

**CHAPTER IV  
SUBDIVISION DESIGN STANDARDS**

**4.1 MASTER PLAN AND OFFICIAL MAPS**

The proposed subdivision shall conform with the Comprehensive Master plan and all official maps of the City.

**4.2 GENERAL DESIGN STANDARDS:**

Subdivision design shall reflect the provisions of the Zoning Code, the Coweta Major Street and Highway Plan, other city ordinances and these Regulations to the end that each subdivision will relate harmoniously with adjacent areas and the community in an orderly, safe, efficient and attractive manner.

**4.3 STREETS:**

The arrangement, character, extent, width, grade, names, and location of all streets shall conform to the major street and highway plan and shall be considered in 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 Land Use Plan, the arrangement and other design standards of the street shall conform to the provisions found in this regulation.

**4.3.1 Access:**

- A. Each lot of a subdivision shall have frontage on a public street or approved private street or highway meeting the zoning ordinance in order to assure convenience of the lot owner as well as to provide for the layout of utilities, waste removal, deliveries and emergency services.
- B. Lots shall not generally derive access from major streets. Provisions restricting ingress and egress to streets may be required by the Planning Commission and City Council to assure traffic safety and to relieve congestion at intersections.
- C. Double frontage lots and reversed frontage lots shall be avoided except where necessary to provide separation of residential development from traffic arterials or to overcome specific disadvantages of topography or orientation.

**4.3.2 Street Plan:**

Major streets shall be planned to conform to the Coweta Major Street and Highway Plan.

**4.3.3 Abutting Railroad or Highway Right-of-Way:**

Where a subdivision abuts or contains a railroad right-of-way or limited access highway right-of-way, the Planning Commission and City Council 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 regard for the requirements of approach grades and grade separation.

**4.3.4 Half Streets Prohibited:**

Whenever a half street is adjacent to a tract to be subdivided, the opposite half of the street shall be platted within said tract. Half streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with 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.

**4.3.5 Limits Of Access:**

Commercial and industrial developments shall have access to arterial or collector streets but may be prohibited by the City access to minor residential streets.

**4.3.6 Access to Streets:**

The subdivider shall provide access to public streets, including necessary crossings of ditches and creeks, in a standard method approved by the City Engineer.

**4.3.7 Hardship to Adjoining Property:**

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.

**4.3.8 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.

**4.3.9 Street Interval:**

In general, provisions should be made for a collector street at intervals not exceeding one half (1/2) mile.

**4.3.10 Abutting Arterial Streets:**

Where a subdivision abuts or contains an existing or proposed arterial street, the Planning Commission may require service streets, reverse frontage with screen planting contained in a non-access reservation along rear property line, deep lots or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

**4.3.11 Through Traffic:**

Minor streets shall be arranged so that their use by through traffic will be discouraged. Industrial and commercial streets shall not inject non-residential traffic into residential area. The arrangement of streets within a subdivision shall,

except for cul-de-sacs, connect with streets already dedicated in adjoining subdivision or provide for future connections to adjoining unplatted tracts.

**4.3.12 Adjacent Properties:**

Where adjoining areas are not subdivided, the proposed streets shall be constructed to the boundary of the proposed subdivision with provisions made for a temporary right-of-way and the construction of a turn around of a size acceptable to the City Engineer. Permanent barricades shall be installed at dead-end streets. Alignments, grades, drainage, and other appropriate design criteria of all streets within and bordering new subdivisions shall be governed by these regulations, where applicable, and by the Engineering Design Standards of the City.

**4.3.13 Reserve Strips:**

Reserve strips controlling access to streets shall be prohibited except where approved by the Planning Commission and City Council.

**4.3.14 Future Development:**

Where a tract to be subdivided includes only a portion of the tract owned or intended for development by the subdivider, a tentative plan of a proposed future street system for the unsubdivided remainder of the property shall be prepared and submitted by the subdivider.

**4.3.15 Large Lots:**

When a property is subdivided into larger than normal lots, such lots shall be so arranged as to permit the logical location and opening of future streets and easements should the property be resubdivided.

**4.3.16 Street Jogs:**

Street jogs with centerline offsets of less than one hundred fifty (150) feet shall be avoided.

**4.3.17 Dedication of Right-of-Way:**

Whenever a major street is located adjacent to the outer edge of a subdivision, one-half (1/2) of the right-of-way shown on the Coweta Major Street and Highway Plan shall be dedicated, if it is determined by the Planning Commission and City Council that an equal such dedication is equitable and feasible for the other half of the right-of-way from the adjacent property. Half-street dedications on minor streets are prohibited.

**4.3.18 Cul-de-sac Streets:**

All dead-end streets having a length or more than one hundred fifty (150) feet shall terminate in a cul-de-sac which has circular turn-around having a minimum radius of forty (40) feet. No such cul-de-sac street shall be more than six hundred (600) feet in length measured from the entrance to the center of the turn-around.

**4.3.19 Street Names:**

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 Code of the City. House numbers shall be assigned in accordance with the house numbering system now in effect in the City. All north and south thoroughfares shall be designated "Avenue". All east and west thoroughfares shall be designated "Street". Street name signs shall be placed at all street intersections within or abutting the subdivision. Such signs shall be approved by the City and shall be placed in accordance with the Engineering Design Standards of the City. City may withhold building permits until street signs are in place. (See Ordinance No. 517)

**4.3.20 Intersections:**

Streets shall be designed to intersect at right angles or as near to right angles as possible. Within subdivisions, three-way intersections are preferable to four-way intersections. Right-of-way corners at minor streets intersections shall have a minimum radius of twenty five (25) feet. Right-of-way corners involving a major street or highway shall have a minimum radius of thirty (30) feet.

**4.3.21 Right-of-Way Widths:**

Minimum right-of-way of all proposed streets shall be of the width specified in the Coweta Major Street and Highway Plan, or if no width is specified therein, the minimum width shall be as follows:

TYPE OF STREET	MINIMUM RIGHT OF WAY WIDTH
Highway	As required by the standards of the Oklahoma Department of Transportation
Primary Arterial	120 feet
Secondary Arterial	100 feet
Commercial or Industrial Collector	80 feet
Residential Collector	60 feet
Residential	50 feet
Frontage or Service	40 feet
Alleys	20 feet
Cul-de-sac Radius	50 feet

**4.3.22 Paving Width:**

The minimum paving width for all streets, measured from curb face to curb face, shall be as follows:

TYPE OF STREET	MINIMUM PAVING WIDTH
Highway	As required by the standards of the Okla. Dept. of Transportation
Primary Arterial	76 feet (6 lanes)
Secondary Arterial	50 feet (4 lanes)
Commercial or Industrial Collector	40 feet (without parking)
Residential Collector	36 feet
Residential	26 feet
Frontage or Service	26 feet
Alleys	15 feet
Cul-de-sac Radius	40 feet

**4.3.23 Grades:**

**A.** The grades of streets shall not exceed the following, except by variance approved by the Planning Commission and City Council as specified in Section 1.7:

TYPE OF STREET	MAXIMUM GRADE
Highway	As required by the standards of the Okla. Dept. of Transportation
All Arterials	5.0 percent
All Collectors	8.0 percent
All Residential	10.0 percent

**B.** All streets shall have a minimum allowable grade of 0.5 percent if composed of Portland Cement and 1.0 percent if composed of asphalt. At intersections, the maximum grade shall be 4.0 percent for a distance of not less than 100 feet from the curb line of the intersecting street.

- C. All changes in grade in excess of one percent shall be connected by a vertical curve of reasonable length assuring adequate visibility. Length of vertical curve shall be determined by using the latest AASHTO criteria for the stopping sight distance.
- D. Whenever practical, street grades shall be established in such a manner to avoid excessive grading or removal of trees.

**4.3.24 Street Alignment:**

The horizontal and vertical alignment of streets shall not exceed the following, except by variance approved by the Planning Commission and City Council as specified in Section 1.7:

**A. Horizontal – Minimum radii of Centerline**

TYPE OF STREET	MINIMUM HORIZONTAL
Highway	As required by the standards of the Okla. Dept. of Transportation
Primary Arterial	600 feet
Secondary Arterial	400 feet
Commercial Collector	400 feet
Residential Collector	200 feet
Residential	100 feet

There shall be a tangent between all reversed curves of a length in relation to the radii of the curves so as to provide for a smooth flow of traffic.

- B. Vertical – Sight distances. All changes in street grade shall be connected by vertical curves of such length as to provide for the minimum sight distance required:

TYPE OF STREET	MINIMUM SIGHT DISTANCE
Highway	As required by the standards of the Okla. Dept. of Transportation
Primary Arterial	750 feet
Secondary Arterial	500 feet
Commercial Collector	500 feet
Residential Collector	200 feet
Residential	100 feet

#### **4.4 ALLEYS**

##### **4.4.1 Commercial and Industrial Districts:**

Alleys may be required by the Planning Commission and City Council in commercial and industrial zoned districts to provide service access, off-street loading and unloading, parking and access for police and fire fighting services. Such alleys shall be not less than thirty (30) feet in width of right-of-way.

##### **4.4.2 Residential:**

Alleys not required for residential zoned properties, but when provided shall not be less than twenty (20) feet in width of right-of-way.

##### **4.4.3 Dead-end Alleys:**

Dead-end alleys shall be avoided where possible, but where unavoidable, shall be provided with an adequate vehicle turnaround at the terminus as determined by the City Engineer, Planning Commission and City Council.

##### **4.4.4 Obstructions:**

No obstructions shall be permitted in areas reserved for alleys

#### **4.5 EASEMENTS:**

##### **4.5.1 Width:**

The Planning Commission may require easements of a minimum width of twenty-two (22) feet, eleven (11) feet on each rear lot line and along each side lot line, and seventeen and one-half (17.5) feet on the subdivision perimeter, or of a width as specified by the Technical Advisory Committee for poles, wires, conduits, drainage, sanitary sewer, gas, water, power, cable television and other utility lines.

#### **4.5.2 Continuity:**

Utility easements shall connect with easements established in adjoining properties. These easements, when approved, shall not thereafter be changed without the approval of the City Council, by ordinance, after review and recommendation by the Planning Commission.

#### **4.5.3 Drainage Easements:**

Drainage easements for storm sewers may be required. Easements for open channel drainage may be required where the cost for the installation of storm sewers is considered to be prohibitive. These easements may be along the side lot lines, but usually the design should be such that the drainage will be carried along the rear of the lots. If open channel is to be carried in the street right-of-way, additional right-of-way, additional right-of-way width shall be provided. All drainage easements shall be of a size to allow equipment access for construction and maintenance of the facility.

#### **4.5.4 City Approval:**

The location, width, and alignment of all easements shall be subject to review by the Technical Advisory Committee prior to approval by the Planning Commission and City Council.

### **4.6 LOTS:**

#### **4.6.1 Access:**

Every lot shall abut a street dedicated to the public or a private street of an approved Planned Unit Development or other approved access (See Section 4.3.1 A.).

#### **4.6.2 Double Frontage:**

Subdivisions should be designed so that lots do not front on two parallel streets except where a row of lots is designed to separate residential development from through traffic or overcome specific disadvantages of terrain and orientation (See Section 4.3.1 C).

#### **4.6.3 Zoning Code Requirements:**

Lot dimensions, yard sizes, lot frontage, building setback line dimensions, and lot area shall conform to the minimum requirements of the Zoning Code.

#### **4.6.4 Corner Lots:**

Lots at the intersections of streets should exceed minimum Zoning Code area and width requirements to provide adequate building areas and required building setbacks from intersecting streets.

#### **4.6.5 Large Lots:**

When a tract is subdivided into lots larger than one (1) acre, such subdivision shall be designed so as to permit the opening of future streets and the

establishment of additional utility easements should the land be resubdivided (See Section 4.3.14).

**4.6.6 Long Lots:**

Excessive lot depth in relation to lot width is prohibited. The maximum lot depth shall not be greater than the quotient of the lot width divided by 0.45 (45%). In other words the maximum lot depth = lot width / .45.

**4.6.7 Lot Lines:**

Side lot lines should be approximately at right angles to straight street lines or radial to curved street lines.

**4.6.8 Parking and Loading:**

Commercial and industrial lots should be of an appropriate size and shape so as to provide for adequate off-street parking and loading facilities.

**4.7 BLOCKS:**

The length, width and shape of blocks shall be suited for the planned use of land, consistent with Zoning Code requirements and the need for convenient access, control and safety of street traffic and the limitations of terrain.

**4.7.1 Length:**

Blocks for residential use shall normally not exceed one thousand three hundred twenty (1320) feet length. When such a block exceeds eight hundred (800) feet, the Planning Commission and City Council may require a dedicated easement not less than fifteen (15) feet in width and paved crosswalk not less than four (4) feet in width to provide pedestrian access across the block.

**4.7.2 Width:**

Blocks for residential use shall have sufficient width to provide for two (2) tiers of lots of appropriate depth, except on the boundaries of a proposed subdivision or where it is important to separate residential development from other types of development or through traffic. Blocks intended for commercial, office or industrial uses should be of a width suitable for the intended use, with due allowance for off-street parking and loading facilities. Blocks for such uses should normally not exceed six hundred (600) feet in length.

**4.8 BUILDING LINES:**

**4.8.1 Zoning Code Requirements:**

Building lines shall be provided for all subdivision plats in accordance with the requirements of the Zoning Code district in which the subdivision is located unless varied by the Board of Adjustment.

**4.8.2 Restrictions on Plat:**

Restrictions requiring buildings to be located within the building lines shown on the plat shall be set forth on the plat or on a separate recorded instrument.

**4.9 SEWAGE DISPOSAL AND WATER SUPPLY:**

- A.** The subdivider within the Coweta City Limits, at his/her expense shall provide an internal sanitary sewer collection system available to each lot within the subdivision. Said system shall be designed and constructed as approved by the Oklahoma State Department of Health and in accordance with ordinances of the City of Coweta and duly adopted standards and specification of the City of Coweta Water and Sewer Department.
- B.** Where an approved public sanitary sewer system is not reasonably accessible to the subdivision and in order to allow development during the time required to extend the public sanitary sewer system into those areas without such system, the following shall apply:

  - 1. A central treatment plant may be utilized on a temporary basis, provided that said treatment system meets all applicable water quality criteria and is designed and constructed as approved by the Oklahoma State Department of Health and in accordance with Ordinances of the City of Coweta and duly adopted standards and specifications of the City of Coweta Water and Sewer Department.
- C.** Developers of subdivisions within the City Limits of the City of Coweta where it is planned to initially utilize septic tank sewage disposal systems must:

  - 1. Submit a soil percolation test to the Wagoner County Health Department for each lot in the subdivision to be served by septic tank systems, establishing a percolation test rate of not less than one inch in sixty minutes and providing minimum lot sizes as follows:

    - (a) Minimum lot size of 22,500 square feet, including roadway easements, with a minimum width of 100 feet when the percolation test rate is at least one inch in 30 minutes or less time.
    - (b) Minimum lot size of 43,560 square feet, excluding roadway easements, with a minimum width of 100 feet when the percolation test rate is at lease one inch in 31 to 60 minutes.
  - 2. Dig two core test pits a minimum of six feet deep and two feet in diameter for each ten acres in the subdivision for example the Wagoner County Health Department.
  - 3. Provide and file with the subdivision plat, restrictive covenants relative to the installation and use of individual septic systems.

- (a) The approval and release of the plat of this subdivision does not constitute a guaranty or warranty that each septic tank system will function properly.
- (b) Sewerage is intended to be disposed of by individual septic tank disposal systems, and shall be subject to the regulations of the Wagoner County Health Department. Each lot owner is responsible for the installation and maintenance of the septic system serving the lot, and the lot area containing the lateral lines shall be maintained free of paving, surfacing, swimming pools, lawn sprinkler systems, or any building or other structure which would interfere with the functioning of the lateral lines.

#### **4.10 FLOOD PLAIN AREAS:**

##### **4.10.1 Prohibitions and Exceptions:**

Areas identified by the official flood plain maps of the City of Coweta which are subject to flooding hazards and periodic inundations, shall not be subdivided into lots, tracts or parcels for any use which would be incompatible with such flooding hazards unless:

- A. Improvements meeting the standards and requirements of the City Engineer are designed so as to render such land safe for residential or other uses, or
- B. The intended use of the land is permitted by city ordinances or permitted by variance or special exception as outlined by city ordinance.

#### **4.11 OIL AND GAS WELLS:**

##### **4.11.1 Setback from wells:**

Where there is found to be a producing oil or gas well which is in or within one hundred fifty (150) feet of the boundaries of a proposed subdivision, there shall be a building setback line so placed on the plat so as to prevent the erection of a building within one hundred fifty (150) feet of such well.

**4.11.2** Where there is found to be an abandoned oil or gas well which is not adequately plugged according to the standards established by the state law and the Oklahoma Corporation Commission, which well is within the boundaries of a proposed subdivision or within one hundred fifty (150) feet of said subdivision, said well shall be adequately plugged according to said standards so certified by the Oklahoma Corporation Commission, before the plat of such addition is given final approval. In lieu of plugging such wells, a building setback line shall be so placed on the plat so as to prevent the erection of a building within one hundred fifty (150) feet of such well. In any event, a certificate or clearance shall be obtained from the Oklahoma Corporation Commission as to the existence of any wells reflected in their records.

**4.12 PUBLIC AREA AND OPEN SPACE DEDICATION:**

In the subdivision of land or resubdivision of an existing plat, due consideration shall be given by the subdivider to the dedication or reservation of suitable sites for parks, playgrounds or other public recreational areas or open spaces. All areas to be reserved for or dedicated to public use shall be indicated on the preliminary plat in order that it may be determined when and in what manner such areas will be dedicated or conveyed to the city. Such land must be free and clear of mortgage or liens at the time of such dedication or conveyance.

**4.13 HILLSIDE DEVELOPMENT:**

The development of hillside areas or any area with a slope of greater than ten percent (10%) shall be designed to minimize grading and filling retain natural ground cover. Areas with slope in excess of twenty percent (20%) shall be utilized as open space or developed in accordance with a Planned Unit Development as defined by the Zoning Code.

**4.14 PLANNED UNIT DEVELOPMENT:**

When a subdivision is developed as a Planned Unit Development in accordance with applicable provisions of the Zoning Code, the Planning Commission and City Council may vary the requirements of these regulations in order to allow the subdivider more freedom in the arrangements of the subdivision but at the same time protect the convenience, health, safety, and welfare of the probable future residents of the subdivision as well as the character of the surrounding property and the general welfare of the entire community.

**4.15 CURB AND GUTTER STREETS:**

Curb and Gutter streets are required. Curbs, gutters, drainage and drainage structures shall be provided in accordance with the Engineering Design Standards of the City of Coweta. Such construction shall be subject to inspection and approval of the City Engineer or his designee.

**4.15.1** Curb corners shall be wheelchair accessible according to requirements of the ADA.

**4.15.2** The grade of the curb returns will continue for the full arc on all intersections where a midway opposing break is not provided.

**4.15.3** The minimum grade set along the curb shall be .5 percent. The maximum desirable grade for non arterial streets shall be limited to 8 percent. For situations where topography is unusually hilly, grades will be permitted up to a maximum of 12 percent providing they do not exceed 500 feet from point of tangent to point of curve.

## **4.16 SIDEWALKS:**

### **4.16.1 Sidewalk Design Criteria:**

- A.** Sidewalks shall be required on both sides of local and collector streets serving a residential subdivision, except where zoned Agricultural.
- B.** All sidewalks shall be Portland Cement Concrete. Sidewalks shall include pedestrian bridges across creeks and streams where applicable.
- C.** The finished thickness of Portland Cement Concrete sidewalks shall not be less than four (4) inches and the width shall not be less than four (4) feet.
- D.** In general, sidewalks shall be constructed within the dedicated right of way at a distance no less than one foot from the abutting property lines and a green belt of no less than 2 feet between the street pavement and the sidewalk, and except at intersections or as approved by the City, shall be no less than three (3) feet from the outside curb line of the street pavement.
- E.** Sidewalks must provide personal access for safe and convenient movement across curbs of physically handicapped persons, including those persons in wheelchairs. All sidewalks must conform to the Americans with Disabilities Act (ADA) requirements.
- F.** Sidewalks shall be built so that no obstructions block the safe and convenient movement of residents and to facilitate pedestrian access to schools, parks, playgrounds, churches, shopping centers and etc.

### **4.16.2 Concrete Base Preparation:**

- A.** When constructing sidewalks, the concrete shall be laid on a firm compacted smooth surface at an average depth below finish grade equal to the thickness of the sidewalk.
- B.** All soft and yielding or other unsuitable materials shall be removed and replaced with suitable material before construction of the sidewalk.

### **4.16.3 Finish and Joints:**

- A.** Sidewalks shall have a non-slip broomed surface.
- B.** Expansion Joints shall be placed at all intersections with curbs and not more than 30 feet apart.
- C.** Transverse cracking joints will normally be tooled or sawed into the finished sidewalk to a depth of one (1) inch.
- D.** Transverse cracking joints shall be placed at intervals not to exceed every 6 feet.