

SECTION 4. PLANNING AND DESIGN REQUIREMENTS

4.1 GENERAL.

The design of each subdivision shall be in accordance with the applicable zoning requirements and the policies and goals of the Comprehensive Plan, Design Criteria and all related City rules and regulations. Each subdivision shall relate harmoniously to the overall development of the City and the immediately adjacent area, such that the development shall proceed in an orderly, safe, efficient and attractive manner.

1. Development District Concept and the Neighborhood Concept. The Development District and Neighborhood Concept, as expressed in the Comprehensive Plan, shall be considered in the development of all subdivisions as shown in Figures 2 and 3.
2. Site Characteristics. Each subdivision plat shall be designed to retain the natural topography and vegetation in the building and recreation areas wherever practical. Environmentally sensitive areas, such as steep slopes, timbered areas, streams and floodplains, may be designated by the subdivider as public or private open areas and utilized as amenities to the development.
3. Trails, Parks and Open Spaces.
 - a. Each development shall contribute to the provision of trails, open space and/or usable recreation area accessible to all residents if and/or as required by these Regulations, the Comprehensive Plan, the then current Tulsa Transportation Management Area Trails Master Plan, and all other such regulations of the City.
 - b. Trails, parks and open space areas shall be related to the appropriate usable natural features of the site, such as slopes, rock outcroppings, streams, timbered areas and floodplain areas and to the circulation and land use patterns.
4. Circulation, Streets and Sidewalks. The street system of a subdivision shall be appropriately designed and related to the proposed land use as follows:
 - a. The density or intensity of development will determine the right-of-way width and paving in keeping with the area being served;
 - b. Residential streets, excluding collector streets, shall be laid out so that their use by through-traffic is discouraged;
 - c. Points of access to arterial streets should be limited in number, and minor street intersections with arterial streets should be no closer than 600 feet from the intersection of arterial streets;
 - d. Arterial streets should serve as the boundaries of neighborhoods;
 - e. Curb and gutter construction shall be required in all development; and

- f. Except where RE Residential Estates zoning has been approved, sidewalks shall be required on both sides of all primary arterial, secondary arterial and residential collector streets, for separate pedestrian circulation as hereinafter provided unless approved for a modification by the Planning Commission and City Council and as otherwise specified in Section 4.4. Sidewalks shall meet the federal Americans with Disabilities Act requirements and be constructed in accordance with these Regulations and the Design Criteria.

5. Building Pad Elevation for Public Sanitary Sewer.

- a. The minimum building pad elevation for construction in a subdivision shall be submitted on a copy of the final plat with Preliminary and Final Construction Plans.
- b. In all cases where the building pad elevation is not constructed at one foot above the elevation of the top of the rim of the upstream manhole, backflow preventer valves shall be installed on private property as follows:
 - (1) Backflow preventer valves shall be installed on all buildings that connect to a public sewer; and
 - (2) Backflow preventer valves shall be installed so that access above the finished grade level is provided to the working parts for service and repair.

4.2 STREETS.

1. General. The arrangement, character, extent, width, grade and general location of all streets shall conform to the Comprehensive Plan, the Major Street and Highway Plan, and the Design Criteria. Where streets are not shown in the Comprehensive Plan or the Major Street and Highway Plan, the arrangement of streets in a subdivision shall either:
 - a. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or
 - b. Conform to a plan for the neighborhood approved and adopted by the Planning Commission and City Council to meet a particular situation where topographical or other conditions make continuance or conformance to existing street patterns impracticable. The relationship to existing and planned streets, trails, topography, public convenience and safety, and the proposed uses of the land to be served shall be considered in determining the arrangement, character, extent, width, grade and location of all streets.

- c. Design speed shall be a maximum of 25 miles per hour on all residential streets and a maximum of 30 miles per hour on all collector streets, or as otherwise recommended by the Planning Commission and approved by the City Council.
- d. Half-streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with all other requirements of these Regulations and as determined by the Planning Commission. Whenever a half-street is adjacent to a tract to be subdivided, the other half of the street shall be platted with the tract being subdivided.
- e. Any subdivision that creates lots with direct access to a major City street or roadway shall widen and otherwise improve said street or roadway to a width and standard as determined by the City Engineer based on these Regulations and as finally determined and approved by the City Council.
- f. The developer of any subdivision shall layout, grade and otherwise improve streets as designated on the construction drawings submitted with the plat. No construction of buildings shall commence within the subdivision until the required public improvements have been completed and accepted by the City Council, or as otherwise provided by these Regulations.
- g. Roadway surfacing shall be in accordance with the Design Criteria. All grading and surfacing shall be done under the supervision and shall be subject to the final approval and acceptance of the City. The improvement of the intersection of any street or driveway with a State or Federal Highway shall be approved by ODOT. As Built drawings shall be required by the City upon completion of the improvements and prior to acceptance for maintenance by the City.
- h. All driveway approaches onto public or private roads or streets shall be improved to the standards established by the City or other appropriate authority.

2. Access.

- a. Reserve strips controlling access to streets or other lands shall be prohibited except where their control is placed with the City under conditions approved by the Planning Commission and City Council.
- b. The subdividing of land shall provide each lot with access to a public street, highway or approved private street to assure convenience of the lot owner as well as provide for the layout of utilities, garbage and waste removal, fire protection, and for the general welfare, public health and safety.

- c. Where a subdivision abuts or contains an existing or proposed arterial or collector street, "Limits of No Access" (LNA) provisions controlling ingress and egress to such streets may be required by the Planning Commission in accordance with adopted standards to assure traffic safety and to relieve congestion along such streets.
 - d. Where a subdivision abuts or contains an existing or proposed state or federal highway, arterial or collector street, the Planning Commission may require a reverse frontage with no vehicular access (LNA) permitted along a public or private property line, or other such landscape or screening treatment as may be necessary for adequate protection of residential properties and to afford separation of traffic from the ingress and egress from individual residential lots.
 - e. Where a residential subdivision abuts or contains an existing or proposed collector street and the subdivider elects to design residential lots that front such street, although such design is discouraged by these Regulations, the Planning Commission may require larger lot frontages and shared mutual access drives to afford separation of ingress and egress.
 - f. The fronting of residential lots onto arterial streets is not permitted. Where residential lots are proposed to front such streets, frontage roads or similar shared points of access are required. A waiver of this provision requires review and recommendation by the Planning Commission and approval by the City Council.
 - g. Each residential subdivision shall be provided a minimum of two (2) points of public access, unless otherwise approved after review by the City Engineer, and upon review and recommendation by the TAC, being subject to review and recommendation by the Planning Commission and final approval by the City Council.
3. Border Streets. Where a subdivision borders on or contains a railroad right-of-way, drainage way, open space area, 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 or areas at a distance suitable for the appropriate use of intervening land for park, or greenbelt purposes in residential districts, or for commercial or industrial purposes in the appropriate districts. Such distances shall also be determined with due regard for the requirements of approach grades and future grade separations.
 4. Alignment. A minimum distance of 125 feet between the centerlines of intersecting streets shall be maintained. The City Engineer may require that streets be connected by a curve or diagonal line in such a manner that any hazardous turning movements will be eliminated.
 5. Marginal Access Streets. Where a subdivision abuts or contains an existing or proposed arterial street, and the subdivider elects to design lots that front on the arterial street, the Planning Commission may require marginal access streets or frontage roads or service streets for adequate protection of these properties and to afford separation of arterial traffic from the ingress and egress to residential lots.

6. Right-of-Way Widths.

- a. The minimum right-of-way of all proposed streets shall be of the width specified in the Major Street and Highway Plan. If no width is specified therein, the minimum width shall be as follows:

TYPE OF STREET	RIGHT-OF-WAY
Freeway	As per Oklahoma Department of Transportation Standards
Primary Arterial	120' minimum*
Secondary Arterial/Section Line Road	100' minimum**
Secondary Arterial Alternate (5-Lane)/Section Line Road	100' minimum
Commercial/Industrial Collector	80' minimum
Central Business District Street	80' minimum
Commercial/Industrial Street	60' minimum
Residential Collector	60' minimum
Residential Street, Local/Minor	50' minimum
Cul-de-Sac	50' minimum

* 130' minimum right-of-way required for a right turn lane for a primary arterial street at the major intersection to extend a distance of 388' paralleling said right side of street, measured from the section line as shown in Appendix C.

**108' minimum right-of-way required for a right turn lane for a secondary arterial street at the major intersection to extend a distance of 388' paralleling said right side of street, measured from the section line as shown in Appendix C.

- b. If greenbelts or drainage ways are influenced by natural topographical features and are provided within the proposed plat, the width and location shall be determined as may be deemed necessary by the Planning Commission to preserve such features.
- c. The pavement width and lane configuration shall be subject to the requirements of the City Engineer and otherwise be in accordance with the Major Street and Highway Plan as included in Appendix D.
- d. The standards for street surfacing, curb and gutter, and storm sewer design or open storm drainage shall be subject to the requirements of the City Engineer and the adopted Design Criteria.

7. Cul-de-sac.

- a. Cul-de-sacs shall not exceed 750 feet in length, measured from the entrance to the center of the turn-around.
- b. Each cul-de-sac shall have a turn-around radius of not less than 38 feet of paving and 50 feet of radius of right-of-way at the property line.
- c. Cul-de-sacs greater than 500 feet in length shall have a turn-around radius of 48 feet of paving and 60 feet of radius at the property line.
- d. Alternative turn-around design may include the 120 foot hammerhead or 60 foot "Y" design. When topography or other such limiting factors make changes to the design necessary for securing the best overall design, the City Engineer may approve such changes after review by the TAC. A modification of these Regulations is not required in such cases.

8. Intersections.

- a. Property lines at street intersections and Sight Distance Triangles shall be designed in accordance with the Zoning Code.
- b. Street intersections shall be as nearly at right angles as possible, with consideration given to topography and/or such other limiting factors. No street intersection shall be at an angle of less than 70 degrees.
- c. Detailed designs of intersections shall be required.
- d. Street jogs with centerline offsets of less than 125 feet shall not be permitted.
- e. Not more than two (2) streets shall intersect at any one point.
- f. Shall otherwise be designed and constructed in accordance with the Design Criteria.

9. Grades and Grading.

All grades and grading shall be in accordance with the Design Criteria.

- 10. Horizontal Curves.** The radius of curvature of the centerline of all streets shall be in accordance with the Design Criteria.

11. Street Offsets.

- a. Street intersection offsets or doglegs on arterial streets are not permitted.

- b. Street intersection offsets or doglegs on local and collector streets are permitted. Where a higher volume route doglegs, an offset to the left may be permitted subject to approval of the City Engineer. However, offsets to the right are not permitted.
- c. The minimum offset to the left shall be as follows:
 - (1) A minimum of 125 feet for a local or minor street intersecting another local or collector street.
 - (2) A minimum of 250 feet for a collector street intersecting another collector street.

12. Private Streets and Roads.

- a. Private streets and roads, when permitted by the City, shall be allowed only in a Planned Unit Development and only in those cases where the continued private maintenance and upkeep are guaranteed by mandatory membership in a property owners association as by a Planned Unit Development. All such private streets shall be constructed in accordance with public street standards as shown in the Design Criteria, and as otherwise approved by the City Council.
- b. For all development on private streets, a Professional Engineer licensed to practice in the State of Oklahoma shall certify that the minimum required diameter of culverts under driveways is designed to convey the 5-year runoff event and no culvert is permitted to be less than 12" in diameter. A schedule of the location and diameter of such culverts shall be shown on the preliminary and final plat drawing.
- c. Private streets and roads, when permitted shall, comply with the following minimum requirements:
 - (1) All private roads shall comply with the adopted requirements for construction and no reduction in City design or construction standards is permitted;
 - (2) In those cases where private roads are approved by the City Council, the following requirements shall be met:
 - (i) A note shall be placed in the Deeds of Dedication and Restrictive Covenants as follows:

The developer/owner of this subdivision shall, as a condition of approval of the final plat and prior to approval of the final plat, post a one-year maintenance bond, in favor of the property owner for any necessary maintenance of said private roads.

- (ii) Inspection of said private roads shall be paid for by a qualified third party approved by the City and paid for by the developer, to assure that the said streets are constructed and improved to the minimum standards shown in the approved final construction plans.
- (3) All private roads shall be self-contained in the subdivision they serve and private roads shall not serve as a through street;
- (4) Private roads shall not be a continuation of dedicated public streets to other private streets;
- (5) There shall be clearly and conspicuously placed on the face of the final plat and any deed or other such conveyance of lots in the subdivision the following notice:

The streets and drives in this subdivision have not been dedicated for public use, and said streets shall be maintained by private property owners within the subdivision, but said streets shall always be open to police, fire and other official vehicles of all federal, state, county and city agencies.
- (6) Prior to the sale of any parcel in said subdivision, a conspicuous sign shall be posted and maintained at all entrances to said subdivision which states:

Private Roadway Not Maintained by the City of Catoosa.
- (7) Said private roadway right-of-way or easement shall be a minimum of 50 feet in width unless otherwise approved by the City Council.
- (8) All applicable building setback lines shall be calculated from a line one-half of the total width of the required street right-of-way or road and be parallel to said private right-of-way or easement.
- (9) Said private roadway shall not be dedicated to the City, but may be reserved for future dedications and then only at such a time as when the street construction is improved to City standards by the private property owner. Until such future dedication and except as provided above all private streets and roads shall be subject to the maintenance of an owners association composed of the mandatory membership of all property owners in the subdivision.
- (10) At the option of the City Council, a petition of at least 60% of the owners in the subdivision to improve and dedicate the private roadway to the City shall bind all said owners in the subdivision to improve said street or roadway in compliance with the requirements of the City. Such cost shall be proportionately assessed to the property owners.

- (11) Plans for private street improvements shall be prepared by a Professional Engineer licensed to practice in the State of Oklahoma. In those cases where said streets are not improved prior to approval of the final plat, the subdivider shall file with the City a surety (performance) bond in the amount of 125% of the estimated construction costs, conditioned that the subdivider, as principal, shall faithfully install and complete improvements and utilities in the subdivision within a period not to exceed one (1) year, according to requirements of the approved plans, specifications, and subdivision rules and regulations, and will pay all bills for contractors, improvements, and utilities. An extension of this period shall be granted only by the City Council.
- (12) Said Professional Engineer licensed to practice in the State of Oklahoma shall furnish the actual bid costs of said improvements and utilities to the City Engineer, who upon review may approve the costs of paving, storm sewers and other drainage facilities, if required, in order that the Planning Commission may determine whether or not the amount of the bond submitted is adequate to assure the construction of these facilities and in order to protect the interests of the City and public welfare. All current policies, inspection fees, or other normal requirements of the City Engineer shall also apply in full force to assure the proper construction of said private roadways.
- (13) In-lieu-of the above provision, and only upon completion of said improvements, the developer shall submit a document prepared by a Professional Engineer licensed to practice in the State of Oklahoma, which certifies that all private roads for said development are constructed in accordance with the Design Criteria, and as otherwise approved the City Council.
- (14) Prior to the approval of such private roadways by the City Engineer and City Council, all abutting property owners shall enter into a legal agreement and form an owners association to guarantee maintenance and apportion the maintenance cost among said owners. Such agreement shall clearly state that the City is not responsible for maintenance.
- (15) In those cases where development is served by private streets, no further subdivision of such land is permitted beyond that approved on the plat until or unless said streets are improved to City standards and accepted for maintenance by the City Council; and
- (16) Street stub easements to serve potential future subdivision and to improve the overall circulation pattern of the area shall be provided in any location deemed appropriate by the Planning Commission. Connections from such private streets to planned or existing dedicated public streets shall be permitted only subject to review and recommendation by the Planning Commission and approval by the City Council.

4.3 ALLEYS.

1. Unless provision is made for utility easements, emergency access and service access, alleys shall be provided in commercial and industrial districts at the rear of all lots regardless of frontage on a major street.
2. Alleys serving commercial and industrial areas shall not be less than 30 feet in width and shall be paved the full width.
3. Alleys may be required in Residential zoning districts by the Planning Commission after review and recommendation by the TAC for efficient solid waste collection, more effective police and fire protection or for more efficient provision of service access and maintenance of utilities. Alleys serving such Residential zoning districts shall not be less than 20 feet in width and shall be paved for the full width.
4. Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall have a radius sufficient to permit safe vehicular movements as determined by the City Engineer.
5. Dead-end alleys shall be avoided where possible, but if unavoidable shall be provided with adequate right-of-way for turnaround facilities at the dead-end as determined by the City Engineer.

4.4 SIDEWALKS.

1. When curb and gutter streets are constructed, sidewalks shall be required on both sides of all primary arterials, secondary arterials, secondary arterial alternates, and residential collector streets. However, in subdivisions developed in R Residential Districts where lots are a minimum of 150 feet wide, sidewalks are not required. Further, in the event there exists a unique situation in determining the requirement for sidewalks along residential collector streets, the City Council, upon recommendation of the Planning Commission, may grant a modification to such requirements. Sidewalk requirements or the granting of an exception thereto shall consider the relationship of such sidewalks to existing and planned streets, topography, public convenience and safety, and the proposed uses of the land and proximity to existing and proposed future development.
2. In those cases where sidewalks are required along primary arterial streets, secondary arterial streets or secondary arterial alternate streets, the City, at its sole option and upon recommendation of the City Engineer, may allow the subdivider to escrow 100% of the actual bid cost or 125% of the estimated construction cost as determined by the said Engineer in a cash account with the City to allow such sidewalks to be constructed at a later specified date. The City Council may allow the subdivider to provide a performance bond in favor of the City in the amount of 150% of the estimated construction cost prepared by the developer's engineer and approved by the City Engineer in-lieu-of a cash account.

3. The Planning Commission may require, in order to facilitate pedestrian access to schools, parks, playgrounds, churches, shopping centers or nearby streets, perpetual unobstructed easements of not more than ten (10) feet in width to provide adequate pedestrian circulation. Such easements shall be indicated on the plat.
4. Sidewalks shall be located within the dedicated right-of-way and constructed in accordance with the Design Criteria.

4.5 BLOCKS.

1. The length, width and shape of blocks shall be suited for the overall development of the City and the planned use of the land and be determined in accordance with the following:
 - a. Zoning requirements applicable to lot sizes and dimensions;
 - b. Needs for convenient access, circulation, control and safety of street traffic; and
 - c. Limitations and opportunities of topography.
2. Blocks for residential use shall not be longer than 1,500 feet, measured along the centerline of the abutting streets. When a block exceeds 700 feet in length, the Planning Commission may require a dedicated right-of-way not less than ten (10) feet in width with a paved crosswalk not less than six (6) feet in width in the right-of-way to provide pedestrian access at the approximate mid-point of the block. A modification (Section 1.10) approved by the Planning Commission of the requirements of this section is not required.
3. Blocks used for residential purposes should be of sufficient width to allow for two (2) tiers of lots of appropriate depth, except where adjacent to major streets, limited access highways, railroads, waterways, or when prevented by topographical conditions.
4. 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.

4.6 LOTS.

1. Configuration. The size, shape, and orientation of lots shall be appropriate for the location of the subdivision, type of development and planned use. Each residential lot shall be designed with a front lot line, a rear lot line and not more than three (3) side lot lines. The Planning Commission may modify this requirement when the purpose of these Regulations may be served to the same extent by an alternative proposal as provided in Section 1.10 Modifications.

2. Access. Every lot shall have frontage on or abut a street dedicated to and maintained by the City (or approved private street) or other approved access.
3. Zoning Requirements. Lot dimensions, yard, building setback lines, and lot area shall conform to the requirements of the Zoning Code.
4. Double Frontage and Reverse Frontage.
 - a. Double frontage and reverse frontage lots should be avoided except where necessary to provide separation of residential development from through traffic or to overcome specific disadvantages of terrain and orientation. Said lots shall have a minimum depth of 125 feet and shall be screened from the abutting street on the rear.
 - b. For double frontage or reverse frontage lots, a planting screen easement of at least ten (10) feet in width shall be provided along the portion of the lots abutting the street on the rear and there shall be no right of access across a planting screen easement. At the discretion of the Planning Commission, the developer may substitute for an easement and planting screen a permanent opaque ornamental fence not less than six (6) feet tall, in which case the ten (10) foot planting screen easement will not be required .
5. Corner Lots. Corner lots should exceed the minimum lot requirements in order to provide adequate building area on the lot due to the required building setbacks on both streets.
6. Lot Lines. Side lot lines should be at right angles to or radial to street lines or to the tangent of curving streets. Lot lines not at right angles to or radial to street lines or to the tangent of curving streets shall show bearings of the lot lines.
7. Private Sewer and/or Water. Where a proposed subdivision is not served by public sewer and/or water, lot dimensions and area shall conform to the requirements of the DEQ. See Appendix B.

4.7 EASEMENTS.

1. Utility Easements.
 - a. Easements shall be a minimum of 22 feet, 11 feet on each side of all rear lot lines, or a width as specified by the utility company, and when necessary on other lot lines, for utilities, drainage, or access. Easements (drainage, access, utility, etc.) shall be exclusive for the intended primary purpose.
 - b. Perimeter easements shall be a minimum width of 17.5 feet.
 - c. Easements shall be maintained free of buildings, fences, appurtenances, or other structures which would prevent vehicular access for maintenance and service of utilities.

- d. A modification (Section 1.10) approved by the Planning Commission of the requirements of this section is not required.
2. Drainage Easements. Drainage easements shall be provided as required by the Design Criteria, and shall be shown on the subdivision plat. Drainage shall be collected as necessary to prevent consecutive drainage to lots on blocks in excess of four (4) lots each.
3. Easements Subject to TAC Review. The location, width, and alignment of all easements shall be subject to review by the TAC prior to approval by the Planning Commission and City Council.
4. Color coding shall comply with Appendix E, "Standard Location of Underground Utility Lines and Color Code."
5. Standards for oil and gas drilling shall be in accordance with the Zoning Code and all other applicable City, county, state or federal regulations.
6. Evidence of research and plugging of operative or inoperative oil or gas wells shall be submitted as required in Sections 3.2, 3.3, and 3.6.

4.8 FLOODPLAIN AREAS.

In order to develop lands identified by the official floodplain maps of the City as being subject to flooding hazards or periodic inundation, said lands shall not be subdivided into lots, tracts or parcels for any use which would be incompatible with such flooding hazards and a letter of map amendment and revision or evidence of compliance with the applicable City regulations shall be required prior to approval of the final plat or prior to start of construction. The following additional requirements shall be met:

1. Improvements are provided which meet the standards and requirements of the City and the appropriate state and federal agencies that are designed and constructed so as to render such land safe for residential or other uses; or
2. The intended use of the land is permitted by adopted regulations or resolutions of the City because such use has a low flood damage potential and will not obstruct flood flows, which shall be certified and attested to by a Professional Engineer licensed to practice in the State of Oklahoma.
3. If development is permitted within the floodplain, such development shall comply with all permitting requirements of the City and the adopted floodplain regulations.

4.9 STORM WATER DRAINAGE AND DETENTION FACILITIES.

Storm water drainage and detention facilities shall be designed and constructed in compliance with the Design Criteria.

4.10. INJECTION, OIL AND GAS EXTRACTION SITES IN RESIDENTIAL SUBDIVISIONS.

1. Existing Operative, Inoperative, Plugged and Abandoned Wells:
 - a. Shall be shown on the face of the plat submittal as well as described in the Restrictive Covenants;
 - b. All abandoned, inoperative or inactive wells shall be properly plugged in accordance with the requirements of the Oklahoma Corporation Commission;
 - c. Residences shall be setback a minimum of 200 feet or more from any existing operative or inoperative oil or gas well unless said well is properly plugged. However, no such setback shall be less than that required by H.B. 1569 or subsequent amendments thereto;
 - d. Residences shall be setback a minimum of 50 feet from any plugged well;
 - e. Access to such well sites shall be separate from residential lots and so indicated on the face of the plat for all unplugged wells for the purpose of maintenance and rework; and
 - f. Evidence of research and plugging of operative or inoperative wells (i.e., a certificate or letter from the Oklahoma Corporation Commission) shall be submitted as required in Sections 3.2 and 3.3.

2. Planned Oil or Gas Well Sites.
 - a. Well sites with an area of less than ten (10) acres shall not be permitted within residential subdivisions.
 - b. If the developer owns the surface rights and all mineral rights, said developer shall, by plat or reserve, designate future well sites if there are no existing oil, gas or mineral leases of record. Such reserve areas shall not count toward any open space or park reserves required by these Regulations.
 - c. If the developer does not own all the mineral rights, or there are recorded oil and gas leases on the subject property, written notice shall be sent to all parties who have an oil, gas, or mineral interest or recorded oil or gas lease, as shown by the records of the County Clerk. Said notice shall inform of the intent to subdivide said property by reference to a legal description.
 - d. Interested parties shall have 60 days from receipt of said notice to respond with a notice of a future intent to drill for oil or gas. Said response shall be in writing to both the developer and the Planning Commission of the intent to drill for oil or gas in the future.
 - e. The developer and owners of leases or owners of mineral interests have an additional 120 days from the date of the notice to agree upon the reserved location of the well sites.

- f. If the parties cannot agree on the location of the well sites, the Planning Commission, after public hearing, shall select the well sites based on the information supplied by the mineral rights owner and the developer.
- g. All well sites shall be shown on the face of the plat, as well as referenced in the Restrictive Covenants, such as by lot and block or reserve area.
- h. Standards for location of well sites shall be as follows:
 - (1) A minimum of two (2) acres or more in size for each well site;
 - (2) Access shall be provided to the site for purposes of maintenance and service; and
 - (3) There shall be no more than one (1) well site within the boundaries of the plat for each 20 acres of land covered by the plat.

4.11 SANITARY SEWAGE DISPOSAL AND WATER SUPPLY.

1. General Requirements:

- a. All subdivisions shall utilize a public drinking water supply approved by the DEQ, or such supply as would otherwise comply with the regulations of the DEQ.
- b. All plans pertaining to the public collection and treatment of sewage shall be approved by the DEQ and the City Engineer.
- c. All plans pertaining to distribution and treatment of public drinking water shall be approved by the DEQ and the City Engineer.
- d. If the subdivision is located within 500 feet of an existing public water or public sanitary sewer system, the developer shall connect with said system so that it is available to every lot within the subdivided area.

2. Requirements for Sanitary Sewer Improvements:

- a. The Subdivider shall at his or her expense, provide an internal sanitary sewer collection system to every lot within the subdivision. Said system shall conform to the Design Criteria.
- b. Subdivisions that plan to utilize on-site sewage disposal systems or public disposal systems shall comply with all applicable State and Federal requirements.

4.12 DEDICATION OF TRAILS, PUBLIC PARKS AND OPEN SPACES.

1. In the platting or replatting of land, due consideration shall be given by the developer to the dedication or reservation of suitable sites for schools, parks, playgrounds, trails or other public recreational areas or open spaces. Residential subdivisions of 10-acres or more shall dedicate or reserve a useable tract of land as common recreational area or open space, in the minimum amount of five (5) percent of the total area included in the subdivision plat. Any areas so dedicated or reserved shall conform as nearly as possible to the recommendations of the Planning Commission, the Comprehensive Plan, *and the Tulsa Transportation Management Area Trails Master Plan*. All areas to be reserved or dedicated for public use or reserved for private use shall be shown and included on the preliminary plat in order that it may be determined when and in what manner the land will be dedicated for public use or acquired by the City.
2. The City Council, at its sole option, may elect to accept fees in-lieu-of the dedication of lands within the subdivision. These fees shall be used for the development of recreation and open space facilities within or near the proposed subdivision. The fees to be collected shall be in the amount equal to the value of the required land to be developed. The amount of the required fees and method of payment shall be determined by the City Council and shall be paid to the City prior to affixing the approval of the City to the final plat.
3. All fees collected shall be placed in a park and recreation capital fund to be used exclusively for the acquisition, improvement and equipping of public parks, playgrounds, trails and recreational facilities of the City.
4. When a master development plan allocates space for private recreational facilities and open space, with use not open to the general public to serve three (3) or more residential dwelling units, including but not limited to such facilities as a swimming pool, tennis court, recreational building or center, recreational facility area, developed open space, the City Council may waive part or all of the above requirement. The area, quality and design of such private facility, and the amount of the credit, shall be determined by the City Council prior to affixing signatures of approval by the City Council to the final plat. The continued maintenance and improvement of such facilities shall be the responsibility of a mandatory property owners association.

4.13 RESERVE STRIPS.

1. A reserve strip is defined as a strip of land typically created by the owner to be privately retained to prevent, restrict, or otherwise control access to public utilities or streets.
2. Reserve strips are prohibited by these Subdivision Regulations and are not otherwise permitted to be created or held in such private control.

4.14 HILLSIDE DEVELOPMENT.

The development of hillside areas or any areas with a slope greater than eight (8) percent shall be designed to minimize grading and filling and in such a manner as to retain the maximum feasible amount of natural ground cover. Areas with slopes in excess of 20 percent shall be utilized as open space or developed as a Planned Unit Development in accordance with the applicable provisions of the Zoning Code and these Regulations.