

- iii. Landscaped berms may be used in combination with any of the above visual breaks and shall meet the following standards:
 - (A) Berms shall be between thirty inches (30") and forty-eight inches (48") in height; and
 - (B) Berms shall provide additional separation and screening by incorporating a variety of plantings, consisting of dense stands of evergreen trees, canopy shade trees, ornamental trees, tall grasses, or shrubs.

5.3 TRANSPORTATION AND ACCESS

A. Purpose

The purpose of this Section is to support the creation of a highly connected transportation system within the City in order to provide choices for drivers, bicyclists, and pedestrians; increase effectiveness of municipal service delivery; promote walking and bicycling; connect neighborhoods to each other and to local destinations such as employment, schools, parks, and shopping centers; reduce vehicle miles of travel and travel times; improve air quality; reduce emergency response times; mitigate the traffic impacts of new development; and free up arterial capacity to better serve regional long-distance travel needs.

B. Streets and On-Site Vehicular Circulation

1. Street Standards

All streets shall meet the standards and requirements of the Broken Arrow Land Subdivision Code.

2. Street Connectivity

a. Purpose

Street and block patterns should include a clear hierarchy of well-connected streets that distribute traffic over multiple streets in order to avoid traffic congestion on principal routes. Within each residential development, the access and circulation system should accommodate the safe, efficient, and convenient movement of vehicles, bicycles, and pedestrians through the development and provide ample opportunities for linking adjacent neighborhoods, properties, and land uses. Local neighborhood street systems are intended to provide multiple direct connections to and between local destinations such as parks, schools, and shopping. These connections should knit separate developments together rather than form barriers between them.

b. **Connections to Vacant Land**

Where new development is adjacent to vacant land, all streets, bicycle paths, and access ways in the development's proposed street system shall continue through to the boundary lines of the area to provide for the orderly subdivision of such adjacent land or the transportation and access needs of the community. At least two (2) points of access shall be provided per half mile. (See Illustration 5.5.)

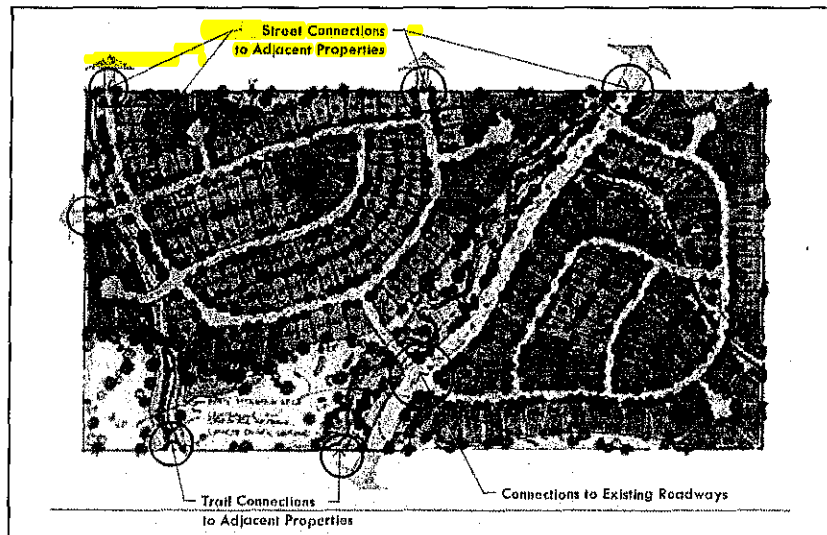


Illustration 5.5: Connections to Adjacent Properties

- c. **Street Access**
No principal building or a residence shall be constructed on a lot that does not abut a public street, except in a PUD or other development in which a property owner's or homeowner's corporation is chartered with responsibility for maintenance and other concerns related to private access ways. The frontage of such a lot in which the principal building or residence is constructed shall not be less than that required for that district.
- d. **Cross-Access Onto Adjacent Properties**
All nonresidential development shall be designed to allow for cross-access to adjacent properties to encourage shared parking and shared access points on public or private streets. When cross-access is deemed impractical by the Director on the basis of topography, the presence of natural features, or vehicular safety factors, this requirement may be waived provided that appropriate bicycle and pedestrian connections are provided between adjacent developments or land uses. A cross access easement must be recorded prior to issuance of a building permit. (See Illustration 5.6.)