ARTICLE 4.   SUBDIVISION DESIGN STANDARDS.

4.1   GENERAL DESIGN STANDARDS

The proposed subdivision shall conform to the Broken Arrow Comprehensive Plan, Zoning Ordinance, and all official maps.

    a.   STREETS.

        1)   1)   The arrangement, character, extent, width, grade, names, and location of all streets shall conform to the Comprehensive Plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. Where not shown on the Comprehensive Plan or Zoning Ordinance, the arrangement and other design standards of the street shall conform to the provisions found herein. (11 0.S. 41-101 and 45-104)

        2)   Residential street subdivisions with thirty (30) or more dwelling units shall have more than one (1) ingress and egress and/or be in compliance with current adopted fire code. Multi-Family dwelling units shall be governed by the city adopted fire code.

        2)   Streets shall be designed in accordance with the provisions and requirements set forth in the Engineering Design Criteria Manual.

        3)   All residential subdivisions which are designed to provide property for more than twenty (20) dwelling units, or residential subdivisions which are designed for the potential development and extension beyond their present boundaries, shall be required to design and construct a minimum three-lane intersection with all arterial streets adjacent to the subdivision. At least seventy (70) feet of right-of-way shall be provided for the first one hundred (100) feet from the arterial street right-of-way tapering to the interior right-of-way width at a 30° angle.

        4)   Commercial and industrial developments serving or exceeding five acres in size shall be required to design and construct a minimum three-lane intersection with all arterial streets adjacent to the development. At least eighty (80) feet of right-of-way shall be provided for the first 100 feet from the arterial street right-of-way tapering to the interior right-of-way width at a 30° angle.

        5)   The design of three-lane intersections with arterial streets shall have the collector or major street constructed with a four foot (4') to ten foot (10') wide landscaped or painted median, so located as to provide for two (2) outbound lanes and one (1) inbound lane. One (1) outbound lane shall be for right-turn traffic and one (1) outbound lane shall be for left-turn or through traffic. Appropriate instructional signs, painting of the street lanes, or other appropriate markings should designate the authorized traffic movement for each lane. Any structures or landscaping proposed in the center median shall be reviewed and approved by the City of Broken Arrow. The inbound lane shall be a minimum of 20 feet in width for all public or private streets. **(Ord No.3219 adopted 12-18-12)**

    b.   NAMING STREETS. Naming of streets shall be assigned by the Development Services Department according to the Street Naming Policy. The arrangement for streets and new subdivisions shall make provisions for the continuation of the existing and adjoining areas, and street names shall not duplicate or closely approximate existing street names except where the new streets are extensions of existing streets. All streets shall be platted in such a manner that all resulting lots will conform to the Zoning Ordinance of the City. House numbers shall be assigned in accordance with the house numbering system in effect in the City. All North and South thoroughfares shall be designated "Avenues". All East and West thoroughfares shall be designated "Streets" and street name signs shall be placed at all street intersections within or abutting the subdivision. Such signs shall be of a type approved by the City and shall be placed in accordance with the standards of the City. (11 0.S. 41-101)

c. ABUTTING UNSUBDIVIDED LAND. Where adjoining areas are not subdivided, the arrangement of streets and new subdivisions shall be carried to the boundary of the tract proposed to be subdivided. If the street that connects to the adjacent ~~unplatted~~ undeveloped and unplatted property is in excess of 150 feet measured from the centerline of the intersecting street to the property line ~~is more than one (1) lot in length~~, provisions shall be made for a temporary right-of-way for a turn-around of a size acceptable to the Development Services

a. Director and Engineering and Construction Director. Barricades shall be installed at dead-end streets. The City of Broken Arrow subdivision regulations shall govern alignments, grades, drainage, and other appropriate design criteria of all streets within and bordering new subdivisions where applicable.

c. ABUTTING HIGHWAY. Where a subdivision abuts or contains an existing highway, the Commission will require access roads and service lanes per City Policy or Comprehensive Plan as may be necessary to afford separation of through and local traffic.

d. RAILROAD ON OR ABUTTING SUBDIVISION. Where a subdivision borders on or contains a railroad right-of-way or limited access right-of-way, the City may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.

e. HALF STREETS PROHIBITED. Half streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity of other requirements of these regulations, and where the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within said tract.

f. ACCESS TO STREETS AND CROSS DITCHES. The owner shall provide access to all proposed streets, including necessary crossings of ditches and creeks, in a standard method approved by the Development Services Director.

g. HARDSHIP TO OWNERS OF ADJOINING PROPERTY AVOIDED. The street arrangements shall not be such as to cause hardship to owners of adjoining property in platting their own land and providing convenient access to it.

h. REVERSE CURVES. A tangent at least fifty (50) feet in length shall be introduced between reverse curves on industrial and commercial streets.

i. SUBDIVISION OF TRACTS IN LARGER THAN ORDINARY BUILDING LOTS. Where a tract is subdivided into larger parcels than ordinary building lots, such parcel shall be arranged so as to allow the opening of future streets and logical further resubdivision.

j. PRIVATE STREETS. Private streets shall not be approved except when required by state law, or in connection with a Planned Unit Development having appropriate controls.

k. CURBS, GUTTERS, AND DRAINAGE. Curbs, gutters, drainage and drainage structures shall be provided in accordance with the standard specifications of the City. Such construction shall be subject to inspection and approval of the Engineering and Construction Director or his designee.

l. LIGHTING. Lights shall be provided at each street intersection within or abutting the subdivision and a type provided in accordance with the City Streetlight Policy.

m. LOW IMPACT DEVELOPMENT. Proposed subdivisions designed to achieve low impact development goals and low impact development certification from the City of Broken Arrow shall meet design and best management practices as set forth in the Low Impact Development Criteria Manual.