half-inch (3 ½”) in width, projecting out from the plane of the siding by at least one-half inch (½”).
- 3. *Floor Plan and Elevations:*
 - a. Minimum Number: On average, at least eight (8) significantly unique floor plans, or at least twenty (20) significantly unique architectural front and rear elevations, shall be utilized within each phase or subdistrict within the subdivision.
 - b. Adjacency: No significantly similar floor plans shall be utilized contiguous to, directly across the street from, or directly behind any given lot. Significantly similar shall include mirror images, reversed, any minor variation in wall configuration or room use, and the like.
 - c. Proximity: No significantly similar elevation shall be utilized within two (2) properties of any given lot. At least five (5) variations from the following list shall exist:
 - i. roof systems (e.g. pitch, planes, and orientation),
 - ii. mix of exterior wall materials (e.g. brick, stone, or siding),
 - iii. siding color,
 - iv. brick color,
 - v. architectural features,
 - vi. architectural accents (e.g. color and type),
 - vii. garage door features (e.g. location, design, and size),
 - viii. window treatments (e.g. trim and shutters),
 - ix. window size and design (e.g. casement and double-hung),
 - x. window quantity,
 - xi. window location, or
 - xii. reversed floor plan.
- 4. *Windows:*
 - a. Minimum Number: At least two (2) windows per front and rear elevation per floor, and one (1) window per side elevation per floor are required.
 - b. Minimum Area: A window shall only be counted toward this requirement if the transparent area is at least nine (9) square feet.
- 5. *Perimeter Landscaping:* The following standards supersede the minimum perimeter landscaping standards in Section 6.13: *Perimeter Landscaping Standards.*
 - a. Common area or a landscape easement shall be established between the perimeter street's rights-of-way and all subdivision lots. Common area or landscape easement widths shall be as follows:

Perimeter Street's Designation on Thoroughfare Plan Map	Minimum Common area or Landscape Easement Width
Interstate	100 feet
Arterial	60 feet
Collector Street	50 feet
Local Street	40 feet

- b. Trees shall be planted in the common area or landscape easement. The required quantity of trees per 100 lineal feet of common area or landscape easement along the perimeter street shall be calculated as follows:
 - i. Seven (7) small canopy trees (minimum 1 ½ inch caliper);
 - ii. One (1) large canopy tree (minimum 3 inch caliper);
 - iii. Four (4) under-story or ornamental trees (minimum 1 ¼ inch caliper); and
 - iv. Two (2) evergreen trees (minimum 4 feet in height). One (1) small canopy tree may be substituted for every one (1) evergreen tree.

Intensity Bonus Standards

- c. Required trees shall be installed in uneven intervals and clusters, but shall meet the following maximum and minimum separation:

Type of Tree	Minimum Spacing	Maximum Spacing
Canopy tree to canopy tree	20 feet	80 feet
Under-story tree to under-story tree	8 feet	N/A
Ornamental tree to ornamental tree	15 feet	N/A
Evergreen tree to evergreen tree	8 feet	N/A
Under-story tree to canopy tree	8 feet	20 feet
Ornamental tree to canopy tree	30 feet	N/A
Ornamental tree to under-story tree	25 feet	N/A
Evergreen trees to canopy trees	30 feet	N/A
Evergreen trees to under-story trees	30 feet	N/A
Evergreen trees to ornamental trees	20 feet	N/A

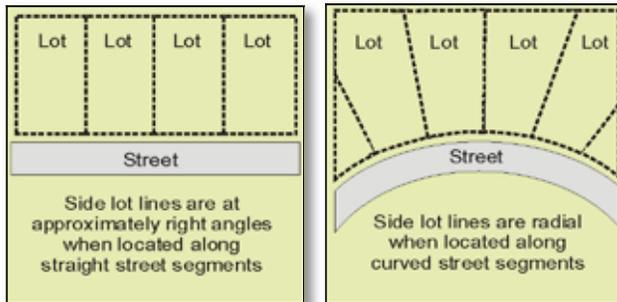
6. *Perimeter Lot's Rear Yard:* Perimeter lots shall have at least one (1) additional deciduous canopy tree planted in the rear yard above and beyond any other required landscaping provisions.
7. *Lot Standards:*
- a. *Corner Lots:* Each corner lot shall be thirty percent (30%) larger in lot area and shall have thirty percent (30%) more lot frontage than the average lot in the subdivision, or subdistrict of the subdivision.
 - b. *Lot Size in Long Stretches of Lots:* When there are ten (10) or more continuous lots on a single side of a street between two intersecting streets, at least one (1) of those lot shall be twenty percent (20%) larger in lot area and have twenty percent (20%) more lot frontage than the average lot in the subdivision, or subdistrict of the subdivision. This standard shall apply on a one (1) per ten (10) basis, thus twenty (20) lots in a row shall have two (2) larger lots as described above.
8. *Setback Standards:*
- a. *Front Setback:*
 - i. *Variation:* All subdivisions shall have variation in the established front setback for primary structures to avoid a monotonous streetscape. No more than five (5) primary structures in a row shall have the same established front setback. Variations in established front setback shall be by at least two (2) feet.
 - ii. *Patterns:* Irregular patterns of established front setbacks are encouraged. Additionally, front porches and side-loading garages (e.g. allowed projections into the front setback) and variations in roof lines should be used to create the illusion of variations in established front setback.
 - b. *Side Setback:* If eighty percent (80%) or more of the primary structures in the development will have side-loading garages, then the development may be a zero lot line development so long as the primary structure separation is equal to the aggregate of both minimum side setbacks. For example, if the minimum side setback in the Unified Development Ordinance is ten (10) feet, then the minimum primary structure separation shall be twenty (20) feet.

Lot Standards

6.09 Lot Standards

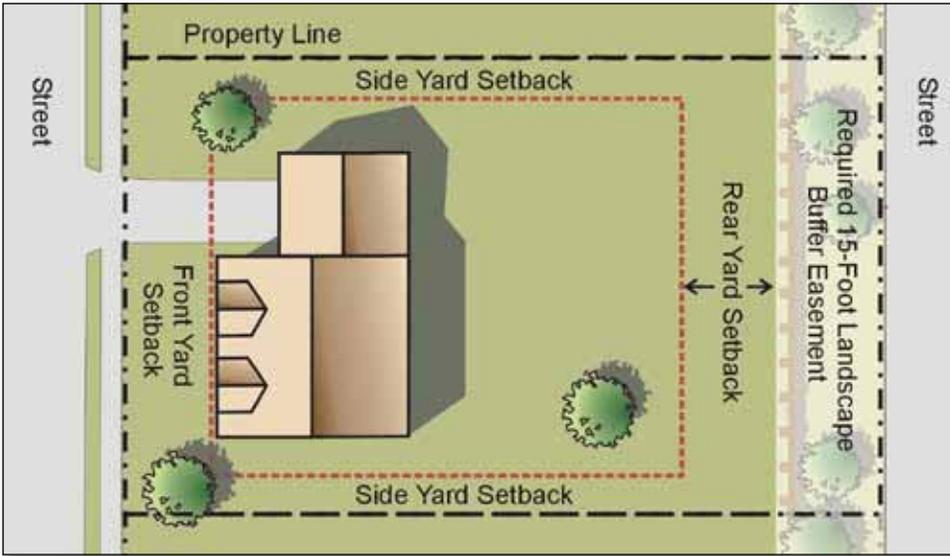
- A. **Health Department Compliance:** When not served by a water utility and public sewer, the lot sizes and other dimensions shall also conform with any additional requirements for the adequate provision of sewage treatment and water supply as determined by the Shelby County Health Department. In cases where the provisions of the Unified Development Ordinance and requirements of the Health Department are in conflict, the more restrictive shall apply.
- B. **Orientation to Streets:** The lot size, width, depth, shape, grade, location, and orientation shall be in proper relation to the street and block design and to existing and proposed topographical conditions.

- 1. **Side Lot Lines:** Side lines of lots shall be at approximately right angles to straight streets and on radial lines on curved streets. Some variation from this requirement is permissible, but irregular lots, such as flag lots shall be avoided.



- 2. **Street Frontage:** Every lot shall abut a public street.
- C. **Double-Frontage Lots:** Double Frontage lots (also known as through lots) shall be avoided except where essential to provide separation of residential development from arterial and collector streets or to overcome specific disadvantages of topography and orientation.
 - 1. For all residential through lots, a landscape common area or easement shall be provided between what will be used as the rear yard of the lots and the right-of-way of the adjacent street.
 - 2. The landscaped area shall be a minimum of fifteen (15) feet in width and shall meet the following requirements:
 - a. The landscape area shall be in addition to the minimum lot area required by the Unified Development Ordinance and not a part of the typical sized lot.
 - b. A row of deciduous canopy trees shall be planted parallel to the adjacent street, within the common area or easement, with one tree provided for every 300 square feet of landscape area. The trees shall measure two and one-half (2 ½) inches in diameter at six (6) inches above the rootball at the time of planting.
 - c. A six (6) foot tall opaque wooden fence or brick or stone wall, a four (4) foot tall undulating mound planted with shrubs, or a row of evergreen trees shall be placed within the landscape common area between the deciduous trees and the rear yard of the lots.
 - i. If an undulating mound is used to fulfill the requirements, one (1) shrub for every five (5) feet of continuous boundary shall be planted on the mound. All required shrubs shall measure eighteen (18) inches in height, measured from grade, at the time of planting.
 - ii. If a row of evergreen trees is used to meet the requirements, one (1) tree shall be placed every ten (10) feet along the common area. Evergreens shall be a minimum of five (5) feet in height, measured from ground level, at the time of planting.

- d. An association of lot owners in the subdivision shall be responsible for the maintenance and upkeep of any landscape common area.



- D. Multiple Frontage Lots: Corner lots, through lots, and other lots that have frontage on more than one (1) street shall be required to provide front yard setbacks on all frontages, and shall be designed with adequate size and width to accommodate the required setbacks and to provide an adequate buildable area.
- E. Lot Numbering: Lots shall be numbered consecutively throughout the entire subdivision and shall be consistent with any phasing that may be planned for the development.
- F. Lots Abutting a Watercourse: Lots abutting a watercourse, drainage way, channel, stream, or flood plain shall have additional minimum width or depth as required to provide an adequate building site and accommodate the minimum setbacks required by the Unified Development Ordinance.
- G. Street Access: Lots should not, in general, derive access exclusively from an Arterial or Collector street. Where several adjoining lots are designed with access from an Arterial or Collector street, the Plan Commission may require the use of shared driveways for those lots. The use of shared drives is specifically encouraged where non-residential uses access an Arterial or Collector street. The street access of individual lots shall be restricted as follows:
1. Collector and Arterial Streets: Lots in all developments shall generally be designed so as to prevent vehicles from having to back into any Arterial Street.
 2. Local Streets: All non-residential lots (including multifamily residential lots) shall generally be designed so as to prevent vehicles from having to back into any public street.

Monument and Marker Standards

6.10 Monument and Marker Standards

- A. Cross Reference: See the City of Shelbyville Construction Standards.
- B. General Requirements: Monuments and markers shall be placed so that the center of the bar, or marked point, shall coincide exactly with the intersection of lines to be marked and shall be set so that the top of the monument or marker is level with the finished grade. All required monument and markers shall be in place prior to the acceptance of the public improvements by the Board of Public Works and Safety.
- C. Exterior Monuments: Permanent concrete monuments four (4) inches in diameter by thirty (30) inches deep, with one-half ($\frac{1}{2}$) inch rebar cast in the center or filled with concrete with a surveyor's cap set in the center, shall be installed at each corner or angle on the outside boundary of each section of the subdivision (or at the right-of-way where the boundary is a public street) and at all other locations necessary to clearly delineate all significant plat lines as specified by the City Engineer.
- D. Interior Markers: A marker consisting of rebar at least thirty (30) inches long and not less than three-quarter ($\frac{3}{4}$) inch in diameter shall be placed at the following locations:
 - 1. The intersection of all street right-of-way lines within the subdivision,
 - 2. The beginning and ending of all curves in street right-of-way lines,
 - 3. All angles formed by the intersection of lot lines,
 - 4. All other lot corners not established by a monument, and
 - 5. All points required to delineate the location or extent of reservations, easements, or dedications not otherwise defined, as specified by the City Engineer.

Open Space Standards

6.11 Open Space Standards

A. Required Open Space:

1. *Residential Subdivisions*: Residential subdivision shall have a minimum of fifteen percent (15%) open space.
2. *Commercial or Industrial Subdivisions*: Commercial and industrial subdivisions shall have a minimum of five percent (5%) open space.

B. Ownership: Open space areas shall remain in 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 environmental areas in permanent conservation.
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 any perimeter landscaping in common area.
6. *Common Area*: Any other common areas set aside to meet open space requirements.

Owners' Association Standards

6.12 Owners' Association Standards

- A. **Project Applicability:** Any 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 Shelby 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 Shelby County Recorder following final 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 language shall required 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 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 landscape 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.
 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 this Unified Development Ordinances and may be subject to enforcement action.

Perimeter Landscaping Standards

6.13 Perimeter Landscaping Standards

A. Required Perimeter Landscaping:

1. *Residential Subdivisions:* Residential subdivision shall have a minimum of twenty-five (25) feet of perimeter landscaping along perimeter streets.
2. *Commercial or Industrial Subdivisions:* Commercial and industrial subdivisions shall have a minimum of twenty-five (25) feet of perimeter landscaping along perimeter streets.

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. Existing trees and vegetation, or trees planted to meet other landscaping standards shall count toward minimum perimeter landscaping requirements.
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 6.11: Open Space Standards*.

Sidewalk and Pedestrian Path Standards

6.14 Sidewalk and Pedestrian Path Standards

- A. Cross Reference: See the City of Shelbyville Construction Standards.
- B. Sidewalk Requirements: Sidewalks shall be provided on all streets designed with the urban cross-section and on any other street as specifically required by the Plan Commission at the time of Preliminary Plat review.
 - 1. *Location*: Where sidewalks are required, they shall be provided on both sides of the street and shall completely encircle the turn-around of any cul-de-sac.
 - 2. *Width*: Sidewalks in single-family or two-family housing developments shall be a minimum of four (4) feet in width, sidewalks in multi-family or group housing developments shall be a minimum of five (5) feet in width, sidewalks in commercial areas shall be a minimum six (6) feet in width, and sidewalks in industrial areas shall be a minimum of four (4) feet in width.
 - 3. *Pavement/Sidewalk Separation*: Sidewalks shall be separated from the back of curb of the adjacent road by a minimum width of five (5) feet. All areas between the back-of-curb and sidewalk that are not used for accessing individual properties from the street shall be planted and maintained as grass lawns.
 - 4. *Width Transitions*: Sidewalk width transitions shall occur only at street intersections. The widest required sidewalk shall be provided for the entire length of the block, regardless of the use of individual lots.
 - 5. *Slope*: The surface of any sidewalk, when completed, shall have a sufficient slope to drain adequately.
- C. Sidewalk ADA Compliance: All Sidewalks, ramps, and crosswalks shall be constructed to meet the current ADA Accessibility Guidelines and Public Rights-of-Way Accessibility Guideline Standards.
 - 1. Rolled curbs are not a substitute for wheelchair ramps and shall not be considered to meet ADA requirements.
 - 2. It is the legal responsibility of the developer to assure compliance with current ADA laws.
 - 3. The developer and/or his/her engineer may be required to certify compliance with ADA laws to the City Engineer at the time the public improvements are accepted by the City.
- D. Crosswalks: When a sidewalk or pedestrian path crosses streets within or adjacent to the subdivision, safety devices such as painted crosswalks, alternative cross-walk pavement types, crosswalk signs, traffic calming measures, or traffic control devices shall be installed. All cross-walk treatments shall be subject to the approval of the City Engineer.
- E. Use of Easements: Easements of at least ten (10) feet in width shall be provided for sidewalks that, due to topography or other site features, are not completely included in public right-of-way adjacent to a street. Sidewalks and pedestrian paths that link common areas, public sites, or natural features as part of any subdivision's open space design shall be included in the subdivision's common area or an easement on private property.

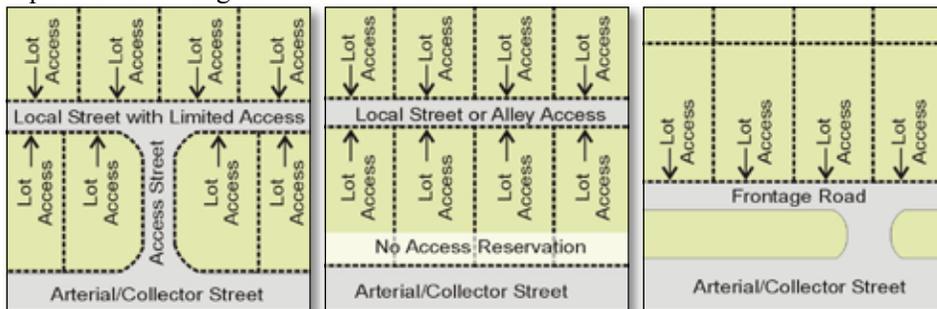
Street Arrangement Standards

6.15 Street Arrangement Standards

- A. General Requirements: The arrangement, character, width, grade, and location of all streets shall be consistent with existing and planned streets, existing topography, public convenience and safety, and the proposed land uses in the subdivision.
1. *Thoroughfare Plan*: The arrangement of all streets within each subdivision shall conform to the City of Shelbyville Thoroughfare Plan. Where the Thoroughfare Plan indicates the development of street system extensions or improvements, the construction and dedication of those streets shall be incorporated into the subdivision design. Rights-of-way shall be platted by the subdivider in the location and of the width recommended by the Thoroughfare Plan.
 2. *Natural Features*: Proposed streets shall be adjusted to the contour of the land in order to produce usable lots, provide streets of reasonable gradient, and preserve the aesthetic quality and natural drainage provided by the topography and natural features of the property.
 3. *Access*: The street layout shall provide adequate vehicular access to all lots and within the subdivision, to any remaining tract, and to all adjacent undeveloped properties and stubbed street systems.
- B. Private Streets: The use of any private street is specifically discouraged.
1. *Construction Standards*: All private streets shall comply with all City of Shelbyville standards for public street construction. This shall include, but not be limited to, sidewalks, street trees, pavement width and construction, and drainage.
 2. *Width*: All private streets shall be included in an easement of width equal to the right-of-way that would be required if the street were public. This easement shall not be counted as a part of any lot for the purpose of that lot meeting the minimum size requirements for the district in which it is located.
- C. Design Considerations: In designing and reviewing subdivision street systems, the following factors shall receive consideration:
1. Accessibility for emergency vehicles and school buses;
 2. Safety for both vehicular and pedestrian traffic;
 3. Efficiency of service for all users;
 4. Connectivity between subdivisions and the development of complete communities; and
 5. Economy of both construction and use of land.
- D. Street Arrangement: The arrangement of street systems in all subdivisions shall promote the continuation of existing and proposed street systems, as well as the street system to be provided as a result of the subdivision construction.
1. *Street Functions*: Local streets shall be designed and arranged to discourage their use by through traffic. Arterial and Collector streets shall be designed to promote through traffic. Collector streets shall be used to create connections between subdivisions consistent with the Shelbyville Thoroughfare Plan.
 2. *Continuation of Existing and Proposed Street Systems*: The arrangement of streets in all subdivisions shall provide for the continuation of existing and proposed streets on immediately adjacent properties and in surrounding areas consistent with the Shelbyville Thoroughfare Plan.
 3. *Continuation of Subdivision Streets*: Right-of-way of proposed streets shall be extended to the boundary lines of the proposed subdivision so that either (1) at least one connection may be made to each adjacent undeveloped property, or (2) at least one connection may be made for every 1,600 feet of property line shared between the subdivision and adjacent undeveloped property. In cases where these provisions are in conflict, that which provides the most points of connectivity shall apply.
 - a. The Plan Commission may waive this requirement in cases where the Commission deems that any such extension is not feasible due to topography or other physical conditions, or not appropriate for the development of adjacent property consistent with the Comprehensive Plan.
 - b. No subdivision shall be designed so as to create or perpetuate the land-locking of any adjacent property.

Street Arrangement Standards

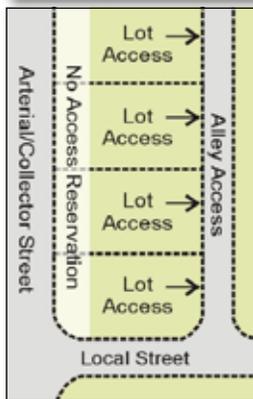
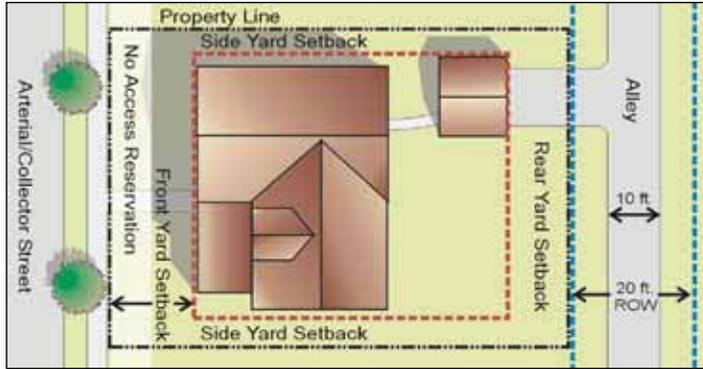
4. **Temporary Dead-End Streets:** A temporary dead-end street shall be required in any case in which a street is designed to be extended to adjacent properties in the future.
 - a. Any dead-end street that extends more than 200 feet in length shall be provided with a temporary cul-de-sac or other turn-around consistent with the requirements of the City Engineer.
 - b. Any temporary turn-around shall be included in a roadway easement that shall be vacated to the property owners at the time the street is extended or the City Engineer determines that the turn-around is no longer needed.
 - c. All temporary dead-end streets shall be provided with street signs that indicate the road as being a “temporary dead-end”. The subdivider shall assume all costs of the installation of the signs.
- E. **Traffic Separation Requirements:** Where a subdivision abuts or contains an existing or proposed Arterial or Collector street as shown in the Thoroughfare Plan, the Plan Commission may require:
 1. Marginal access streets,
 2. Double frontage lots that include a no-access reservation along the property line shared with the Arterial or Collector street,
 3. Frontage roads,
 4. Lots with rear service ways or alleys, or
 5. Any other treatments as may be necessary for adequate protection of residential properties, and/or to afford separation of through and local traffic.



- F. **Service Road Requirements:** Where a subdivision borders on, or contains an existing or proposed interstate or other limited access highway or arterial road as shown on the Thoroughfare Plan or a railroad right-of-way, the Plan Commission may require a street approximately parallel to, and on each side of the right-of-way, at a distance suitable for the appropriate use of the intervening land.
 1. Such distances shall be determined with due regard for the requirements of approach grades and future grade separations.
 2. The Plan Commission may require that the intervening land strips be dedicated to the City or to a lot owners association for the subdivision in which they are located.
- G. **Half-Streets (Single Lane Streets):** The construction and/or dedication of half-streets shall be prohibited. Whenever a half-street is adjacent to a tract to be subdivided, the other half of the street shall be platted and constructed within the tract.
- H. **Improvement of Existing Streets:** Whenever a proposed subdivision borders or includes an existing street, the Commission may require the reconstruction or widening of such street, the provision of sidewalks, and any other improvement consistent with the requirements of this Ordinance for new streets developed as a part of a subdivision.
 1. **Right-of-Way:** Additional dedication of right-of-way may be required consistent with the adopted Thoroughfare Plan.
 2. **Limitations:** This provision shall not be interpreted as requiring the acquisition and dedication of right-of-way or the completion of improvements extending onto property on the opposite side of a street adjacent to the subdivision, where such property is not included in the street right-of-way and not owned or otherwise controlled by the subdivider.

Street Arrangement Standards

- I. **Alleys:** Alleys shall be required at the discretion of the Plan Commission.
 1. **Standards:** All alleys shall have a minimum pavement width of ten (10) feet and a minimum right-of-way width of twenty (20) feet. All alleys shall be consistent with the construction standards provided in this Ordinance for local roads and shall meet any additional requirements of the City Engineer. Dead-end alleys shall be prohibited.
 2. **Use:** The use of alleys shall be considered in the following circumstances.
 - a. **Service Access:** Alleys may be provided in order to accommodate service access and off-street parking and loading.
 - b. **Rear Access:** Where blocks are developed along an Arterial or Collector street alleys may be provided to allow vehicle access to lots fronting on that street. All such alleys shall run parallel to the Arterial or Collector street and shall not create an intersection with that street.



6.16 Street Construction Standards

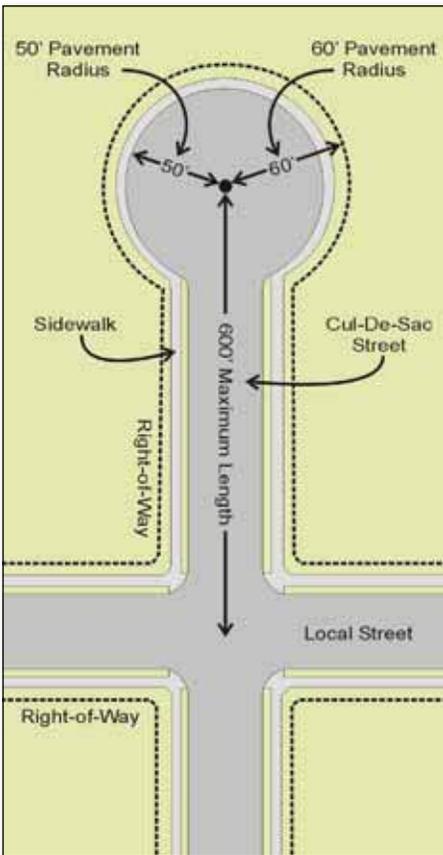
See the *Shelbyville Construction Standards* for all street standards.

Street Cul-de-Sac Standards

6.17 Street Cul-de-Sac Standards

See the *Shelbyville Construction Standards* for all other cul-de-sac standards.

- A. **General Requirements:** Cul-de-sacs streets may be permitted by the Plan Commission only in locations where one of the following conditions exist:
 1. *Natural Barriers:* the construction of a through street is not possible do to the presence of natural barriers,
 2. *Adjacent Development:* the construction of a through street is not possible do to the presence of adjacent development that provides no opportunities for connecting any through street, or
 3. *Ample Connections:* ample through streets are already provided in the area, or are otherwise proposed to be provided (in the opinion of the Plan Commission).
- B. **Design Requirements:** All cul-de-sacs streets shall meet the following design requirements:
 1. *Maximum Length:* The maximum length of all cul-de-sacs streets shall be 600 feet, measured along the centerline from its intersection with the centerline of another street to the center of the turn-around right-of-way.
 2. *Design Standards:* The minimum pavement and right-of-way radius and other design features of all cul-de-sacs shall be consistent with the Cul-de-sac Design Standards table.
 3. *Street/Turn-Around Radii:* The intersection of the cul-de-sac street segment and the cul-de-sac turn-around shall be rounded by radii of at least thirty (30) feet.
 4. *Limitations:* In no case may an Arterial or Collector road terminate in a cul-de-sac.
 5. *Parking Prohibited:* On-street parking shall be prohibited within the turn-around of the cul-de-sac.
 6. *Mailboxes:* All mailboxes for lots accessed from the bulb of the cul-de-sac shall be clustered together at a single location.
 7. *Driveways:* All driveways accessing the bulb of the cul-de-sac shall be clustered at common property lines to maximize the availability of snow storage areas.
- C. **Construction Requirements:** All cul-de-sac streets shall be constructed consistent with the local street construction standards.



Cul-de-sac Design Standards

Design Standard	Residential Street		Non-Residential Street	
	Urban	Rural	Urban	Rural
Right-of Way Radius	60 feet	60 feet	60 feet	60 feet
Pavement Radius	50 feet	50 feet	50 feet	50 feet

Street Curb and Gutter Standards

6.18 Street Curb and Gutter Standards

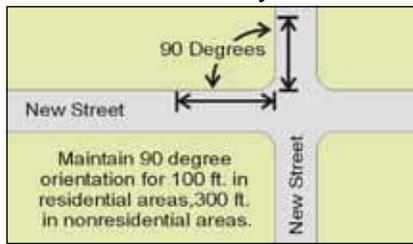
See the *Shelbyville Construction Standards* for all curb and gutter standards.



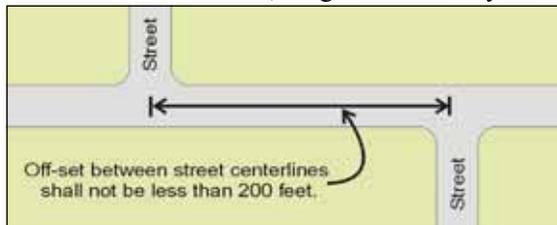
Street Geometric Standards

6.19 Street Geometric Standards

- A. **General Requirements:** The functional classification of all streets shall be defined by the Thoroughfare Plan. The Plan Commission shall assign a classification, based on the provisions of the Thoroughfare Plan, to all proposed streets at the time of Preliminary Plat review and approval.
- B. **Street Measurement:** Street width shall be measured from back of curb to back of curb or from the edge of pavement where no curbs are present.
- C. **Intersection Standards:** Street intersections shall be designed to promote the maintenance of the sight visibility triangle requirements of the Unified Development Ordinance and shall be consistent with the following additional requirements:
 1. **Intersection Angle:** Streets shall be laid out so as to intersect as nearly as possible at right angles. A proposed intersection of two (2) new streets at an angle of less than seventy-five (75) degrees shall not be acceptable. All streets shall intersect at ninety (90) degrees whenever possible and maintain the ninety (90) degree orientation for a minimum distance of 100 feet in residentially used and/or zoned areas and a minimum distance of 300 feet in non-residentially zoned or used areas.



2. **Maximum Intersecting Streets:** No more than two (2) streets shall intersect at any one (1) point, unless specifically required to promote efficient and safe traffic movement or in response to a recommendation of the Thoroughfare Plan.
3. **Intersection Radii:** Street intersections shall be rounded by minimum radii consistent with the Street Geometric Design Requirements table in *Section 6.20: Street Geometric Standards*. The minimum radii shall be increased as required by the City Engineer when the angle of street intersection is less than ninety (90) degrees in commercial and industrial areas and/or where necessary to accommodate a school bus or emergency vehicle.
4. **Approach Grade:** Intersections shall be designed with a positive drainage slope of a minimum of 0.60%, whenever practical. A leveling area shall be provided having not greater than a two percent (2%) grade in level terrain, and not greater than a five percent (5%) grade in hilly or rolling terrain. The leveling area shall extend for a distance of 100 feet in either direction of the intersection, measured from the center line of the intersecting street.
5. **Intersection Off-sets:** Proposed new intersections along one (1) side of an existing street shall, whenever practicable, coincide with any existing or proposed intersection on the opposite side of such street. Street jogs with center line offsets of less than 200 feet shall not be permitted. Where necessary to accommodate turning lanes and other features, longer off-sets may be required by the City Engineer.



6. **Additional Requirements:** At any intersection acceleration and deceleration lanes, passing or left turn lanes, and other traffic management features may be required by the Plan Commission and/or City Engineer.
- D. **Corner Right-of-Way:** The right-of-way shall follow the curb line on all corners in order to maintain a consistent distance between the back-of-curb and the edge of the right-of-way.
 - E. **Reverse Curve Requirements:** A tangent of at least the length specified in the Street Geometric Design Requirements table in *Section 6.19: Street Geometric Standards* shall be introduced between reverse curves on all streets.

Street Geometric Standards

- F. **Sight Distance Requirements:** Sight distance is the measurement from a driver's eye which is assumed to be three and one-half (3 ½) feet above the pavement surface, to an object six (6) inches high on the pavement. A clear sight distance, measured along the centerline of the road shall be provided for the minimum distance established by the City Engineer based on applicable AASHTO standards and common practices.
- G. **On-Street Parking Design Requirements:** Street designs shall include provisions for on-street parking consistent with the Street Geometric Design Requirements table in *Section 6.19: Street Geometric Standards*. On-street parking shall be provided at the discretion of the Plan Commission, consistent with the following guidelines.
1. **Residential Requirements:** On-street parking guidelines for residential areas shall be as follows:
 - a. **Local Street No Parking:** On-street parking should not be required in residential subdivisions where the gross density is less than one (1) dwelling/unit per acre.
 - b. **Local Street 1-side Parking:** On-street parking should be required on one (1) side of all local streets in residential subdivisions where the gross density is at least one (1) dwelling unit per acre but less than four (4) dwelling units per acre.
 - c. **Local Street 2-side Parking:** On-street parking should be required on both sides of all local streets in residential subdivisions where the gross density is four (4) dwelling units per acre or greater.
 - d. **Collector Street Parking:** On-street parking shall be provided on Collector streets in residential subdivisions at the discretion of the Plan Commission.
 2. **Non-Residential Requirements:** On-street parking shall not be required in any non-residential subdivisions, but shall be provided at the discretion of the Plan Commission.
- H. **Street Geometric Design Requirements:** All streets shall conform to the minimum specifications established in the Street Geometric Design Requirements table in *Section 6.19: Street Geometric Standards* based on the classification provided by the Thoroughfare Plan or otherwise assigned by the Plan Commission.
1. **Urban Application:** The urban cross-section shall be preferred in Shelbyville. The urban cross-section shall be required as follows:
 - a. **Residential Areas:** The urban cross-section shall be required in all residential areas with one (1) or more of the following characteristics:
 - i. The gross density of the area included in the subdivision preliminary plat is greater than one (1) dwelling unit per acre;
 - ii. The subdivision will provide the continuation of any street system that is designed with an urban cross-section; or
 - iii. The minimum size of any lot is less than 30,000 square feet.
 - b. **Non-Residential Areas:** The urban cross-section shall be required in all non-residential areas with one (1) or more of the following characteristics:
 - i. The subdivision will provide the continuation of any street system that is designed with an urban cross-section; or
 - ii. The minimum size of any lot is less than five (5) acres.
 2. **Rural Application:** The rural cross section may be used for all other streets unless an urban cross-section is otherwise required by the Plan Commission.
 3. **Waiver Standards:** The Plan Commission shall consider waiver requests for the use of rural rather than urban street cross-sections in urban subdivisions, as defined above, where the rural street design would facilitate a unique design concept or the construction of a preferred natural storm drainage system.
- I. **Bicycle Lanes:** All street designs shall consider any applicable bike lane requirements. Where bike lanes are required they shall be designed consistent with AASHTO standards and the requirements of the City Engineer.
- a. The minimum width for a 2-way path, separated from the street shall be eight (8) feet.
 - b. All bikeways along the street shall be 1-way paths, moving with the direction of traffic on the street. The minimum width for a 1-way path shall be four (4) feet.

Street Geometric Design Standards - Urban Cross-Section

Design Standard	Local Street		Collector Street		Arterial Street*
	Residential	Non-Residential	Residential	Non-Residential	
Right-of Way Width (no parking)	50 feet	52 feet	50 feet	54 feet	70 feet
Right-of Way Width (parking on 1 side)	56 feet	62 feet	60 feet	64 feet	-
Right-of Way Width (parking on 2 sides)	66 feet	70 feet	70 feet	72 feet	-
Pavement Width (no parking)	22 feet	24 feet	24 feet	26 feet	36/48 feet
Pavement Width (parking on 1 side)	31 feet	34 feet	34 feet	36 feet	-
Pavement Width (parking on 2 sides)	40 feet	44 feet	44 feet	46 feet	-
Curb Requirement	Vertical or Rolled	Vertical	Vertical	Vertical	Vertical
Pavement/Sidewalk Separation	see Shelbyville Construction Standards				
Sidewalk Width	4 feet single family 5 feet multi-family	6 feet commercial 4 feet industrial	4 feet single family 5 feet multi-family	6 feet commercial 4 feet industrial	4 industrial** 5 feet multi-family** 6 feet commercial**
Maximum Grade	see Shelbyville Construction Standards				
Minimum Grade	see Shelbyville Construction Standards				
Minimum Tangent Distance	see Shelbyville Construction Standards				
Minimum Corner Radius	see Shelbyville Construction Standards				
* 2-lane Arterial Street Standards Shown - all Other Arterial Street Designs Shall be Consistent with the Requirements of the City Engineer and NDOT.					

Street Geometric Design Standards - Rural Cross-Section

Design Standard	Local Street		Collector Street	Arterial Street*
	Residential	Non-Residential		
Right-of Way Width (no parking)	50 feet	50 feet	50 feet	70 feet
Pavement Width (no parking)	26 feet	26 feet	36 feet	32 feet
Maximum Grade	7%	5%	4%	4%
Minimum Grade	0.6%	0.6%	0.5%	0.5%
Minimum Tangent Distance	100 feet	100 feet	150 feet	200 feet
Minimum Corner Radius	25 feet	25 feet	30 feet	35 feet
* 2-lane Arterial Street Standards Shown - all other Arterial street designs shall be consistent with the requirements of the City Engineer and INDOT, based on the streets design speed				

Street Lighting Standards

6.20 Street Lighting Standards

- A. General Requirements: The subdivider shall be responsible for the initial cost of the purchase and installation of all street lights.
- B. Locations within the Subdivision: Generally, street lighting shall be provided at all intersections of streets within, and adjacent to, the subdivision and elsewhere as deemed appropriate by the Zoning Administrator, City Engineer, Plan Commission, and/or Board of Public Works and Safety. The specific locations of street lighting shall be determined by the City Engineer based on the lighting options made available by the local electricity provider. However, street lights shall generally be located in intersections and other locations necessary for public safety.
- C. Locations along the Street: All street lights shall be located in the right of way, adjacent to the street.
- D. Mounting Standards: Street lights shall be pole mounted on standards of non-corrosive metal, fiberglass, or wood not to exceed twenty-eight (28) feet in height.
 - 1. *Foundations*: Light standards shall be mounted in appropriate concrete foundations.
 - 2. *Decorative Lighting*: The use of decorative street lighting shall be encouraged.

Street Tree Standards

6.21 Street Tree Standards

- A. **General Requirements:** All subdivisions shall be required to provide street trees along all streets within and adjacent to the subdivision.
 - 1. *General Location:* Street trees may be planted either in the right-of-way or within five (5) feet of the right-of-way on adjacent property included in a street tree easement. Street trees shall be provided in the right-of-way unless, in the opinion of the City Engineer, that location would present a hazard for underground or overhead utilities or public safety.
 - 2. *Use of Existing Trees:* Existing trees on property located in the right-of-way of a public street may be considered as meeting the street tree requirement if such trees are in good health and are protected during the construction process.
 - a. *Determination:* The Plan Commission shall determine whether or not existing trees may be used to satisfy the street tree requirement at the time of Preliminary Plat review.
 - b. *Maintenance:* The Zoning Administrator may require the subdivider to provide maintenance bonds consistent with *Article 7: Surety* for any existing trees preserved for use as street trees.
- B. **Planting Requirements:** One street tree shall be planted for every forty (40) feet of street frontage. Trees may be evenly spaced or grouped together. Street trees shall also meet the following requirements:
 - 1. *Tree Size:* All street trees shall be a minimum of two and one-half (2 ½) inch calliper as measured six (6) inches from the top of the rootball, at the time of planting.
 - 2. *Separation from Pavement:* No tree may be planted so that its center is closer than two (2) feet to a sidewalk or curb, or edge of pavement if no curbs are present.
 - 3. *Visual Clearance:* No tree shall be planted within twenty-five (25) feet of the intersection of two street rights-of-way, within ten (10) feet of the intersection of a street right-of-way and an entrance driveway, or within the Sight Visibility Triangle established by the Unified Development Ordinance.
 - 4. *Separation from Utilities:* No tree shall be planted within ten (10) feet of any fire hydrant or two (2) lateral feet of any underground utility service.
 - 5. *Permitted Tree Types:* Street trees shall be of one or more of the species described in the Permitted Street Trees table.
- C. **Installation:** Where required, street trees shall be installed on each lot after the structure(s) on that lot are completed. No permanent Certificate of Occupancy shall be provided for any lot (including their structures on that lot) until the approved street trees are installed.

Permitted Street Trees

Common Name	Scientific name
Hornbeam	
American Hornbeam	Carpinus Caroliniana
Upright European Hornbeam	Carpinus Betulas "Fastigiata"
Elm	
Accolade Elm	Ulmus Japonica x Wilsoniana "Morton"
Frontier Elm	Ulmus Carpinifolia x Parvifolia "Frontier"
Homestead Elm	Ulmus "Homestead" (complex hybrid)
Ginkgo (Male only)	
Fairmount Ginkgo	Ginkgo Biloba "Fairmount"
Sentry Ginkgo	Ginkgo Biloba "Sentry"
Upright Ginkgo	Ginkgo Biloba "Upright"

Common Name	Scientific name
Honeylocust	
Majestic Honeylocust	Gleditzia Triacanthos Inermis "Majestic"
Moriane Honeylocust	Gleditzia Triacanthos Inermis "Moriane"
Shademaster Honeylocust	Gleditzia Triacanthos Inermis "Shademaster"
Skyline Honeylocust	Gleditzia Triacanthos Inermis "Skyline"
Sunburst Honeylocust	Gleditzia Triacanthos Inermis "Sunburst"
Linden	
Basswood	Tilia Americana
Chancellor Linden	Tilia Cordata "Chancellor"
Greenspire Linden	Tilia Cordata "Greenspire"
Silver Linden	Tilia Cordata "Silver"
Swedish Upright Linden	Tilia Cordata "Swedish Upright"
Maple	
Armstrong Red Maple	Acer Rubrum "Autumn Flame"
Paperbark Maple	Acer Griseum
Red Sunset Red Maple	Acer Rubrum "Red Sunset"
Striped Maple	Acer Pensylvanicum
Tilford Red Maple	Acer Rubrum "Tilford"
Trident Maple	Acer Buergerianum
Oak	
Bur Oak	Quercus Macrocarpa
Chestnut Oak	Quercus Prinus
Chinkapin Oak	Quercus Muehlenbergii
English Oak	Quercus Robur
Laurel Oak	Quercus Hemisphaerica
Pin Oak	Quercus Palustris
Post Oak	Quercus Stellata
Red Oak	Quercus Borealis
Scarlet Oak	Quercus Coccinea
Shingle Oak	Quercus Inbricaria
Shumard Oak	Quercus Shumardii
White Oak	Quercus Alba
Common Alder	Alnus Glutinosa
Golden Raintree	Koelreuteria Paniculata
London Plane Tree	Platanus x Acerifolia

Subdivision and Street Name Standards

6.22 Subdivision and Street Name Standards

- A. **Subdivision Name Standards:** The proposed name of all subdivisions shall be provided by the subdivider at the time of Preliminary Plat application.
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 or County.
 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.
 4. *Approval and Renaming Authority:* The Plan Commission shall have final authority to approve or rename the name of the subdivision, which shall be determined at the time of the Preliminary Plat approval.
- B. **Street Name Standards:** The proposed name of all subdivision streets shall be provided by the subdivider at the time of Preliminary Plat application.
1. *Duplication of Names:* Street names shall not duplicate any existing street name within the City of Shelbyville, irrespective of the use of the term street, avenue, boulevard, drive, place, court, lane, road, pike, highway, parkway, or similar suffix. Street names that are spelled differently but sound the same as existing street names shall not be used.
 2. *Street Extensions:* Streets that are designed and/or function as the extension of an existing street shall be named consistent with the existing street.
 3. *Street Terms:* The term “court” shall be reserved for cul-de-sac streets. The terms “place” and “circle” shall be reserved for circular streets that intersect with another street at two locations and cannot be divided into more than one street.
 4. *Review Authority:* All street names are subject to review and approval of the Plan Commission at Preliminary Plat review.
 5. *Approval Authority:* The Plan Commission shall have final authority to name all streets at the time of Preliminary Plat approval.

6.23 Traffic Safety and Information Sign Standards

- A. General: All streets, public or private, shall have signs necessary to provide a safe environment for drivers and pedestrians and provide means to find development amenities.
- 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 Street Superintendent before purchasing and installing any public safety related street sign. The City Street Superintendent 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 Street Superintendent 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 Street Superintendent 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. Street Sign Installation: Street signs, including street name signs, stop signs, "no-parking" signs, and all other appropriate regulatory signs, shall be installed by the subdivider at all locations specified on the approved Preliminary Plat and Construction Plans and otherwise required by the City Engineer.
 - 1. *Sign Standards*: All street signs shall meet the standards of the City Engineer and the Street Commissioner.
 - 2. *Sign Cost*: The subdivider shall assume all costs for street sign installation.
 - 3. *Temporary Signs*: The subdivider shall be responsible for the installation of temporary street and traffic control signs until the public improvements are accepted by the Board of Public Works and Safety.

Waste Disposal Standards

6.24 Waste Disposal Standards

- A. **Sewer System General Requirements:** Lots in all subdivisions, except those located in the AG and A/R zoning districts, shall be served by sanitary sewers. The appropriate sanitary sewer system shall be designed and installed by the subdivider based on the adopted specifications of the City of Shelbyville. All sanitary sewer systems (excluding laterals and other features serving individual lots) and easements shall be dedicated to the City of Shelbyville.
1. *Design Specifications:* The system shall be provided with all necessary supplemental equipment or machinery (including, but not limited to, lift stations) and be in such lengths, sizes, dimensions and specifications as required by the City Engineer and Waste Water Treatment Superintendent.
 2. *General Location:* Sewer mains and transmission lines and structures, with the exception of any above ground structures such as lift stations or pumps, shall generally be located underground in the right-of-way provided along public streets. In all instances, the required drawings of these transmission lines shall be shown with the locations of any street trees and all other utilities to be provided.
- B. **Sewer System Plans and Specifications:** The plans for the installation of a sanitary sewer system shall be prepared by a professional engineer or surveyor licensed in the State of Indiana, shall be provided by the subdivider, and shall be subject to review and approval by the City Engineer and Waste Water Treatment Superintendent.
1. *Additional Requirements:* All sewer systems shall be in accordance with Indiana State Board of Health and Indiana Department of Environmental Management (IDEM) regulations.
 2. *“As-Built” Drawings:* Upon completion of the sewer installation, the “as-built” plans shall be filed with the City Engineer in paper (hard copy) and electronic format (AutoCAD and PDF files).
- C. **Individual Property Waste Disposal Systems:** No individual property waste disposal systems, such as septic systems or privately owned treatment plants shall be permitted where sewer service is required by this Ordinance. Any individual waste disposal system shall meet all applicable requirements and procedures of the Indiana and Shelby County Boards of Health.

6.25 Water Supply Standards

- A. **General Requirements:** Lots in all subdivisions, with the exception of those in the AG and A/R zoning districts, shall be provided with water, supplied by the appropriate utility. The appropriate water supply system shall be designed and installed by the subdivider based on the adopted specifications of the utility provider.
1. *Design Specifications:* The water system shall include all necessary supplemental equipment and machinery including, but not limited, to all pipes, fire hydrants, and valves.
 2. *General Location:* Water supply mains and transmission lines shall be located either in the right-of-way adjacent to public streets (opposite any sanitary sewer also included in that right-of-way) or in the front yard of lots in easements immediately adjacent to the rights-of-way.
- B. **Individual Property Wells:** No individual property wells shall be permitted as the primary water supply for any property where water service is required by this Ordinance. Any individual well shall meet all applicable requirements and procedures of the Indiana and Shelby County Boards of Health.

