

## ARTICLE IV

### DESIGN

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#### Section 40.1 Urban Design Principles

The quality of design of the urban area is dependent on the quality of design of the individual subdivisions that compose it. Good community design requires the coordination of the effort of each subdivider and developer of land within the urban area. Therefore, the design of each subdivision shall be prepared in accordance with the principles established by the Comprehensive Plan for land use, circulation, community facilities, and public utility services, and in accordance with the following general principles.

##### 40.1.1 The Neighborhood as a Planning Unit

It is intended that the Chickasha Urban Area shall be designed as a group of integrated residential neighborhoods and appropriate commercial, industrial, and public facilities. The neighborhood, as a planning unit, is intended as an area primarily for residential use, and of a size that can be served by one (1) elementary school. Space for religious, recreational, educational, and shopping facilities to serve the residents of the neighborhood should be provided and designed as an integral part of each neighborhood.

##### 40.1.2 Lots and Blocks

The size of lots and blocks and other areas for residential, commercial, industrial, and public uses should be designed to provide adequate light, air, open space, landscaping and off-street parking and loading facilities.

##### 40.1.3 Advantageous Use of Topography and Natural Physical Features

The arrangement of lots, blocks and the street system should be designed to make the most advantageous use of topography and natural physical features. Tree masses and large individual trees should be preserved. The system of sidewalks and roadways and the lot layout should be designed to take advantage of the visual qualities of the area.

#### 40.1.4 Design Criteria for Circulation

Circulation within the urban area shall be provided in accordance with the following design criteria:

- A. Each subdivision shall provide for the continuation of all arterial streets and highways as shown on the Transportation Plan Map. Arterial streets should be located on the perimeter of the residential neighborhood.
- B. Minor streets should be designed to provide access to each parcel of land within the residential neighborhood and within industrial areas, and in a manner that will discourage use by through traffic. They should be planned so that future urban expansion will not require the conversion of local streets to collector or arterial routes.
- C. Collector streets should be designed to provide a direct route from other minor streets to the major street system.
- D. All subdivision street systems should be designed to allow vehicular and pedestrian circulation within subdivisions and from one subdivision to another.
- E. Ingress and egress to residential properties shall be provided only on minor streets and where design allows, restricted to local streets only.
- F. Sidewalks shall be designed to provide residential building sites, as required by these regulations with direct access to all neighborhood facilities including elementary schools, parks and playgrounds, churches, and shopping centers.

#### 40.1.5 Design to Implement Comprehensive

Plan Minimum standards for development are contained in the zoning ordinance, building code, and in these regulations, however, the Comprehensive Plan expresses policies, which are intended to achieve optimum quality of development in the urban area. If only the minimum standards are followed, as expressed by the various ordinances regulating land development, a standardization of development will occur. Subdivision design shall be of a quality to carry out the purpose and spirit of the policies expressed in the Comprehensive Plan and in these regulations rather than be limited to the minimum standards required herein.

### Section 40.2 Subdivision Design Standards

- A. In addition to the requirements established herein, all subdivision plats shall comply with the following laws, rules and regulations:
  - 1. All applicable statutory provisions.

2. The Chickasha Municipal Code including all requirements of zoning, building and construction, water, sewers and utilities; and streets.
  3. The Chickasha Comprehensive Plan including goals, objectives and policies, the Transportation Plan Map and the Utilities Plan Map.
  4. All laws, rules and regulations of the Health Department, DEQ and other appropriate state agencies.
  5. The requirements of the Oklahoma Department of Transportation if the subdivision or any lot contained therein abuts a state highway or connecting street.
  6. The standards and regulations adopted by the Director and by all boards, commissions, agencies, and officials of the municipality dealing with the subdivision of land.
- B. If the owner of land proposed to be subdivided places restrictions on any of the land contained in the subdivisions which are greater than those required by these regulations or any regulations stated above, such restrictions or reference thereto should be indicated on the subdivision plat.

#### 40.2.1 Streets - General Requirements

The arrangement, character, extent, width, grade and location of all streets shall conform to all of the elements of the Comprehensive Plan including standards contained in the Transportation Plan and shall be designed in accordance with the following provisions:

- A. All streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated rights-of-way as established on the Transportation Plan and shall provide for the integration of future streets.
- B. Major streets shall be planned to conform with the Transportation Plan Map.
- C. Whenever a subdivision abuts or contains an existing or proposed major street, the Planning Commission may require service streets, reverse frontages with screen planting contained in a non-access reservation along the rear property line, deep lots, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of arterial and local traffic.
- D. Minor streets shall be designed so that their use by arterial traffic will be discouraged; to conform as much as possible to topography; to permit efficient drainage and utility systems; to require the minimum number of streets necessary for convenient and safe access to property.
- E. A Preliminary Plat shall include all contiguous property owned or under option by the subdivision.
- F. When a tract is subdivided into lots containing one or more acres, such lots or parcels shall be arranged to permit the logical location and opening of future streets and appropriate resubdivision with provision for adequate utility easements and

connections for such subdivisions.

- G. The arrangement of streets shall be such as to cause no hardship in the subdividing of adjacent properties. The Planning Commission may require the dedication of street rights-of-way to facilitate the development of adjoining properties.
- H. Street design standards shall be in accordance with Table 1.
- I. Street right-of-way widths shall be in accordance with Table 1, and where not otherwise designated, it shall be the responsibility of the developer to dedicate rights-of-way to provide a width of not less than required in these regulations.
- J. Right-of-way widths in excess of the standards designated in Table 1 may be required whenever, due to topography, additional width is necessary to provide earth slopes. Slopes in excess of 2 to 1 shall be supported by retaining wall or other construction method approved by the City Council as recommended by the City Engineer.
- K. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission 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 also shall be determined with due regard for the requirements of approach grades and future grade separation structures.
- L. There shall be no openings for vehicular access arterial traffic ways except at street intersections, bicycle path intersections, and at approved openings to commercial areas.
- M. Collector streets shall be used in the subdivision wherever traffic is being collected from minor streets to provide access to an arterial street or community facility.
- N. Ingress and egress to multi-family areas having fifty (50) or more units shall be provided on collector streets or frontage roads of appropriate design.
- O. Where the plat to be submitted includes only part of the tract owned or intended for development by the subdivider, a tentative plan of a proposed future street system for the unsubdivided portion shall be prepared and submitted by the subdivider with the Preliminary Plat.
- P. The creation of reserve strips shall not be permitted adjacent to a proposed or existing public easement or right-of-way in such a manner that it denies access from adjacent property to said street or easement except where their control is placed in the City under conditions approved by the Planning Commission and City Council.

**TABLE 1  
DESIGN STANDARDS FOR CHICKASHA CITY STREETS**

ELEMENT	FREEWAY	MAJOR ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL
DESIGN SPEED:					
Outlying Area	65 mph	50 mph	40 mph	30 mph	30 mph
Urbanized Area	55 mph	40 mph	30 mph	30 mph	30 mph
Minimum Centerline Radius (ARC Type Curve)	500'	400'	300'	100'	100'
MAXIMUM GRADE:					
Outlying Area	4%	7%	7%	10%	15%
Urbanized Area	6%	7%	7%	10%	15%
Minimum Grade	--	0.5%	0.5%	0.5%	0.5%
Stopping Sight Distance	600'/475'	350'	200'	200'	200'
Number of Traffic Lanes	4 min.	4 min.	4	2	2
Total Minimum Street Width (Face to Face of Curbs)	--	50' min.	50' min	32'	26'
MINIMUM PAVING THICKNESS: Asphalt Section	Structurally Designed	( S e e s t a n d a r d d r a w i n g s )			
MINIMUM PAVING THICKNESS: Concrete Section	Structurally Designed	Structurally Designed	Structurally Designed	6"	6"
Right of-way Width	300'	120' min.	100' min.	60' min.	50' min.
Access Control	Full	Planned	Planned	--	--
Structural Design Load	HS-20	HS-20	HS-20	H-15	H-15
Vertical Clearance	16.5'	15.5'	15.5'	15.5'	15.5'
Surface Type	High	High	High	High	High

Notes:

- (1) All streets shall have 6" curbs and provide storm drainage as required by City Codes. Stopping Sight Distances for vertical alignment shall be determined by use of the methods given on page 609 of the Traffic Engineering Handbook, 3rd Edition; Washington; Institute of Traffic Engineers, 1965. (Copy available)
- (2) A cul-de-sac shall not exceed 500' in length, measured from the nearest street right-of-way line to the outer curb line of the cul-de-sac. When topography or ownership create a hardship, the Planning Commission may waive the 500'

maximum cul-de-sac length, but in no case shall the cul-de-sac length be in excess of 1000', if the street is more than 150' in length, a turnaround shall be provided. Cul-de-sacs shall be designed in accordance with the design standards for Chickasha streets.

- (3) Intersection - Sight Triangle - as per Chapter 16 Section 16-31 (9), Sight Line At Intersections

Q. Design Standards for Intersections:

- 1. Streets shall be designed to intersect, as near as possible at right angles (90°).
- 2. No more than two (2) streets shall intersect at anyone point unless specifically approved by the Planning Commission.
- 3. Street jogs with centerlines of less than one hundred fifty (150) feet apart shall be avoided. The Planning Commission shall require that streets be connected in such a manner that a smooth flow of traffic and the elimination of traffic hazards are assured.
- 4. Street comers shall have a minimum radius of twenty-five (25) feet at the curb line. Street intersections involving major streets and highways shall have a minimum street comer radius of thirty (30) feet at the curb line. Alley intersections and abrupt changes in alignment within a block shall have the comers rounded to permit safe vehicular movement in accordance with Section 40.2.2 and standard engineering practice.

R Driveway location:

- 1. Driveways shall be separated from street intersections by the distance defined in the following table:

**TABLE 2**  
**MINIMUM SEPARATION BETWEEN DRIVEWAYS AND STREET INTERSECTIONS**

(See Dimension "A" in the following diagram)

LOCATION OF DRIVEWAY

Intersecting Street	Major		Minor		Collector	Local
	Freeway	Arterial	Arterial	Arterial		
Freeway	N/A	200'	200'	200'	150'	150'
Major Arterial	200'	175'	150'	150'	100'	80'
Minor Arterial	200'	150'	125'	125'	90'	75'
Collector Street	150'	100'	90'	90'	60'	60'
Local Street	150'	100'	70'	70'	60'	60'

- 2. Driveways shall be separated from each other by the distance defined in the following table. However, the distance separation shall not apply to the following:
  - (a) The following land uses on a collector street only: Duplexes, triplexes, quadraplex or townhouses.
  - (b) Any use approved on a cul-de-sac.

Distance separation shall be measured from center of driveway to center of driveway.  
This shall not prohibit the use of shared driveways.

**TABLE 3**  
**MINIMUM SEPARATION OF DRIVEWAYS**

(See dimension "B" in the following diagram)

Location of Driveways	Distance of Separation
Major Arterial	175'
Minor Arterial	125'
Collector Street	75'

- S. Commercial or Industrial Subdivisions should have access to an arterial street and may have access to a collector street if traffic conditions, as determined by the Planning Commission, warrant such extension, but shall not have access to a residential street.
  
- T. Dead End Streets.
  - 1. Permanent dead-end streets, or cul-de-sacs, shall be designed in accordance with standards in the Transportation Plan. A cul-de-sac shall not exceed five hundred (500) feet in length measured from the entrance to the center of the turnaround, and shall have a turnaround radius of not less than fifty (50) feet at the property line and not less than forty (40) feet at the curb line; however, when deemed advisable, the Planning Commission may permit a variation from this length in order to adjust for topographic conditions. In all instances, provisions shall be made for adequate storm drainage structures to prevent water from standing in the end of a cul-de-sac or stub street. The cul-de-sac's terminus shall be no closer than one hundred (100) feet from the right-of-way line to the boundary of adjoining property.
  
  - 2. The arrangement of streets should provide for the continuance of local, collector, or arterial streets between adjacent properties when such continuance

is deemed necessary by the Planning Commission for convenient movement of traffic, for effective fire protection, for efficient provision of utilities, and where such continuation is in accordance with the Comprehensive Plan and Transportation Plan. If the adjacent property is undeveloped and the street must be a dead-end street temporarily, the right-of-way shall be extended to the property line. In the phasing of a Final Plat, a temporary turnabout may be required for temporary dead-end streets in excess of one thousand (1000) feet. Temporary stub streets shall be permitted up to two hundred (200) feet, if adjoining property is under separate ownership. The Planning Commission may limit the length of temporary dead-end streets in accordance with the design standards of these regulations.

3. For temporary dead-end streets in excess of one-thousand (1000) feet as allowed in paragraph "2" above, the subdivider shall post signs stating that said street is a dead-end street as well as provide fire hydrants along the radius. For permanent dead-end streets, the applicant shall be required to post said signs and provide said fire hydrants according to the requirements of the Fire Marshall. In all instances, provisions must be made for adequate storm drainage structures to prevent water from standing in the end of the cul-de-sac or stub street.
- U. Whenever a residential subdivision abuts or contains an existing or proposed major street, access to such major street shall be limited by one or more of the following means:
1. Access from a major street to individual lots shall be prohibited.
  2. Reverse frontage may be required with screened plantings along the rear property line. Deep lots or other such treatment may be required along with this solution. For corner lots or lots with double or reverse frontage, the Planning Commission shall require that a "Limits-of-No-Access" note be placed on the face of the Final Plat resulting in no access from collector streets or major streets when a lot may derive its access from a local street.
  3. A series of cul-de-sacs, U-shaped streets or short loops entered from and designed generally at right angles to a parallel street with the rear line of their terminal lots backing onto major streets shall be encouraged.
- V. Vehicular entrances to and exits from Shopping Centers shall be at least three hundred (300) feet apart centerline to centerline on the same road; provided, however, that an entrance and an exit within twenty (20) feet of each other, at the property line, shall be interpreted to be a single point of access.
- W. Half streets shall be prohibited except where essential to the reasonable development of the subdivision in conformity with other requirements of these regulations; and provided that the Planning Staff recommends to the Planning Commission that it will

be practical to obtain the dedication of the other half of the street easement when the adjoining property is subdivided. Whenever a half street is adjacent to the tract to be subdivided, the other half of the street shall be platted within the tract being subdivided.

- X. Where a subdivision borders an existing street or road not meeting City standards or specifications, or when the Comprehensive Plan, Transportation Plan or zoning setback requirement indicate plans for realignment or widening of that street or road which would require use of some of the land in the subdivision, the applicant shall dedicate the additional right-of-way from the centerline. All arterial or section line roads abutting or bordering a proposed subdivision shall be improved to City standards and specifications. Upon recommendation by the City Engineer, the Planning Commission may require the improvement of an abutting collector or local street or road, or any part thereof to City standards and specifications. Land reserved for any public street or purposes shall not be counted in satisfying yard or area requirements of the Zoning Ordinance. Said land shall be either dedicated to the municipality in fee simple, as an easement or as a dedication on an approved Final Plat.
- Y. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names shall be subject to the approval of the Planning Commission.
- Z. Streets that are obviously in alignment with other already existing streets shall bear the names or numbers of said existing streets.

#### 40.2.2 Alleys

- A. Alleys shall be provided in commercial and industrial districts, except that upon recommendation by the Planning Staff, the Planning Commission may waive this requirement where other definite and assured provision is made for service access, such as adequate off-street loading, unloading and parking facilities consistent with and adequate for the uses proposed.
- B. Alleys serving commercial and industrial areas shall not be less than thirty (30) feet in width, and if provided, shall be paved in accordance with City standards and specifications.
- C. Placing utilities under paved alleys should be avoided in commercial or industrial areas.
- D. Alleys are not required in residential areas, but when provided, shall be paved in accordance with City standards and specifications.
- E. Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be designed and constructed in such a manner as to permit safe and convenient vehicular movement.

- F. When alley intersections are unavoidable, as in "T", "L" or "H" alley configurations, a sight triangle at each intersection corner shall be provided, corner lines shall be cut with a chord to provide a sight triangle with legs of twenty (20) feet from the point of intersection along both alley right-of-way lines. Said sight triangle shall be included in the alley easement.
- G. Dead-end alleys shall be avoided, but where unavoidable, shall be provided with adequate turnaround facilities at the dead-end, as determined by the Planning Commission.

#### 40.2.3 Easements and Utilities

- A. The subdivider shall dedicate to the public easements to the end that each and every lot within a subdivision shall have access to all available essential public utilities.
- B. Where alleys are not provided, easements of not less than ten (10) feet shall be provided along each rear lot line resulting in a twenty (20) foot total easement along rear lot lines. If the area abuts property not previously subdivided, a twenty (20) foot easement is required along the boundary of the subdivision; however, if the subdivider is able to obtain a ten (10) foot utility easement (by separate document in favor of the City) on this abutting property, then the subdivider is required only to dedicate ten (10) feet of easement on his property. Where utility easements are necessary or required along side lot lines of individual lots, a ten (10) foot easement shall be required centered on the property line with five (5) feet in each abutting lot. On such side lot easements, the side yard setback line will be measured from the near edge of the utility easement to the structure.
- C. Private improvements on utility easements should be avoided; however, when improvements such as fencing, landscaping, driveways, or parking is placed upon utility easements, the property owner shall be responsible for replacement or repair of any improvements when utilities must be repaired or replaced.
- D. Aerial easements and easements of greater width for either extension of main sanitary sewers or other utilities, storm sewers and drainage, or the accommodation of utilities in unique situations such as, but not limited to, lots backing onto unplatted land may be required where it is deemed necessary by the Planning Commission.
- E. Where a subdivision is traversed by a water course, drainage channel or stream, there shall be provided a right-of-way or easement for drainage, public open space and utility purposes adequate to contain all of the run-off from a one-hundred (100) year flood. In addition, the easement shall be determined with due regard for convenient access of maintenance equipment which requires a minimum of eight (8) feet width for access. In no case shall a drainage easement be less than twenty-five (25) feet in width. All other requirements of the Comprehensive Plan relating to storm sewers and flood prevention shall be met.

- F. For all subdivisions utilizing private roads, public utility easements having a minimum width of twenty (20) feet shall be provided on one side adjacent to and outside of the designated right-of-way of said private roads.
- G. Utility Location:
1. A minimum horizontal distance of ten (10) feet shall be maintained between parallel water and sanitary sewer lines.
  2. If possible utilities shall be placed in the road rights-of-way or roadway easements. However, all water lines shall be placed in the front road rights-of-way or roadway easements.
  3. The placement of utilities within a twenty (20) foot easement, on the rear or side lot lines, shall be as follows:
    - a. The electric line shall be located in the easement six (6) feet north or east of the centerline.
    - b. The telephone line shall be located in the easement four (4) feet north or east of the centerline.
    - c. The sewer line shall be located in the easement centerline south or west of the centerlines.
    - d. The cable TV line shall be located within the easement four (4) feet south or west of the centerline.
    - e. The natural gas line shall be located within the easement six (6) feet south or west of the centerline.
  4. The placement of utilities within fifteen (15) foot easements, on the rear or side lot lines, shall be as follows:
    - a. The electric line shall be located within the easement three and one-half (3 1/2) feet north or east of the centerline.
    - b. The telephone line shall be located within the easement five and one-half (5 1/2) feet north or east of the centerline.
    - c. The sewer line shall be located on the easement centerline.
    - d. The cable TV line shall be located within the easement five and one-half (5 1/2) feet south and west of the centerline.
    - e. The gas line shall be located within the easement three and one-half (3 1/2) feet south or west of the centerline.
  5. The depth of the utility lines shall be as follows:
    - a. The electric line shall be laid at a depth of approximately forty (40) inches.
    - b. The telephone line shall be laid at a depth of eighteen (18) to twenty-four (24) inches.
    - c. The water line shall be laid at a minimum depth of three (3) feet.
    - d. The sewer line shall be laid at a depth in accordance with standard engineering practices and as approved by the City Engineer.
    - e. The cable TV line shall be laid at a depth of twelve (12) inches.
    - f. The natural gas line shall be laid at a depth of twenty-four (24) to thirty (30) inches.

- H. Construction of Utilities:
1. Electrical lines, telephone or television cables, and/or gas mains shall not be buried in public easements prior to the installation of required water, sewer and storm water drainage improvements being constructed; provided that in all cases the lines having the greatest depth shall be constructed first.
  2. Exceptions. The City Engineer may permit the construction of utility tunnels and/or conduits which meet City criteria and standards prior to the construction of water, sewer or storm water drainage improvements.
- I. Conflict with existing private easements:
- When existing private easements may potentially interfere with a proposed public dedication or easement, the subdivision shall be designed to minimize the number and extent that such existing private easements cross public easements.

#### 40.2.4 Public Areas and Open Spaces

Public parks, playgrounds, school sites, and other public areas and open spaces shall be provided in accordance with the requirements set forth in the Comprehensive Plan and in this ordinance. Refer to Article V, of these regulations for required park land dedication.

#### 40.2.5 Blocks

- A. The lengths, widths and shapes of blocks shall be determined with due regard for the following:
1. Provision of adequate building sites suitable to the special needs of the type of use contemplated.
  2. Zoning requirements as to lot sizes and dimensions.
  3. Need for convenient street access, circulation, control and traffic safety.
  4. Limitations and opportunities of topography.
- B. Blocks for residential use shall not be longer than five hundred (500) feet measured along the centerline of the block. Wherever practical, blocks along primary and secondary arterial street shall be not less than one-thousand (1000) feet.
- C. When a block exceeds six-hundred (600) feet in length, the Planning Commission may require a dedicated easement not less than fifteen (15) feet in width and a paved crosswalk not less than four (4) feet in width to provide pedestrian access across the blocks. Such pedestrian walkways or crosswalks may be required by the Planning Commission if deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation or other community facilities.
- D. Blocks used for residential purposes shall be of sufficient width to allow for two (2) tiers of lots of appropriate depth, but shall not be less than two-hundred-twenty (220) feet in width except where otherwise required to separate residential development from through traffic. Other exceptions to this prescribed block width shall be permitted for blocks adjacent to major streets, railroads, or waterways. Such

exceptions are allowed provided other applicable provisions of these regulations are met.

- E. Blocks intended for business and industrial use should be of a width and depth suitable for the intended use, with due allowance for off-street parking and loading facilities.

#### 40.2.6 Lots

- A. The lot arrangement shall be such that there will be no foreseeable difficulties for reasons of topography or other conditions, in securing a building permit; all lots shall be arranged to comply with the Comprehensive Plan, the Zoning ordinance all drainage ordinances and building codes and all other ordinances of the Chickasha Municipal Code; and to provide access from an approach street.
- B. Lot dimensions shall comply with the minimum standards of the Zoning Code. Additional requirements shall be as follows:
  - 1. Lots shall have a width, depth, and area of not less than that required by the Zoning Ordinance. Lots, tracts, or parcels created for a particular commercial or industrial use shall have sufficient area and dimensions to provide for off-street parking and loading facilities as required by the Zoning Ordinance for the type or use and development proposed.
  - 2. Corner lots shall have an extra width that is adequate to permit building setbacks from side streets and front streets.
  - 3. Side lot lines shall be at right angles to street lines or radial to curving street lines except in townhouse developments abutting a curved linear right-of-way.
  - 4. Corner lots shall be cut with a chord to provide a sight triangle with legs of twenty-five (25) feet from the point of intersection of the property lines along both property lines. Said triangle shall be dedicated to the City and be included in the street right-of-way easement.
  - 5. In residential subdivisions where septic tanks or individual sewage disposal devices or water wells are to be installed, the following lot areas shall be required:
    - a. Lots with water wells and septic tanks - minimum of two (2) acre per lot.
    - b. Lots with septic tank only - minimum one (1) acre.  
All lots shall meet the minimum lot requirement of the Oklahoma State Health Department Bulletin Number 600, "Septic Tank and Subsurface Tile Systems" as amended.
    - d. Lots utilizing septic tanks or individual sewage disposal systems shall maintain a minimum lot width of one-hundred (100) feet measured at the required building line.

- C. Where a block is to be developed and retained under single ownership it is not required that the block be subdivided into lots; however, the block must meet all requirements of these regulations and other applicable regulations for lots and blocks including lot sizes and dimensions. All lots proposed for commercial or industrial use, shall abut upon a dedicated street, and shall be of appropriate size and arrangement to provide for adequate off-street parking and loading facilities based on the intended use. No individual parcel shall be created for a particular commercial or industrial use that has an area, width, or depth that is less than is required for the permitted use under the applicable provisions of the Zoning Ordinance of the City of Chickasha.
- D. Double frontage and reverse frontage lots shall be avoided except where they are needed to provide for separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. In all cases a sight proof screening shall be provided and shall not be less than six (6) feet in height. The sight proof screening shall be provided along the rear portion of the lots abutting such a traffic artery. There shall be no right of access to the rear or side portion of any lot abutting such traffic artery.
- E. Low or medium density residential lots shall not derive access from a major street. Lots facing collector streets should be minimized to the fullest extent possible. Where a lot borders a collector street and a local street, access shall be gained from the local street only. If lots have access on local streets, the Planning Commission shall require on the face of the Final Plat a note limiting access for lots that back or side onto a collector, arterial or other major street. Where driveway access from a major or arterial street may be necessary for several adjoining lots, the Planning Commission may require that such lots be served by a combined access drive in order to limit possible traffic hazards. Driveways should be designed and arranged so vehicles avoid backing into major or arterial streets. It is encouraged that driveways should be designed and arranged so vehicles avoid backing into collector streets.
- F. Lots shall be laid out so as to provide positive drainage away from all buildings. Individual lot drainage shall be coordinated with the general storm drainage pattern for the area. Drainage shall be designed so as to avoid concentration of storm drainage water from each lot to adjacent lots.

#### 40.2.7 Building Lines

- A. Building lines shall be provided for all residential subdivisions as required by the Zoning Ordinance.
- B. Where crosswalks are provided or required, a side yard building line shall be provided not less than ten (10) feet back of the crosswalk right-of-way line on the side of a lot abutting a mid-block crosswalk.
- C. Platted building lines shown on an approved Final Plat that are more restrictive than the setback requirements of the Zoning Ordinance shall represent the mandatory setback lines.

#### 40.2.8 Sidewalks

The Planning Commission and City Council will have the option to review each plat on its own merit as to whether sidewalks will be required. City staff will be required to review and provide necessary information to the appropriate agency.

The Planning Commission may require the construction of sidewalks to connect with existing or future proposed sidewalks in areas adjacent to the subdivision where such sidewalks are needed for pedestrian circulation. Sidewalks shall be constructed in the subdivision in accordance with the sidewalks system plan approved by the Planning Commission and in accordance with the specifications governing sidewalk construction.

#### 40.2.9 Access and Availability of Fire Protection & Sanitation

In the development of land in the urban area, whether according to traditional patterns or under a variation of Planned Unit Development, adequate consideration shall be given to fire, sanitation, and police protection. Pursuant to this end the following are guidelines:

- A. No dwelling unit site should be located more than four-hundred (400) feet, measured from the extremity of accessible street improved to City of Chickasha standards.
- B. Each dwelling unit should have an entry located not more than one-hundred and fifty (150) feet from a parking lot, private drive or public street, accessible and usable for emergency vehicles.
- C. All building facades shall be serviced by fire hydrants installed in accordance with standards and specifications of the DEQ and Code of the City of Chickasha and so located such that the totality of each facade can be serviced by not more than three-hundred (300) feet of fire hose laid down by a fire vehicle.

#### Section 40.3 Planned Unit Development

Whenever a subdivision is developed as a neighborhood unit under the requirements and allowances of the Planned Unit Development, the Planning Commission may vary the requirements of these regulations having to do with design, but not of procedures or improvements, in order to allow the subdivider more freedom in the arrangement of streets and lots, but at the same time protect the convenience, health, safety, and general welfare of the future residents of the subdivision as well as the character of the surrounding property and the general welfare of the entire community.

- A. In addition to requirements of the Planned Unit Development Zoning Ordinance, the following requirements shall apply:
  - 1. Review as to subdivision requirements shall be carried out simultaneously with the processing of the PUD application if the division of land, vacant or improved, into two (2) or more lots, parcels, sites, units, plats, or interests for the purpose of offer, sale, lease, or development, either on the installment plan or upon any or all other plans, terms, or conditions, including resubdivision, whether residential or nonresidential, is part of and integral to the PUD

application.

2. The applicant may submit an application for Preliminary Plat review and approval for all or part of the development concurrent with an application for PUD even though such submittal is not mandatory under this chapter.
- B. The following procedure shall be required for simultaneous Preliminary Plat review and approval as set forth in the above section.
1. An application for Preliminary Plat review or approval shall be submitted along with the application for PUD approval to the Planning Commission in accordance with the requirements and procedures of these regulations.
  2. The Planning Commission shall review the PUD application and shall forward its comments and recommendations to the City Council.
  3. The Planning Commission shall review the Preliminary Plat and if it finds that said plat conforms to these regulations and other applicable regulations, may grant tentative approval pending approval of the PUD application by the City Council. Tentative approval of such plat shall vest no rights or interest to the applicant until the PUD is approved by the City Council.
- C. A PUD may be subdivided or resubdivided for purposes of sale or lease after the PUD has been finally approved and development completed or partially completed, except when the proposed subdivision creates a change in the PUD design. If said changes affects PUD boundaries, density of uses or if there are major changes to streets, drainage, utilities, etc., then the Planning Commission may approve the subdivision or resubdivision subject to City Council's approval of an amended PUD.