

intersections, traffic circles, and street offsets are encouraged to reduce speeds and cut-through traffic.



5. Residential Connectivity

Residential developments with more than twenty (20) dwelling units shall include a minimum of two (2) separate points of access that lead to two separate locations on an arterial street(s).

C. Standards for Pedestrian Facilities

1. Sidewalks

- a. All sidewalks shall comply with the requirements of the Broken Arrow Subdivision Code.
- b. Sidewalks shall be installed on both sides of all arterials, collector streets, and local streets (including loop streets and cul-de-sacs), and within and along the frontage of all new development or redevelopment. The sidewalk shall be constructed before the final building inspection by the City. The Director may waive the sidewalk requirement on local streets in industrial districts during the site plan review

2. On-site Pedestrian Walkways

Site plans shall orient to pedestrian site access points and connections to surrounding street and trails networks, to destinations such as schools or shopping within one-quarter (1/4) mile of the site, and to pedestrian linkage points on adjacent parcels, including building entrances, transit stops, walkway easements, and signalized street crossings. On-site pedestrian walkways shall connect (a) building entrances to one another and (b) from building entrances to public sidewalk connections and existing or planned transit stops. If buildings are not placed directly adjacent to the public sidewalk, then pedestrian walkways shall link the principal pedestrian site access to building entrances. All developments that contain more than one (1) building shall provide walkways between the principal entrances of the buildings.

5.4 OFF-STREET PARKING AND LOADING

A. Purpose

This Section is intended to provide for the location and design of off-street parking areas to accommodate motor vehicles, while balancing the needs of pedestrians, bicyclists, and transit users. Parking areas are secondary and supportive to the primary land uses on the site, and parking lot design should emphasize the primary facade and orient pedestrians toward the principal entranceways and walkways.

B. Applicability

1. Generally

- a. The off-street parking and loading standards of this Section shall apply to all parking lots and parking structures accessory to any new building constructed and to any new use established in every district.
- b. The requirements of this Section shall apply to all temporary parking lots and parking lots that are the principal use on a site.