

Subdivision Regulations Update

Issue Identification and Outline Memo

September 27, 2016




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Subdivision Regulations

for the

TMAPC

Tulsa Metropolitan Area
Planning Commission

Adopted August 1978
Revised June 16, 2005

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1. INTRODUCTION

1.1. The Project

The City of Tulsa has launched a project that will lead to a complete rewrite of the existing subdivision regulations. The decision to update the regulations stems from city leaders' recognition that the current regulations do not reflect the city's vision for land use and development, as expressed in the comprehensive plan, PLANiTULSA. Moreover, most of the existing subdivision controls have been in place since the late 1970s and need to be updated to reflect modern development trends and emerging best practices.

1.2. Work To-Date

The beginning stage of the subdivision regulations update project has been spent listening and learning. The consultants engaged to assist with the effort have participated in a project kick-off meeting with the staff Technical Team and the Subdivision Regulations Work Group. They have conducted small group listening sessions

with individuals who use or are familiar with the existing regulations, and they have reviewed relevant plans and existing regulations, including all or parts of the following:

- Subdivision Regulations for the Tulsa Metropolitan Area Planning Commission
- Title 35 Tulsa Revised Ordinances (Infrastructure Development)
- Title 42 Tulsa Revised Ordinances (Zoning Code)
- Subdivision/Platting-related application forms
- PLANiTULSA Comprehensive Plan

1.3. General Project Goals

The existing subdivision regulations were adopted in 1978. Now approaching 40 years of age, they reflect a time when the vast majority of new development occurred on previously undeveloped "greenfield" sites. Tulsa in 2016 has different needs. One of the goals of this project

is to recognize and respond to the increasing role that infill and redevelopment will play in the future vibrancy and prosperity of the city. Other objectives include:

- Helping to implement and ensure consistency with the city's adopted plans;
- Better integrating and referencing other applicable development regulations;
- Removing redundant provisions and eliminating conflicts among different regulations;
- Addressing missing or outdated infrastructure and public facility standards;
- Streamlining procedures for development/subdivision review and approval; and
- Making the updated regulations as clear, well-organized and user-friendly as possible.

1.4. The Report

This *Issue Identification and Outline Memo* is the first work product to be produced as part of the subdivision regulations update. It summarizes the consultant team's understanding of the key issues to be addressed and includes initial recommendations regarding the scope and direction of the update. The intent is to provide a sense of the general direction for the project, not to identify the specifics of every needed or proposed change.

The recommendations in the report represent broadly framed "big ideas" for addressing identified inadequacies within the current subdivision regulations. They are intended to

serve as the starting point for discussion, prior to beginning preparation of the actual regulations. Recommendations can and will be revised and tailored in response to local reviews and to new issues encountered as the project proceeds.

By its nature, the report is high-level and conceptual in nature. There are also countless other editing and non-substantive technical changes that will be made during the project. The actual draft regulations will be prepared as the next step of the update project.

1.5. Basis of Observations

The findings and recommendations presented in this report are based on:

- Analysis of plans and policy documents related to subdivision and development issues;
- Comments and input to-date from staff, officials, regular users and citizens;
- Staff and consultant analysis of existing regulations; and
- Our team's knowledge of development regulation practices throughout the U.S.

It is important to point out that any shortcomings and weaknesses ascribed to Tulsa's current subdivision regulations are in no way intended to reflect poorly on previous authors or upon public officials and staff charged with administering them. The types of issues identified in this report are commonplace, particularly in older regulations that have not been updated on a regular basis.

Review Comments: This report was discussed at meetings of the SR Work Group and the (staff) Technical Team held on September 21, 2016. Their general reactions to the recommendations and concepts presented by the consultant are found throughout the report.

2. APPLICABILITY

2.1. Rethink Applicability of Subdivision Approval Process

As is the case today, the updated subdivision regulations will apply in both the city and county, the area within the jurisdiction of the Tulsa Metropolitan Area Planning Commission (TMAPC).

Beyond this basic “jurisdiction” issue, Section 1.3 of the current subdivision regulations (Authority) contains the following applicability statement:

These Subdivision Regulations shall apply to all subdivisions of land located within the jurisdictional area of the Planning Commission as established by law now in effect or as may be amended from time to time.

While this general applicability statement is fairly straight-forward, the definition of “subdivision” found in Section 8 is fairly confusing:

Any division of land into one or more lots (5 lots require a subdivision), parcels, tracts, or areas, or any division of land for sale, development or lease, as a condition of zoning, involving the right-of-way or alignment of an existing or proposed street or highway (see also Title 19 OS 863).

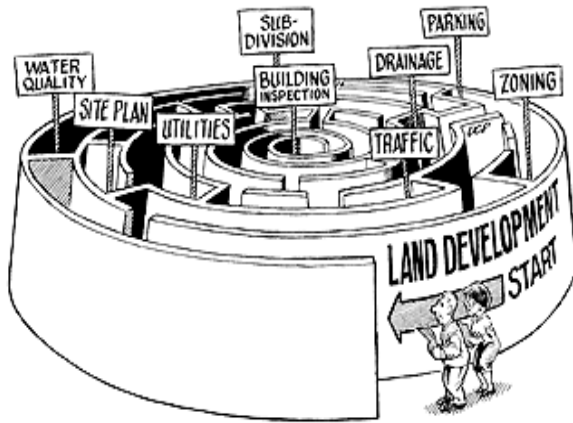
Moreover, the Tulsa zoning code contains its own defacto subdivision plat applicability requirement. It prohibits (in Sec. 70.080-B) the issuance of building permits and zoning clearance permits

for properties that have been rezoned or approved for many types of special exceptions until a subdivision plat has been approved for the subject property. As a result of existing zoning code and subdivision provisions, the applicability “net” for subdivision plat approval in Tulsa has been cast very wide, meaning that many building and development-related activities—whether minor or significant in nature—are subjected to the subdivision plat (or replat) process. Several relief valves have been established to ensure that such broad applicability does not constitute an unreasonable burden, but these relief provisions (e.g., plat waivers, accelerated release of building permit) in and of themselves result in some degree of discretion and uncertainty. They also add to the time it takes to commence development.

The city has an interest, indeed a responsibility to review proposed development projects to ensure that streets, utilities and infrastructure will be adequate to serve the subject development and to check for compliance with local development regulations. The question that needs to be addressed as part of this update process is whether requiring that the vast majority of proposed projects go through the subdivision plat approval process is the only way to achieve those legitimate aims.

SR Work Group Response to 2.1: Widespread support for reducing reliance on subdivision plat/replat process as the sole mechanism for accomplishing other legitimate public objectives, such as right-of-way and easement dedications and provision of sidewalks.

Technical Team Response to 2.1: Widespread support for recommendation.



3. PROCEDURES

3.1. Streamline Approval Processes

The existing subdivision approval procedures are difficult to follow and understand and occasionally do not track actual practice. Additionally, the procedures seem unnecessarily cumbersome, particularly for projects that comply with zoning and meet all applicable development standards. The new regulations should offer a more streamlined process for approval of projects that comply with all applicable zoning and subdivision/development regulations.

Under the existing subdivision regulations, most applications for approval require review by multiple agencies and meetings or hearings before the TMAPC and city council. While there are exceptions (e.g., lot combinations and some forms of lot splits), the existing subdivision review and approval procedures seem to offer several opportunities for “streamlining.”

The types of process efficiency improvements envisioned under this recommendation would require one or more of the following changes in approach:

- Authorization of more staff-level approvals, measured against objective development standards;

- Clarifying the circumstances under which an expedited “minor” plat approval process is allowed;
- Eliminating seemingly redundant reviews;
- Creating new procedures to deal with minor matters that are now addressed through the subdivision process, such as dedications, vacations, and minor corrections or adjustments to approved plats.

All these possible approaches share a similar objective: ensuring careful and competent review of proposed developments, while ensuring the review process is fair, consistent and as expeditious as possible.

SR Work Group Response to 3.1: Widespread support for “streamlining” all facets of the subdivision plat review process.

Technical Team Response to 3.1: Widespread support for concepts presented, but must overcome recognize and overcome statutory constraints (i.e., specific vesting of approval authority with planning commission)

3.2. Clarify Procedures, Hearing/Notice Requirements and Approval Criteria

Regardless of the type of approval process to be used, the actual procedures and steps required for approval should be clarified. The new regulations should employ the use of parallel construction in the written procedures. The written text should be supplemented with basic visual flow charts identifying the required steps in the review and approval process.

Existing public hearing and meeting requirements should also be evaluated and clarified. While state law does not require that formal public hearings be held to consider subdivision plats, the existing (local) subdivision regulations do. The practice of providing notice and conducting public hearings on subdivision plat approvals is not completely unheard of but it is certainly not a universal practice.

The question of how to handle public participation and involvement in subdivision review presents a minor dilemma. On the one hand, public participation generally improves the quality of decisions made by local governments and enhances the trust citizens place in government. On the flip side, most people who testify at such hearings are really concerned with the type or intensity of development—matters that are controlled by zoning. If the zoning allows development of the type and intensity proposed by the developer and the development complies with all applicable regulations, there are no reasonable grounds for disapproval, a fact that surely frustrates those who testify. There is no perfect solution; public participation may provide useful information to improve the largely technical subdivision review process, but it may also lead to a venting of concerns that the cannot be addressed at the platting stage of the entitlement process.

Another important issue underlying many of the subdivision processes and procedures is the current absence of clearly stated review and decision-making criteria. This concern applies to several matters, including the designation of “minor plats” and the approval of “plat waivers”

and other procedures. To be more effective and predictable than their present-day counterparts, the new regulations will need to include clear review and approval criteria for all subdivision-related procedures.

SR Work Group Response to 3.2: Widespread support.

Technical Team Response to 3.2: Widespread support for clarification and general acknowledgment that public notice and meetings/hearings on subdivision matters may cause unnecessary frustration and confusion. Further consideration required.

3.3. Update and Relocate Submittal Requirements and Certificates

A significant portion of the current subdivision regulations is taken up by detailed lists of information required to be submitted with various types of applications and with (sometimes outdated) certificates and forms that must be included with a final plat.

Certainly, an accurate listing of information required with various types of development proposals is an essential element of an efficient, predictable review and approval process. We recommend, however, that only major information items be identified in the regulations themselves and more detailed plan and plat specifications be included in non-codified handouts or checklists. Such an approach could substantially reduce the length of the administrative and procedural provisions and enable the city (and county) to update or modify the detailed application specifications on an as needed basis, without processing a formal amendment to the regulations. Informational handouts and checklists may also facilitate a more user-friendly approach to informing applicants of submittal requirements (see Figure 2).

SR Work Group Response to 3.3: Widespread support.

Technical Team Response to 3.3: Widespread support.

3.4. Establish Procedures for Approval of “Vacations”

The subdivision regulations do not currently include an explanation of procedures that must be followed when plats, easements or public rights-of-way are proposed to be abandoned or “vacated.” The updated subdivision regulations should include clear procedures to be followed in vacating public rights-of-way and easements. These procedures should track or merely reference those of the controlling Oklahoma Statutes.

SR Work Group Response to 3.4: Not discussed.

Technical Team Response to 3.4: General support for at least referencing applicable statutory requirements for vacations.

3.5. Establish Procedure for Correction of Plat Errors

Occasionally after a final plat is approved and recorded there are minor items that need to be changed or corrected. Many jurisdictions have instituted procedures and standards to allow correction of such errors in an expeditious manner, while protecting the rights of property owners and the city as a whole. We recommend such provisions be included in the revised regulations.

These procedures should track or merely reference those of the controlling Oklahoma Statutes.

SR Work Group Response to 3.5: Not discussed.

Technical Team Response to 3.5: General support for at least referencing applicable statutory requirements.

3.6. Clarify Requirements for Performance and Maintenance Guarantees

Developers are reluctant to spend money installing roads, sidewalks and other public improvements before a project has been completely approved. On the other hand, cities are equally reluctant to grant final approval to

a development project until required facilities have been installed. Thus, it is common for local governments and a developers to enter into agreements under which the developer agrees to complete specific improvements. This is the case in Tulsa, where subdivisions may be approved before all improvements are installed if the developer executes an “Agreement Assuring Installation of Improvements.” Unlike most other jurisdictions, Tulsa does not require that such assurances be secured by cash escrow, a bond, letter of credit or other locally approved financial guarantee.

The other form of financial guarantee typically required is for maintenance—guaranteeing that the developer will repair any defects or failures appearing in the construction of the improvements required to have been built, within one year or so following their installation.

The updated regulations should clearly establish:

1. Whether financial guarantees are required in support of future performance and maintenance agreements;
2. The acceptable forms of any financial guarantees required;
3. The methodology for establishing the minimum amount of guarantee;
4. The source of cost estimates used to calculate guarantee amounts (the city or more typically the developer’s engineer, with sign-off by the city);
5. Provisions governing release, partial release and use of guarantee funds in the event of developer default;
6. The conditions under which required time-frames for installation of improvements can be extended; and
7. Who is authorized to grant such extensions.

SR Work Group Response to 3.6: Not generally supported or viewed as necessary, although some recognition of issue. Concerns expressed about “double bonding” because IDP process currently requires maintenance bonds. Some believe that requiring financial security of

performance (installation of improvements) is unnecessary because buyers' will not purchase lots in unfinished subdivisions and lenders will not invest.

performance when infrastructure is not installed prior to final plat. Also recognition that city council will be supportive in light of issues that arise from time to time.

Technical Team Response to 3.6: Widespread support for requiring financial guarantees of

Figure 2: Sample Application Checklist (Arlington TX)

PLAT

REQUIRED DOCUMENTS CHECKLIST

Please place a check mark in the column for the appropriate plat type for each item being submitted.

Applications submitted without all the required elements will not be reviewed, and will be returned to the applicant for revision. Please be sure that all required elements are included. If you have questions on any of these elements, please call the Planner of the Day for clarification at 817-459-6502.

Required Documents	Replat Minor Plat	Combination Plat	Amended Plat	Final Plat	Preliminary Plat	Conveyance Plat
Pre-Application Conference Notes	n/a	n/a	n/a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plat Application	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plat Application Fee	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Five (5) folded copies of the plat, minimum sheet size 18"x24", maximum 24"x36", folded to 9"x12" with the title block visible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
One (1) 11x17 reduction of the plat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
One (1) as-built survey for existing permanent structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Two (2) folded copies landscape plan, street trees and open space landscaping	<input type="checkbox"/>	n/a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	n/a
One (1) copy preliminary water and sanitary sewer layout	<input type="checkbox"/>	n/a	n/a	<input type="checkbox"/>	<input type="checkbox"/>	n/a
One (1) copy drainage plan. If utilizing a previously approved drainage plan, please attach to this application	<input type="checkbox"/>	n/a	n/a	<input type="checkbox"/>	<input type="checkbox"/>	n/a
One (1) copy Storm Water Management Site Plan (SWMSP) for all developments more than 12,000 square feet (can be included in the drainage plan)	<input type="checkbox"/>	n/a	n/a	<input type="checkbox"/>	<input type="checkbox"/>	n/a

Preparer's Signature: _____

Preparer's Name: _____

Date: _____

Plat Approval Process Timeline

Some Plat Applications can be reviewed and approved by the Zoning Administrator, while other types of Plat Applications must include a public hearing and review and approval by the Planning and Zoning Commission. The type of Plat Application and the approval process can affect the length of the time for approval.

Please refer to Article 10 - Review Procedures of the Unified Development Code, which can be found online at www.arlington-tx.gov/cdp/udc. If you have additional questions regarding your Plat Application, please call 817-459-6502 and ask for the Planner of the Day.

4. REGULATIONS

4.1. Require Connectivity

“Connectivity” refers to the connectedness of a (complete) street network, providing more ways for motorized and non-motorized travelers to get from point A to point B. Connectivity requirements promote easier and safer accessibility by non-motorized travel and reduce vehicle traffic on major roads by allowing traffic to be dispersed throughout the street network. A street network that is not well connected can limit people’s ability to travel in the most direct path, increase travel distances, require larger intersections to move vehicular traffic and add to congestion on major streets.

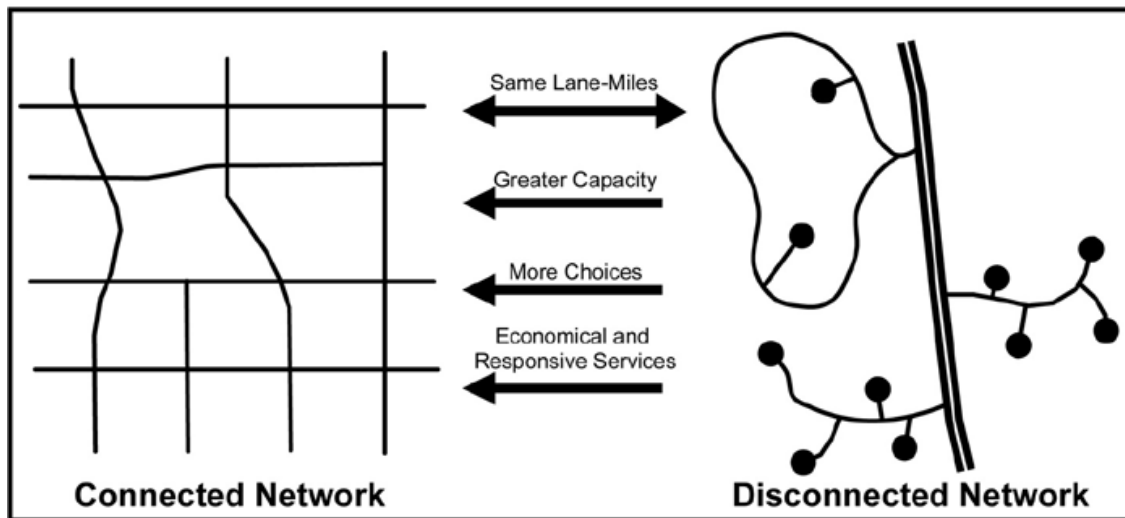
The existing subdivision regulations do relatively little to support connectivity. In fact, Section 4.1.4 (Circulation) presents a regulatory barrier to connectivity by discouraging connected local streets and other layouts that accommodate “through traffic.” The regulations also lack provisions addressing temporary street stub-outs to facilitate connections with abutting properties develop.

In order to maintain consistency with the comprehensive plan, the new regulations should require street extensions to the property perimeter and allow for exceptions in specific circumstances (e.g., when topography or physical barriers prevent reasonable connections).



The existing maximum cul-de-sac length standard of 750 feet (Sec. 4.2.7(a)) is high in an urban or suburban context, where modern practice would be to limit the length of dead-end streets to 300 to 600 feet, depending on lot size. The current maximum block length standard of 1,500 feet may be reasonable for semi-rural or large-lot suburban contexts, but is high for more urban settings with lots of less than 6,000 square feet in area.

Figure 3: Benefits of Connectivity



The new regulations should include updated standards that promote connectivity. These updated requirements should include sliding scale block length, block perimeter and dead-end street length standards and reasonable requirements for street connections and temporary street stubs. Finally, the regulations should be amended to provide greater certainty regarding developer obligations to address supplemental non-motorized transportation and emergency vehicle access connections when variances are granted to allow longer blocks or cul-de-sacs.

SR Work Group Response to 4.1: Not strong support for strict regulations. Group also notes that public opposition can be expected.

Technical Team Response to 4.1: Widespread support for reasonable regulations.

4.2. Accommodate and Promote Green Infrastructure

Stormwater runoff that isn't properly managed can flow over impervious surfaces picking up pollutants along the way and washing them into area rivers and streams. Stormwater runoff can also cause flooding and erosion. Sustainable approaches to stormwater management—sometimes referred to as green infrastructure—mimic the way nature handles stormwater prior to development. Typical techniques involve one

or more of the following techniques:

- Permeable concrete;
- Permeable pavers;
- Rain garden/bioretention;
- Vegetated bioswales;
- Green roof; and
- Rainwater harvesting.

Tulsa has demonstrated a commitment to stormwater management best practices through adoption of the comprehensive plan and other actions such as establishment of the Partners for A Clean Environment (PACE) program. The updated subdivision regulations offer an opportunity to reinforce these and other city efforts through specific references to the types of low-impact, sustainable stormwater management practices encouraged by the city.

This recommendation is based on several goals and policies from the city's comprehensive plan.

SR Work Group Response to 4.2: Widespread support for removing obstacles and providing incentives. Group notes that other agencies, regulations, programs will need to be coordinated for LID initiatives to be successful.

Technical Team Response to 4.2: Same as SR Work Group.

4.3. Establish Riparian Buffer Regulations

The comprehensive plan calls for the establishment of standardized riparian buffer requirements. Riparian buffers are vegetated areas next to streams and open bodies of water. They help reduce the impact of stormwater runoff by trapping sediment and pollutants; allowing infiltration of runoff; and slowing and dispersing stormwater flows. They help preserve stream bank stability by reinforcing the soil with root systems. In addition, they help manage stream temperatures and provide wildlife habitat.

Further discussions will be required to determine the nature and scope of such regulations.

SR Work Group Response to 4.3: No support for local regulations, especially if duplicative of or conflicting with Army Corps of Engineers and others' regulations. Also cautioned that any buffer regulations that reduce developable area will be opposed by property owners.

Technical Team Response to 4.3: Widespread support for at least referencing applicable regulations.

4.4. Clarify Private Street Regulations

Private streets are currently prohibited except in approved Planned Unit Development (PUD). This is an instance where the subdivision regulations are out of sync with the zoning code, which no longer allows the approval of PUDs.

The updated subdivision regulations will need to include provisions addressing:

1. The circumstances under which private street may be used;
2. Disclosure of information to abutting owners regarding their rights and responsibilities for maintenance of such streets (see also recommendation No. 5.3); and
3. Applicable design and construction standards for private streets.

SR Work Group Response to 4.4: Widespread support for including criteria and standards

governing private streets and gated subdivisions.

Technical Team Response to 4.4: Support for limiting instances of gated communities, especially when such designs would conflict with connectivity, emergency service or other public policy objectives.

4.5. Update Sidewalk Requirements

The current regulations require that sidewalks be installed on both sides of all streets. These provisions could be improved by:

- Providing greater specificity regarding which actions trigger requirements for sidewalk installation;
- Clearly specifying the required timing of installation;
- Specifying minimum sidewalk width standards at least along some streets; and
- Establishing predictable criteria for approval of sidewalk waivers.

The updated sidewalk requirements should address both development that requires platting and development (construction) that is exempt from platting.

SR Work Group Response to 4.5: Widespread support for including criteria for (administratively approved) sidewalk waivers.

Technical Team Response to 4.5: General support.

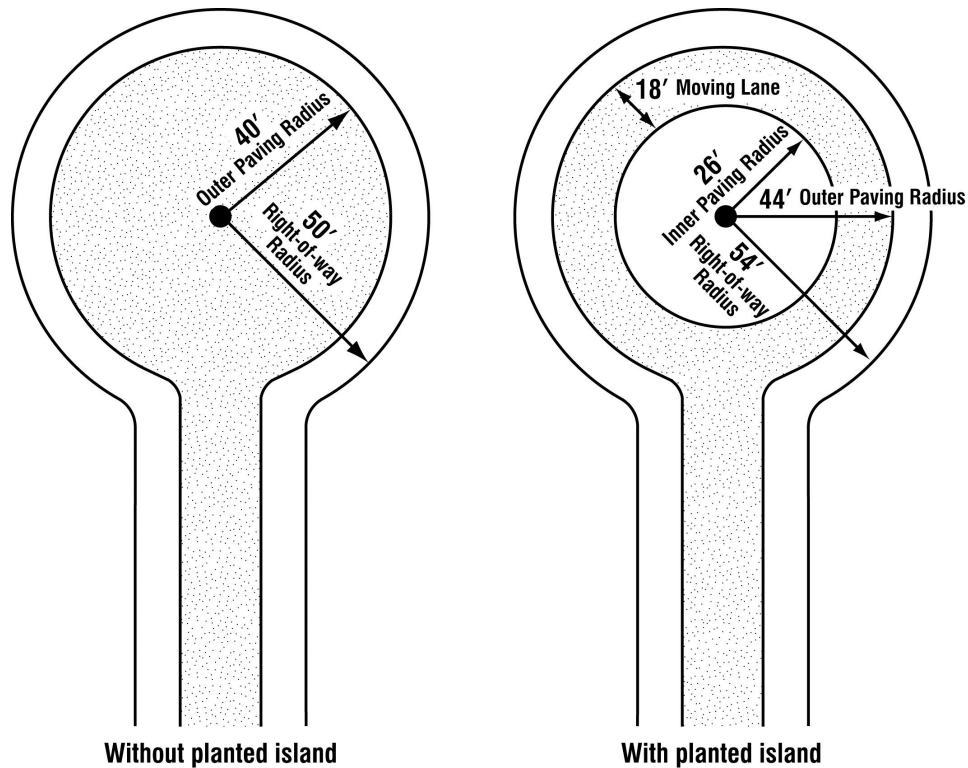
4.6. Encourage Alleys

The current subdivision regulations define "alley" but do not expressly address their use or construction. Even if city policy is not to accept alleys for public maintenance or provide solid waste collection in alleys, the regulations should at least expressly allow if not encourage their installation and use, provided design and maintenance standards are met.

SR Work Group Response to 4.6: Not discussed.

Technical Team Response to 4.6: Not discussed.

Figure 4: Cul-de-Sac With Planted Median (Typical)



4.7. Address Maintenance of Common Subdivision Elements

The subdivision regulations do not include provisions governing the establishment of property owners associations or maintenance of common areas within developments (other than a passing reference in the section on private streets). Many jurisdictions require the establishment of a property owners' association whenever a development contains amenities or improvements that will be owned in common by all property owners within the subdivision. This is a sensible and customary requirement designed to ensure maintenance of common features over time. Even with property owners association, there is always a risk the association may have problems funding and maintaining such features, particularly high-cost, high-maintenance facilities such as stormwater detention ponds. When this happens, residents of the subdivision almost invariably request government assistance in

dealing with the situation.

As part of the subdivision regulations update, consideration should be given to requiring the establishment of property owner associations for any projects that will include commonly owned elements.

SR Work Group Response to 4.7: No opposition expressed.

Technical Team Response to 4.7: General support for requiring establishment of property owners' associations for subdivisions that include commonly owned/maintained improvements.

4.8. Allow Alternative Cul-de-Sac Designs

The current regulations require cul-de-sac bulbs with between 76 and 80 feet of pavement (diameter). There are numerous alternatives to this design, most of which reduce impervious

cover, including hammerheads, loop roads and pervious islands in the cul-de-sac's center (see Figure 4). Modified cul-de-sac designs can help decrease impervious surface, reduce pavement and drainage costs and protect natural resources through reduced runoff impacts. The updated regulations should accommodate at least some types of alternative designs as an as-of-right option for developers (currently requires special approval by Fire Marshall and TMAPC).

SR Work Group Response to 4.8: Not discussed.

Technical Team Response to 4.8: Not discussed.

Additional Question/Issue Raised by Technical Team: The Technical Team suggested that consideration be given to including access management regulations and traffic impact analysis requirements to the revised subdivision regulations.

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5. CLARITY AND UsABILITY

One of the central goals for the update project is to ensure that Tulsa's new subdivision regulations are easier to use and understand than their present day counterparts. Substantive regulations should be clear, comprehensive and internally consistent. Administrative and procedural provisions should be streamlined, consistent and easy to understand.

The new regulations should be logically organized, well-formatted and easy to use. The provisions should be laid out in a way that people can find the information they need and written so that information can be understood once it is located within the document.

This section recommends several ways Tulsa's new subdivision regulations can be made easier to navigate, use and understand.

5.1. Add Navigational and Usability Improvements

The updated regulations should include article and section headings, illustrations, charts and other modern communication and page layout features designed to enhance overall usability and comprehension. The updated regulations should also be written in legally defensible plain English.

Some reorganization of the existing regulations is also recommended to assist regular and casual users in finding relevant procedures and standards. A tentative proposed outline is presented on the following page.

SR Work Group Response to 5.1: Not discussed.

Technical Team Response to 5.1: Not discussed.

5.2. Update Titles, Terminology and Definitions

Definitions need to be updated to promote consistent application of existing regulations and clarity of any new or amended provisions. The definition of "lot split," for example, needs to be revised to comply with state statutes (i.e., subdivision of tracts of land of less than 5 acres.)

Department titles (e.g., "public works department") and terminology (e.g., "privately funded public improvement") should be updated to reflect modern usage and to correct inconsistencies and irregularities.

SR Work Group Response to 5.2: Not discussed.

Technical Team Response to 5.2: Not discussed.

5.3. Eliminate Conflicts and Redundancies

The subdivision regulations update provides opportunities to identify and eliminate redundancies and conflicts that exist among regulations and to clarify what the requirements actually are.

While it is a customary and good practice to include engineering and technical specifications outside the actual subdivision regulations, care

needs to be taken during the update effort to ensure different regulations and manuals do not repeat the same standards or certainly that they are not in conflict.

SR Work Group Response to 5.3: Not discussed.

Technical Team Response to 5.3: Not discussed.

TULSA SUBDIVISION REGULATIONS TENTATIVE PROPOSED OUTLINE

DIVISION 1 | INTRODUCTORY PROVISIONS

- Article 10: Legal Framework
- Article 11: Transitional Provisions

DIVISION 2 | SUBDIVISION DESIGN AND IMPROVEMENTS

- Article 20: Improvements and Design Generally
- Article 21: Lots and Blocks
- Article 22: Streets
- Article 23: Sidewalks and Trails
- Article 24: Easements
- Article 25: Water and Sewer
- Article 26: Drainage and Stormwater
- Article 27: Parks, Open Spaces, Landscaping

DIVISION 3 | RESERVED

DIVISION 4 | REVIEW AND APPROVAL PROCEDURES

- Article 40: General and Common Provisions
- Article 41: Major Subdivisions
- Article 42: Minor Subdivisions
- Article 43: Lot Line Adjustments
- Article 45: Lot Splits and Combinations
- Article 46: Vacations
- Article 47: Plat Adjustments
- Article 48: Waivers and Modifications
- Article 49: Appeals of Administrative Decisions

DIVISION 5 | ADMINISTRATION AND ENFORCEMENT

- Article 50: Review and Decision-Making Bodies
- Article 51: Violations and Penalties

DIVISION 6 | TERMINOLOGY

- Article 61: Language and Interpretation
- Article 62: Definitions

DIVISION 7 | APPENDICES