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ORDINANCE NO. 17-07  
PORTER COUNTY  
BOARD OF COMMISSIONERS  
UNIFIED DEVELOPMENT ORDINANCE

WHEREAS, the Porter County Board of Commissioners adopted the Porter County Unified Development Ordinance; Ordinance No. 07-05 on Tuesday, May 1, 2007; and WHEREAS, the Porter County Board of Commissioners has deemed it necessary to amend Chapter 3, Overlay Districts; with the addition of Section 3.19 (U.S. 6 Corridor Overlay District); of the Porter County Unified Development Ordinance.

NOW, THEREFORE, BE IT AND IT IS HEREBY ORDAINED THAT: Chapter 3, Overlay Districts; Section 3.19 (U.S. 6 Corridor Overlay District) of the Porter County Unified Development Ordinance, shall be added as follows:

Section 3.19, U.S. 6 Corridor Overlay District  
A. Purpose: The US 6 corridor has been identified by Porter County as an important gateway and vital economic artery. In addition, this state highway serves an important traffic-carrying function. Studies by transportation organizations nationally have found a direct correlation between the number of access points and vehicle crashes. Therefore, protection and improvement of the US 6 corridor is of significant public benefit. The purpose of the US 6 Corridor Overlay District is to establish specific requirements that will:

- Promote economic development;
- Support the recommendations and goals of the Porter County Land Use and Transportation Plans, the County Corridor Plan and other related policy documents;
- Protect public and private investment in infrastructure and development;
- Establish a high quality and inviting image at the entrances to the county;
- Preserve roadway capacity and safety;
- Minimize distractions;
- Ensure that future development does not inhibit improvements to the roadway;
- Provide connectivity for non-motorized movement along the corridor; and
- Preserve property values.

B. Applicability  
1. Relation to Underlying District: The requirements of this district are in addition to and shall supplement those imposed on the same lands by any underlying zoning provisions of this ordinance. These regulations supersede all conflicting regulations of the underlying district to the extent of such conflict. The U.S. 6 Corridor Overlay Ordinance shall supersede the overlay standards with the UDO for the ARO: Arterial Roadway Overlay District (Chapter 3.06) and SRO: Scenic Roadway Overlay District (Chapter 3.08)

2. District Boundaries: The US 6 Corridor Overlay District shall apply to the entire length of US 6 from the City of Portage corporate limits on the west to the Porter/LaPorte County line on the east. The US 6 overlay district shall extend to a depth of 1,320 feet from the centerline of US 6 north and south from the City of Portage corporate limits to 1,320 feet east of the centerline of Calumet Road; and shall extend to a depth of 600 feet from the centerline of US 6 north and south from 1,320 feet east of Calumet Road to the Porter/LaPorte County line.

C. Sub-Districts  
The age, character and scale of development along the US 6 corridor is diverse. Therefore, a one-size-fits-all regulation is not appropriate to address the varied conditions and specialized needs. In order to accommodate the distinct traits found within defined segments of the corridor, the overlay district is divided into four sub-districts, each with its own particular development regulations. The sub-districts are defined as follows:

Sub-district	Western Limits	Eastern Limits
South Haven	City of Portage corporate boundary	Centerline of SR 149
West-Central	Centerline of SR 149	1,320 feet west of the centerline of Meridian Road
Central	1,320 feet west of the centerline of Meridian Road	1,320 feet east of the centerline of Calumet Road
East	1,320 feet east of the centerline of Calumet Road	Porter/LaPorte County line

1. South Haven:  
a. Applicability: The general regulations of this overlay district and the specific requirements of this section shall apply to those lands on either side of US 6 for a distance of 1,320 feet north and south of the right-of-way, extending from the east boundary of the City of Portage to the centerline of SR 149.

b. Intent: South Haven is the most developed and mature of the sub-districts. In addition to existing business development with minimal driveway spacing, large single family subdivisions and other residential concentrations are found along the corridor. The intent of this sub-district is to support infill and redevelopment and to provide for new development that is consistent with the existing land use pattern, though higher standards of quality and access control will be introduced.

2. West Central:  
a. Applicability: The general regulations of this overlay district and the specific requirements of this section shall apply to those lands on either side of US 6 for a distance of 1,320 feet north and south of the right-of-way, extending from the centerline of SR 149 to a point 1,320 feet west of the centerline of Meridian Road.

b. Intent: The West Central sub-district contains scattered development, essentially commercial in nature and of relatively recent vintage. Most uses are, or will be, traditional highway-oriented businesses dependent upon the passing traffic along US 6. The regulations of this sub-district provide for a sustainable quality and harmonious character within this segment, consistent with the established and emerging pattern of development.

3. Central  
a. Applicability: The general regulations of this overlay district and the specific requirements of this section shall apply to those lands on either side of US 6 for a distance of 1,320 feet north and south of the right-of-way, extending from a point 1,320 feet west of the centerline of Meridian Road to a point 1,320 feet east of the centerline of Calumet Road.

b. Intent: This is the newest segment of the corridor to experience development. Its principal assets, the SR149/US 6 interchange and the Porter County Hospital, will serve as catalysts to stimulate future economic development. The intent of the Central sub-district regulations, therefore, is to support high quality medical, office, and complementary business uses that will comprise a prominent economic hub for the county and surrounding region.

4. Eastern:  
a. Applicability: The general regulations of this overlay district and the specific requirements of this section shall apply to those lands on either side of US 6 for distance of 600 feet north and south of the right-of-way, extending from a point 1,320 feet east of the centerline of Calumet Road to the Porter/LaPorte County line.

b. Intent: The eastern sub-district exhibits a completely different character than the balance of the corridor. It is definitely rural, contains extensive woodlands and rugged topography, and the minimal existing development is primarily single family residential. The intent, therefore, is to preserve the distinctive rural character, protect the environmental assets and maintain rural viewsheds along the highway, consistent with the established low density residential nature.

D. Procedures  
In addition to the applicable requirements for the underlying zoning districts, all proposed development within the US 6 Corridor Overlay District shall be subject to the following procedures:

- A development plan shall be submitted, in accordance with the requirements of Section 10.09, as amended.
- Simultaneous with the submittal of the development plan to Porter County for its review, the applicant shall submit a copy of the plan(s) to the INDOT for its review.

E. General Requirements  
The following provisions apply to all sub-districts of the corridor.

- Building Envelope and Dimensions:

Sub-District	Building Envelope and Dimensions				Height Feet	Stories	Coverage %
	Parking Front	Front	Building Side	Rear			
South Haven	10ft	35-50ft* Residential not fronting on US 6: 25ft	10ft	20ft	35	2	Lot coverage shall conform to the requirements of the underlying zoning district
West-Central	20ft	85-100ft*	20ft	20ft	40	3	
Central	30ft	50-80ft*	10ft	20ft	65	5	
East	40ft	100ft	30ft	30ft	25	2	

\*These setbacks are minimum and maximum distances. Building setbacks shall be within these ranges.  
\*\*Setbacks along US 6 shall be measured from a point fifty (50) feet from the centerline of US 6 or the right-of-way line, whichever is the greater distance from the centerline.

2. Land Uses: All permitted and special exception uses allowed within the underlying zoning district shall be allowed, except for the following:

Table 3.19 c.: Prohibited Uses x = prohibited use

Uses Prohibited	South Haven	West-Central	Central	Eastern
Residential Seasonal Housing			X	
Commercial Automobile accessory installation			X	X
Automobile body shop			X	X
Automobile gas station			1	X
Automobile oil change facility			X	X
Automobile parts sales			X	X
Automobile rental				X
Automobile repair/service station			X	X
Automobile sales			X	X
Automobile wash			X	X
Convenience store				X
Fireworks sales	X	X	X	X
Flea market (outdoor)	X	X	X	X
Quick cash/check cashing			X	X
Restaurant with drive-up window			X	X
Sexually oriented business	X	X	X	X
Tanning salon			X	
Tattoo/piercing salon			X	
Commercial Recreation Amusement Park	X	X	X	X
Moto-cross	X	X	X	X
Paintball facility (indoor)		X		X

Paintball facility (outdoor)	X		X	X
Race track	X	X	X	X
Water park	X	X	X	X
Industrial Asphalt plant	X	X	X	X
Assembly	X	X	X	X
Concrete ready-mix plant	X	X	X	X
Distribution facility	X	X	X	X
Electrical generation plant	X	X	X	X
Food production/processing	X	X	X	X
Heavy equipment sales	X	X	X	X
Heavy manufacturing	X	X	X	X
Incinerator	X	X	X	X
Industrial wholesale	X	X	X	X
Junk yard	X	X	X	X
Light manufacturing	X	X	X	X
Liquid fertilizer storage/distribution	X	X	X	X
Mineral extraction	X	X	X	X
Recycling/processing	X	X	X	X
Rendering yard	X	X	X	X
Scrap metal yard	X	X	X	X
Sign painting and fabrication	X	X	X	X
Storage tanks (hazardous)	X	X	X	X
Storage tanks (nonhazardous)	X	X	X	X
Tool and die shop	X	X	X	X
Warehouse	X	X	X	X
Warehouse storage facility	X	X	X	X
Welding	X	X	X	X
Wholesale warehouse sales	X	X	X	X
Institutional Jail	X	X	X	X
Juvenile detention facility	X	X	X	X
Prison	X	X	X	X
Other Construction material landfill	X	X	X	X
Municipal airport	X	X	X	X
Municipal heliport	X	X	X	X
Sanitary landfill	X	X	X	X
Transfer station	X	X	X	X

Table 3.19 d.: Buffer Yards

Adjacent uses	Agriculture	Residential	Commercial	Industrial	Institutional
Agriculture	NA	NA	NA	NA	NA
Residential	NA	NA	C	C	B
Commercial	NA	C	NA	A	B
Industrial	NA	C	A	NA	C
Institutional	NA	B	B	C	NA

- Class A Buffer Yard: Buffer yards shall be a minimum of ten (10) feet wide and incorporate a mound and/or a fence in addition to plant material. Fences shall be constructed of opaque material (wood, brick, or stone) to a height of six (6) feet above the ground level. Mounds shall undulate between three (3) and six (6) feet above ground level. Mounds shall be constructed of clean fill dirt and maintained with grass or other living ground cover.
  - Class B Buffer Yard: Buffer yards shall be a minimum of twenty (20) feet wide and incorporate a mound and/or fence in addition to plant material. Fences shall be constructed of opaque material (wood, brick, or stone) to a height of six (6) feet above the ground level. Mounds shall undulate between three (3) and six (6) feet above ground level. Mounds shall be constructed of clean fill dirt and maintained with grass or other living ground cover.
  - Class C Buffer Yard: Buffer yards shall be a minimum of forty (40) feet wide and incorporate a mound and/or fence in addition to plant material. Fences shall be constructed of opaque material (wood, brick, or stone) to a height of six (6) feet above the ground level. Mounds shall undulate between three (3) and six (6) feet above ground level. Mounds shall be constructed of clean fill dirt and maintained with grass or other living ground cover.
- Evergreens shall be required in addition to a fence and/or mound at a rate of one (1) tree per thirty (30) feet of contiguous property line for Class A. Evergreens shall be required in addition to a fence and/or mound at a rate of one (1) tree per twenty (20) feet of contiguous property line for Class B and C buffers. Clustering trees at gaps in the fence or mound to provide greater opacity shall be permitted. Evergreens shall be planted at the top of the mound or the slope facing the less intensive land use.
  - Additional plant material, including shrubs and ornamental trees, is encouraged.
  - If existing conditions are such that a parcel cannot comply with the buffer zone requirements, the zoning administrator shall determine the character of the buffer based on the following criteria:
    - Traffic impacts.
    - Building and parking lot coverage.
    - Outdoor sales, display, or manufacturing area.
    - Physical characteristics of the site and surrounding area such as topography, vegetation, etc.,
    - Views and noise levels.
    - Health, safety, and welfare of Porter County, and
    - Proximity or potential proximity of residential uses.
- iv. The following requirements shall apply to parking lots with greater than sixteen (16) parking spaces:
- One landscape island shall be provided per 16 spaces. Landscape islands shall measure at least nine (9) feet by eighteen (18) feet and be designed to accept storm water and allow for snow storage. One (1) deciduous or two (2) ornamental trees shall be required per landscaped island. Landscape islands shall be maintained in grass or groundcover that facilitates storm water treatment and management.
  - Perimeter landscaping around parking lots (other than required greenbelts or buffers) shall only be required as necessary to provide for appropriate vehicular and pedestrian circulation between lots. Expanses of paving between lots that result in undefined vehicular or pedestrian circulation shall not be permitted. When required, perimeter landscaping areas shall be a minimum of five (5) feet wide and be maintained in grass or other living ground cover.

- Vision clearance areas per Section 3.19 E. 3. g. shall be maintained.
- v. The following requirements shall apply to the Eastern sub-district:
- Existing tree stands shall be maintained. The cutting of mature, healthy trees over eight (8) inches dbh is prohibited within 100 feet of the right-of-way of US 6.
  - Existing hedgerows within 75 feet of the right-of-way of US 6 shall be maintained and/or enhanced. Where no hedgerow exists within 75 feet of the US 6 right-of-way, one must be installed.
  - Native species are required unless otherwise approved by the Executive Director.

c. Building Materials and Design: The requirements of this sub-section shall apply to all base zoning districts in the US 6 Overlay:

- The building materials specified in Table 3.19 e. shall apply for all facades that face a public or private street or a parking lot.
- Only those roofing materials specified in Table 3.19 f., may be used.
- Preference shall be for pitched roofs. However, roofs may be completely flat, provided they include a parapet that meets the following requirements:
  - Parapets shall not exceed 15 feet, measured from the roof deck;
  - Parapets shall be in proportion to the supporting walls; and
  - Parapets shall conceal roof-mounted mechanical equipment.

Table 3.19 e: Permitted Buildings Materials x = permitted building material

Materials	South Haven	West Central	Central	Eastern
Brick	X	X	X	X
Masonry	X	X	X	X
Stone	X	X	X	X
Wood				X
EIFS	X	X	X	
Fiber cement siding	X	X	X	X
Glass curtain wall			X	

Table 3.19 f.: Permitted Roofing Materials x = permitted roofing material

Materials	South Haven	West Central	Central	Eastern
Architectural shingles	X	X	X	X
Cedar shakes				X
Standing seam metal	X	X		X
Rubber membrane (flat roofs only)	X	X		X

d. Accessory Structures: Accessory buildings and structures shall meet the applicable requirements of Sections 5.04 - 5.08; provided no accessory building or structure shall exceed the height limitations of the district.

e. Outdoor Storage: Outdoor storage may be permitted within the South Haven and West Central corridor segments, provided:

- The storage area shall be located in the rear yard; and
- A minimum six (6) foot high, opaque screen, consisting of landscaping, walls, fences or combination of these methods approved as part of the development plan review, shall be provided along all sides visible from a public or private street, parking lot or abutting residential zoning district.

f. Non-Motorized Transportation:

- A concrete sidewalk, at least five (5) feet wide, shall be installed one (1) foot inside the street right-of-way or easement line on all sides of the property having street frontage. This shall apply to all property, except within the Eastern sub-district.
- A pathway shall be constructed in accordance with Porter County specifications where recommended in the County Alternative Transportation Plan.

g. Vision Clearance:

- Vision Clearance Triangle: A vision clearance triangle shall be maintained at every intersection of two (2) or more streets, intersection of a street and alley, intersection of a street and a walking/biking path (trail), and intersection of a street and driveway.
- Horizontal Area: The vision clearance triangle leg lengths shall be determined by the functional classification of the intersecting streets, alleys, walking/biking paths, or driveways as defined by the Porter County Thoroughfare Plan (see table below) measured from the edge of pavement.

Table 3.19 g.: Vision Clearance Requirements

Functional Classification	Leg Length
Arterial Street	Fifty (50) Feet
Collector Street	Forty (40) Feet
Local Street	Thirty (30) Feet
Driveway, alley, or walking/biking path intersecting an Arterial or Collector Street, or Driveway serving thirty (30) or more parking spaces intersecting a local street or Alley intersecting a local street	Both legs: Twenty-five (25) Feet
Driveway serving less than thirty (30) parking spaces intersecting a local street, or Walking/biking path intersecting a local street	Both legs: Fifteen (15) Feet

- Vertical Area: Principal and accessory structures, landscaping, fences, walls, and signs shall not be placed within or allowed to project into the vision clearance triangle between the heights of two and one-half (2.5) feet and nine (9) feet above the crown of the adjacent roadway, except for public street signs and public utility substations.
- h. Utilities: All utilities shall be buried to the extent permitted by the utility service provider. Standards: All luminaires shall be full cut-off and shielded.
- All site lighting shall be coordinated throughout the project to be of uniform design, materials, and color.
  - The maximum height of light standards shall not exceed the building height proposed, or twenty-five (25) feet, whichever is less. However, when light standards abut or fall within ninety (90) feet of a residential use or zoning district, they shall not exceed fifteen (15) feet.
  - All exterior architectural, display, decorative, and sign lighting shall be generated from concealed, low level light fixtures.
  - The average illumination for site lighting shall be a maximum of thirty (30) lux.
  - All site lighting shall be designed to not exceed three (3) lux at the property line in business or industrial zoning districts, and one (1) lux at the property line of adjoining residential uses or zoning districts.

F. Access Management  
1. Findings: The Indiana Department of Transportation has jurisdiction within the highway right-of-way, while the county has authority for land use and site plan decisions within individual parcels along the highway. The US 6 Corridor Overlay zoning district was created to help ensure a collaborative process between INDOT and the county that would consistently address access management. Porter County has determined that special comprehensive regulations are needed along US 6, based upon the following findings:

- The combination of roadway design, traffic speeds, current and projected traffic volumes, traffic crashes and other characteristics necessitate special access regulations.
  - Studies by transportation organizations in Indiana and nationally have found a direct correlation between the number of access points and the number of crashes.
  - The provisions of this district are based upon considerable research and recommendations by the Indiana Department of Transportation ("INDOT").
  - Preservation of roadway capacity through access management protects the substantial public investment in the roadway.
  - Opportunities for additional landscaping, combined signage, and upgrading driveway geometrics to meet current standards complement other traffic calming techniques and support smoother flow of vehicles.
2. Purpose: Among the specific purposes of access management requirements are to:
- Preserve the capacity of US 6 by regulating the number, location and design of access points and requiring alternate means of access through shared driveways, service drives and access off cross streets in certain locations.
  - Implement, when feasible, traffic calming techniques that are intended to reduce traffic speeds within the overlay zoning district.
  - Encourage efficient flow of traffic by minimizing the disruption and conflicts between through traffic and turning movements.
  - Improve safety and reduce the potential for crashes.
  - Avoid the proliferation of unnecessary curb cuts and driveways and eliminate or reconfigure existing access points that do not conform to the requirements herein, as properties are developed, redeveloped or improved.
  - Implement the recommendations related to US 6 contained in the Porter County Corridor Plan.
  - Require coordinated access among adjacent lands where possible.
  - Address situations where existing development within the corridor area does not conform to the requirements of this overlay district. At no time shall these requirements become retroactive to existing businesses, upon development plan review for new uses or substantial redevelopment or modification of an existing site.
  - Avoid the need for unnecessary and costly reconstruction which disrupts business operations and traffic flow.
  - Ensure efficient access by emergency vehicles.
  - Improve safety for pedestrians and other non-motorized travelers through reducing the number of conflict points at access crossings.
  - Provide landowners with reasonable access, though the access may be restricted to a shared driveway, service drive or side street; or the number and location of access points may not be the arrangement most desired by the landowner or applicant.
  - Promote a more coordinated development review process with the Indiana Department of Transportation and the Porter County Highway Department.

3. Applicability:
- Access spacing from intersections and other driveways shall meet the requirements within the US 6 Corridor Overlay zone district and the guidelines of the applicable road agency (INDOT and/or Porter County Highway Department).
  - No building or structure, nor the enlargement of any building or structure requiring development plan review, shall be erected unless the Corridor Overlay zone regulations are met and maintained in connection with such building, structure or enlargement.

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c. Provision has been made to share access with adjacent uses, either now or in the future, including any necessary written shared access and maintenance agreements to be recorded with the County.

d. No subdivision shall be approved within this overlay district unless compliance is demonstrated with the applicable access spacing requirements.

e. Any change in use on a site that does not meet the access requirements of this overlay district shall be subject to development plan review by the reviewing authority and a new access permit from INDOT. The final details will be established jointly by INDOT and the Porter County Highway Department, where applicable.

4. Additional Submittal Information. In addition to the submittal information required for development plan review in Section 10.09, the following shall be provided with any application for development plan or special exception review. The information listed in items a.-d. below shall be required with any request for a subdivision:

a. Existing access points: Existing access points within five hundred (500') feet on either side of US 6 frontage and along both side of any intersecting roads shall be shown on the development plan, aerial photographs or on a plan sheet.

b. Sight distance: The applicant shall submit evidence indicating that the applicable sight distance recommendations of INDOT or the Porter County Highway Department are met.

c. Separation distance: Dimensions shall be provided between proposed and existing access points (and median crossovers if applicable in the future).

d. Shared access: Where shared access is proposed or required, a shared access and maintenance agreement shall be submitted for approval. Once approved, this agreement shall be recorded with the Porter County Recorder.

e. Dimensions: Dimensions shall be provided for driveways (width, radii, throat, length, length of any deceleration lanes or tapers, pavement markings and signs) and all curb radii within the site.

f. Truck movement: The development plan shall illustrate the route and dimensioned turning movements of any expected truck traffic, tankers, delivery vehicles, waste receptacle vehicles and similar vehicles. The plan should confirm that routing the vehicles will not disrupt operations at the access points nor impede maneuvering or parking within the site.

g. Traffic impact study: A traffic impact study shall be required for any use that, based on ITE trip generation rates, would be expected to generate one-hundred (100) or more vehicle trips during any peak hour, one-thousand (1,000) or more vehicle trips daily or where modifications from the generally applicable access spacing standards are requested. The traffic impact study shall be paid for by the developer and shall be prepared by a firm or individual that is a member of the Institute of Transportation Engineers with demonstrated experience in production of traffic impact studies. The methodology and analysis of the study shall be in accordance with accepted principles as described in Applicant's Guide to Traffic Impact Studies, Purdue University, June 1993 (or revised copy). INDOT may also require calculations or micro-scale modeling to illustrate future operations at the access points and nearby intersections and/or to evaluate various access alternatives.

h. Review coordination: The applicant shall provide correspondence that the proposal has been submitted to INDOT and Porter County Highway Department for their approval. Any correspondence from INDOT or PCHD shall be considered during the development plan review process. Coordination meetings should be required or other communication between the authorities involved via e-mail with cc's to appropriate INDOT and county staff. An access permit shall be required from the appropriate agency prior to development plan approval unless other arrangements have been made with the permitting agency.

5. Requirements: Access points shall meet the following requirements:

a. Driveways Permitted: The number of driveways serving a property shall be the minimum number necessary to provide reasonable access and access for emergency vehicles, while preserving traffic operations and safety along the public street. Access shall be provided for each separately owned parcel via an individual driveway, shared driveway, service drive, frontage road or side street. Additional driveways may be permitted for property only as follows:

i. One additional driveway may be allowed for properties with a continuous frontage greater than 300 feet, if the reviewing authority determines there are no other reasonable access alternatives;

ii. The reviewing authority determines additional access is justified without compromising traffic operations along the public street; and

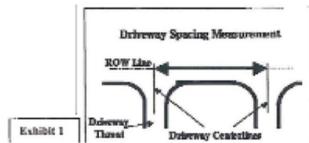
iii. The minimum spacing requirements, specified in Table 3.19 h. can be met.

Table 3.19 h.: Minimum Driveway Spacing Same Side of Road

Posted Speed (mph)	Driveway Spacing (feet)	
	Arterial Road	Other Roads
25	130	90
30	185	120
35	245	150
40	300	185
45	350	230
50	395	275
55	435	300

Unless greater spacing is required by INDOT, Porter County, or required to meet other standards herein.

b. Access Spacing: The spacing requirements below shall be measured from all other roads and driveways. If there is a change in use from residential to a non-residential requiring a development plan review, the reviewing authority shall require access to be brought into conformance with the requirements of this section.



I. The site shall be permitted reasonable access. An individual driveway may be permitted where the requirements of this overlay district are met, provided such driveway is located to facilitate shared access by adjacent lots.

II. Each lot developed under this ordinance shall be required to grant shared access easements to adjoining property to allow for future shared access. Where a proposed parking lot is located adjacent to the parking lot of a similar use, there shall be a vehicular connection where feasible, as determined by INDOT and the reviewing authority.

III. For building or parking lot expansions or changes in use, the reviewing authority shall determine the extent of upgrades to bring the site into greater compliance with the provisions of this district. In making its decision, the reviewing authority shall consider the existing and projected traffic conditions, any sight distance limitations, site topography or natural features, impacts on internal site circulation and any recommendations from INDOT. Required improvements may include removal or rearrangement or redesign of site access points.

IV. Any access point shall provide the following spacing from other access points along the same side of the public street (measured from centerline to centerline as shown in Exhibit 1) based on the posted speed limit along the public street segment (Table 3.19 h.).

V. Where the subject site adjoins land that may be developed or redeveloped in the future including adjacent lands or potential outlots, the access shall be located to ensure the adjacent site(s) can also meet the access location requirements in the future.

VI. Access points shall be aligned with the driveways on the opposite side of the street or offset the distance as indicated in Table 3.19 i.

Table 3.19 i.: Minimum Opposing Driveway Offset

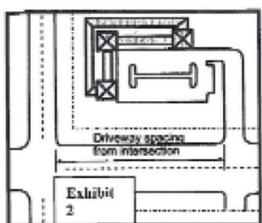
Posted Speed (mph)	Driveway Spacing (feet)
25	255
30	325
35	425
40	525
45	630
50+	750

VII. Minimum spacing of access points from intersections shall comply with Table 3.19 j. (measured from pavement edge to pavement edge as shown on Exhibit 2).

Table 3.19 j.: Minimum Spacing from Intersections

Location of Access Point	Type of Intersecting Road	Minimum Spacing for a Full Movement Driveway**	Minimum Spacing for a Driveway Restricting Left-turns
Access along US 6	Arterial	300	125
	Collector or Local	200	125
Access along a collector road	Arterial	200	100
	Collector	150	100
	Local	125	100
Access along a local street	Arterial	125	75
	Collector	100	75
	Local	75	75

VIII. Where direct consistent with the various requirements above cannot be achieved, access shall be via a shared driveway, service drive, frontage road or side street. In cases where access is from the side street, the access must be located as far from an intersection as feasible.



c. Sight Distance: Driveways shall be located to provide safe sight distance or as determined by the applicable road agency.

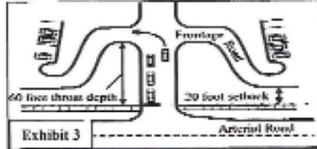
d. Public Facilities in Right-of-Way: No driveway shall interfere with public facilities such as street light or traffic signal poles, signs, fire hydrants, cross walks, bus loading zones, utility poles, fire alarm supports, drainage structures or other necessary street structures.

e. Shared commercial driveways, frontage roads and service drives: Shared commercial driveways, frontage roads or rear service drives connecting two or more lots or uses shall be required in instances where the reviewing authority and INDOT determine that reducing the number of access points will have a beneficial impact on traffic operations and safety. In particular, frontage roads or service drives shall be required where recommended in a sub-area master plan; near existing traffic signals or near locations having potential for future signalization; where service drives may minimize the number of driveways; and along segments with a relatively high number or crashes or limited sight distance. Frontage roads or service drives shall be constructed in accordance with the following standards:

I. Frontage roads or service drives shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to or behind principal buildings. In considering the most appropriate alignment for a service road, the reviewing authority and INDOT shall consider the setbacks of existing buildings and anticipated traffic flow for the site.

II. The frontage road or service drive shall be within an access easement permitting traffic circulation between properties. This easement shall be reviewed by INDOT for location and approved by the County and recorded with the Porter County Recorder. The required width shall remain free and clear of obstructions unless otherwise approved by the reviewing authority. Each property owner shall be responsible for maintenance of the easement roadway.

III. Service drives and frontage roads shall be set back as far as reasonably possible from the intersection of the access driveway with the public street. A minimum of twenty (20) feet shall be maintained between the public street right-of-way and the pavement of the frontage road with a minimum of sixty (60) feet of throat depth provided at the access point measured between the public street right-of-way and the pavement of the parallel section of the frontage road (Exhibit 3).



IV. Frontage roads and service drives shall have a minimum pavement width of twenty-four (24) feet and be constructed of a base, pavement and curb with gutter that is in accordance with County street standards. An easement of forty (40) feet shall be provided. The reviewing authority may modify these standards based upon site conditions, anticipated traffic volumes and type of truck traffic.

V. The frontage road or service drive is intended to be used exclusively for circulation. The reviewing authority may require the posting of "no parking" signs along the frontage road or service drive. However, parallel parking on the side of the road closest to the building may be permitted, if it can be demonstrated through development plan review that parking will not significantly affect the capacity, safety or operation of the roadway and sufficient added width is provided.

VI. The development plan shall indicate the proposed elevation of the frontage road or service drive at the property line so that the County can maintain a record of all road elevations and their grades can be coordinated with future developments.

VII. The alignment of the roadway can be refined to meet the needs of the site and anticipated traffic conditions, provided the resulting terminus allows the road to be extended through the adjacent site(s). This may require use of aerial photographs, property line maps, topographic information and other supporting documentation.

VIII. In cases where a shared access facility is recommended but is not yet available, temporary direct access may be permitted provided the plan is designed to accommodate the future frontage road or service drive and a written agreement is submitted that the temporary access will be removed by the applicant when the alternative access system becomes available. This may require posting of a financial performance guarantee, in accordance with Section 10.29.

IX. With the redevelopment of existing sites, where it is not possible to develop separate frontage roads or service drives, the reviewing authority and INDOT may require a drive connecting parking lots in lieu of a frontage road or service drive.

f. Conflicts: The requirements of this overlay district were developed collaboratively between the county and INDOT. When a conflict occurs between a developer and INDOT, an acceptable access will be determined by the Porter County Plan Commission and INDOT.

6. Modification of Requirements:

a. Given the variation in existing physical conditions along US 6 and its intersecting streets, modifications to the spacing and other requirements above may be permitted by the reviewing authority and INDOT as part of the development plan review. The reviewing authority shall consider the criteria in subparagraph 6 b. when determining if there is a need for modification, in the following circumstances, and the degree to which any modification is necessary. The decision of the reviewing authority may be appealed per IC 36-7-4-1600 series.

I. The modification will allow an existing driveway to remain that does not meet the standards of this Section but that has, or is expected to have very low traffic volumes (less than 50 in-and out-bound trips per day) and is not expected to significantly impact safe traffic operations.

II. The use is expected to generate a relatively high number of trips and an additional driveway will improve overall traffic operations.

III. Practical difficulties exist on the site that make compliance unreasonable (sight distance limitations, existing development, topography, unique site configuration or shape), or existing off-site driveways make it impractical to fully comply with the standards.

IV. Because of restricted turning movements or presence of a median that restricts turning movements, the driveway does not contribute to congestion or an unsafe situation.

b. The reviewing authority may waive certain requirements of this section upon consideration of the following:

I. The proposed modification is consistent with the general intent of the standards of this overlay zone, the recommendations of the Porter County Thoroughfare Plan, and published INDOT guidelines.

II. INDOT staff endorse the proposed access design.

III. Driveway geometrics have been improved to the extent practical to reduce impacts on traffic flow.

IV. Shared access has been provided, or the applicant has demonstrated it is not practical.

V. Such modification is the minimum necessary to provide reasonable access, will not impair public safety or prevent the logical development or redevelopment of adjacent sites and is not simply for convenience of the development.

This ordinance passed and adopted this 4 day of April, 2017.

PORTER COUNTY BOARD OF COMMISSIONERS  
 Jeff Good, President  
 Laura Blaney  
 Jim Biggs

Attest: Vicki Urbanik, Auditor  
 I affirm, under the penalties for perjury, that I have taken reasonable care to redact each social security number in this document, unless required by law.

Robert W. Thompson, Jr., AICP  
 Executive Director/County Planner

6/22/17 - hspaxlp