

(c) Traditional Subdivision (TD)

(1) Purpose

The traditional subdivision is intended to be used as follows:

- (A) Ensure the creation of a grid-like street and alley system that allows for maximum connectivity to adjacent neighborhoods as well as nonresidential activity centers;
- (B) Create a pedestrian-scale streetscape design featuring narrow street profiles, on-street parking, building forward orientation, short block lengths, and decorative street lighting;
- (C) Facilitate compatible development of parcels located next to existing subdivisions characterized by more grid-like street patterns;
- (D) Facilitate development on properties not characterized by environmental features;
- (E) Provide a range of development options (including mixed-uses, affordable housing, accessory dwelling units) where warranted by adjacent development patterns; and
- (F) Help achieve the goals and policies related to land development in the Comprehensive Plan.

(2) Development Standards

Table 05-3: TD Subdivision Development Standards

General Standards	
Parent tract size (minimum)	3 acres
Applicable base zoning districts	R2, R3, R4, RM, RH, MS, MN, MM
Open space required (minimum) [1]	5%
Lots served by alleys (minimum percentage)	67%
Block length (maximum)	800 feet
Cul-de-sac length (minimum)	Not permitted
Cul-de-sac length (maximum)	Not permitted
Right-of-Way Standards	
Transportation facilities	Required to meet Transportation Plan guidance
On-street parking [2]	Required on at least one side of all streets
Tree plot width (minimum)	Residential areas: Per Transportation Plan, or 7 feet, whichever is greater Mixed-use/nonresidential areas: 0 feet, tree grates required
Sidewalk/multiuse path width (minimum)	Residential areas: Per Transportation Plan, or 5 feet, whichever is greater Mixed-use/nonresidential areas: 8 feet

NOTES:

[1] Measured as a percent of gross acreage and shall be identified as common open space on the plat.

[2] Where on-street parking is provided, it shall comply with the standards in 20.04.060(o) (On-street Parking Standards for Private Streets).

(e) Lots

(1) Generally

- (A) The shape, location and orientation of all lots within a development shall be appropriate for the uses proposed and be in accordance with the zoning districts.
- (B) Residential lots shall have side lot lines that are within 15 degrees of a right angle to the street and right-of-way.
- (C) Except as permitted by this UDO, lots shall not be permitted to be through lots.

(2) Intersection Radii

- (A) At intersections of streets and alleys, property line corners shall be rounded by arcs of at least 20 feet in radius, or by chords of such arcs.
- (B) At intersections of streets, the property line corners shall be rounded by arcs with radii of not less than 25 feet, or by chords of such arcs.
- (C) At intersections of alleys, the property line corners shall be rounded by arcs with radii of not less than 10 feet, or by the chord of such arcs.

(3) Design

- (A) Commercial developments (e.g., multi-tenant centers, commercial areas, and office parks) shall be designed as a single project no matter how many lots are created. All areas of the parent tract shall be shown as they are intended to be laid out and used.
- (B) All lots shall be designed with a depth-to-width ratio not to exceed four to one.
- (C) The minimum lot width of all lots shall be measured at the required front building setback line.
- (D) All new [single-family, duplex, triplex, and fourplex](#) residential lots shall have frontage on a public street right-of-way or shall be part of a cottage home development with frontage on a public street right-of-way.
- (E) The Plan Commission may modify lot and setback standards in order to create a common area development plat. This approval is subject to the following standards:
 - i. A petitioner shall request a common area development designation with the primary plat;
 - ii. All individual units shall be placed on an individual lot;
 - iii. All units shall have individual utility service;
 - iv. Lot lines shall not extend more than 10 feet from any structure; and
 - v. All areas outside of individual lots shall be placed within common area.
- (F) The Plan Commission may approve alternative setback standards in order to create a zero-lot line development plat, subject to the following standards:
 - i. The petitioner shall request a zero-lot line development designation with the primary plat;
 - ii. All individual units shall be placed on an individual lot; and
 - iii. All units shall have individual utility service.

(f) Monuments and Markers

(1) Installation of Monuments and Markers

All monument and marker improvements shall be installed per 865 IAC 1-12-18.

(2) **Centerline Monuments**

Monuments conforming to 865 IAC 1-12-18(a)(2) shall be set on street centerlines at the beginning and end of curves and at the intersection of centerlines. When it is not practical to set a centerline monument in accordance with 865 IAC 1-12-18(a)(2), a centerline monument conforming to 865 IAC 1-12-18(a)(3) shall be set.

(3) **Reporting**

Upon completion of the development, as-built drawings shall be submitted showing where monuments and markers were placed. This shall be accompanied by an affidavit from the surveyor certifying that the monuments and markers are still accurately in place, and were not removed, moved, or buried such that they do not accurately denote surveyed lines or cannot be easily located.

(g) **Open Space**

(1) **Generally**

- (A) All residential developments shall have a percentage of the land set aside for open space.
- (B) Subdivisions shall provide the minimum required open space per Table 05-5: Subdivision Development Standards.

(2) **Common Areas**

In addition to easements required by Subsection 20.07.080(b): Easements, the following environmental features shall be placed within Common Areas on the plat:

- (A) Karst Features: All karst features and their required buffer zones that have a total area of one-half (0.5) acre or greater.
- (B) Riparian Buffers: All riparian buffers defined as Streamside or Intermediate Zones.
- (C) Floodways: All areas within regulatory floodways.
- (D) Wetlands: All delineated wetlands and required wetland buffer areas.
- (E) Forested Areas: All contiguous areas of tree cover totaling one (1) acre or greater that are required to be preserved.

(2)(3) **Site Features that Qualify as Open Space**

The following features count toward the minimum open space requirements as described:

(A) **Conservation Areas**

Any required preservation/conservation area shall count toward open space requirements.

(B) **Man-made Water Features**

Any man-made water feature (including retention facilities) shall count toward minimum open space if it supports aquatic life and provides native habitat as follows:

i. **Surface Area**

A surface area at normal pool elevation of at least 32,670 square feet (0.75 acres); and

ii. **Perimeter Access**

1. A buffer area around the full circumference of the water feature of at least 50 feet from the top of bank shall be available as open space.

- ii. A permanent public sign shall be installed at the terminus of the stub street stating clearly that the street will connect to future development.

(F) Gated Entrances

Gated entrances are not permitted.

(G) Intersections

All intersections of two streets shall be within 15 degrees of perpendicular as measured at the street centerlines. Intersections of more than two streets at one point shall not be permitted. [Local Neighborhood](#) street intersections with center line offsets of less than 125 feet shall not be permitted.

(H) Right-of-way Width

- i. The minimum right-of-way width shall be as indicated on the Transportation Plan unless specified otherwise in this UDO.
- ii. The minimum right-of-way dimensions established in the Transportation Plan may be reduced upon approval of the City Traffic and Transportation Engineer and Fire Chief, or designee if:
 - 1. The reduction will mitigate environmental impacts; or
 - 2. The reduction will result in alignment with adjacent streets.

(I) Street Width

- i. The minimum street pavement width shall be as indicated on the Transportation Plan. Street width shall be determined by measuring from back of curb to back of curb unless specified otherwise in this UDO.
- ii. The minimum street width dimensions established in the Transportation Plan may be reduced upon approval of the City Traffic and Transportation Engineer and Fire Chief, or designee if:
 - 1. The reduction will mitigate environmental impacts; or
 - 2. The reduction will result in alignment with adjacent streets.

(J) Curb Type

All subdivisions shall use vertical curbs.

(K) Cul-de-sac Length

The maximum cul-de-sac length shall be as indicated in Table 05-5: Subdivision Development Standards.

(L) Cul-de-sac Terminus

The terminus of each cul-de-sac shall be a round bulb, large enough to accommodate the largest fire truck in service within the city.

(M) Permanent Dead-end Streets

Dead-end streets are prohibited. Dead-end streets do not include culs-de-sac or stub streets.

(N) Eyebrows

Eyebrow street designs shall not be permitted.