

CITY OF NORMAN
OKLAHOMA

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**NORMAN
AREA PLAN
REPORT**

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THE NORMAN AREA PLAN

---consisting of the

POLICIES,

NORMAN AREA OPEN SPACE
PLAN, and

NORMAN AREA MAJOR STREETS
& HIGHWAYS PLAN

was adopted by---

THE NORMAN CITY PLANNING and THE NORMAN CITY COMMISSION
COMMISSION

On July 21, 1964

On October 27, 1964



Joe Keeley, Chairman

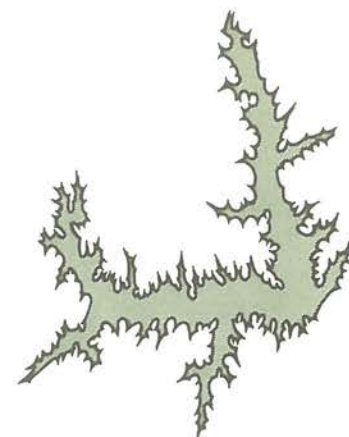


Earl Sneed, Mayor

---and was prepared by---

The NORMAN CITY PLANNING DEPARTMENT under contract with the
Oklahoma Department of Commerce and Industry and financed in part
by an urban planning grant from the Housing and Home Finance Agency
under Section 701, Housing Act of 1954, as amended.

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O K L A H O M A



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THE NORMAN AREA PLAN

PART I

INTRODUCTION, BACKGROUND, & IMPLEMENTATION

INTRODUCTION

The NORMAN AREA PLAN was prepared by the Norman Planning Department in cooperation with other City Departments and other agencies and jurisdictions affected by the Plan. It is an extension of the previously adopted NORMAN URBAN AREA 1985 GENERAL PLAN.

Like the Urban Plan, the Area Plan is a general, comprehensive, and long range plan for the physical development of Norman. However, whereas the Urban Plan was aimed at a specific year of development, 1985, the Area Plan is a plan for "ultimate" development. This "ultimate" development cannot be anticipated to occur at any specific point in time. Too many factors affecting the rate of development will vary considerably: technological advances, change of social conditions, etc.

The Area Plan not only includes all of the 186 square miles of the City of Norman, but also major areas outside the City Limits which have been determined, after due study, to be within the natural area of influence or concern of Norman. In other words, development in these areas outside the City Limits have considerable influence on the rate and nature of development within the City Limits. Also development within Norman definitely will affect the areas included in the Plan which are outside Norman's jurisdiction.

Since these areas are outside Norman's jurisdiction, cooperation must be the key word whenever it is determined that there are problems which can only or can best be solved by either combined or concurrent effort on the part of two or more jurisdictions. This idea is imperative if the Norman area is to be developed to its maximum potential.

BACKGROUND AND IMPLEMENTATION

The Little River Reservoir and Annexation

In 1961, the citizens of Norman, Midwest City, and Del City overwhelmingly approved contract proposals submitted to them providing for repayment to the Federal Government of the major portion of the cost of constructing a new reservoir east of urban Norman. The purpose of this reservoir was to provide water for municipal and industrial uses in the three cities.

In addition, the Federal Government would pay for portions of the reservoir cost that would provide for downstream protection from flood damage, improvement of fish and wildlife resources, and substantial recreational opportunities for citizens of Oklahoma and the nation.

In order to jointly administer the project for the three cities, the Central Oklahoma Master Conservancy District was created by the Legislature of the State of Oklahoma and duly authorized by the three cities to proceed with construction of the reservoir.

The reservoir, known locally as Little River Reservoir, is completed and filling. Summer recreational use is anticipated during 1965 although the major recreational influx is expected to begin in the spring of 1966.

The reservoir extends nine miles up Little River and seven miles up Hog Creek. Although the maximum water surface elevation could reach 1064.5 feet, the top of the flood pool will be 1049.4 feet. The Conservation pool elevation has been set at 1039 feet. At this height, the normal level of the lake, the reservoir will contain 199,600 acre-feet of water, cover 6,070 acres, and have a shoreline of 86 miles.

Total cost of the reservoir will be about \$19 million. Of this, the three cities will repay \$11.6 million, plus interest, over a fifty year period.

With this size public investment and with the possibility that, in the absence of any County planning or zoning, the reservoir could become polluted or otherwise become a public liability, the City of Norman in 1961 annexed the reservoir area, the drainage basin of the lake not already in other city limits, and other areas outside urban Norman which were within the natural area of concern or influence of the City.

Overnight, Norman went from 10 square miles to 186--the tenth largest city in area in the United States. At the time of annexation, an urban plan was being prepared using a 701 planning grant. Therefore, the contract for the plan was revised and, upon completion of the Urban Plan, planning began for all of the 186 square miles.

However a few vested interests in the reservoir area did not want any controls exerted over them in the development of land around the reservoir. They succeeded in getting the City's annexation into Federal District Court. Fortunately for the future citizens of this area, the City prevailed. The City was not only upheld but complimented on their bold and necessary action.

The next step for these people was the calling of a Cleveland County Grand Jury to investigate the annexation. Again, the City not only won but was strongly complimented for their action.

Failing these two routes, the Federal Court decision was appealed to higher court. At the present time the case is pending.

Recreational Use of the Reservoir

Seven Thousand acres of land have been acquired for the reservoir and the recreational areas that will be adjacent to the shoreline. No privately owned land will be adjacent to the conservation pool, or normal level, of the lake. However, the Federal Government has acquired only flowage easements on the land between the project boundary (the take line) and the top of the maximum water surface, 1064.5. In these areas the land may be continued to be used by private individuals for agricultural and other open uses, but it may not be used for the construction of any structures that will be occupied by humans.

Most of the land between the Flood Pool elevation and the project boundaries has been assigned to the State Planning and Resources Board to improve and operate as a State Park. This was done with the prior approval of the Master Conservancy District.

The remainder of the land was assigned to the State Fish and Game Commission for operation of a fish and game hunting preserve with one exception; a small area of land was assigned to the University of Oklahoma, Norman, to operate as a Biological Research Station. In every case, the Federal Government will retain title to the land.

In order that the recreational areas might be developed in the best possible manner, the Federal Bureau of Reclamation (the agency actually constructing the reservoir) requested the National Park Service to prepare a General Development Plan and a site plan for each of the two major recreational areas at the lake.

The site plans which follow this page--one for the Clear Bay Area on the south side of the lake and one for the Indian Point Area on the north side of the lake--were prepared by the National Park Service of the U. S. Department of Interior and officially approved by the Regional Director of the National Park Service, concurred in by the Oklahoma Planning and Resources Board, and accepted by the Regional Director of the Bureau of Reclamation. The Norman Planning Department also was consulted in the preparation phase. The initial park improvements have taken place in complete accord with these plans and the General Development Plan.

Following the two site plans is a map entitled "Little River Reservoir Recreation Plan." This Plan includes not only all of the proposals of the General Development Plan but also several minor proposals for additional recreational development which were added by the Norman Planning Department after consultation with the State Planning and Resources Board. This Plan is the basis of adjacent planning in the reservoir area; therefore, it is assumed (see Policies) that the recreational area will be developed in the manner shown on the map.



TOP, CONSERVATION POOL-ELEV. 1039.2'
 TOP, FLOOD POOL-ELEV. 1049.4'

HARBOR OVERLOOK
 FOUR-LANE CONCRETE BOAT LAUNCHING RAMPS WITH 30' GRAVEL TURNING STRIP
 BOAT TRAILER PARKING
 HARBOR EXCAVATION TO E. OF CLEAR CREEK CHANNEL



AREA COVERED BY THIS SHEET

LEGEND

BASIC DEVELOPMENT (GOVERNMENT FINANCED)	
—	ROADS
⊞	TOILET
⊕	HYDRANT
ACCESSORY DEVELOPMENT (NON-GOVERNMENT FINANCED)	
- - -	ROADS
⊞	TOILET
⊕	HYDRANT



BASIC DATA
 U.S.G.S. Denver & Little Axe Quadrangles, Oklahoma, 7 1/2' Series
 Aerial Photographs, Numbers OC-4T-127 (7-17-57) & OC-3T-155 (7-15-57)
 U.S.B.R. Dwg. Numbers 763-527-338 & 763-527-339

UNITED STATES
 DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE
 DIVISION OF FEDERAL AGENCY ASSISTANCE

SITE PLAN
CLEAR BAY AREA
 LITTLE RIVER RESERVOIR
 NORMAN PROJECT, OKLAHOMA

NPS SW REGION
 FOR REGION 5 B of R
 DATE: MARCH 1964
 DESIGNED BY: J. OLSON
 DRAWN BY: J. OLSON
 CHECKED BY: B. CHAMBERS
 SHEET 2 OF 3
 DRAWING NUMBER
RS
NP-7101



ACCESS ROAD TO BE CONSTRUCTED WHEN LAND BECOMES AVAILABLE

TO GOLF COURSE AREA

CAMPING

THIS CURVE TO BE OBLITERATED WHEN FUTURE ROAD IS CONSTRUCTED

TOP, CONSERVATION POOL-ELEV. 1039.4

TOP, FLOOD POOL-ELEV. 1049.4

FOUR-LANE CONCRETE BOAT LAUNCHING RAMP WITH 30' GRAVEL TURNING STRIP

BOAT TRAILER DOCK

PICNICKING

PICNICKING

PICNICKING

PICNIC OVERLOOK

EXISTING OLD HIGHWAY # 9 TO BE USED FOR A LAUNCHING RAMP

LEGEND

BASIC DEVELOPMENT (GOVERNMENT FINANCED)

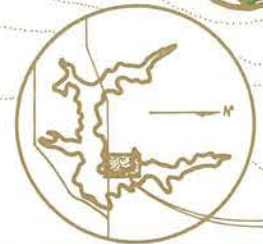
- ROADS
- ⊞ TOILET
- ⊕ HYDRANT

ACCESSORY DEVELOPMENT (NON-GOVERNMENT FINANCED)

- ROADS
- TOILET
- ⊕ HYDRANT

BASIC DATA

J.S.G.'s Little Axe & Stillman Quadrangles, Oklahoma, T1/2 Series
 Aerial Photographs, Numbers OC-37-153 (15-17) & OC-47-125 (17-17-57)
 B/REC. [WGS] NUMBERS 763-527-336 & 337

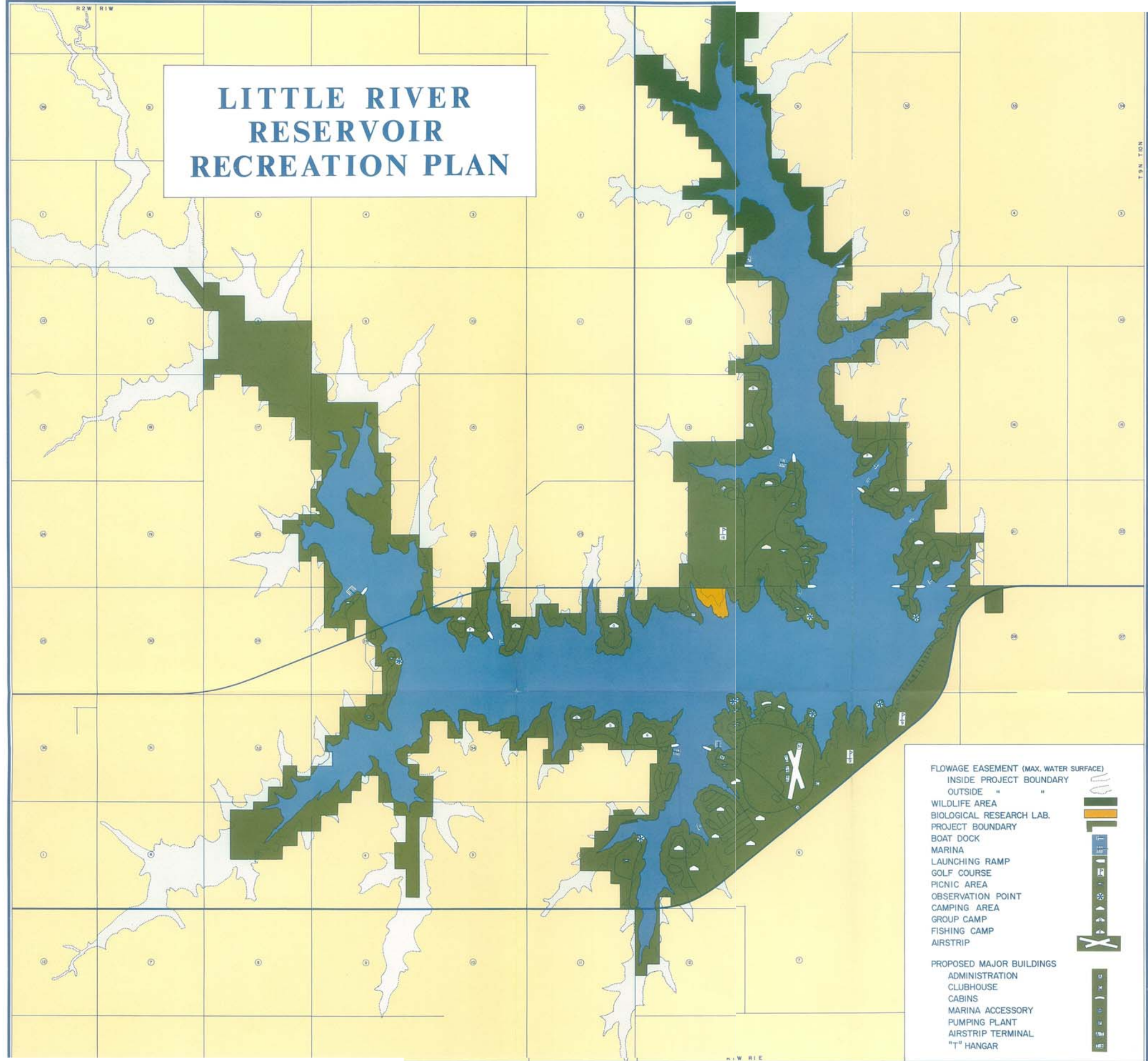


AREA COVERED BY THIS SHEET



UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE DIVISION OF FEDERAL AGENCY ASSISTANCE		NPS SW REGION FOR REGION 5 & 6 DATE: APRIL 1964 DESIGNED BY J. OLSON DRAWN BY J. OLSON TRACED BY J. FOX
SITE PLAN INDIAN POINT AREA LITTLE RIVER RESERVOIR NORMAN PROJECT, OKLAHOMA		CHECKED BY B. CHAMBERS SHEET 3 OF 3 DRAWING NUMBER RS NP-7101

LITTLE RIVER RESERVOIR RECREATION PLAN



- FLOWAGE EASEMENT (MAX. WATER SURFACE)
 - INSIDE PROJECT BOUNDARY
 - OUTSIDE " "
 - WILDLIFE AREA
 - BIOLOGICAL RESEARCH LAB.
 - PROJECT BOUNDARY
 - BOAT DOCK
 - MARINA
 - LAUNCHING RAMP
 - GOLF COURSE
 - PICNIC AREA
 - OBSERVATION POINT
 - CAMPING AREA
 - GROUP CAMP
 - FISHING CAMP
 - AIRSTRIP
-
- PROPOSED MAJOR BUILDINGS
 - ADMINISTRATION
 - CLUBHOUSE
 - CABINS
 - MARINA ACCESSORY
 - PUMPING PLANT
 - AIRSTRIP TERMINAL
 - "T" HANGAR

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T. S. N. T. O. N.

H. W. R. I. E.

Residential Estates Development

One of the initial results of the construction of the Reservoir and annexation of the area was the proposal by the Planning Department, in cooperation with the Engineering Department, of a zoning and subdividing district designed especially for the drainage basin of the reservoir and for other rural portions of the City. This was the RE Residential Estates Dwelling District and associated subdivision regulations.

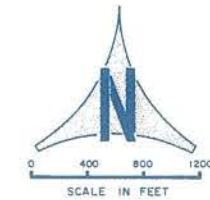
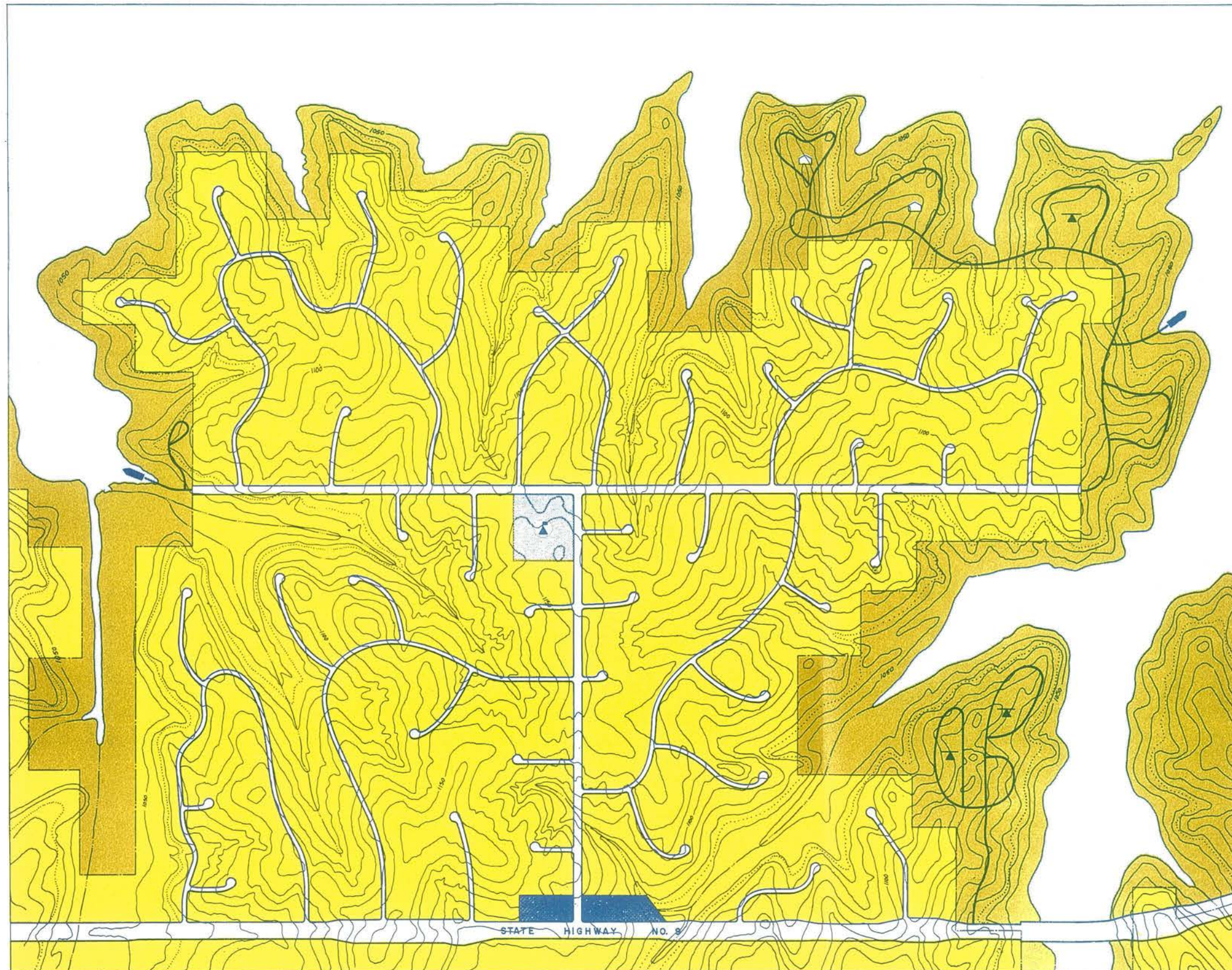
Basically, the district provided for permanent subdivision of land into two acre tracts. Such tracts were not to be later resubdivided. Residential use plus the keeping of a specified number of horses (no other farm animals) was permitted in the ordinance. The idea was that each lot was to have its own private water well and septic tank system. With this density, in nearly all areas of the City, there would be little chance of pollution--either of the individual water wells or of the reservoir.

The subdivision ordinance was amended to provide that, when land was zoned RE, the streets could be of lower standards than was otherwise provided. Basically, the streets would be six inches of compacted native gravel with a small curb and gutter. However, where there were more than 20 home sites on any one street in the addition or where there was a non-residential or non-private traffic generator located on the street, double bituminous surfacing would have to be added to the street, and the curb and gutter size increased to full City standards.

In addition, the permitted length of cul de sacs (dead end streets with a turn around at the end) was increased from 500 feet to 1300 feet. No street was to connect to adjacent land that was not being platted since this would allow a later increase in the number of homes, therefore automobile traffic, on the lower standard street. Thus, the traffic on the streets has been controlled through design and adjacent use. (The Residential Estates Dwelling District, excerpts from the subdivision ordinance concerning RE streets, and a typical section of an RE street are included in Appendix A).

At the present two residential estates subdivisions are completed in the reservoir area and a number of others are in various stages

A RESIDENTIAL ESTATES DEVELOPMENT PLAN FOR AN AREA ADJACENT TO THE LITTLE RIVER RESERVOIR



*MINIMUM LOT SIZE = TWO ACRES

- RESERVOIR "TAKE LINE" (FEDERALLY OWNED LAND)
- RESERVOIR CONSERVATION POOL (NORMAL WATER SURFACE)
- RESERVOIR MAXIMUM WATER SURFACE (FEDERALLY OWNED DEVELOPMENT RIGHTS)
- RECREATION FACILITIES (TO BE STATE OPERATED)
 - ROADS
 - LAUNCHING RAMP
 - BOAT DOCK
 - PICNIC AREA
 - CAMPING AREA
- COMMERCIAL SERVICE AREA (11.38 ACRES)
- ELEMENTARY SCHOOL SITE (13.31 ACRES)
- ROAD RIGHT OF WAY
- STREAMS
- CONTOUR LINES

Prepared By The City Of Norman Planning Department Under Contract With The Oklahoma Department Of Commerce And Industry And Financed In Part By An Urban Planning Grant From The Housing And Home Finance Agency Under Section 701, Housing Act Of, 1954, As Amended.

February, 1964

(SECTIONS 34 & 35, T9N, R1W, AND SECTIONS 283, T8N, R1W)

of development. It has been the experience of the City thus far that the developers generally exceed our minimum specifications when they put in these types of development; however, this may change as the supply of RE lots exceeds the present market for attractive low density lots.

In order to stimulate the thinking of land owners, developers, and City officials, the Planning Department prepared a plan of how a major area adjacent to the reservoir might be best developed in Residential Estates. The map on the next page indicates how this might be done. It is not official; that is, it is not mandatory that the owners or developers follow the plan. It is only proposed, but it is felt that such a development scheme, fully coordinated, would be highly desirable and marketable.

The Residential Estates development regulations have been strongly supported by the Oklahoma State Department of Health. In a report on Little River Reservoir and the surrounding area published in January, 1965, they recommended as follows:

"That a close cooperation by the City Planning Departments of Norman, Moore and Oklahoma City be maintained in the interest of zoning industrial and residential development in such a manner as to prevent pollution in the Norman Reservoir Drainage area.

"That a memorandum of understanding be developed between the Bureau of Reclamation and the Bureau of Indian Affairs relating to mutual policy toward the prevention of pollution due to Indian land in the Norman Reservoir area.

"That the policy of the City of Norman establishing minimum lot sizes for estate-type development be maintained to control population density and prevent saturation of soil in large areas by septic tank effluent,"

In addition, the State Health Department's report included the following:

"For individual dwellings in the watershed, it is recommended that lot sizes be made as large as possible. Where estate-type development takes place, the individual lot must not only be large enough to accommodate its own sewage disposal facilities but also large enough to provide space for a water well, which must be a sufficient distance from the sewage disposal system to prevent contamination. In addition, the lot must be large enough so that its disposal system may be placed far enough from the boundaries of the next lot to prevent contamination of the well on the adjoining property.

"For this reason, the present requirement of a minimum of two acres by the City of Norman is considered very desirable. It is recommended that this minimum be maintained."

"At no time, now or in the future, should the subdividing of lots by metes and bounds to a smaller area than that recommended be permitted."

Not only did this report reinforce the action which the City had already taken but also it resulted in the adoption by the City of the State Health regulations concerning sewerage lagoons in order that they might be enforced on a local level without relying on the State. One of the provisions of the new lagoon ordinance is that no-where in the Reservoir Drainage Basin will anything but full-retention sewerage lagoons be permitted. In other words, any sewerage entering a sewerage lagoon would be permitted to leave the lagoon only through either evaporation or, to a lesser extent, percolation into the soil.

Topography and Other Considerations

The Little River Reservoir has been covered in considerable detail. But that is only one consideration in the planning and research that was necessary to complete the Norman Area Plan.

Topography and soil conditions were also major considerations. The Reservoir is located in what is known as the Central Oklahoma

Tree Belt. This tree covered areas begins about three miles west of the reservoir and extends beyond it for several miles on the east. In addition to the natural beauty of the area which could be retained by going to low density development, the particular soil in this area is generally highly subject to erosion. Thus, if the vegetation were cleared as is usually necessary for urban type development both the beauty and the land would be lost.

This site of the Reservoir is not only tree covered but also is fairly rough with many outcroppings of red sandstone. This also adds to the beauty of the area which the City is trying desperately to protect.

On the opposite edge of the City from the Reservoir, the western side, there are topographic and soil conditions which also are of prime consideration in planning the future of the area. Along the South Canadian River there is a large old flood plain known as the Seven Mile Flats.

This area, as the name suggests, is extremely level. Here, if urban density development were permitted, storm drainage would be physically and economically impossible. In addition, a community sewerage system would be extremely expensive if not impossible. On the other hand, Residential Estates development is not desirable due to the high subsurface water level in this area which would make septic tanks health hazards. This water level would adversely affect streets and structure foundations also.

Therefore, it was proposed in the Area Plan that this area, the flood plain of the South Canadian River and the adjacent (and sometimes included) Seven Mile Flats, would be retained in permanent agricultural use. It is best suited for this. It is rich land, and, recently, several large Quarter Horse ranches and stables have been located and improved in the area. If such a trend continues, this area will become one of the most beautiful areas in Norman.

It would be relatively easy to keep intense development out of this area if the only zoning is the present A-2 District (5 acres

minimum lot size), and all more intensive zoning is kept on top of the bluff that marks the limits of the area. However, it is proposed that the City give serious consideration to either increasing the minimum lot size in the A-2 District from 5 to 10 acres or establishing a new zoning district for use in this area and along major greenbelts which would limit subdividing to a minimum lot size of at least 10 acres.

Greenbelts and Open Spaces

The Norman Area Open Space Plan is an official portion of Part II of this report. However, the Plan itself is in the pocket inside the back cover. This Plan indicates that there are several types of proposed open space in terms of the ownership and/or use of the land. These types are (1) land owned, or to be acquired, by local, State, or Federal agencies; (2) land subject to continuous or periodic inundation; (3) in some cases, extremely rough land; (4) Indian Land; and (5) rich agricultural land.

The Open Space Plan proposes that, by maximum use of these lands, greenbelts of continuous open space be established around Norman to separate it from adjacent urban areas--primarily Moore/Oklahoma City and Noble.

Considerable amounts of this proposed open space are already owned by governmental jurisdictions. Other areas such as the Seven Mile Flats and the upstream flood plain/valley of Little River could be protected easily--at least for the foreseeable future--through zoning restrictions on use and lot size. Other areas, especially the smaller greenbelts could be expected to be voluntarily donated to the public as development takes place along them. However, many other areas will be much more difficult to acquire or protect.

Since the minimum width of a greenbelt is established as one quarter mile (see Policies in Part II), at every point which the greenbelt would cross a road, highway, or other development generator, it will be necessary for the City or the Park and Recreation Trust to acquire either fee simple ownership of the land or, at least, the development rights to the land. The former procedure has a particular advantage in that land can

be acquired now, leased back to the former owner for many years for continued use as agricultural land, and then when necessary, developed as a large park. The disadvantage is that it generally costs more now to buy the land than the second method (you might make it back in lease money over a period of years) and the land, when purchased by the public, is removed from the tax rolls.

The latter method, that of the purchase of land development rights, is nothing more than obtaining an easement on agricultural land, similar but not as restrictive as the flowage easements around the Reservoir. With this method the private owner continues to own, pay taxes on, and farm the land while the public gets the pleasure of looking at the aesthetic qualities of the land. The owner, however could not subdivide or build non-farming structures on his land. Later if the demand were sufficient, the fee simple title to the land could be purchased and, as the theory goes, the land would cost little more than it would have when the City first bought the right to develop the land. The advantage of this route is that you get more land in the greenbelt now with less money and that the property is still on the tax rolls. The disadvantage is that if the public ever desires to actually use the land in any way other than visually, the land will have to be purchased.

But why should there be open space? The answer is both complex and simple. The complex portion of the answer is that in our society of today there is a rapidly increasing need for identification. The lowest level of identification is with the family. At this level our best attack would be to provide quiet--yet stimulating--residential areas with a multitude of recreational opportunities. This might aid in allowing the family to achieve more cohesiveness--or identification.

The next level that we need identification is in our local residential area or neighborhood. Thus the planners propose that all services and facilities should be planned on a neighborhood unit basis and that the neighborhood should be defined as the service area of the elementary school located within it.

The next level usually is identification with a particular section of town, e.g. "northwest", "west", "east of the railroad", etc.

This is the Community of the planners basic building blocks of a city. This area is usually centered around the service area of a junior high school, although in larger cities the high school becomes the typical focal point.

Beyond this, each person and family seek identification with a particular town or urban area. At this point in time, identification with Norman as a separate and distinct urban area is simple since it is located several miles from the Oklahoma City urban area to the north.

However, this will not continue in the future unless continuous greenbelts of open space are acquired and protected. This is the really simple portion of the answer. If the residents of Norman desire to retain their community as a separate and distinct cultural and residential center in the Metropolitan Area, then it will be absolutely necessary to establish greenbelts. If, on the other hand, they desire to be engulfed in a vast Los Angelesic sea of continuous, uninterrupted, unexciting, urban development, then greenbelts will not be necessary--only the passage of time.

Another simple answer is possible. It is that by the time that this area develops to the extent shown on the Open Space Plan map, we will need every square inch of the greenbelts for parks and recreation spaces for the people that will be living here. This is further reinforced by the continued shortening of the workweek, increase in disposable income, and increased mobility of our population.

But greenbelts aren't enough. Pedestrian greenways (50-60 feet wide strips over high pressure gas transmission lines) interconnecting all the smaller parks and elementary school playgrounds with the larger parks will be necessary--as will the smaller parks and the playgrounds themselves. One of the new systems for reserving this land for purchase was formulated by the Planning Department during the course of the study. The complete ordinance which requires reservation for both schools and parks is contained in Appendix B.

In the area north of Little River Reservoir, in Oklahoma City, the Stanley Draper Reservoir Plan has been adopted. The develop-

and (larger) open space proposals of the Draper plan have been included in the Norman Open Space Plan.

A Functional Streets & Highways System

One of the three official elements of the Norman Area Plan is the Major Streets & Highways Plan which is inside the pocket on the inside of the rear cover. This Plan indicates the policy of the Planning and City Commissions concerning circulation for the future.

For the Norman Area Plan, it was necessary to establish a future circulation system based upon the functions that various trafficways perform. Given the function as proposed in the Plan, the City Engineering Department, the Cleveland County Engineer, and/or the Oklahoma State Highway Department can design and construct the facility required to properly perform the designated function.

The difference between function and facility is relatively simple. Function denotes the type and character of movement of people and goods to be accommodated on the facility--the special and useful purpose that a trafficway performs. A facility is the physical structure provided to accomplish the function. The structure needed can be determined by the designated function after due study of local topography and land use conditions.

An example of the relation between function and facility might be as follows: If the function of a trafficway is to move large volumes of automobile and truck traffic through the metropolitan area at high speeds without being hindered--or endangered--by traffic moving to and from uses located adjacent to the trafficway, a freeway facility with frontage roads would be required. This freeway would need wide traffic lanes to handle the truck and bus traffic. It would require separation of conflicting traffic movements by median strips, interchanges, overpasses, and service or frontage roads.

Six functional classifications of streets and roads are used in the Major Streets and highways plan. The lowest level, or least intensive in terms of use, is the Local Service Street or Road.

The function of this street is to provide access to abutting properties and uses. Since it serves only these uses, it would not accommodate any through traffic and would accommodate largely automobile traffic. These streets would be characterized as having the lowest traffic volume, lowest permitted speed, and involving the shortest distances of any in the functional classification.

The second level of street is the Minor Collector. The primary function of a Minor Collector is to collect vehicles from Local Service Streets and carry these vehicles, at fairly low speeds, to the elementary school, the neighborhood shopping center, and Major Collectors or other major trafficways located on the external boundaries of the neighborhood.

The third, and next higher, type of trafficway is the Major Collector. The function of a Major Collector is to either: (1) Collect traffic from two or more Minor Collectors and carry it to the Community shopping center, the junior high school, the community park, and/or to a higher volume trafficway; it would permit medium speeds (30-40 miles per hour) in urban areas and slightly higher speeds in rural areas; direct access would be minimized by limiting the number of intersections and driveways and by other design features; or (2) Move traffic from a higher volume trafficway to major recreational facilities where traffic volumes are relatively low.

The next, or fourth, category of functional street is the Secondary Thoroughfare. The function of this trafficway is to either: (1) Move relatively large volumes of traffic between two communities or between two Arterials within the urban area; or (2) Collect traffic from several Major and Minor Collectors in the rural area and move this traffic to higher volume facilities.

Arterials are the next level and are generally the highest functional level of trafficway which bears a direct relationship to the city which it serves. The function of an Arterial is to move large volumes of relatively high speed traffic between areas that are major traffic generators within the metropolitan area and to move high volume traffic from these areas to Arterial Highways. Arterials should have partially limited

access and backing lots should be used to the maximum along these trafficways. There would be controlled (chanalized) intersections wherever an Arterial intersects another Arterial or a Secondary Thoroughfare.

Arterial Highways, for the purpose of the Plan, have been further subdivided into Controlled Access and Partially Limited Access. The Partially Limited Access Arterial Highway would be one where there would be frontage roads in most cases but a minimum number of at-grade intersections. Controlled Access means that there would be no at-grade intersections.

In either case, the function of an Arterial Highway is to accommodate high speed, high volume, long distance regional through traffic. In addition, these trafficways would accommodate peak hour traffic loads moving within the metropolitan area as a secondary function. It should be obvious that the Controlled Access Highway would fulfill the function much more efficiently, particularly in terms of speed, than would the Limited Access Highway. One would assume, therefore, that the Limited Access Arterial Highway is also performing the function of an Arterial.

In formulating the Major Streets & Highways Plan the adopted Stanley Draper Reservoir circulation proposals, as well as the City of Moore planning proposals, were included in the Norman Area Major Streets & Highways Plan. No other jurisdiction included in the area of the map is engaged in comprehensive planning, but it is hoped that the Norman Area Plan will aid them in guiding themselves and, perhaps, stimulate them to action.

Scenic Highways

One of the policies of the Norman Area Plan is the designation of new Highway 9 all the way across Norman as a scenic highway. The designation was to be implemented by the adoption of an ordinance which would prohibit all signs and billboards (except small ones advertising land or structures for sale) within one-half mile of the centerline of Highway 9. Signs and billboards in commercially zoned areas (located three miles apart) were exempted from regulations as were existing signs on non-conforming

commercial uses in the reservoir area. All other signs and billboards would have to be removed within up to three years. This has been done (the ordinance establishing such regulations for purposes primarily of safety and secondarily of aesthetics is contained in Appendix C of this report).

Subsequent to adoption of the ordinance concerning new State Highway 9, the City Commission requested a study to ascertain where additional scenic highways should be designated. This has been done and is illustrated on the map on the next page.

Basically, only the major reservoir area roads and the three major entrances to the reservoir area are proposed to be included within the regulations. Franklin Road from U.S. 77 is proposed all the way to 120th Avenue. Old Highway 9 (Alameda-Robinson) is proposed beginning three and one-quarter miles from Classen-Porter and running to the Indian Point Development area at the Reservoir on the east. North and south, 120th Avenue north of Robinson is proposed as is 72nd Avenue between Alameda and Highway 9. On the east side of the reservoir, 156th Avenue would be included--but only north of Robinson.

If this entire system were carried out there would be ample protection of both the aesthetic and safety features necessary in a large recreational development such as this one. Yet, on the other hand, ample areas along major highways would be left for private billboard companies to display their wares and, therefore, make a profit.

Commercial Areas

Due to the unusual nature of the situation which exists in the Little River Reservoir Area: nearly "virgin" land that is or will be experiencing a tremendous influx of residents and/or recreation customers; and due to the experience around all other reservoirs in Oklahoma: beauty today, repulsion tomorrow; the Planning and City Commissions have made a determined effort through their adopted Policies, their adopted Ordinances, and their rezoning decisions to assure the citizens of Norman and the taxpayers of Del City and Midwest City as well as Norman that the reservoir will remain and continue to develop as an area of natural beauty.

In order to achieve their goal: "To protect and enhance the present natural, attractive features of the area surrounding Little River Reservoir", they have established logical--not rigid--policies for commercial development. Basically, their policies allow that tourist commercial areas a quarter mile long on each side of or convenient to Arterials or Arterial Highways (only) would be permitted every three miles in the rural area.

Three miles at 65 or 70 miles an hour is less than 2.8 and 2.6 minutes, respectively. Actually the areas would only be 2 1/2 miles apart since each can extend 660 feet toward the other. This, of course, would be 2 1/2 minutes at sixty miles per hour and less for the other speeds. With this in mind, it is not unreasonable to state that there will be more than adequate commercial services provided in the Reservoir area.

In addition, no one knows as of now what type and amount of traffic will be generated in the area when the Reservoir is completed. This is due to the extremely close proximity of the potential recreation trade area to the facility: there were over 700,000 persons living within 50 miles of this Reservoir in 1960. This not only makes it the center of the highest population concentration in Oklahoma but also will tend to alter typical recreation patterns of long weekend stays as is true at the other State Parks, none of which have any where near this population concentration near it. Since 1960, of course, this

population figure will have increased. With new Interstate 40 immediately north of the Reservoir and with all the other new road improvements underway in the area, most of the trade area of 700,000 live well within a one hour drive from the Reservoir.

If it turns out that, due to the convenience of the lake, most of the customers become evening or one day visitors, then considerably less commercial development will be required.

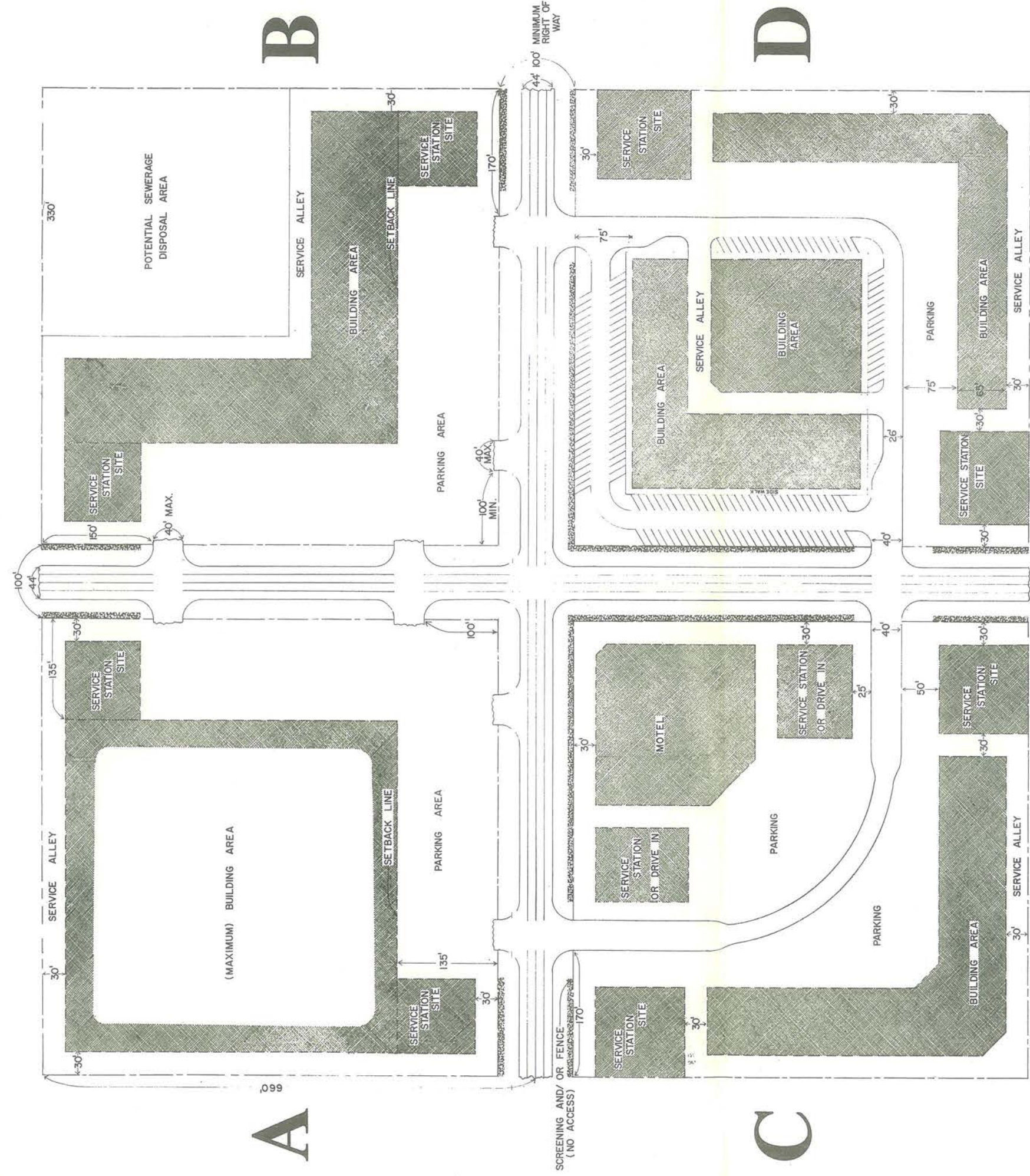
Another factor is the nature of the take line: it includes all the area that normally will have access to the lake proper. Within this area, of course, the State will allow concessionaires to operate commercial enterprises that will tend to reduce the need for commercial development in the surrounding area.

One of the many policies that both Commissions have faithfully followed is that once the location for commercial development has been selected, the rezoning applicants are asked to prepare and submit plot plans of what they intend to do. Some of the things which the Department has recommended and which the Commissions have adopted is that the minimum setback in these areas will be 185 feet from the centerline, with certain exceptions. Also, 30 feet setbacks are established from all non street-side zoning lines.

Also, the entrances and exits of commercial areas on opposite sides of the road or highway have been lined up for safer passage from one area to another. The property owners will have to widen the adjacent roads to 44 feet (22 feet each side) in front of the commercial area before they can secure a building permit. The diagram on the next page contains four alternate development proposals for these commercial areas. Any one is acceptable as far as the Planning Department is concerned.

Although tourist commercial areas have received the major portion of the attention in the policies and in all subsequent discussions and actions of the Commissions, shopping centers have not been eliminated from consideration. Their policy is clear, simple, and logical:

RECOMMENDED ALTERNATE DEVELOPMENT PLANS FOR
TOURIST COMMERCIAL AREAS AT INTERSECTIONS.



NOTE: SEWERAGE DISPOSAL MUST MEET CITY STANDARDS. SPECIAL CARE SHOULD BE TAKEN TO OBSERVE THE LOCATION, FENCING, SCREENING, ETC. REQUIREMENTS IF A (FULL RETENTION) SEWERAGE LAGOON IS NECESSARY. NORMALLY THESE SHOULD NOT BE LOCATED IN GENERAL VIEW OF THE PUBLIC.

NOTE: PARKING AREA RATIOS MUST MEET CITY STANDARDS- BASED ON ACTUAL USES.



"Shopping Centers will be located convenient to the residential area to be served, but they will be allowed only after there is sufficient population actually in the area to support such Centers. Sufficient population will be considered to be approximately the same as is necessary in the urban area, based upon appropriate trade area studies."

What could be fairer and do more to eliminate gross speculation. When the legitimate developer decides to develop a shopping center, the first thing that he does is have a trade area analysis made. He doesn't want to spend money on something that is likely to be a failure or something that he cannot get other firms interested in. Therefore, all he has to do is make the analysis. If it shows up affirmative, then he will have no trouble convincing the City that his is a legitimate development and that he will go ahead with what he proposes.

Since it is not desirable to completely hold back commercial zoning in the reservoir area pending adequate customers, a number of the tourist commercial applicants have been given approval, based on the policies, to proceed with what they have proposed to do. However the control of speculation will come in just 14 months because that's how long the owners have been given to initiate development. If they have not made substantial progress by that time, then the Planning Commission will review their previous application and undoubtedly will recommend to the City Commission that their property be rezoned to either agricultural or RE use and that someone else be given a chance to develop commercially.

Following the policies, each of the tourist commercial areas would be up to 40 acres in size (ten acres on each corner if it is a corner); however no size has been placed on shopping centers. In the urban area it is the Commissions policy to zone 8-10 acres for Neighborhood Shopping Centers and 15-20 acres for Community Shopping Centers. No Regional Shopping Centers have been zoned (see "Does Norman Need a Regional Shopping Center." City of Norman Planning Department, 1963).

The section which follows, Part II, contains all of the additional policies concerning commercial zoning that are officially a part of the Norman Area Plan.

PART II

THE NORMAN AREA PLAN

The below listed plans have been adopted as official policies of the City of Norman Planning and City Commissions:

Norman Area Open Space Plan*

Norman Area Major Streets & Highways Plan*

In addition to these Plans, the Norman Urban Area 1985 General Plan map, and the Policies adopted as a part of the NORMAN URBAN 1985 GENERAL PLAN, the following Policies are a part of the NORMAN AREA PLAN and are the basis for formulation of the AREA PLAN maps:

NORMAN AREA PLAN POLICIES ADDITIONAL ASSUMPTIONS

1. There is not, nor will there be, any economically feasible and sanitary means of treating sewerage effluent sufficiently to make it possible to release it into the watershed of the Little River Reservoir.
2. The maximum distance that is both desirable and economically feasible to force pump sewerage is two miles.
3. It will not be economically feasible to develop isolated residential areas to urban standards with complete community water and sewer systems in the Little River watershed.

*These two plan maps are contained inside the pocket inside the back cover of this report.

4. The State Planning and Resources Board will follow generally the Little River Reservoir Recreation Plan map in development of the Reservoir area.

5. Indian Land in the Norman Area will remain under the control of the U.S. Department of the Interior and in open, agricultural uses.

ADDITIONAL GOALS

1. To establish continuous greenbelts of open space around Norman and other major urban communities in the area to physically separate them and make permanent separate identification of each community possible.

2. To insure that future residents of the suburban area are provided with services and facilities consistent with the intensity of development.

3. To protect and enhance the present natural, attractive features of the area surrounding Little River Reservoir.

ADDITIONAL PRINCIPLES & STANDARDS

1. Greenbelts of continuous open space will be established and maintained around each major community by making maximum use of land owned, or to be acquired, by local, State, or Federal agencies; land subject to continuous or periodic inundation; Indian Land; rich agricultural land; and, in some cases, extremely rough land. In a few instances, additional land not falling in these categories will continue to be retained in permanent agricultural uses where such is desirable and necessary in order to establish a continuous greenbelt.
2. Open space areas forming the major greenbelt separations between Norman and adjacent urban developments will be at least one quarter mile wide.
3. All possible efforts will be made to protect the natural beauty and aesthetic qualities of the Little River Reservoir Area.
4. New State Highway 9 will be designated by the City as a Scenic Highway through Norman. Land use within one half mile on both sides of this new highway will be protected and controlled in such a manner as to accomplish the Goal of aesthetic protection.
5. Prior to permitting the opening of any Section Line Road not shown on the Major Streets and Highways Plan as being open, a study will be made to establish the future function of the road in order to determine the desirable standards for the road.
6. Residential developments not served by streets to urban standards and community water and sewer systems will be permitted at no higher density than one family on each two acres of land.
7. Shopping Centers will be located convenient to the residential area to be served, but they will be allowed only after there is sufficient population actually in the area to support such Centers. Sufficient population will be considered to be approximately the same as is necessary in the urban area, based upon appropriate trade area studies.

8. General Retail and Service Commercial Areas will be confined to the Urban Area with the exception that limited amounts of such commercial uses may be permitted in association with Highway Service Commercial Areas - subject however to the same policies as herein set forth for Highway Service Commercial Areas.
9. Highway Service Commercial Areas will be located and permitted according to the following criteria in the suburban and rural areas:
 - a. Adjacent or convenient to Arterials and Arterial Highways; and
 - b. No closer than three miles apart (center to center) measured along the highway or road.
10. Initial consideration will be given to existing commercial uses in the rural and suburban areas in the establishment of expanded future commercial areas under the policies set forth above.
11. Where it is considered undesirable from a public standpoint to designate existing commercial uses as the location for expanded future commercial areas, it will be the policy of the Commissions to rezone only the land actually being used at the time of annexation in order to permit re-modeling--but not major expansion--of existing commercial uses.
12. Secondary consideration and priority will be given to establishment of Highway Service Commercial Areas at the intersection of Arterials or Arterial Highways and roads leading into primary entrances of major public recreational areas.
13. Where in conformity with the policies set forth above, Highway Service and General Retail and Service Commercial Areas will be permitted only within 660 feet (measured along the road) of the center line of intersections of Arterials or Arterial Highways and primary entrances to major public recreational areas or intersections of other roads in the other cases described above. However, entrances to these commercial areas will not be permitted within 150 feet of the center lines of any such intersections.

14. Industry, other than agricultural industries, will be confined to the urban area where there is a convenient concentration of population.

15. Neither commercial or industrial zoning will be granted in agricultural areas designated on the Plan map to be retained in permanent agricultural or other similar open space type uses or in areas subject to periodic innundation.

PART III
APPENDICES

APPENDIX A

RESIDENTIAL ESTATES REGULATIONS

I. Zoning Ordinance:

R-E Residential Estate Dwelling District

Section 419.3.

1. Uses Permitted: Property and buildings in an R-E Residential Estate Dwelling District shall be used only for the following purposes:

- (a) Detached one-family dwelling.
- (b) One guest house, provided no cooking facilities are provided in this house.
- (c) General purpose farm, garden and nursery, provided that any crop or product grown or produced on the premises is not sold on or near the lot where it is produced.
- (d) The keeping of not more than two (2) horses, provided that pens for such animals shall be located at least 25' from side and rear lot lines and 100' from the front lot line, except that additional horses over two may be permitted provided that for each additional horse over two, two additional acres shall be required and the distance of pens from side and front lot lines shall be increased by ten feet for each additional horse.

2. Uses permissible on review: The following uses may be permissible on review by the City Planning Commission in accordance with provisions contained in Article III, Section 6 (section 433 of this code); provided that structures incidental to these uses are located at least fifty (50) feet from any property line.

- (a) Church.
- (b) Public elementary school.
- (c) Public operated recreation or water supply.
- (d) Private recreation operated on a non-profit basis for residents of the subdivision or immediate area.

3. Area and Setback Regulations:

(a) Front yard: All buildings shall be set back from street right-of-way lines to comply with the following front yard requirements:

- (1) The minimum depth of the front yard shall be fifty (50) feet.

- (2) When a lot has double frontage the front yard requirements shall be provided on both streets.
 - (b) Side yard:
 - (1) The minimum width of side yard shall be twenty-five (25) feet.
 - (2) On any corner lot a building shall set back from the street line of the intersecting street a distance of at least forty (40) feet.
 - (c) Rear yard: There shall be a rear yard having a depth of at least thirty (30) feet, unattached one-story buildings of accessory use shall be set back at least twenty-five (25) feet from the utility easement, alley, or rear lot line.
 - (d) Lot Width: There shall be a minimum lot width of one hundred and fifty (150) feet at the building line, and such lot shall abut on a street for a distance of not less than sixty-five (65) feet except that on a cul-de-sac turn around this may be reduced to fifty (50) feet.
 - (e) Lot Depth: The maximum depth of any lot shall be not more than four (4) times the lot width or six hundred and forty (640) feet, whichever be greater.
 - (f) Intensity of use: There shall be a lot area of not less than two (2) acres, except that where a lot or parcel has less area than herein required and all the boundary lines of that lot touch lands under other ownership on the effective date of this ordinance that lot may be used for any of the uses permitted by this section but may not be split or divided into smaller lots or parcels; provided however, that the lot size may be reduced to one (1) acre in those cases where the rear one (1) acre portion of the lot is being dedicated to the public for park and drainage purposes and further provided that such dedication is accepted by the City Commission.
 - (g) Limit on Buildings: Not more than one (1) main building shall be constructed on any one (1) lot.
4. Height Regulations: Except as provided in Article III, Section 3 (section 430 of this code), no building shall exceed two and one-half (2 1/2) stories or thirty-five (35) feet in height. (Ord. 1371, Sec. 10.)

II. Subdivision Regulations:

Section 16-13. Design Standards.

(c) (5) Estate type streets. Estate type streets may be permitted in subdivisions if all the following conditions are fully complied with:

(A) The land is zoned R-E, Residential Estate.

(B) The street is designed to serve or serves not more than twenty (20) dwellings and/or lots.

(C) The street cannot be extended beyond the land being subdivided.

(D) A fifty-foot right of way is provided.

(E) Every dead-end or cul-de-sac estate type street is not longer than thirteen hundred (1300) feet.

(F) Drainage is adequately provided for in the subdivision. The city engineer shall review all drainage plans for their adequacy.

(G) No recreation area intended to be used by persons other than the residents of the subdivision, is served by the street.

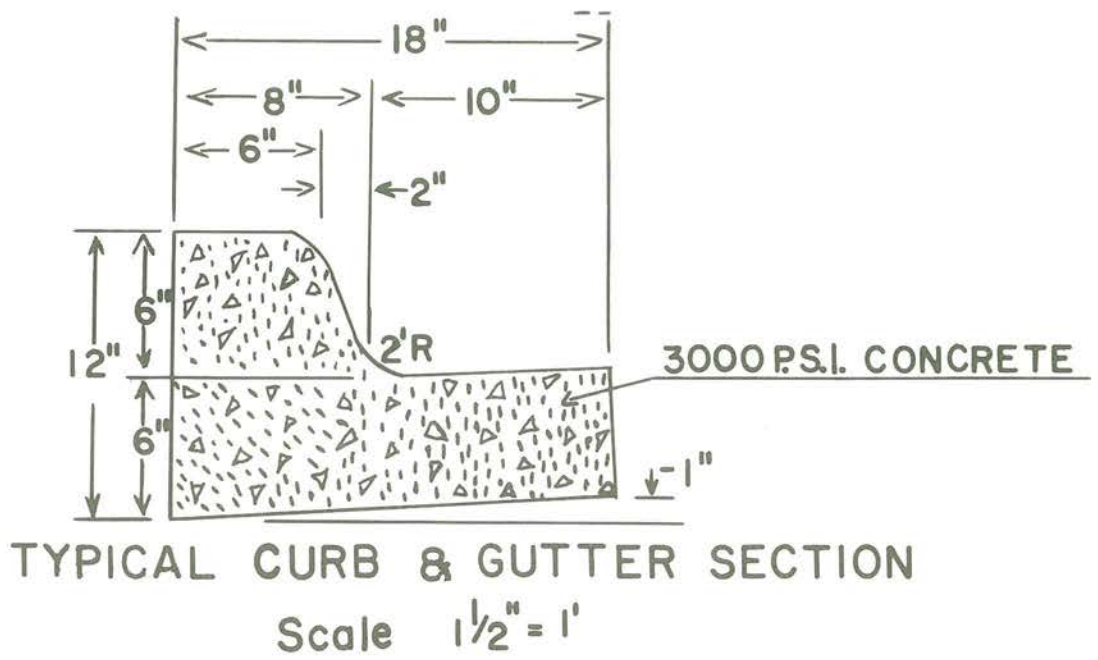
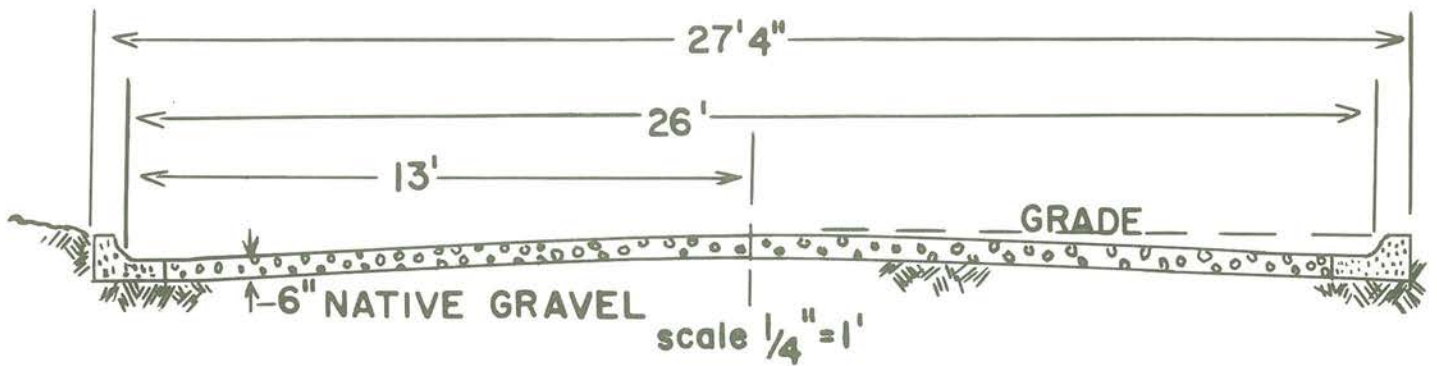
(H) No public or quasi-public use, such as a school, church, or any other major traffic generator, is located adjacent to or served by the street.

(I) No commercial or industrial use or zone is adjacent to or served by the street.

(J) The plat or subdivision map indicates those streets that will be developed to collector street standards and those streets that will be developed to estate type street standards.

III. STREET PAVING SPECIFICATION

TYPICAL SECTION OF RESIDENTIAL ESTATES STREET PAVING



APPENDIX B

RESERVATION OF SCHOOL & PARK SITES

The Subdivision Ordinance of the City of Norman states in part as follows:

Section 16-19. Park Reserves; design requirements; backing lots; school site reserves.

(a) Park reserves.

(1) On all preliminary plats of 140 acres (net acreage) or more, a minimum of three (3) percent of the land shall be reserved and designated for a future park to serve the area. The location and shape of these park reserves shall be based upon the General Plan and approved by the planning commission in cooperation with the park board. The preliminary plat shall show such parks, and such areas shall be designated "park reserves". In addition, dashed lines showing street rights of way in the park area shall be shown on the preliminary plat in order that, in the event the city does not acquire the park site, the park area may be developed with homes at a later date.

(2) Such park reserves are to be purchased by the city at reasonable price within a reasonable time. Therefore, at the time of approval of the initial final plat for any portion of the land included in the preliminary plat, the owner shall give to the city an option to purchase the park reserve at a price to be set by a committee of three appraisers, one to be appointed by the owner, one by the city, and the other appointed by mutual agreement of the city and the land owner. The price should be based upon the raw land cost plus allowance for the development costs which could be reasonably assigned to the park.

(3) If such land is not purchased by the city by the time that the adjacent land is developed on at least three (3) sides of the park reserve, the owner shall be allowed to final plat and develop such park reserves in accordance with the approved preliminary plat, the Subdivision Ordinance, and the Zoning Ordinance of the City of Norman.

(4) "Developed", in this case, shall be defined as all the streets and utilities in place and accepted by the city and at least one-half of the adjacent lots having homes on them either occupied or ready for occupancy.

(b) Design requirements.

(1) Streets designed for local service only, such as cul-de-sac and loop streets, shall be used to the maximum feasible extent in the subdivision. Streets adjacent to (or separated therefrom only by a single row of lots) public use areas shall be connected thereto with appropriate sidewalks in dedicated walkway easements.

(2) Collector streets shall be used in the subdivision wherever traffic is being collected from local service streets.

(3) Pedestrian greenways for public use shall be dedicated to the city at no cost along all high pressure oil and gas transmission lines which will be left running through the area being subdivided wherever such greenways would serve a public purpose, such as connecting to an existing or proposed school site, park site, or other public use area.

(4) Vehicular entrances to commercially zoned or used areas shall be no closer to the intersection of adjacent streets and roads than one hundred (100) feet, except that, where the owner or developer installs a barrier median back from the intersection of the adjacent streets or roads for an equivalent distance, this shall be waived.

(5) Vehicular entrances to and exits from shopping centers shall be at least three hundred fifty (350) feet apart centerline to centerline on the same road; provided, however, that an entrance and an exit within 20 feet of each other, at the property line, shall be interpreted to be a single point of access.

(6) Wherever a commercial area abuts or is adjacent to an arterial highway, or arterial or secondary thoroughfare, adequate paved areas shall be provided at all points of vehicular access to commercial areas from such streets according to city specifications. The purpose of such paved areas shall be to allow vehicles to get on and off the aforementioned major roads safely.

(7) Adjacent to commercial areas, all streets shall be widened and paved to standard city specifications, and all alleys and service areas paved.

(8) Whenever a street, road, or right of way is a federal or state highway, is planned or designated to be either a federal or state highway by the State Highway Department or Commission, and/or is designated as an arterial highway or an arterial on the adopted General Plan or Major Streets and Highways Plan, the following conditions shall be complied with fully:

(A) Only backing or siding residential lots shall be used adjacent to the above described highways unless a frontage road is provided for local access purposes. This shall not apply to any residential lots two acres or more in size.

(B) A minimum width of right of way of sixty-five (65) feet, measured from the center line, shall be dedicated along all arterial highways; except that this may be increased to a maximum of 100 feet, measured from the center line, in rural and suburban areas where it will be necessary that additional right of way be provided in order for frontage roads to be constructed or other traffic features installed at later date that would necessitate such right of way width, such as on 12th Avenue, NE (proposed Sooner Expressway) north of Rock Creek Road.

(C) Steel mesh fencing at least four feet high with permanent evergreen plant screening, or an opaque fence as approved by the planning commission, shall be installed by the developer and maintained for one year from the date of installation at the right of way line behind or at the side of residential lots. When planted, the evergreen plants shall be at least three feet high. Such fencing and plants shall not be installed until all underground utilities are installed in the area where such screening is to be installed. Such fencing and plants shall be installed within nine (9) months of the installation of underground utilities. If such fencing and plants are not installed by the time that a dwelling on a lot adjacent to the fence is to be occupied, the developer shall furnish a bond assuring that such will be installed within the time period previously specified. Any bond furnished to FHA to assure the same installation shall be in lieu of a bond to the city.

(D) There shall be no openings for vehicular access onto the above described traffic ways except at street intersections and at approved openings to commercial areas.

(E) Subdivision streets shall not open onto the highway except at intervals of not less than one-quarter mile, measured from the centerlines.

(c) Backing lots. In any area where lots back onto an arterial highway, arterial, secondary thoroughfare, or major collector shown on the General Plan or on the Major Streets and Highways Plan or

onto any section-line road, no curb cuts, gates in fences, or openings of any other kind shall be made or permitted from such backing lots onto said trafficways at any time; provided, however, that this shall not apply to public pedestrian ways and to approved openings existing on the effective date of this section.

(d) School site reserves. Adequate school sites shall be reserved and designated on preliminary plats of sixty acres or more at locations designated by the planning commission in cooperation with the appropriate school district and in accordance with the adopted General Plan. Such school site reserves are to be purchased by the appropriate school district within a reasonable time. If such land is not purchased or an option acquired by the appropriate school district by the time that the adjacent land is developed on at least two and one-half sides of the reserve, then the owner shall be allowed to plat and develop such school reserves in accordance with the Subdivision and Zoning Ordinance of the city. "Developed" is defined here the same as in the subsection (a) concerning park reserves.

(e) Exceptions. The above requirements shall not apply to any final plats approved subsequent to this date if such final plats are a portion of preliminary plats approved prior to the effective date of this section under the "Additions to the Street Paving Policies" as adopted by the city commission on July 10, 1962, so long as such approved preliminary plats and the former policies, including especially the dedication of park land, are followed in principle and intent and without major changes that would change the intent and purposes thereof. (Ord. 1656, Sec. 1.)

APPENDIX C

THE SCENIC HIGHWAY ORDINANCE

ORDINANCE 1744

AN ORDINANCE DESIGNATING STATE HIGHWAY NO. 9 FROM THE EAST LINE OF HIGHWAY 77 TO THE EASTERN CITY LIMITS OF THE CITY OF NORMAN, OKLAHOMA, AS AN ARTERIAL HIGHWAY, AND DECLARING AN EMERGENCY.

AN EMERGENCY ORDINANCE

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF NORMAN, OKLAHOMA:

Sec. 1 State Highway No. 9 from the East line of Highway 77 to the Eastern City Limits of the City of Norman, Oklahoma, shall be and the same is hereby designated an Arterial Highway.

Sec. 2 This ordinance is adopted by authority and under the terms and provisions of Ordinance No. 1732, and all signs within One-Half mile of said Arterial Highway are hereby prohibited, except as might be permitted under the provisions of Ordinance No. 1732, specific reference to which is hereby made.

Sec. 3 It being immediately necessary for the preservation of the public health, peace and safety, an emergency is hereby declared by reason whereof this ordinance shall be in full force and effect from and after its passage and approval as by law provided.

PASSED AND APPROVED this 9th day of February, 1965.

(signed) Earl Sneed
Mayor

ATTEST: D. K. Wilcox
City Clerk

ORDINANCE NO. 1732

AN ORDINANCE AMENDING THE CODE OF THE CITY OF NORMAN, OKLAHOMA, SECTION 5-233, SO AS TO PROHIBIT THE CONSTRUCTION OR INSTALLATION OF SIGNS WITHIN ONE-HALF MILE OF MAJOR ARTERIAL STREETS OR HIGHWAYS, DESIGNATED AS SUCH BY ORDINANCE OF THE CITY COMMISSION; PROVIDING FOR THE AMORTIZATION OF NONCONFORMING SIGNS; MAKING CERTAIN EXCEPTIONS; PROVIDING FOR ENFORCEMENT, SEVERABILITY AND PENALTY, AND DECLARING AN EMERGENCY.

AN EMERGENCY ORDINANCE

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF NORMAN, OKLAHOMA:

Sec. 1 Section 5-233 of the Code of the City of Norman, Oklahoma, 1964, shall be and the same is hereby amended to read as follows:

(A) It is unlawful to erect or maintain any sign on, over or across any street, alley or public property in the City of Norman, except as might be herein specifically authorized.

(B) It shall be unlawful for any person, firm, corporation or association to place, erect, construct or install any sign, for any purpose, within one-half mile on either side of any major arterial street or highway designated as such by Ordinance of the City Commission, which said designation ordinance specifically refers to the power herein set forth, provided, however, any sign which shall become non-conforming upon adoption of this ordinance, and any ordinance adopted by the City Commission designating any street or highway to be a major arterial, shall have the following time periods for the investment therein to be amortized by the owner, at the expiration of which said time period the same shall be removed at the owner's sole cost and expense:

1. Any sign of less than 40 square feet in area shall be removed within one year from the effective date of any ordinance of the City Commission designating the street or highway con-

cerned to be a major arterial.

2. Any sign of 40 square feet or more in area shall be removed within 3 years from the effective date of any ordinance of the City Commission designating the street or highway concerned to be a major arterial.

(C) There is excepted from the operation and effect of this ordinance the following signs:

1. Signs located or placed in commercially or industrially zoned districts of the City of Norman.

2. Existing signs affixed to or placed upon the same parcel or lot of land as any non-conforming commercial or industrial structures or uses so long as said sign advertises the non-conforming use or structure thereon situated.

3. Temporary advertising signs no greater than 20 square feet in area advertising the sale of the land or homes on which said signs are located, so long as said signs be forthwith removed upon the sale and conveyancing of said land or homes.

Sec. 2 This ordinance and its provisions shall be enforced by the Building Inspector of the City of Norman, Oklahoma. Said Building Inspector shall, upon passage and approval of this ordinance, and upon the passage and approval of any ordinance designating any street or highway within the City of Norman to be a major arterial, and which ordinance makes specific references to this ordinance, make an inspection to determine the existence of all signs which thereby become non-conforming. He shall make a record of the description of the land on which such non-conforming signs are located, and the owner of the land and/or of the sign concerned. He shall thereafter promptly inform such owners of the passage of the designation ordinance, making reference to the authority of this ordinance, and informing such owners of the time within which such signs must be removed. Any sign remaining within the restricted area as contemplated and defined in Section 1 (B) of this ordinance after the expiration of the time period hereinabove mentioned and which applies to the sign concerned, shall be unlawful and the Building Inspector shall file the appropriate complaint against the owner thereof for each day the sign remains after the expiration of the amortization period.

Sec. 3 Any person, firm, corporation or association who violates the provisions of this section (5-233), shall, upon conviction for such violation, be punished for fine of not to exceed the sum of \$20.00. Each day that such violation is permitted to continue shall constitute a separate offense, and any number of offenses may be set forth in one complaint, provided, each separate offense is separately stated in counts in said complaint.

Sec. 4 If any clause, provision or portion of this ordinance is adjudged invalid by any court of competent jurisdiction upon final order, the remaining provisions shall not be thereby affected, but shall remain in full force and effect notwithstanding the invalidity of the portion, clause or provision held to be invalid.

Sec. 5 It being immediately necessary to the preservation of the public health, peace and safety, an emergency is hereby declared by reason whereof this ordinance shall be in full force and effect from and after its passage and approval as by law provided.

PASSED AND APPROVED this 12th day of January, 1965.

(signed) Earl Sneed
Mayor

ATTEST:

(signed) D. K. Wilcox
City Clerk