

# Chapter 8: Subdivision of Land

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## **8.1 TYPES OF SUBDIVISIONS**

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### A. STANDARD RESIDENTIAL

1. The standard subdivision is intended to be entirely residential. The subdivision shall:
  - a. conform to all development and design standards within [Chapter 7: Development Standards](#) and all subdivision standards within this chapter.
  - b. be permitted in the SF, SF1, SF2, and SF3, zoning districts;
  - c. have a lot and street layout that may be a grid or curvilinear per [Section 8.8 Street Standards](#);
  - d. provide minimum required open space per [Section 8.15 Open Space Standards/Common Area](#); and
  - e. have perimeter landscaping, mounding/ and or fencing in a designated common area or easement along all arterial and collector streets per [Section 7.8 Landscaping](#).

### B. CONSERVATION

1. Intent. Conservation subdivisions are intended to allow greater flexibility in the design and development of subdivisions, in order to produce innovative residential environments, provide for more efficient use of land, protect topographical features, and permit common area and open space to accomplish this purpose. Specifically a conservation subdivision provides for the:
  - a. protection of unique topographical features on the site, including, but not limited to: slopes, streams, and natural water features;
  - b. protection and preservations of wooded areas, individual trees of significant size, wetlands, or other environmentally sensitive features;
  - c. development of common open space and recreational areas easily accessible to residents of the subdivision including provisions for walkways and bikeways;
  - d. provide a more efficient use of the land;
  - e. produce innovative residential environments; and
  - f. minimize the alteration of the natural site features to be preserved through the design and situation of individual lots, streets, and buildings.

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2. **Exceptions.** Exceptions to the development standards relating to the subdivision's lot size, shape and dimensions may be permitted for individual lots within a conservation subdivision, as follows:

- a. Project area (minimum size of subdivision). There shall be a minimum of five acres required for the development of a conservation or cluster subdivision. The tract of land to be developed shall be in one ownership or shall be the subject of an application filed by or on behalf of the owners of the entire tract. The tract shall be developed as a unit and in the manner approved.
- b. Project density. The overall maximum density of the proposed conservation subdivision shall remain the same as that permitted by developing the same site area into developable lots in full compliance with the applicable underlying zoning district regulations.

3. **Lot Standards**

a. Individual lots in a conservation subdivision are exempt from the following development standards of the applicable residential zoning classification:

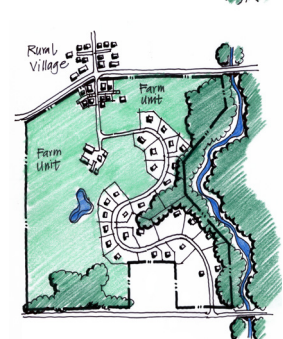
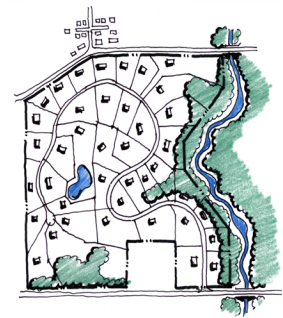
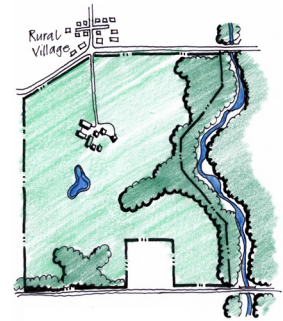
- 1) Minimum lot area
- 2) Minimum lot width
- 3) Minimum lot width at setback

b. Minimum side and rear yard setback regulations may be modified as follows:

- 1) Setback from any subdivision boundary property lines: twenty (20) feet.
- 2) The minimum rear yard setback: fifteen (15) feet.
- 3) The minimum side yard setback shall have a minimum depth in accordance with the following regulations provided that a minimum distance of fifteen (15) feet is maintained between buildings on adjacent lots.

c. Any plat of a subdivision submitted for plat approval may reduce the minimum side yard requirement for one side yard of each lot to zero provided that:

- 1) a minimum distance of fifteen (15) feet shall be required and maintained between all buildings on adjacent lots;
- 2) no windows or doors shall be provided or maintained on that



From top to bottom: An existing farm; Traditional Zoning; Cluster Zoning; and a Conservation Subdivision.

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portion of the structure which reduces the required side yard by use of this exception; and

3) an easement, providing for the continual maintenance of that portion of the structure that reduces the required side yard by use of this exception is provided, recorded and maintained.

d. Minimum street frontage may be reduced to fifteen (15) feet provided, however, that each individual lot shall have direct access to a public street.

#### 4. Open Space

a. Individual lots shall have a minimum open space of fifty percent (50%) percent.

b. The amount of permanent open space created by the development of the site as a conservation subdivision shall be equivalent to, or more than, the total reduction in lot sizes. At least seventy-percent (75%) of the total amount of open space shall consist of tracts of land at least fifty (50) feet wide.

c. The permanent open space created by the development of the site as a conservation subdivision shall be provided in such a manner that it is preserved in its naturally occurring state for passive recreational activities. A subordinate amount of this permanent open space may be developed as a common recreational area. The permanent open space created by the development of the site as a conservation subdivision shall further be provided in such a manner that it is accessible to residents of the subdivision and for maintenance. The permanent open space shall perpetually run with the subdivision and shall not be developed or separated from the conservation subdivision at a later date. Provisions shall be made for continuous and adequate maintenance at a reasonable and nondiscriminatory rate of charge.

#### C. NEO-TRADITIONAL OR TRADITIONAL NEIGHBORHOOD

1. Intent. The Intent of the Traditional Neighborhood Subdivision Type is to establish standards which will promote the principles and objectives of Neo-traditional / New Urbanist development in the Traditional Residential (TR) zoning district and which encourages mixed-use, diverse, pedestrian-oriented communities with a compact form.

2. Street Design Standards. Development subject to the requirements of this section shall comply with the following standards.

a. Accommodation of New Streets. Development shall be designed

and located to accommodate existing and proposed streets in accordance with the Center Township Thoroughfare Plan and the Lebanon Construction Standards, as amended.

- b. Grid Network. A street grid network is encouraged. In cases where residential development has been organized around a grid street network, measures to interrupt or terminate long vistas exceeding twelve hundred (1,200) feet in length shall be employed to the maximum extent practicable. Such measures shall include, but shall not be limited to:
  - 1) curvilinear street segments;
  - 2) street jogs or off-sets designed to require vehicles to slow their travel speed;
  - 3) bumpouts;
  - 4) terminated vistas; and
  - 5) stop signs at street intersections.
- c. Design Speed. Alleys and local streets shall be designed for a maximum speed not in excess of twenty-five (25) miles an hour. Street widths and curb return radii shall be minimized to the maximum extent practicable.
- d. Traffic Calming Measures
  - 1) Minimal street widths, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic calming measures shall be used on all local streets.
- e. Fronting onto Streets. The front facade shall be defined as including the building's primary entrance as determined by the entrance's function, scale and/or design detail.
- f. Internal Street Connectivity. All streets shall be connected unless determined to be or impracticable to achieve due to topographic conditions, natural features, or adjacent existing development patterns.
- g. Cul-de-sacs
  - 1) Residential Development. Cul-de-sac streets shall be limited to a maximum of fifteen percent (15%) of the total road footage in a neo-traditional residential development.
    - a) Whenever cul-de-sac streets are created, at least one (1) eight (8) foot wide pedestrian access easement shall be provided, to the extent practicable, between each cul-de-

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sac head or street turnaround and the sidewalk system of the closest adjacent street or pedestrian pathway.

- 2) Nonresidential and Mixed-Use Development. Cul-de-sacs streets shall be limited to no more than ten percent (10%) of the total road footage in a nonresidential or mixed-use development.
  - 3) Cul-de-sac Length. Cul-de-sac streets shall not extend for more than five hundred (500) feet as measured from the center of the cul-de-sac turn around to the nearest right-of way boundary of the adjoining street right-of-way intersection.
    - a) In no case shall a cul-de-sac serve more than twenty (20) lots in a development.
  - 4) Termination
    - a) Cul-de-sac streets shall terminate in a circular turn around having a right-of-way radius of at least sixty (60) feet, and a paved turning radius of at least fifty (50) feet. General provisions for standard subdivisions can be found in [Section 8.2 General Provisions for All Subdivisions](#) of this ordinance.
- h. External Street Connectivity
- 1) Street rights-of-way shall be extended to or along adjoining property boundaries such that a roadway connection or street stub shall be provided for development or to undeveloped lands at least every one thousand-five hundred (1,500) feet for each direction (north, south, east, and west) in which development abuts vacant lands.
  - 2) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed at the location with the words "FUTURE ROAD CONNECTION" to inform property owners.
- i. Alley Access to Individual Lots
- a) Alleys shall be provided along the rear property lines of lots intended for new single-family detached and attached, townhouse, and two- to four-family dwellings when such lots:
    - (1) Are part of a block face with an average lot width of

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fifty-five (55) feet or less at the building setback line (excluding lots on cul-de-sacs); or

(2) Front a collector or arterial street (regardless of the average lot width).

- b) Lots served by alleys in accordance with subsection (a) above shall access garages and/or off-street parking areas from the alley as opposed to a street.
- c) Lots served by alleys in accordance with subsection (a) above shall not have driveways in front or corner side yard areas.
- j. Limited Access to Collector Streets. Unless no alternative means of access exists, such as alleys or parallel access streets, and it is unreasonable or impractical to require an alternative means of access, direct driveway access to collector streets shall be limited to lots containing multiple family dwellings, commercial, and industrial and related uses.
- k. Block Design
  - 1) Block Length. The average block length in a development shall not exceed six hundred (600) linear feet between the right-of-way edges of intersecting streets. Except in cases where environmental or topographic constraints exist, or the property has an irregular shape, no individual block shall exceed a maximum length of eight hundred (800) linear feet.
  - 2) Block Width. To the maximum extent practicable, the width of any block shall be sufficient to permit at least two (2) tiers of lots of appropriate depth for the zone district exclusive of any public alleys, watercourses, or other rights-of-way located outside platted lots.
- l. Sidewalks
  - 1) Sidewalks shall comply with the construction standards regardless of whether the street they serve is new or existing.
  - 2) In cases where the block length exceeds eight-hundred (800) linear feet, sidewalks shall be provided mid-block if practicable to connect parallel streets on the long side of the block.
  - 3) All required sidewalks shall connect with existing or planned sidewalks at property boundaries.
  - 4) All multifamily, public and institutional, commercial, and industrial and related uses shall provide at least one (1)

See Also:

[Section 9.18 Subdivision Control Procedures - General](#)

[Section 9.19 Subdivision Control Procedures - Major Subdivisions](#)

[Section 9.20 Subdivision Control Procedures - Minor Subdivisions](#)



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improved internal pedestrian access to connect all new buildings to existing or planned sidewalks in the adjacent public right-of-way.

- 5) Sidewalks shall not be required when:
  - a) A provided pedestrian pathway can serve the same function as a sidewalk;
  - b) A provided pedestrian pathway internal to a block provides access to each lot in the block; or
  - c) The Administrator determines it is impractical due to environmental or topographical constraints.

## D. MULTIFAMILY AND NONRESIDENTIAL (COMMERCIAL, INDUSTRIAL)

1. Intent. The intent of the commercial subdivision guidelines is to ensure the compatibility of the proposed project with the surrounding community and to ensure an orderly and logical pattern of nonresidential development. Any proposed subdivision containing land that is zoned or otherwise intended to be used for commercial or industrial uses is subject to the development standards contained in this section and in [Chapter 4: Zoning Districts](#) of this ordinance, in addition to those standards applying to all subdivisions of land.
2. Subdivision Procedure. The subdivider shall follow the procedure for subdivisions provided in this ordinance.
  - a. The subdivider may prepare a Secondary (Final) Plat for only the lots identified, and shall provide subsequent secondary (final) plats as additional lots become necessary.
  - b. All commercial and industrial Primary Plats shall expire five (5) years from the date of approval by the Plan Commission.
  - c. Procedures for Primary and Secondary Plats for subdivisions can be found in [Section 9.18 Subdivision Control Procedures - General](#) and [Section 9.19 Subdivision Control Procedures - Major Subdivisions](#).
3. Subdivision Layout
  - a. Where there is a single-tenant commercial building, the building shall be oriented toward the primary abutting street. Buildings setback greater than one hundred (100) feet from the right-of-way behind large expanses of parking shall be avoided.
  - b. Where there is more than one (1) building in a commercial development, commercial lots shall have frontage on interior

See Also:

[Section 9.18  
Subdivision Control  
Procedures -  
General](#)

[Section 9.19  
Subdivision Control  
Procedures - Major  
Subdivisions](#)



streets or an access road. Only individual developments shall have access on to public streets and only then as permitted by the Common Council, County Highway Department, or State Department of Transportation.

- c. Buildings and structures shall be subject to the nonresidential design standards in [Section 7.18 Design Standards](#).
  - d. All principal and outlot buildings shall be arranged and grouped so that the primary orientation frames the corner of an adjacent street intersection, frames and encloses a "main or focal" street for pedestrian and/or/vehicular access, and frames and encloses parking areas.
  - e. The layout of outlots shall relate to the public street as well as the center of the commercial development.
    - 1) Outlots shall reinforce rather than obscure the identity and function of a commercial development.
    - 2) To the extent possible, outlots shall be clustered together to define street edges and entry points.
    - 3) Spaces between outlots shall be improved for pedestrian travel with lighting, special paving, landscaping and other amenities.
4. Nonresidential Access and Circulation Standards
- a. Vehicular
    - 1) The number of traffic access points (curb or driveway cuts) for establishments with 100 feet or less of frontage on a street shall not exceed one.
    - 2) For establishments in the PBC, PBO, PBI, ID and IN zoning districts with frontage of more than two hundred (200) feet, a service road shall be provided, of not less than two (2) lanes in width or a combined service/frontage road and parking area, parallel with and adjacent to the street upon which the establishments front. In the event that establishments front on more than one street, such service roads may be required on more than one street frontage.
    - 3) A service/frontage road or roads required by this section shall be effectively separated from the main roadway by a corridor buffer landscaped strip or other suitable delineation no less than twenty (20) feet wide, and shall be designed and arranged so as to provide the principal means of access

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to abutting business establishments.

- 4) In general, the use of public improved alleys, interior access roads or any other designated means to minimize the number of traffic access points in commercial areas are encouraged.
- 5) Interconnectivity / cross-access easements shall be provided between adjacent commercial or industrial lots. The easement shall be recorded on the plan and is enforceable and binding.
- 6) Special requirements may be imposed by the Plan Commission with respect to streets, street access, curbs, and sidewalk design and construction.
- 7) If access will be required for large trucks and/or heavy loads, the Plan Commission may increase the construction and design requirements. Roads serving primarily nonresidential traffic, especially truck traffic, shall not normally be extended to the boundary of adjacent tracts used or zoned for residential purposes.

See Also:

[Section 8.9  
Pedestrian Network  
Standards](#)

b. Pedestrian

- 1) Sidewalks in commercial areas shall be located on both sides of a street and be a minimum six (6) feet in width.
- 2) Sidewalks in industrial areas shall be located on at least one side of a street and be a minimum of five (5) feet in width.
- 3) Perimeter paths and sidewalks are required per the Transportation Plan on all arterial, collector and local streets. Perimeter multi-use paths shall be a minimum of eight (8) feet wide.
- 4) Sidewalks shall be provided along the full length of a commercial retail facade with a pedestrian entrance and direct access to the parking lot. The sidewalk shall be a minimum of eight (8) feet in width.
- 5) Internal pedestrian walkways in parking areas shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored concrete.

c. Alleys. Alleys may be permitted by permission of the Plan Commission to provide loading and service areas. Such alleys shall have a right-of-way width of at least twenty (20) feet and a pavement width of at least sixteen (16) feet.

5. Additional Standards. The following items shall be addressed, either

through the lot design or through notations placed upon the plat:

- a. Loading Docks And Semi-truck Parking. Loading docks, semi-truck parking and/or semi-truck turn-around areas shall be designated by the use of signs and pavement markings. These areas shall be separated from parking and access areas used by automobiles or pedestrian traffic. Public streets shall not be used for semi-truck parking, standing or backing. The overnight parking of semi-trucks shall not occur between the hours of 10 p.m. and 7 a.m. except in designated areas of semi-truck travel centers (truck stops).
- b. Fire Lanes. Fire lanes shall be required at all entrances and exits to structures and storage areas and at all locations of hydrants, Siamese connections, sprinkler controls, or other locations deemed appropriate by the Plan Commission. Fire lanes shall be marked by signs and pavement markings in accordance with current standards and specifications. Fire lanes shall be a minimum width of twenty (20) feet.
- c. Parking
  - 1) Parking lots shall have a hard, dust-free surface and shall be designed to provide safe, well-defined points of ingress and egress. Alternative and innovative pavement surfaces considered to be "best management practice" in stormwater design also shall be considered by the Plan Commission.
  - 2) The Commission shall require such physical barriers, pavement markings, signs, and landscaping as it deems necessary to properly channel traffic to designated parking entrances and exits.
  - 3) A maximum of fifty percent (50%) of the required off-street parking shall be provided in the front yard. For every ten percent (10%) increase over the maximum allowed parking in the front yard, the interior landscaping requirements shall increase by five (5) feet.
- d. Snow Storage. Developments which have parking, loading, and driveway areas in excess of forty thousand (40,000) square feet shall contain snow storage areas. Drainage plans shall include plans for the disposal of melt water.
- e. Open Space
  - 1) Open space can enhance any development and be used by customers and employees. Open space can be landscaped or hard surfaced such as plazas and patios. The open space can

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contain planting, site furnishings, water features, or public art. Open space shall not include retention ponds, required landscaping, sidewalks, or designated parking areas.

- 2) Open space shall be provided at the following rates according to land use:

**Table 8.1: Percentage Open Space Required (Nonresidential)**

Subdivision Type	Percentage Usable Open Space Required
commercial retail	5%
commercial office	2%
planned industrial	2%

f. Drainage

- 1) A drainage plan shall be submitted meeting the specifications of [Section 9.17 Development Plan](#).
- 2) Such system shall be designed so as to maximize the disposal of storm water into the storm sewer system. Such system may also make maximum use of on-site retention ponds, as needed, to minimize the downstream impact of drainage from the site.
  - a) Retention/ detention pond sites, where possible, shall be located in a visible location and incorporated as an amenity into the project.

- g. Water And Sewer Facilities. The Plan Commission may impose such requirements as it deems necessary on the installation of water and sewer facilities.

### **8.2 GENERAL PROVISIONS FOR ALL SUBDIVISIONS**

- A. INTENT. The subdivision of land and the subsequent development of the subdivided plat shall be subject to the control of the City of Lebanon pursuant to the requirements of the Lebanon Comprehensive Plan for the orderly, planned, efficient, and economical development of the city. The Subdivision of land shall be permitted in all zoning districts.
- B. SUBDIVISION DEFINED. The division of any lot for the purpose of sale, transfer, gift, or lease that results in the creation of one (1) or more new building sites shall be considered a subdivision and shall be subject to the

## 8.2 General Provisions for All Subdivisions 8

requirements of [Chapter 8: Subdivision of Land](#) and the subdivision control procedures within [Chapter 9: Permits, Certificates, and Procedures](#).

### C. DIVISION FROM PARENT TRACT

1. Major Subdivision. No subdivision which results in the creation of more than four (4) lots from a parent tract, whether at the same time or over the course of time, shall be considered under minor subdivision review, regardless of whether the four lots are created through one subdivision or several subdivisions over time.
  - a. In any district, no more than one (1) principal structure and its customary accessory uses shall be located on a single lot; except that principal structures designed and platted as a single unit under single ownership and control, such as a multifamily residential project, business shopping center, or combined industrial operations, may be permissible on a single lot under the terms of this ordinance.
2. Minor Subdivisions. A minor subdivision shall be considered any subdivision which results in the creation of four (4) or fewer lots from a parent tract, whether at the same time or over the course of time.

### D. PRIVATE AGREEMENTS. The following subdivision design standards shall be required prior to the approval of any subdivision plat or Development Plan. Additionally, these standards shall apply to Planned Unit Developments unless through the PUD District Ordinance a design standard is waived or altered.

1. This Ordinance is not intended to supersede any easement, covenant, or any other private agreement or restriction; however, where the provisions of this ordinance are more restrictive or impose higher standards or regulations than such easement, covenant, or other private agreement or restriction, the requirements of this ordinance shall govern.
2. Where the provisions of the easement, covenant, or private agreement or restriction impose duties and obligations that are more restrictive, or higher standards than the requirement of these regulations, and such private provisions are not inconsistent with this ordinance, then such private provisions shall be supplemental to this ordinance. Private covenants may be enforced at the discretion of the City of Lebanon.
3. Where covenants or private agreements exist, the City may require certification and signatures from the Homeowners Association or other property owner prior to issuing a permit.

### E. ADEQUATE PUBLIC FACILITIES

See Also:

[Section 9.19 Subdivision Control Procedures - Major Subdivisions](#)  
for procedures for primary and secondary plats.

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## 8.2 General Provisions for All Subdivisions

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1. No annexation, initial zoning, rezoning or preliminary platting shall be approved unless the Plan Commission determines that public facilities will be adequate to support and service the area of the proposed subdivision. The applicant for a subdivision of land into fifty (50) lots or greater shall, at the request of the Plan Commission, submit sufficient information and data in the form of a "Fiscal Impact Analysis" on the proposed subdivision to demonstrate the expected impact on and use of public facilities by possible uses of said subdivision. Public facilities and services to be examined for adequacy will include roads, sanitary sewer service, water service, schools and public safety services.

### F. DEVELOPER RESPONSIBILITY

1. The developer has the duty of compliance with reasonable conditions laid down by the Plan Commission for design, dedication, improvement, and restrictive use of the land to conform to the physical and economic development of the City of Lebanon and to the health, safety and general welfare of the future lot owners in the subdivision and of the community at large.

### G. LEBANON CONSTRUCTION STANDARDS INCORPORATED BY REFERENCE

1. The Lebanon Construction Standards Manual, Ordinance 99-4 as amended, herein referred to as the "Lebanon Construction Standards", shall be in full force and effect and are hereby incorporated herein by reference. The text shall supersede drawings and images.
2. Where discrepancies occur between the written text of this section and the Lebanon Construction Standards, as amended, the Lebanon Construction Standards with their respective notes shall supersede the written text of this section.

## **8.3 EXEMPTIONS**

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A. EXEMPTIONS. The following administrative subdivisions of land are exempt from this chapter of the Unified Development Ordinance subject to the specifications described for each. All exempt divisions shall be recorded through metes-and-bounds legal descriptions in the office of the Boone County Recorder.

1. Legal Description Correction. A division of land for the transfer of a tract or tracts to correct errors in an existing legal description, provided that no additional building sites are created, and no additional public improvements are required or created.
2. Right-of-Way Acquisition. A division of land for the Federal, state, or local government to acquire right-of-way.

3. Transfer Between Adjoining Property Owners. A division of land for the transfer of a tract or tracts between adjoining lots provided that (a) no additional building sites are created (b) no non-conforming lots are created, and (c) no additional public improvements are required or created by the subdivision.

### **8.4 WAIVERS**

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- A. GENERAL PROVISIONS. Where the Plan Commission finds that (1) extraordinary hardships or practical difficulties may result from strict compliance with these regulations, or (2) the purposes and intent of these regulations may be served to a greater extent by an alternative proposal, it may grant waivers from the subdivision standards as set forth and in accordance to the procedures in [Section 9.24 Subdivision Control Waiver](#) of this ordinance.
- B. CONFLICT OF AUTHORITY. No waiver of the provisions of this article shall conflict with the powers and duties of the Board of Zoning Appeals. The Board of Zoning Appeals does not have the authority to hear or grant requests for waivers to the regulations of this article of the Unified Development Ordinance.

### **8.5 LAND DEVELOPMENT PRINCIPLES**

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- A. GENERAL. The standards contained in this section shall apply to all subdivisions. Subdivisions shall be designed with consideration given to the topography of the land and other natural characteristics of the site and surrounding property.
- B. LAND SUITABILITY. If the commission finds that the property requested to be subdivided is unsuitable for development because of flooding, topography, inadequate water supply, inadequate sewage disposal, or other conditions which may endanger health, life, or property, the Plan Commission shall not approve the land for subdivision.
- C. CRITERIA. As a minimum, the Plan Commission is empowered to approve the subdivision of land only after it finds that the land meets the following criteria.
  1. Steep Slopes. Each lot shall contain a contiguous land area so as to provide a building site that is relatively stable. The Soil Survey of Boone County shall be used to determine steep slopes.
  2. Water Bodies. Each lot shall contain a contiguous land area providing a suitable building site which is at least seventy-five percent (75%) of the minimum lot size established by the Zoning Ordinance. The



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## 8.5 Land Development Principles

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remaining twenty-five percent (25%) of the required minimum lot size may contain permanent or seasonal water bodies.

3. Sewage Disposal. Each lot shall be connected to the public sewer system.
4. Water Service. Each lot shall be connected to the public water system.
5. Flood Hazards. Each lot will contain enough land which is not located in a floodway as defined by the zoning ordinance to accommodate the permitted use(s) of the property. The Plan Commission shall review all proposed subdivisions to determine whether the subdivision lies in a flood-prone area, as defined in Chapter 11: Definitions. If the Plan Commission finds the subdivision to be so located, the Plan Commission shall forward pertinent plans and materials to the Indiana Department of Natural Resources (IDNR) for review and comment. The Plan Commission may require appropriate changes and modifications in order to assure the following: it is consistent with the need to minimize flood damages; all public utilities and facilities such as sewer, gas, electrical and water systems are located and constructed to minimize or eliminate flood damage; and adequate drainage is provided so as to reduce exposure to flood hazards.

### **8.6 STANDARDS FOR SURVEYS AND PREPARATION OF PLATS**

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#### A. GENERAL.

1. All surveys shall be conducted and plats prepared in accordance with the Indiana Survey Standards adopted by the Indiana Society of Professional Land Surveyors and any amendments thereto. In the event of any difference between the Indiana Survey Standards and this Article, the stricter requirement shall apply.
2. All plats submitted for approval shall be prepared by or under the supervision of a professional land surveyor or professional engineer licensed in compliance with the laws of the State of Indiana. All drawings shall be neat, legible, reproducible, reducible, and drawn on a permanent material. Concept Plans are excluded.

### **8.7 MONUMENTS AND MARKERS**

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- #### A. PLACEMENT.
- Monuments and markers shall be placed so that the center of the pipe 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.

1. Monuments shall be set:
  - a. At the intersection of lines forming angles in the boundary of the subdivision, provided that not more than eight (8) monuments shall be required.
  - b. At the intersection of street property lines. Not more than one (1) monument shall be required at an intersection.
2. Markers shall be set:
  - a. At the beginning and ending of all curves along street property lines.
  - b. At all points where lot lines intersect curves, either front or rear.
  - c. At all angles in property lines of lots.
  - d. At all other lot corners not established by a monument.
3. Monuments shall be of stone, pre-cast concrete, or concrete poured in place with minimum dimensions of four inches (4") by four inches (4") by thirty inches (30"), set vertically in place. They shall be marked on top with an iron or copper dowel set flush with the top of the monument, or deeply scored on top with a cross. Markers shall consist of iron pipes or steel bars at least thirty inches (30") long, and not less than five-eighths inch (5/8") in diameter.

### **8.8 STREET STANDARDS**

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- A. INTENT. The street and alley layout shall provide adequate vehicular and pedestrian access to all lots and parcels of land within the subdivision. Streets shall conform to the following principles and standards and the Lebanon Construction Standards, as amended.
- B. SPECIFICATION STANDARDS INCORPORATED BY REFERENCE
  1. The "Standard Specifications for Road and Bridge Construction and Maintenance", latest issue, of the State Highway Commission of Indiana, shall be in full force and effect and are hereby incorporated herein by reference. The text shall supersede drawings and images. References within this section refer to such publication, referred to hereinafter as "Standard Specifications".
- C. GENERAL LAYOUT
  1. Gradient. Proposed streets shall be sited to conform to the contour of the land as best as possible so as to produce usable lots and streets of reasonable gradient.

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## 8.8 Street Standards

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2. Interconnectivity. Residential street systems shall be designed to maximize vehicular connections. Wherever possible, proposed streets shall be extended to the boundary line of the tract to be subdivided so as to provide for normal circulation of traffic within the vicinity. Street Interconnectivity: In all developments there shall be a plan for vehicular connections into undeveloped tracts or parcels of land. Streets designed for future extensions shall have public right-of-way platted to the developer's property line so as not to create future right-of-way takings or purchases upon extension. A barricade shall be constructed on the extension to prevent accidental passage into undeveloped areas. Refer to the Center Township Thoroughfare Plan.
3. Extension Of Adjacent Streets. Wherever there exists a dedicated or platted portion of a street or alley adjacent to the proposed subdivision, the remainder of the street or alley to the prescribed width shall be platted within the proposed subdivision.
4. Access To Primary Circulation System. Residential street patterns shall provide reasonable direct access to the primary circulation system. Residential driveways within subdivisions shall access an internal approved street network. No driveway access to individual lots within major residential subdivisions shall be permitted from arterial streets.
5. Conflict With Efficiency Of Bordering Arterial Routes. Local circulation systems and land development patterns shall not conflict with the efficiency of bordering arterial routes.
6. Right-of-way Widths. Widths of Arterial, Collector and Local Streets shall conform to the widths set forth in the Thoroughfare Plan. In subdivisions that adjoin or include existing streets that do not conform to the minimum right-of-way dimensions as established by the Thoroughfare Plan, the subdivider shall dedicate additional width along either one or both sides of such streets of inadequate width so as to be in conformance, provided the area to be used for widening is owned by the subdivider or under his control.

### D. STREET GEOMETRY

1. Intersection Of Centerlines. The center lines of streets should intersect as nearly as possible at right angles. An oblique street should be curved approaching an intersection and should be approximately at right angles for at least one hundred (100) feet prior to the intersection.
2. Property Line Corners At Intersections Of Streets And Alleys. At intersections of streets and alleys, property line corners shall be rounded by arcs of at least a fifteen (15) feet radii or by chords of such arcs.

3. Property Line Corners At Intersections Of Streets. At intersections of local or collector streets, the minimum curb return radius shall be twenty (20) feet. The desirable radius is twenty-five (25) to thirty (30) feet. The minimum curb radius on arterial streets and in the PBI and ID Districts shall be thirty (30) feet, except where traffic conditions warrant a smaller radius.
4. Increase In Radius Of Intersection Arc. If the smaller angle of intersection of two streets is less than sixty (60) degrees, the radius of the arc at the intersection of property lines shall be increased as deemed advisable by the Plan Commission.
5. Intersection Of More Than Two Streets At One Point. Intersections of more than two (2) streets at one point shall be avoided.
6. Minimum Centerline Offsets For Street Jogs. Street centerline offsets of less than one hundred twenty-five (125) feet shall not be permitted.
7. Specific Street Standards
  - a. Centerline Minimum Radius. Curvature measure along the center line shall have a minimum radius as follows:
    - 1) Principal Arterials..... 500 feet
    - 2) Minor Arterials..... 300 feet
    - 3) Urban Collectors..... 200 feet
    - 4) Local Streets ..... 100 feet
  - b. Tangent Between Reverse Curves. Between reverse curves on Arterial Streets there shall be a tangent of not less than one hundred (100) feet; and on Feeder and Residential Streets such tangent shall be not less than forty (40) feet.
  - c. Maximum Grades Of Streets. Maximum Grades for streets shall be as follows:
    - 1) Principal and Minor Arterials, not greater than six percent (6%).
    - 2) Urban Collectors, Local Streets, and Alleys, not greater than eight percent (8%).

### E. STREET CONSTRUCTION STANDARDS

1. Construction and Materials.
  - a. Streets (and alleys where provided) shall be completed to grades shown on plans, profiles, and cross-sections, provided by the subdivider, prepared by a registered professional engineer, and approved by the Commission.

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- b. The street shall be graded, surfaced and improved to the dimensions required by the cross-sections, and the work shall be performed in the manner prescribed in the Standards Specifications.
- c. The street surface shall be of Portland Cement Concrete or a flexible pavement, such as asphalt, and shall be constructed in accordance with design characteristics at least equal to those given below. Pervious concrete surfaces may also be used upon approval by the Administrator and the TAC.
  - 1) Rigid Type Pavement (Plain Cement Concrete)

a) Minimum design characteristics shall be as follows:

**Table 8.2: Pavement Design Characteristics**

	Principal & Minor Arterials	Urban Collectors	Local Streets & Alleys
Controlled Wheel Load	11,000 lbs.	8,000 lbs.	6,000 lbs.
Concrete*			
Thickness	8"	7-1/2"	6"
Granular Leveling-Base	3"	3"	3"

\* Uniform Design (Plain Cement Concrete: 550 psi or 6 Bag Concrete)

- b) Subgrade shall be moist but not muddy at the time the concrete is placed. If required, it shall be saturated with water the previous night or not less than six hours prior to the concrete placement. If it subsequently becomes too dry just prior to placing concrete, it shall be sprinkled, but the method of sprinkling shall be such that mud or pools of water will not be formed. Plain cement concrete pavement shall be in accordance with the Standard Specifications, or any subsequent amendments thereto.
- c) Materials shall comply with the Standard Specifications or any subsequent amendments thereto. Size No. 2 (U) coarse aggregate will not be required. Cement content shall be six (6) bags per cubic yard of concrete mixture. Concrete shall be machine finished except on widened portions, intersections or other places where hand finishing will be permitted if authorized.
- d) Weakened plane or dummy transverse contraction joints shall be placed, not to exceed twenty (20) foot spacing. Transverse contraction joints may be either formed or

sawed dummy groove, ribbon or pre-molded strip type. When transverse joints are to be formed by sawing, care must be taken to saw the grooves soon after placing the concrete to prevent the formation of cracks due to contraction of the slab. All transverse joints shall be sawed eight hours after the placing of the concrete unless authorization is given for sawing at a later time. One of the above named joints shall be placed at every catch basin and manhole in line of pavement. The location of manholes, etc. in the pavement shall determine the exact location of joints. All joints must extend throughout side strips to full width of pavement. Dowel bars will not be required except where shown on the plans. Transverse expansion joints, with approved dowel bar assembly, shall be placed at intersections and where shown on the plans. Whenever the width between forms of the pavement under construction is greater than thirteen (13) feet, longitudinal joints shall be constructed so as to divide the pavement into strips not to exceed thirteen (13) feet each. This may be accomplished by constructing a slot or groove as herein described for dummy contraction joints, or by a deformed metal key plate installed prior to the depositing of the concrete. Finishing machines or vibrating strike boards of design other than as specified in the Standard Specification will be permitted only if work of equal quality as set out in these specifications is obtained.

- e) Curing with approved impervious membrane or sealing compounds will be permitted, if authorized.

2) Flexible Type Pavement (Asphaltic Surface)

- a) Minimum design characteristics shall be as follows:

**Table 8.3: Flexible Type Pavement Characteristics**

	Principal & Minor Arterials	Urban Collectors	Local Streets & Alleys
Controlled Wheel Load	11,000 lbs.	8,000 lbs.	6,000 lbs.
Surface - Course	1"	1"	1"
Binder - Course	3"	2"	2"
Bituminous - Base	12"	12"	10"

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Granular - Leveling Base	6"	1"	1"
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- b) Subbase material shall meet the requirement for Granular Base below. Construction shall follow the procedure specified in the Standard Specifications, or any subsequent amendments thereto. Special subbase drainage in areas of cuts and swales shall be as set out in the satisfactory plans and specifications.
  - c) Granular Base courses shall be of Waterbound Macadam Base materials and methods conforming to the requirements of the Standard Specifications, or any subsequent amendments thereto.
  - d) Bituminous Base courses shall conform to the requirements of the Standard Specifications.
  - e) Surface courses shall consist of a surface and a binder as set out below. Material and method shall conform to cited standards below.
  - f) Binder Course. Material and methods shall conform to the requirements of the Standard Specifications, or any subsequent amendments thereto.
  - g) Surface Course. Material and methods shall conform to the requirements of the Standard Specifications, or any subsequent amendments thereto.
- d. The subgrade shall be prepared in compliance with the Standard Specifications or any subsequent amendments thereto.
2. Subsurface Drainage. Prior to placing the street and all surfaces, adequate subsurface drainage for the street shall be provided by the subdivider. Subsurface drainage pipe, when required, shall be aluminum or coated corrugated pipe or a similar type not less than twelve (12) inches in diameter approved by the Commission.
- a. As-builts. Upon the completion of the street and alley improvement, plans and profiles as built shall be filed with the Commission. (See [Section 9.22 As-Built Plans/ Record Drawings](#))
3. Shoulders, Side Slopes And Ditches
- a. All shoulders, side slopes and ditches shall be prepared in accordance with the Standard Specifications or any subsequent amendments thereto, and construction plans required to be submitted by the applicant.



- b. All shoulders, side slopes and ditches shall be protected from erosion by various erosion control materials, such as groundcover or native grasses, which slow the velocity of and filter runoff, as set forth in the Standard Specifications, and are shown on the erosion control plan, which plan shall be a part of the required construction plans to be submitted by the applicant as part of the plat or Development Plan. ([Section 9.17 Development Plan](#)) The use of sod which requires mowing and chemical applications should be avoided.
- c. Side slopes having a grade in excess of two to one (2:1) shall be protected by accepted erosion control materials in accordance with the Standard Specifications, as amended, or as requested by the TAC or the Administrator, as required on the construction plans to be submitted by the applicant.
- d. Ditches having a grade of or in excess of three percent (3%) shall have a gutter consisting of vegetative material. Refer to the Lebanon Construction Standards for further details.

4. Intersection Visibility

- a. Horizontal visibility on curved streets and vertical visibility on all streets must be maintained along the center lines as follows:
  - (1) Principal Arterials.....500 feet
  - (2) Minor Arterials.....300 feet
  - (3) Urban Collectors and Local Streets.....150 feet
- b. The following paragraphs shall be required as a provision of the restrictive covenants of all secondary plats to which they apply:
  - 1) No sign, fence, wall, hedge, tree or shrub planting which obstructs sight lines and elevations between three (3) and nine (9) feet above the street shall be placed or permitted to remain on any corner lot within the sight visibility triangle as per [Section 7.2 Sight Visibility Triangle](#).
  - 2) The same sight line limitations shall apply to any lot within ten (10) feet of the intersection of a street right-of-way line with the edge of the driveway pavement or alley line.
  - 3) No driveway shall be located within seventy-five (75) feet of the intersection of two (2) street lines.

F. CURB AND GUTTER

- 1. General Requirements. Poured concrete curbs and gutters shall be provided on all streets designed as an urban cross-section, and on

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## 8.8 Street Standards

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any other street as specifically required by the Plan Commission at the time of Primary Plat review. Street side swales for stormwater drainage may be used in rural road cross-sections and with approved conservation / cluster subdivision development.

2. Curb Locations. Where curbs are required, they shall be installed on each side of the street surface and are to be considered as part of the street.
  3. Curb design. The curb and gutter shall be of one of the construction types shown in the Lebanon Construction Standards, and as approved by the Plan Commission, and shall be constructed according to the following specifications:
    - a. The base for the curb and gutter shall be well-compacted on the existing base or grade.
    - b. The minimum specifications shall be as shown in the Lebanon Construction Standards.
    - c. All gutters and curbs shall be constructed in conformance with the Lebanon Construction Standards.
    - d. Gutter Grade Requirements: The minimum grade of any street gutter shall not be less than six/tenths of a percent (0.6%).
    - e. Additional inlets shall be required when encroachment of storm water into the street will disrupt traffic under the 10-year storm design.
    - f. Inlet grates should be depressed slightly below the plane of the gutter to improve removal of runoff water. Inlet grates shall be heavy-duty type and appropriate for bicycle traffic.
  4. Not Permitted. Extruded, non-integral asphalt curb shall not be permitted on streets.
- G. PRIVATE STREETS. The use of any private street is specifically discouraged.
1. Construction Standards. All private streets shall comply with all City of Lebanon standards for public street construction. This shall include, but not be limited to, sidewalks, street trees, pavement width and construction standards, 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.

3. Gates. Gates to private streets shall be permitted only when the following criteria are met:
  - a. Public pedestrian and bike access to and through the site must be provided without obstruction.
  - b. Minimum of 60 feet of stacking area shall be provided outside the gate. Stacking area cannot be within the right-of-way of a street designated in the Center Township Thoroughfare Plan.
  - c. Turnaround area with adequate turning radius must be provided to the design specifications of a passenger vehicle. Turnaround and gate must be located outside of the right-of-way.
  - d. School bus pick-up area must be provided.
  - e. Gate and associated structures must be of high quality materials and construction.
  - f. Emergency response access to the development must be provided and approved by all City public safety departments.
  - g. Access to other City or County departments must be provided for official business, including but not limited to building inspections, code enforcement inspections and inspections for tax assessment purposes.
  - h. Power must be supplied to the gates at all times.

### H. STREET NAMES

1. The Plan Commission shall approve all road names at the time of primary plat / preliminary plan approval. No street names may be used which will duplicate, or be confused with, the names of existing streets, unless for special reasons to be considered as exceptions by the Commission. The streets which are logical extensions or continuations of, or obviously in alignment with, any existing streets, either constructed or appearing on any validly recorded plat, shall bear the names of such existing streets. Such approved street names shall not be changed unless the same are submitted to the Plan Commission and approved by this Commission in an open public meeting.

### I. CUL-DE-SACS

1. All cul-de-sacs shall terminate in a circular right-of-way with a minimum diameter as set forth below and in the Lebanon Construction Standards, or other arrangement for the turning of all vehicles conveniently within the right-of-way.
2. Cul-de-sacs shall not exceed six hundred (600) feet in length measured

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along the centerline from its intersection with the centerline of another street to the center of the turn-around right-of-way.

3. The minimum pavement and right-of-way radius and other design features of all cul-de-sacs shall be consistent with [Table 8.4: Cul-de-sac Design Standards](#).
4. The minimum radius of a cul-de-sac street shall be as specified in the table below.
5. Parking shall not be permitted on a cul-de-sac with a pavement radius of fifty (50) feet or less.

**Table 8.4: Cul-de-sac Design Standards**

Design Standard (all measurements in feet)	Residential Street		Nonresidential Street	
	Urban	Rural	Urban	Rural
Right-of-Way Radius	60	60	60	60
Street Pavement Radius	50	50	50	50
Curb Requirement	Vertical/ Rolled		Vertical/ Rolled	
Street/Sidewalk Separation	5 foot min.		5 foot min.	
Sidewalk Width	1- and 2-family: 5 feet Multifamily: 5 feet		Commercial: 6 feet Industrial: 5 feet	
Maximum Grade	7%	7%	5%	5%
Minimum Grade	0.6%	0.6%	0.6%	0.6%

- J. FRONTAGE/ SERVICE ROAD. 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.

- K. HALF STREETS. Half streets shall be prohibited. Wherever a half street is adjacent to a tract to be subdivided, the other half of the street shall be planned within such tract.
- L. DEAD-END STREETS. The arrangement of streets shall provide for the continuation of streets between adjacent properties when a street is proposed to be and should logically be extended but is not yet constructed. An adequate easement for turn-around shall be provided for any such temporary dead-end street which extends one hundred fifty (150) feet or more in length. A barricade and signs indicating "Dead End" shall be erected at the terminus of the street. Such easement shall be automatically vacated to abutting property owners when said dead-ended street is legally extended.
- M. BICYCLE LANES
  - 1. 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 Street Department.
    - a. The minimum width for a two (2)-way off-street path shall be eight (8) feet.
    - b. On-street bike facilities shall be one (1)-way paths, moving with the direction of traffic on the street. The minimum width for a one (1)-way path shall be four (4) feet.
- N. STREET LIGHTS. Street lights shall be provided in subdivisions at locations determined by the Lebanon Utilities Service Board. The subdivider shall be responsible for the initial purchase and installation of all lights.
  - 1. Placement. Street lighting shall be provided at all intersections of streets within, and adjacent to, the subdivision and elsewhere as deemed appropriate by the Planning and Zoning Administrator and Lebanon Utilities. Street lights shall be located in the right of way, adjacent to the street.
  - 2. Mounting Standards. Street lights in residential subdivisions shall be pole mounted on standards of non-corrosive metal, fiberglass, or wood not to exceed fifteen (15) feet in height. Non-residential subdivision street lights shall not exceed twenty-five (25) feet in height.
  - 3. Foundations. Light standards shall be mounted in appropriate concrete foundations.
  - 4. Decorative Lighting. The use of decorative street lighting shall be

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## 8.9 Pedestrian Network Standards

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encouraged.

### O. STREET IDENTIFICATION SIGNS

1. Street regulatory signs shall be per MUTCD standards or as approved by the City of Lebanon Streets Department.
2. The subdivider shall provide street signs at the intersection of all streets. The location and type of sign shall meet the approval of the Lebanon Board of Public Works and Safety.

## **8.9 PEDESTRIAN NETWORK STANDARDS**

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### A. Sidewalk Layout

1. Location. Sidewalks shall be provided on both sides of all streets. Sidewalks shall completely encircle the turn-around of any cul-de-sac.
  - a. Exception. Sidewalks need only be provided on one side of a frontage road adjacent to the developed parcels.
2. Width. Sidewalks in single-family, two-family, or multifamily 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 five (5) feet in width.
3. Street/Sidewalk Separation. Where possible, 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 landscaped areas.
4. Pedestrian/Multi-use Paths. Pedestrian paths, when provided, shall be a minimum of eight (8) feet in width. They shall be constructed of four (4) inch thick asphalt on an appropriately compacted base and shall meet any additional requirements in the Lebanon Construction Standards.
5. 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.
6. Slope. The surface of any sidewalk, when completed, shall have a sufficient slope to drain adequately and as specified in the Lebanon Construction Standards.

- ### B. SIDEWALK CONSTRUCTION.
- Sidewalks and pedestrian paths shall be constructed consistent with the following requirements:

## 8.9 Pedestrian Network Standards 8

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1. **Sidewalks.** Sidewalks shall be constructed of Portland cement concrete within subdivisions in accordance with the standards of the Lebanon Construction Standards.
    - a. **Joints.** Contraction joints shall be provided a maximum of every 6 feet, and expansion joints shall be provided for every forty-eight (48) feet of sidewalk length.
    - b. **Thickness.** Sidewalks shall be a minimum of four (4) inches thick in all locations with a four (4) inch base of either compacted stone or sand. In instances where sidewalks are crossed by driveways, the sidewalks shall have a minimum thickness of 6 inches.
  2. **Pervious Pavement.** Pervious pavement type construction for sidewalks and paths may be allowed upon approval from the City civil engineer.
- C. **SIDEWALK ADA COMPLIANCE.** It is the legal responsibility of the developer to assure compliance with the current American with Disabilities Act (ADA), as amended.
1. The developer and/or his/her engineer shall certify compliance with ADA standards to the City Streets Department at the time the public improvements are accepted by the City.
  2. Rolled curbs are not a substitute for wheelchair ramps and shall not be considered to meet ADA requirements.
  3. Ramps are to be located at all intersections, driveways, and other transition access points.
  4. Ramps shall be constructed using truncated domes or other techniques as specified in the Lebanon Construction Standards.
- D. **CROSSWALKS.** Where a sidewalk or pedestrian path crosses a street within or adjacent to a 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 Lebanon Street Department.
- 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 as subdivision common area or easement on private property.

### **8.10 BLOCK STANDARDS**

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## 8.10 Block Standards

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### A. DIMENSIONS

1. Block length and width or acreage within bounding streets shall be such as to accommodate the size of lot required in the area by the Zoning Code and to provide for convenient access, circulation control, and safety of street traffic. Blocks that are unreasonably large or small will not be approved.
2. The maximum block length shall be one thousand two hundred (1,200) feet or no more than twelve (12) times the lot width permitted in the applicable zoning district, whichever is shorter. Block length shall be measured as the distance between intersecting streets.
3. Residential blocks shall be of sufficient depth to accommodate two (2) tiers of lots of minimum depth, except where reverse or double frontage lots bordering a freeway, arterial street or flood plain are used.
4. In the design of blocks longer than eight hundred (800) feet, the Commission may specify the provision of pedestrian crosswalks near the center, or wherever most useful to facilitate pedestrians circulation, utilities or drainage.

## **8.11 LOT STANDARDS**

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### A. GENERAL LOT STANDARDS.

1. Subdivision lots shall be adequate for the type of development and land use proposed, and shall be in conformity with this ordinance.
2. The lot size, width, depth and shape, grade location, and orientation shall be in proper relation to street and block design and to existing and proposed topographical conditions.
3. All lots shall abut on a street.

B. 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 or a frontage road for those lots. The use of shared drives is specifically encouraged where nonresidential uses access an Arterial or Collector street. The street access of individual lots shall be restricted as follows:

1. Collector & Arterial Streets. Lots in all developments shall generally be designed so as to prevent vehicles from having to back into any Collector or Arterial Street.

2. Local Streets. All nonresidential lots (including multifamily residential lots) shall generally be designed so as to prevent vehicles from having to back into any public street.
- C. **SIDE 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 rule is permissible, but pointed or very irregular lots shall be avoided.
- D. **DEPTH TO WIDTH RATIO**. The depth to width ratio of any single-family residential lot shall not be greater than three to one (3:1).
- E. **COMMON AREA**. An association of lot owners in the subdivision shall be responsible for the maintenance and upkeep of any common area including but not limited to, landscaping, ponds, walkways, and play areas.
- F. **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 adequate buildable area.
- G. **LOT ORIENTATION**. The lot line common to the street right-of-way shall be the front line. All lots shall face the front line and a similar line across the street. Wherever feasible, lots shall be arranged so that the rear lot line does not abut the side line of an adjacent lot.
- H. **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.
- I. **LOTS ABUTTING A WATERCOURSE**. Lots abutting a watercourse, drainage way, channel, stream, or flood plain shall be setback a minimum of fifteen (15) feet from the top of bank in order to provide adequate access for public safety, personnel and equipment, and for maintenance.

See Also:

Riparian Area  
Requirements,  
[Subsection 7.9\(A\)  
\(2\)\(b\)](#)

### **8.12 ENTRANCE AND DRIVE STANDARDS**

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- A. **INTENT**. The purpose of these entrance and drive standards is to provide for a safe and efficient vehicular and pedestrian transportation system by establishing minimum standards for site entrances, driveways, and interior drives.
- B. **GENERAL ENTRANCE/DRIVE STANDARDS**. These standards are applicable to all zoning districts. All driveways and interior drives shall conform to the following design requirements:
  1. Entrance Widths. No entrance shall exceed the following pavement widths at the point which they intersect the public right-of-way. The

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## 8.12 Entrance and Drive Standards

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distances for these standards shall be determined by measuring from the outside edges of the curb or pavement (whichever is more) of the entrance or drive at the public right-of-way which it accesses, and shall not include any acceleration or deceleration lanes or turning radii.

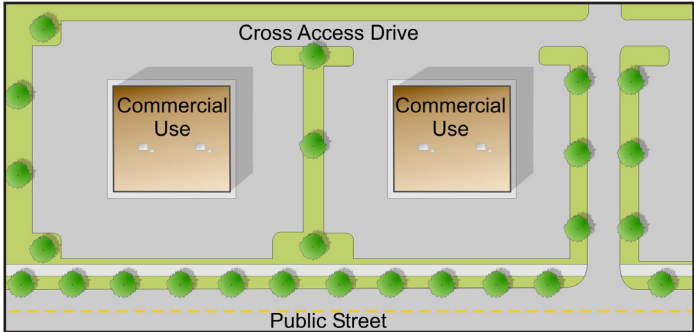
- a. Fourteen (14) feet per lane (exclusive of any medians) if from a nonresidential or multifamily residential use onto any type of street, and
  - b. Twenty-four (24) feet total if from a single-family or two-family use onto any type of street.
  - c. The maximum driveway width shall not exceed thirty (30) feet.
2. Travel Direction. The direction of travel for vehicles using entrances shall be as follows:
- a. All entrances providing access to a public right-of-way from all lots used for purposes other than single- or two-family residences shall be designed so that vehicles are traveling in a forward direction when entering and leaving.
  - b. In no case may any entrance for any use be designed to require a vehicle to back onto any Arterial or Collector street.
3. Shared Entrances and Drives. Shared entrances and drives are encouraged for all uses in all zoning districts, specifically for any multifamily residential or nonresidential uses accessing a Major Collector or Arterial street.
- a. Access Easements. All shared entrances and drives shall be constructed only in appropriate access easements which easements must be recorded before usage commences.
  - b. Required Documentation. A permanent documentation of any shared entrance and drive agreement must be signed by all involved property owners. The permanent written agreement shall include, but is not limited to the following items: maintenance, snow removal, ownership, and liability. The agreement, which can be amended and assigned shall be reviewed and approved by the Lebanon Board of Works and duly recorded with the County Recorder. Any changes to the agreements must be accomplished with the consent of the Administrator. A copy of the agreement shall be retained for the files of the Plan Commission. The agreement shall be recorded prior to the issuance of the occupancy permit.
4. Interior Drive Widths. The minimum pavement widths for driveways and interior drives shall meet the following requirements, exclusive of

# 8.12 Entrance and Drive Standards 8

any parking spaces:

- a. For single and two-family residential uses the minimum driveway width shall be twelve (12) feet.
- b. Multifamily drives shall be a minimum of twenty (20) feet.
- c. Driveways in commercial developments shall be a minimum of twenty (20) feet.

5. Curbs. All entrances and interior drives for property used for purposes other than agriculture, single-family residential, or two-family residential shall generally be completely curbed. Curbing shall not be required if, in the opinion of the Lebanon Stormwater Board and/or County Surveyor, the drainage system for the property shall be best served if curbs were not present.



Example of an interior drive with a rear cross-access drive in a commercial subdivision.

- 6. Commercial Area Internal Linkages. All uses located in a commercial zoning district shall provide interior drives that allow access between existing and proposed commercial uses on adjacent properties.
  - a. Cross-Access Required. The drives must be designed as a single two-way drive or a pair of one-way drives that provide access between the parking lots and interior drives of all adjoining commercial uses.
  - b. Separation. Interior drives providing cross-access between adjacent parcels shall be separated from the right-of-way of any such street based on the vehicle stacking requirements of the entrance(s) to the property from the public street.

See Also:  
Retention Pond landscaping standards, [Subsection 7.8\(M\)](#)  
City of Lebanon Stormwater Ordinance available in the Lebanon Utilities Office.

### C. ENTRANCE SIGNS

- 1. A minimum of one sign shall be provided at one entrance to a subdivision. Refer to [Section 7.7 Sign Regulations](#).
  - a. The sign shall identify the subdivision.
  - b. The materials should be compatible with the visual character of the subdivision.

## 8.13 RETENTION POND STANDARDS

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## 8.14 Easement Standards

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- A. RETENTION PONDS. To the extent possible, all subdivision retention requirements shall be accommodated in the least number of ponds or dry areas. One large pond or area shall be preferred to a series of smaller ponds or areas. All retention areas shall be placed in a common area under the responsibility of a lot owners association for the subdivision in which they are located. In no case shall subdivision retention ponds be dedicated to the City of Lebanon, however, the covenants outlining responsibility for the ponds shall provide the City with the authority to both require and complete necessary maintenance.

### **8.14 EASEMENT STANDARDS**

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- A. UTILITY EASEMENTS. The subdivider shall designate areas of suitable size and location, when necessary for drainage and or utility easements. Where possible, place utility lines underground, following the required standards and specifications established by each utility company. The location of each underground utility system shall be shown by appropriate easement lines on the proposed lot and approved by the utility company prior to final approval of the Plan. Utility easements shall be:
1. enforceable,
  2. binding,
  3. recorded on the secondary plat, and
  4. exclusive of other easements.
- B. DRAINAGE EASEMENTS. Easements along legal drains shall be established according to the Boone county Surveyor for the purposes of protecting the stream.

### **8.15 OPEN SPACE STANDARDS/COMMON AREA**

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- A. DEDICATION OR RESERVATION. Where sites for parks, schools, playgrounds or other public uses are located within the subdivision area as shown in the Comprehensive Plan, the Plan Commission may request their dedication for such purposes, or their reservation for a period of two (2) years following the date of the final approval of the plat. In the event a

## 8.15 Open Space Standards/Common Area 8

government agency concerned passes a resolution expressing its intent to acquire the land so reserved, the reservation period shall be extended for an additional six (6) months.

- B. OPEN SPACE. Residential subdivisions shall include provisions for common open space which shall be accessible to all residents in the development by means of walking, hiking, biking, or automobile.
1. The minimum amount of common open space as a percentage of net land area shall be in accordance with [Table 8.5: Percentage Open Space Required \(Residential\)](#).

**Table 8.5: Percentage Open Space Required (Residential)**

Zoning District	Percentage Usable Open Space Required
SF, SF1	8%
SF2, SF3, TR	10%
MF, MH	12%

2. The least dimension of any such required open space shall be one hundred and fifty (150) feet. A public way crosswalk or easement of not less than fifteen (15) feet in width shall be provided for access to the required open space.
  3. Retention ponds and land designated as floodplain may count towards up to thirty-five (35) percent of required "open space" if it is designated as common area and visually and physically accessible to all owners of the common area.
  4. The required open space stated above is in addition to any required landscaping. Parking areas do not count toward open space.
- C. COMMUNITY STRUCTURE. In developments with greater than three hundred (300) dwelling units, the development plan shall include provisions for a civic or community building (clubhouse) which will be available to all property owners within the development. Any civic or community building shall have a ground floor area of no less than two thousand (2,000) square feet and comply with the same architectural guidelines and covenants which are applicable to the residences proposed for the development. At the discretion of the Commission such area may be permanently dedicated to the City, or if suitably protected by covenants, to a private land owners' association. Playgrounds or public school sites within the boundaries of the proposed subdivision shall be deemed to meet such community open

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## 8.16 Utility Standards

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space requirements.

- D. PUBLIC SAFETY. In developments with greater than three hundred (300) dwelling units, the petitioner/developer shall submit the development plan to the Lebanon Fire Department for review to determine if the plan shall include provisions to preserve land for future fire structures. If the Board of Public Works determines a need exists for land based on the recommendations of the Lebanon Fire Department, the Plan Commission may require, the petitioner to include in the plans of the development, such reserved land areas up to two acres. At such time as that land is platted, the developer shall include the land in the plat and deed the land to the City within sixty (60) days thereafter, or upon taking title to the land.

### **8.16 UTILITY STANDARDS**

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#### A. SANITARY SEWAGE DISPOSAL

1. Interpretation. The phrase "the subdivider shall provide" shall be interpreted to mean that the subdivider shall install the facility referred to.
2. Design and Installation. The subdivider shall design and install a complete sanitary sewer system, which shall connect with a sanitary sewer outlet in conformance with the standards of the Boone County Board of Health and the Lebanon Board of Public Works and Safety.
3. Installation Plans. The plans for the installation of a sanitary sewer system shall be provided by the subdivider and approved by the Health Officer, and the Lebanon Utilities Service Board. Upon the completion of the sanitary sewer installation, the plans for such system as built shall be filed with the Commission. (See [Section 9.22 As-Built Plans/Record Drawings](#))
4. 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 be required by the Lebanon Utilities Department.
5. 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. The placement of the sewer mains and laterals shall be compatible with the landscape plan and not preclude the implementation of the landscape plan.

6. 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 Lebanon Utilities Department.
7. Additional Requirements. All sewer systems shall be in accordance with Indiana State Board of Health and Indiana Department of Environmental Management (IDEM) regulations.
8. "As-Built" Drawings. Upon completion of the sewer installation, the plans "as-built" in paper (hard copy) and electronic format (if possible), shall be filed with the Utilities Department.

### B. WATER

1. Interpretation. The phrase "the subdivider shall provide" shall be interpreted to mean that the subdivider shall install the facility referred to.
2. Water Main Supply System. The subdivider shall provide the subdivision with a complete water main supply system, which shall be connected to a municipal or a community water supply approved by the Health Officer, and the Lebanon Utilities Service Board, in accordance with the requirements and procedures of the Public Service Commission's Rule 24, "Extension of Water Mains by Public Utilities".
3. Layout. The general layout of the water supply system shall be provided by the subdivider and the Lebanon Utilities Service Board shall provide the plans for the water supply system in accordance with said Rule 24.
4. Design Specifications. The water system shall include all necessary supplemental equipment and machinery including, but not limited, to all pipes, fire hydrants, and valves.
5. 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. The placement of water utilities should be compatible with, and not preclude the landscape plan requirements.

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## 8.16 Utility Standards

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### C. STORM DRAINAGE

1. Design and Size. Drainage systems shall generally promote the maintenance of natural drainage ways and the incorporation of natural topography. The design and size of facilities shall be based on the anticipated runoff from a 10-year storm under conditions of total potential development permitted by the Ordinance in the watershed.
2. Plans and Filing. The drainage report and plans for the installation of a storm drainage system shall be provided by the subdivider, reviewed at TAC, and approved by the Lebanon Stormwater Management Board. Upon the completion of the storm sewer installation, the plans for such system as-built shall be filed with the Planning and Zoning Administrator. ( See [Section 9.22 As-Built Plans/ Record Drawings](#))
3. Open Drainage Restrictions. Open drainage systems shall not be allowed in the front yards of new development within the jurisdictional areas of the City of Lebanon unless as part of an innovative drainage concept employing "Best Management Practices" (BMP's) and approved by the City. Where approved, shallow swales, sown or sodded in appropriate plant material, shall be provided. The use of deep, open ditches is prohibited. Roadside drainage shall not be disrupted by driveways or other obstructions.
4. Drainage Area. A storm drainage system shall be designed and constructed by the subdivider to provide for the proper drainage of surface water from the subdivision and from the drainage area which drains into the subdivision. All areas included in the drainage area shall be considered based on their present development conditions for the purposes of designing the necessary drainage facilities.
5. Required Outlets. All lots within each subdivision shall be provided with a drainage system connected to a working outlet such as a natural stream, a storm sewer, or an existing open ditch. In no case shall a field tile be considered an acceptable outlet. No connection draining storm water runoff shall be made to a sanitary sewer.
6. Positive Drainage from Structures. All lots, tracts, or parcels shall be graded to provide proper drainage away from all structures, and dispose of such water without ponding in locations other than intended dry or wet detention basins.
7. Discharge Requirements. It shall be illegal for sump pumps, down spouts, or foundation drains to outlet directly to the street or into the

right-of-way of the street, or to be connected to the sanitary sewer.

- a. Sump Pumps. Sump pumps shall be connected to the subsurface drainage system described in this ordinance.
  - b. Down Spouts. Down spouts may either be connected directly to the subsurface drainage system, or may outlet into the yard of the structure on which they are located.
8. Professional Design Requirements. The plans for the installation of the storm sewer system shall be prepared by a professional engineer or surveyor licensed in the State of Indiana. The subdivider's engineer shall also study the effects of each subdivision on the existing downstream drainage facilities outside the area of the subdivision. These plans and studies shall be provided by the subdivider and shall be subject to review and approval by the TAC and Lebanon Board of Works. In the review and approval of such plans, the Board of Works may require off-site improvements of drainage outlets to adequately handle the run-off from the subdivision.
- a. "As-Built Drawings". Upon completion of the subdivision, the plans "as-built" in paper (hard copy) and electronic format (if possible), shall be filed with the Planning and Zoning Administrator as per [Section 9.22 As-Built Plans/ Record Drawings](#).
  - b. Hardships. If, in the opinion of the Plan Commission, a hardship would be created by sizing the system to the entire drainage area, the Plan Commission may recommend that the City join with the subdivider in financing the drainage requirements that are beyond the immediate requirements of the subdivision.
9. Street Drainage. All streets shall be provided with an adequate storm drainage system consisting of curbs, gutters, storm sewers, and inlets or side ditches and/or culverts, consistent with the specifications of the City, the appropriate street design standards provided by [Section 8.8 Street Standards](#) and the following requirements:
- a. Flood Hazard Areas. All streets must be located at elevations that will make them flood free in the event of a one hundred (100) year flood.
    - 1) Where flood conditions exist, the Plan Commission shall require profiles and elevations of streets in order to determine the advisability of permitting the proposed subdivision activity.

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## 8.16 Utility Standards

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- 2) Fill may be used in areas subject to flooding in order to provide flood-free streets, if the fill does not unduly increase flood heights.
  - 3) Drainage openings shall be designed so as not to restrict the flow of water and thereby unduly increase flood heights.
- b. Storm Water Storage. Drainage inlets shall be spaced, and their capacity shall be adequate, to limit the spread of storm water from the gutter into the street. Inlets shall be placed at all low points in the grade of the gutter and at all intersections to prevent stormwater from flowing across traffic lanes and sidewalks.
- 1) Storm drainage systems shall be designed to prevent the overtopping of curbs by a 10-year storm.
  - 2) Local streets shall have a minimum twelve (12) foot wide section free from water during a 10-year storm.
  - 3) Collector and Arterial streets shall have a minimum twenty-four (24) foot wide section free from water during a 10-year storm.
  - 4) All water shall be contained in the right-of-way for a 50-year storm.
- c. Protective Grates. Protective gratings shall be placed over all inlets and outlet piping ten (10) inches or larger.
- d. Cross-Gutter Requirements. All streets having curb and gutter on which storm water flows across intersections and/or driveways, shall be provided with concrete cross-gutter at all such intersections and driveways.
- e. Underdrains. The subdivider shall provide a subsurface drainage system, below curbs, to be placed along both sides of the subdivision streets and wherever else within the subdivision that it is determined to be necessary by the City.
- f. Off-street Drainage System General Requirements. The design of the off-street drainage system shall include all watersheds affected by the subdivision, and shall extend to a water course

or ditch adequate to receive the storm drainage as determined by the City.

- g. Side and Rear Yard Swales. All side and rear yard swales shall meet the following requirements and the specifications of the City Engineer:
  - 1) The minimum flow line grade of swales shall generally be one percent (1%).
  - 2) The maximum flow line grade of swales shall generally be seven percent (7%).
  - 3) The front and back slope of swales shall generally not be steeper than a four (horizontal) to one (vertical) slope (4:1).

### **8.17 COMMON AREA MAINTENANCE OR HOMEOWNERS ASSOCIATION**

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A. MAINTENANCE OR HOMEOWNERS ASSOCIATION. In developments which include any of the following: (1) the density is equal to or greater than one-half (0.5) units per acre; (2) common or open areas; (3) landscaped entryway which will require annual maintenance; or (4) public sidewalks, the developer shall be required to establish a maintenance or homeowners association in accordance with the laws of the State of Indiana prior to transferring title to any property within the development.

- 1. The covenants of the subdivision secondary plat shall include the following language:
  - a. Association. Each lot owner in the subdivision or addition, by acceptance of a deed conveying title thereto, whether from the Developer or a subsequent owner of such lot, shall accept such deed subject to the provisions of the bylaws of the (insert the name of the association) Maintenance or Homeowners Association,

## 8 8.18 Development Bonuses

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Inc., and thereby becomes a member of the (insert the name of the association) Maintenance or Homeowners Association, Inc., for the purposes outlined herein. The (insert the name of the association) Maintenance or Homeowners Association, Inc. shall be self-perpetuating and will not be disbanded.

- b. Maintenance. The maintenance or homeowners association shall be professionally managed by a licensed property manager which shall be required by the association bylaws. The laws of the association shall further require that revisions to the bylaws, covenants, and/or the management firms' contract may occur only upon the consent of eighty percent (80%) or more of the lien holders of the property in the subdivision (not the property owners).

### **8.18 DEVELOPMENT BONUSES**

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- A. The provision of incentives acknowledges the value and potential costs of incorporating certain design elements or open space within a residential neighborhood. The successful incorporation of the design incentives or open space could allow up to ten percent (10%) of the residential units to develop at smaller minimum lot sizes and smaller lot frontages, as determined by the next more intense residential zoning district. (For example, an SF1 zoned residential development could be allowed to have the minimum lot area and lot frontage reduced to the minimums of the SF2 District for up to ten percent (10%) of its units.) The incentives shall be reviewed by the TAC and the Planning and Zoning Administrator, which shall recommend to the Plan Commission approval or denial of the requested incentive.
  1. A density bonus may be approved if the developer:
    - a. provides additional usable open space in excess of the minimum requirements of [Section 8.15 Open Space Standards/Common Area](#); and/or
    - b. exceeds the minimum design standards of [Section 7.18 Design Standards](#).