

**CITY OF MOORE  
ORDINANCE 1036.23**

**AN ORDINANCE AMENDING PART 12, CHAPTER 5, ARTICLE G, SECTION 12-552 OF THE MOORE CITY CODE BY INCREASING THE REQUIRED RIGHT-OF-WAY WIDTH ON ARTERIAL ROADWAYS FROM 100-FEET TO 130-FEET; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR REPEALER.**

**NOW THEREFORE**, be it ordained by the Council of the City of Moore, in the State of Oklahoma, as follows:

**SECTION 1:**        **AMENDMENT** “Sec 12-552 Street Design Standards” of the Moore Land Development Code is hereby *amended* as follows:

**A M E N D M E N T**

Sec 12-552 Street Design Standards

- A. *Conformity to comprehensive plan.* The arrangement, character, extent, width, grade and location of all streets shall conform to all of the elements of the comprehensive plan and shall be designed in accordance with the following provisions:
1. Major streets shall be planned to conform with the major street plan;
  2. Whenever a subdivision abuts or contains an existing or proposed major street, the planning commission may require service streets, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of arterial and local traffic;
  3. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way the planning commission may require a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of intervening land. Such distances also shall be determined with due regard for the requirements of approach grades and future grade separation structures;
  4. Reserve strips controlling access to streets shall be prohibited except where their control is placed in the city under conditions approved by the planning commission and acceptable to the subdivider;
  5. Where the plat to be submitted includes only part of the tract owned or intended for development by the subdivider, a tentative plan of a proposed future street system for the unsubdivided portion may be required by the planning commission;
  6. Where a tract is subdivided into larger than normal building lots or parcels,

such lots or parcels shall be arranged to permit the logical locations and opening of future streets and appropriate resubdivision, with provision for adequate utility easements;

7. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names shall be subject to the approval of the planning commission;
8. Minor streets shall be laid out so that their use by arterial traffic will be discouraged;
9. Streets shall intersect at approximately right angles.

B. *Street jogs.* Street jogs with centerline offsets of less than 200 feet shall be avoided.

C. *Street right-of-way widths.* Street right-of-way widths shall be in accordance with the land use plan and the general plan and, where not designated therein, shall conform with the following requirements. The paved width of all streets shall be adequate to serve the existing and future estimated traffic load for the facility and shall comply with the design standards.

Major Streets	ROW Width	Paving Width
Arterials	130 ft.	50 ft.
Major collector	100 ft.	50 ft.
<i>Minor Streets</i>		
Collector	60 ft.	36 ft.
Commercial	60 ft.	36 ft.
Industrial	60 ft.	36 ft.
Residential estates	50 ft.	24 ft.
Minor residential	50 ft.	26 ft.
Cul-de-sac	50 ft.	26 ft.

D. *Cul-de-sac length.* A cul-de-sac shall not be utilized for more than 35 lots and shall be provided with a turnaround having a radius of not less than 50 feet at the property line and not less than 38 feet at the curblineline. If there is provided in the center of the turnaround an unpaved island, it shall be improved with landscaping that will not interfere with sight distance, and the design shall be approved by the city engineer or the community development director.

E. *Street stubs.* The arrangement of streets shall be such as to cause no hardship in the subdividing of adjacent properties. The planning commission may require the dedication of street rights-of-way to facilitate the development of adjoining properties. At the time of development adjoining existing street stubs, all street stubs shall be utilized to connect to surrounding neighborhoods, or the street stub shall be developed

as a bulb or pedestrian walkway, or the street stub shall be removed at the expense of the developer.

- F. *Private roads.* Private roads shall be constructed to city standards and shall be inspected by the construction inspector of the community development department. Private roads shall conform to the requirements as set forth in article A of this chapter.

(LDC 1991, § 12-552; Ord. No. 393(02), 12-2-2002)

**SECTION 2:            REPEALER CLAUSE** All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

**SECTION 3:            SEVERABILITY CLAUSE** Should any part or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinances a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

PASSED AND ADOPTED BY THE CITY OF MOORE COUNCIL OCTOBER 03, 2023.

Presiding Officer

Attest

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Glenn Lewis, Mayor, City of Moore

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Vanessa Kemp, City Clerk, City of Moore

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Brian K. Miller, City Attorney,  
Approved as to Form, City of Moore