

Subject Tract

A-1

A-1

R-2

RE

E 67TH ST

S 256TH AVE

N 255TH AVE

N 254TH AVE

N 80TH ST

E NORMAN AVE

E MADISON AVE

E LANSING AVE

R-2

A-R-1

PUD-64B

CH

CG

CN

CG

CN

R-1

N 84TH ST

E KENOSHA ST

(E 71st ST-S)

N 79TH RD

CG

CG

PUD-66

R-1

Legend

Broken Arrow Corporate Limits

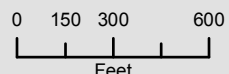


300' Radius



Subject Tract

BAZ-1941

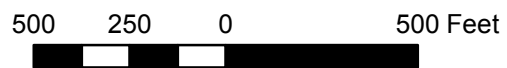


2 18-15



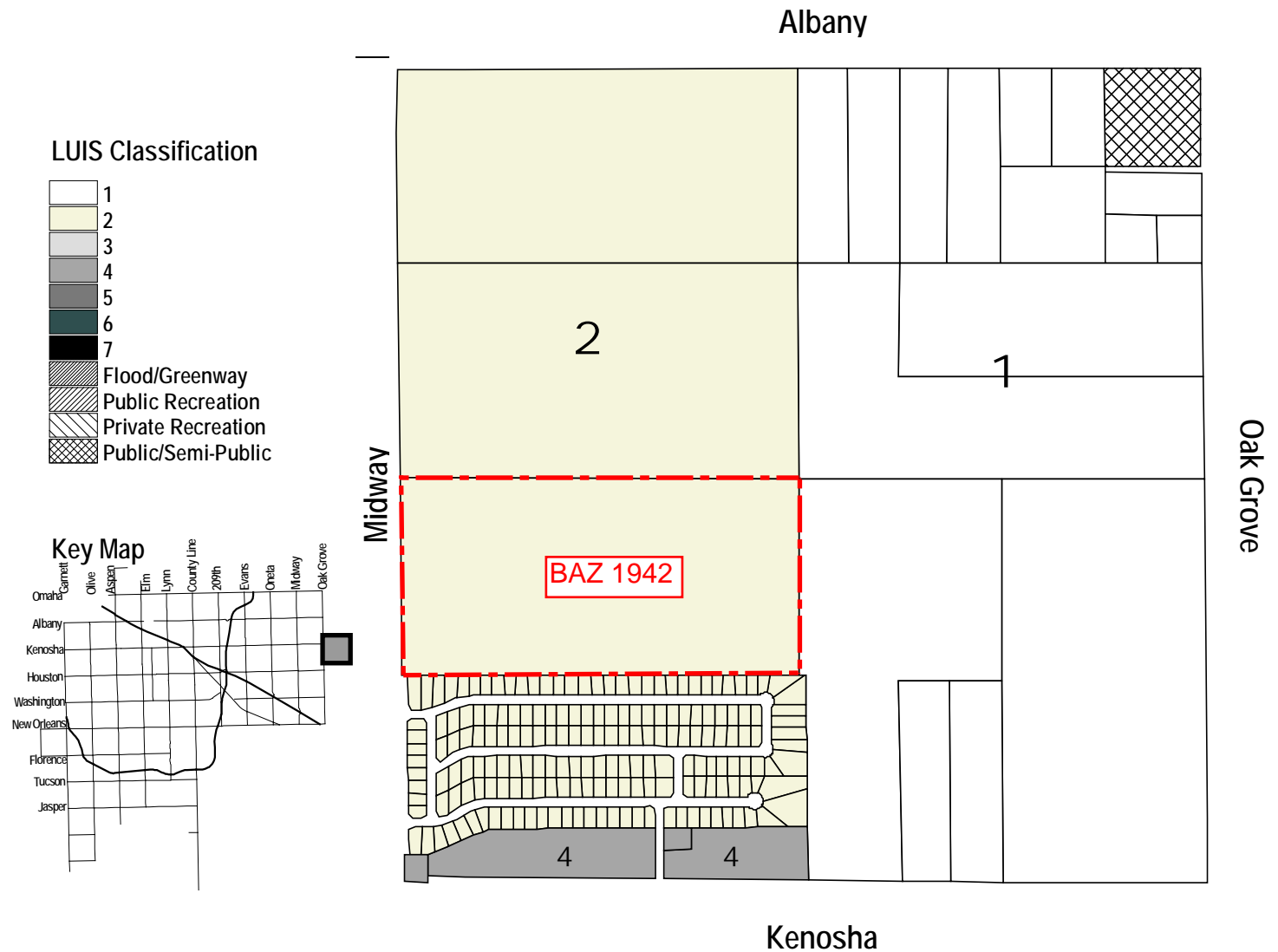


BAZ 1941
Crossing's at 71st (Park Place)



Albany/Oak Grove/Kenosha/Midway (Section 2-18-15)

Level 4 designations are proposed for tracts in the southwest quarter section along Kenosha that are currently zoned C-2 and C-3. A Level 2 designation is given to the Ridgeway Heights subdivision, and the remainder of the western half of the section. The eastern half of the section is proposed as a Level 1 designation based on existing development patterns and the lack of urban services and infrastructure.





T-P16.c) Neighborhoods should be linked together to provide ease of access for pedestrians and public vehicles, including police, fire, sanitation, school buses, and utility vehicles.



T-P16.d) Neighborhoods with 20 or more residential units should be designed with more than one entrance.

3.8 Public Utilities Issues

3.8.1 Objectives - Public Utility Issues

PU-01. Meet the needs represented by the Future Development Guide.

PU-02. Provide an adequate public water and sanitary sewer system to serve all sectors (i.e. residential, commercial, industrial) of the community.

PU-03. Assure that the water system is of sufficient pressure and quantity to provide adequate fire protection to all areas of the community.

PU-04. Collect and process wastes in a manner that minimizes adverse impacts on the environment.

PU-05. Revitalize utility lines that are not providing proper service.

PU-06. Encourage the underground installation of utility lines.

PU-07. Develop utility systems that minimize maintenance.

PU-08. Widely publicize the costs of providing utility services and keep user rates in line with costs.

PU-09. Move toward a more urban water and sanitary sewer system in which existing individual water supply and septic tank systems are amortized then eliminated.

3.8.2 Policies – Public Utility Issues

PU-P1. All existing and newly created lots, in which a single family detached or a two family dwelling is to be constructed, shall be served by a water main on street frontage if any portion of the property is within 300 feet of an existing water main.

PU-P2. If any portion of a property on which any type of structure besides a single family detached or two family dwelling is to be built, or if there is a change in land use that the City determines is in need of water services and is located

- 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.)

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.