

**CITY OF NORMAN
ORDINANCE O-2425-31**

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, AMENDING CHAPTER 20 (“LICENSES AND OCCUPATIONS”), SECTION 20-1910 (“PREMISES MAINTAINED”), AND TO SECTIONS THROUGHOUT CHAPTER 30 (“SUBDIVISIONS”) OF THE CODE, IN ORDER TO UPDATE DEFINITIONS, TO UPDATE AND ADD REFERENCES TO THE CITY’S COMPREHENSIVE PLAN, TO REQUIRE A 30-ACRE MINIMUM LOT SIZE FOR RURAL CERTIFICATES OF SURVEY WITH AN URBAN RESERVE LAND USE DESIGNATION, TO UPDATE LANGUAGE TO ENSURE COMPATABILITY WITH THE AIM NORMAN COMPREHENSIVE PLAN AND ITS VARIOUS INCLUDED MASTER PLANS, AND TO CLARIFY OR CORRECT LANGUAGE, INCLUDING FOR ERRORS; AND PROVIDING FOR THE SEVERABILITY THEREOF.

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

SECTION 1: AMENDMENT “20-1910 Premises Maintained” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

20-1910 Premises Maintained

- (a) The premises upon which any oil, gas or disposal well is drilled, operated or maintained shall be kept free of all accumulations of rubbish, litter, unused equipment or materials, excess rotary mud, salt water, waste oil or oil byproducts and other waste, insofar as the same may be reasonably done in the conduct of operations.
- (b) The permittee will promptly restore the streets, sidewalks, vegetation and other public property which may be disturbed or damaged in the permittee's operations to their former condition, and the permittee will promptly clear all premises of all litter, trash and waste, and will, after plugging and abandoning the well, grade, level and restore said property to the same surface condition as practical, and as possible, as existed prior to commencing operations or a condition agreed to by the property owner in writing.
- (c) Any person who owns, operates, maintains, or completes any well as a producer when the well bore is located within 600 feet of any dwelling or business structure or is closer than 600 feet from the centerline of a public roadway shall enclose such well and its tank batteries, by a heavy commercial grade chain-link fence at least six feet high with posts set in concrete with at least three strands of barbed wire secured across the top of the fence around the well and tank batteries. The bottom of the chain-link fence shall have a #9 gauge tension wire running the length of the fence. The

maximum opening between the ground and the fence shall be four inches. The fence may be constructed with removable front and side sections built of the same material as the permanent fence. Wells and tank batteries may be fenced separately as long as each separate fence complies with the requirements of this section.

- (1) The well operator shall be responsible for maintaining the fencing in compliance with the requirements of this section.
- (2) Fencing shall not be required on drill sites during initial drilling, completion, or reworking operations as long as 24-hour on-site supervision is provided. However, a secured entrance gate on the access road containing a lock shall be provided. All gates shall be kept locked when the well operator or his employees or agents are not on the premises. A duplicate set of keys to all required locks shall be provided to the Oil and Gas Inspector, or some other appropriate means of accessibility for City personnel.
- (3) If a dwelling or business structure is constructed within 600 feet of an existing well bore or tank batteries not subject to fencing requirements prior to said construction, the well operator shall then be immediately subject to and come into compliance with all fencing requirements of this section within 60 days of written notification by the building permit holder of issuance of a building permit for said dwelling or business structure unless the well site is located outside the ~~current urban service area as designated on the Comprehensive Plan or any subsequently adopted plans~~ area located between 48th Avenue West and 48th Avenue East and the fencing requirement is waived in writing by all property owners within 600 feet of the well bore. If the fencing requirements of this section have not been satisfied by the well operator within 60 days after said notification, then the well operator's oil and gas permit for the non-compliant well may be subject to revocation. A certificate of occupancy shall not be issued for said dwelling or business structure until the fencing requirements of this section have been satisfied.
- ~~(4) If a property where an oil well is located changes designation to current urban service area, the well operator must fence according to the requirements of this section any existing well or tank batteries, not previously subject to fencing requirements prior to said change of designation within 60 days of written notification by the moving party behind the change in designation.~~
- (d) All lines installed that leave the premises (drilling pad), whether oil or gas, shall be buried with tracer wire (if non-steel line) and trench tape in a trench so the top of the pipe is no less than three feet deep and shall be pressure tested at a minimum of 150 percent of the normal working pressure held for one hour. In addition line markers shall be installed and maintained at all roads, streets, fences and property lines (private or public). The Oil and Gas Inspector shall be notified 48 hours before the trench is started and in advance of the pressure test and may supervise same.
- (e) All leaks or spills, including, but not limited to, oil and salt water, over two barrels are to be reported to the Oil and Gas Inspector within 24 hours.
- (f) The operator shall maintain the premises of the growth of grass and weeds to less than 12 inches in height along the lease road and within the designated well site area.

(Code 1976, § 13-1508; Ord. No. O-8283-69; Ord. No. O-8586-30; Ord. No. O-9394-43;

Ord. No. O-0203-54; Ord. No. O-1415-7, § 9)

SECTION 2: AMENDMENT “30-101 Definitions” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-101 Definitions

The following words, terms, and phrases when used in this chapter, shall have the meanings respectively ascribed to them in this section, except where the context otherwise requires:

Alley means a minor right-of-way dedicated to public use, which gives a secondary means of vehicular access to the back or side of properties otherwise abutting a street, and which may be used for public utility purposes.

Best management practices (BMP) means an effective integration of stormwater management systems, with appropriate combinations of non-structural controls and structural controls which provide an optimum way to convey, store and release runoff, so as to reduce peak discharge, reduce pollutants, enhance water quality, assist in stream and/or stream bank stabilization, prevent property damage due to flooding, and assist in sediment reduction. BMPs include, but are not limited to, the following:

- (a) Structural controls such as:
 - (1) Sediment forebay;
 - (2) Grassed swale;
 - (3) Enhanced bio-swale;
 - (4) Voluntary urban nutrient management;
 - (5) Statutory urban nutrient management;
 - (6) Wetlands;
 - (7) Extended detention-enhanced;
 - (8) Retention basins;
 - (9) Bioretention, surface sand, organic, and similar filters;
 - (10) Soaking trench;
 - (11) Infiltration trench;
 - (12) Stormwater pond;
 - (13) Dry extended detention pond; and
 - (14) In-channel detention.
- (b) Non-structural controls such as:
 - (1) Landscape conservation;
 - (2) Reduction in impervious cover;
 - (3) Schedule of maintenance activities;
 - (4) Prohibition of practices;
 - (5) Maintenance procedures.
 - (6) Street sweeping;

(7) Fertilizer restrictions.

Bicycle lane means that portion of a roadway which has been designated by striping, signing, and/or pavement markings for the preferential or exclusive use of bicyclists.

Bicycle path means a paved facility physically separating the bicycle from motor vehicle traffic.

Block means a parcel of land, intended to be used for urban purposes, which is entirely surrounded by public streets, highways, railroad rights-of-way, public walks, parks or greenstrips, rural land or drainage channels or a combination thereof.

Buffer means a vegetated area, including trees, shrubs, and herbaceous vegetation that exists or is established to protect a stream system, lake or reservoir, reduce pollutants, enhance water quality, assist in stream and/or stream bank stabilization, and assist in sediment reduction.

Building line means a line parallel to the lot or property line beyond which a structure or building cannot extend, except as specifically provided under the zoning ordinance. It is equivalent to the setback or yard line.

Cluster development means a method of subdividing land which allows the maximum density available within the zoning district while allowing smaller lots than those specified, provided that the land saved is reserved for permanent agricultural use or open space, ideally in common ownership for community use.

Combustible structure means that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner and consisting of any material that, in the form in which it is used and under the conditions anticipated, will ignite and burn or will add appreciable heat to an ambient fire.

~~*Comprehensive Plan* means the comprehensive development plan for the City which has been officially adopted to provide long-range development policies for the City in the foreseeable future and which includes, among other things, the plan for land use, land subdivision, traffic circulation and community facilities, utilities, and drainage facilities.~~

Comprehensive Plan means the comprehensive plan of the City of Norman, Oklahoma, which is currently the AIM (Area & Infrastructure Masterplan) Norman Comprehensive Plan adopted June 24, 2025. This Comprehensive Plan is comprised of seven distinct approved plans, or master plans, identified and defined as follows:

- (a) Land Use Plan means the AIM Norman Comprehensive Land Use Plan adopted June 24, 2025;
- (b) Transportation Plan means the 2025 Comprehensive Transportation Plan Update adopted June 24, 2025, which updated “Moving Forward,” the 2014 City of Norman Comprehensive Transportation Plan previously in effect;
- (c) Wastewater Master Plan means the Wastewater Utility Master Plan adopted June 24, 2025;

- (d) Water Utility Master Plan means the Water Utility Master Plan adopted June 24, 2025;
- (e) Parks Master Plan means the Parks, Recreation & Culture Master Plan adopted June 24, 2025;
- (f) Housing Plan means the Housing Strategy Plan adopted June 24, 2025; and
- (g) Stormwater Master Plan means the Stormwater Master Plan Update adopted June 24, 2025, and which updated the 2009 Storm Water Master Plan previously in effect.

Degradation means any condition caused by the activities of humans which result in the prolonged impairment of any constituent of the aquatic environment.

Development means the erection, construction, or change of use of buildings; or the erection or construction of any additions to existing buildings where outer walls are added or altered as to location, but not including alterations or remodeling of buildings where said outer walls are not added or altered as to location. As it relates to water quality protection, any manmade change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling, or storage of equipment or materials.

Development Committee means a committee, comprised of the following staff members: The Director of Public Works (who shall be the Chairman), the Director of Planning and Community Development, the Director of Utilities, the City Engineer, the Development Coordinator, and the Manager of Current Planning, or their designees.

Director of Public Works means the Director of Public Works of the City, including his designee.

Easement means a grant by the property owner to the public, a corporation, or persons, of the use of an area of land for specific purposes.

Impervious cover means roads, parking areas, buildings, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface. This shall include, but not be limited to, all streets and pavement within a subdivision. Vegetated water quality basins, vegetated swales, other vegetated conveyances for overland drainage, areas with gravel placed over pervious surfaces that are used only for landscaping or by pedestrians, and public sidewalks shall not be calculated as impervious cover.

Lot means a subdivision of a block or other parcel intended as a unit for the transfer of ownership or for development.

- (a) *Lot, corner*, means a lot which abuts two intersecting streets. The front of a lot is defined by the filed plat of the subdivision and is addressed accordingly. Although the front door of the house should face the front yard, a house may be oriented towards the side street if the plat was designed to provide two front and rear yards or if there is sufficient room to provide both a new front and rear setback.
- (b) *Lot, depth*, means the average distance from the front property line of the lot adjacent to the street to its rear property line, measured in the general direction of side lines of the lot.

- (c) *Lot, double frontage*, means a lot which runs through a block from street to street and which has frontage on two or more streets, but not including a corner lot.
- (d) *Lot line adjustment* means a relocation of the lot lines of two or more lots included in a plat which is filed of record, for the purpose of making necessary adjustments to building sites.
- (e) *Lot, reverse frontage*, means a corner lot of such size and shape that a building erected on it might logically be designed to face on either adjoining street, thus causing the building to rear on the side line of any abutting lot.
- (f) *Lot, townhouse*, means a lot shown on a townhouse plat and intended as the site of a single attached dwelling unit.

Low impact development (LID) means a comprehensive land planning and engineering design approach to development that can be used to replicate or restore natural watershed functions and/or address targeted watershed goals and objectives.

Non-degradation means the proper use of BMPs and pollution prevention criteria in activity so as to prevent property damage due to flooding and degradation as defined herein.

Non-structural controls means pollution prevention measures that focus on the management of pollutants by practices and procedures which minimize exposure to runoff, as well as preserve open space and natural systems. The term "non-structural controls" may include riparian buffers, modified development practices, and regulations on pesticide, herbicide, and fertilizer use.

Person means any natural person, corporation, partnership, joint venture, association (including homeowners or neighborhood associations), trust, or any other entity recognized by law.

Planning Commission means the City Planning Commission.

Plat, final, means a map of a land subdivision giving, in form suitable for filing in the office of the County Clerk, necessary affidavits, dedications, and acceptances, and delineating the layout of such subdivision as required herein.

Plat, preliminary, means a map of a proposed subdivision showing the character and proposed layout of the tract in sufficient detail to indicate the relationship of the proposed development to topography, existing streets, drainage facilities and utilities, existing easements of record, the Comprehensive Plan, [including the Transportation Plan](#), existing urban development and zoning, and to indicate the nature of the land planning design.

Pollution means the contamination or other alteration of the physical, chemical or biological properties of any stream or other water source, or such discharge of any liquid, gaseous or solid substance into any stream or other water source as will or is likely to create a nuisance or render such waters harmful or detrimental or injurious to public health, safety or welfare, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

Public improvements means any utility, structure, or modification of topography which is, or will be, located within, under, or over a right-of-way or easement of record and which is, or will be, owned and/or maintained by other than the individual owners of developed real estate.

Raised mound septic system means a soil absorption system that is elevated above the natural soil surface in a suitable fill material. It is a variation of the raised bed utilizing sandy fill material but not requiring a stabilization period prior to the construction of the absorption area.

Raised septic system means a wastewater absorption trench system which has been constructed in soil fill material which has been placed on top of the natural soil on a building lot.

Reserve strip means a strip of land located adjacent to a public easement or right-of-way which has the effect of denying access to adjacent property owners to said public easement or right-of-way.

Right-of-way means any street, avenue, parkway, highway, boulevard, road, alley, bicycle path or pedestrian walkway reserved and/or dedicated for public or private use chiefly by vehicular or pedestrian traffic. Its width shall be established as the shortest horizontal distance measured between lines delineating the right-of-way.

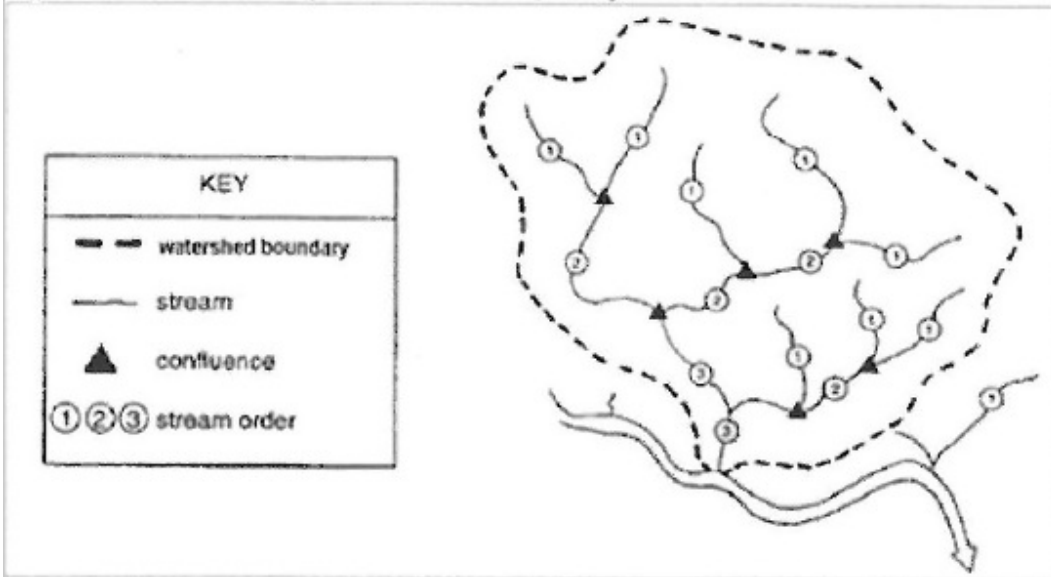
Rural ~~and suburban~~ area means ~~all~~ that part of the incorporated area of the City which is ~~not~~ classified ~~as rural or reserve Character Areas in~~ on the Comprehensive Land Use Plan for urbanization.

Setback line. See *Building line* or *Yard line*.

Site development plan means a plan drawn at a scale of not less than 50 feet equal one inch which shows the topographic characteristics of the site not more than a one foot contour interval in the urban areas and not more than two-foot contour intervals in the rural areas; the location and dimensions of buildings, yards, courts, landscape, pedestrian and vehicular circulation and parking, fences and screening; service areas and service courts, and other features; the use of each building and area; the height of buildings; adjacent street, alleys, utility, drainage and other easements; and the relationship of the development to adjacent areas which it may affect.

Stream order means a method of numbering streams as part of a drainage basin network. Tributaries which have no branches are designated as of the first order, streams which receive two first-order tributaries are of the second order, larger branches which receive two second-order tributaries are designated third order, and so on, the main stream being always of the highest order. Designation of stream order shall be determined utilizing a USGS 7.5-minute series (topographic) map drawn at a scale of 1:24,000, or one inch equals 2,000 feet. See Figure 1 below.

Figure 1: Stream Order (Source: Schueler, 1995)



Streams means watercourses that are either identified through site inspection and/or notification by the United States Army Corp of Engineers or by the United States Geological Survey (USGS) 7.5-minute series (topographic) maps drawn at a scale of 1:24,000, or one inch equals 2,000 feet. Perennial streams are those which are depicted on a USGS map with a solid blue line. Intermittent streams are those which are depicted on a USGS map with a dotted blue line.

Stream Planning Corridor (SPC) means the areas of land designated as an SPC in Exhibit 4-4 to the PBS&J Stormwater Master Plan dated October 2009, along both sides of a stream or natural drainage corridor that encompasses the area projected to be inundated by the one-percent chance flood event (i.e., the 100-year floodplain) in any given year assuming full build-out watershed conditions (based upon the Comprehensive Plan and subsequent updates) in those areas with 40 or more acres of drainage area in the Lake Thunderbird watershed.

Street means any public or private right-of-way which affords the primary means of access to abutting property.

- (a) *Street, collector*, means a minor street collecting traffic from other minor streets and serving as the most direct route to a major street or community facility.
- (b) *Street, cul-de-sac*, means a local street having one closed end terminated by a turn around.
- (c) *Street, estate type*, means a local street in a residential estate (R-E) or agricultural (A-1, A-2) zone or district.
- (d) *Street, frontage or service*, means a minor street located adjacent and parallel to a major street for land service to abutting properties and access to adjacent areas and for

- allowing control of access to the major street.
- (e) *Street, local*, means a minor street which collects and distributes traffic between parcels of land and collector or arterial streets, with the principal purpose to provide access to abutting property.
 - (f) *Street, major*, means a freeway, principal arterial, or minor arterial designated on the adopted transportation plan of the City.
 - (g) *Street, minor*, means any street other than one designated as a freeway, principal arterial, or minor arterial on the adopted transportation plan of the City, but not including alleys.
 - (h) *Street, public*, means any pre-existing county road heretofore annexed by the City and which forms a part of said City by reason of such annexation, or any street or road granted or dedicated to and accepted by the City.

Structural controls means engineered solutions designed to reduce pollution in surface water runoff primarily through five basic mechanisms: Infiltration, amelioration, treatment, filtration and detention. In effect, these systems attempt to counteract the opposite tendencies of decreased infiltration, filtration and detention which urbanization imposes upon the land.

Subdivider (developer) means any person, firm, partnership, corporation, or other entity acting as a unit, subdividing or proposing to subdivide or develop land as herein defined.

Subdivision means the division, re-division, or delineation of land by lots, tracts, sites or parcels for the purpose of transfer of ownership, or for urban development, or for the dedication or vacation of a public or private right-of-way or easement.

Swale means a natural depression or wide shallow ditch used to temporarily store, route, or filter runoff and encourage infiltration.

Top of bank means the point along a stream bank where abrupt change in slope is evident, and where the stream is generally able to overflow the banks and enter the adjacent floodplain. The top of bank may be identified from topography maps but must be verified through field inspection. Where no top of bank is discernable by the City Stormwater Engineer or his designee, measurements should be taken from the center line of the stream.

Transportation plan means the arrangement, character, extent, and width of major streets within the City as designated on the most currently adopted land use and transportation plan document.

Townhouse means one of a series of two or more attached dwelling units, separated from one another by continuous, vertical party walls without openings from basement floor to the roof deck and tight against same or through the roof and which are intended to have ownership transferred in conjunction with a platted lot.

Urban area(s) generally includes suburban areas and means ~~all~~ that part of the incorporated area of the City planned for urbanization and which is not designated as rural, protected and sensitive or reserve Character Areas in ~~on the Comprehensive Land Use Plan for urbanization.~~

Water Quality Protection Zone (WQPZ) means a vegetated strip of land that lies along a stream or Lake Thunderbird and its adjacent wetlands, floodplains or slopes that is comprised of the stream bed and areas adjacent to the stream bed and the distance of which is determined by NCC 30-411(b) through (d).

Way means any street, avenue, parkway, highway, boulevard, road, alley, bicycle path or pedestrian walkway reserved and/or dedicated for public or private use chiefly by vehicular or pedestrian traffic. Its width shall be established as the shortest horizontal distance measured between lines delineating the right-of-way.

Wetland means the same meaning as set forth in 40 CFR § 230.3.

Yard line means an open space at grade between a building and the adjoining lot lines, unoccupied and unobstructed by any portion of a structure from the ground upward except as specifically provided in NCC chs. 28 or 36. In measuring a yard for the purpose of determining the width of the side yard, the depth of a front yard, or the depth of a rear yard, the least horizontal distance between the lot line and the main building shall be used.

- (a) *Yard line, front*, means a yard extending the full width of a lot between the side property lines and being the minimum horizontal distance between the street side property line and the main building or any projection thereof.
- (b) *Yard line, rear*, means a yard extending across the rear of a lot measured between side yard lines and being the minimum horizontal distance between the rear lot line and the rear of the main building or any projections other than steps, unenclosed balconies or unenclosed porches. On corner lots the rear yard shall be considered as parallel to the street upon which the lot has its least dimension. On both corner lots and interior lots the rear yard shall in all cases be at the opposite end of the lot from the front yard.
- (c) *Yard line, side*, means a yard between the building and the side line of the lot and extending from the front yard line to the rear lot line and being the minimum horizontal distance between a side lot line and the side of the main building or any projections other than steps.

(Code 1976, § 19-210; Ord. No. O-7273-87; Ord. No. O-7576-2; Ord. No. O-7677-40; Ord. No. O-8081-60; Ord. No. O-9697-43; Ord. No. O-0001-15; Ord. No. O-0405-27; Ord. No. O-1011-52, § 1)

SECTION 3: **AMENDMENT** “30-102 Purpose” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-102 Purpose

- (a) The subdivision of land is the first step in the process of development. The regulation of land subdividing within a formalized procedure provides for the evolution of a contract between the land owner (developer) and a governmental entity acting in behalf of the public and for the benefit of subsequent individual owners and/or tenants. Precise commitments concerning a described geographic area of proposed development are specifically set forth in relation to and in accordance with graphic and written documentation as filed of record.
- (b) The arrangement of land parcels in the community for residential, commercial, and industrial uses and for streets, alleys, schools, parks and other public purposes, will determine to a large degree the conditions of health, safety, economy and amenity that prevail in the area. The quality of these conditions is of public interest. These regulations and standards for the subdivision and improvement of land are designed to make provisions for adequate light, air, open spaces, drainage, transportation, public utilities, and other needs, to ensure the development and maintenance of a healthy, attractive and efficient community that provides for the conservation and protection of its human and natural resources.
- (c) In construing this chapter, it is intended that these provisions be administered so as to create an environment which will provide the setting for the accomplishment of the best possible quality of life for all of the citizens of the City and in a manner that will insure the minimum adverse effect to the environment.
- (d) This chapter is designed, intended, and should be administered in a manner to:
 - (1) Implement the Comprehensive Plan, and all incorporated plans and master plans in relation to:
 - a. The use of land and land use relationships;
 - b. The transportation system, including, but not limited to, highways, streets, alleys, bicycle paths, bicycle lanes, sidewalks;
 - c. Community facilities including recreational and educational facilities, fire stations, etc.;
 - d. The extension or expansion of the sanitary sewer system including adequate easements to accommodate lines and facilities;
 - e. The extension or expansion of the water distribution system and the provision of fire hydrants including adequate easements to accommodate lines and facilities;
 - f. The appropriate disposition of surface runoff water; and
 - g. The accommodation of all other utilities within adequate easements.
 - (2) Provide neighborhood conservation and prevent the development of slums and blight;
 - (3) Harmoniously relate the development of the various tracts of land to existing development and facilitate the future development of adjoining tracts;
 - (4) Provide that the cost of improvements which primarily benefit the tract of land being developed be borne by the owners or developers of the tract, as provided in these regulations;
 - (5) Provide the best possible design for the tract;
 - (6) Resolve any differences of interest;
 - (7) Establish adequate, accurate and accessible public records of land subdivision;

and

- (8) Ensure a maximum effort for the protection of the environment and to encourage, in the development of land, the minimum adverse effect thereto.
- (e) This chapter intends to require that all land located in the City be platted in conformance with these provisions prior to the actual accomplishment of development and that an approved final plat shall be filed of record prior to the issuance of a required building permit for the development of any and all institutional, industrial, commercial, and residential uses; provided, however, that variations and exceptions are accommodated in NCC 30-XIII enumerating those cases where the full application of these provisions is not required.

(Code 1976, § 19-101; Ord. No. O-7273-87; Ord. No. O-8081-60; Ord. No. O-9697-43; Ord. No. O-0001-15; Ord. No. O-0405-27)

SECTION 4: **AMENDMENT** “30-105 Relation To Zoning” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-105 Relation To Zoning

In order to provide adequate information for evaluation and decision by the Planning Commission and the City Council, and to provide documentation of intent for public record, the following requirements are mandatory:

- (a) A rezoning request which includes any amount of unplatted land shall be accompanied by a preliminary plat of the land in question, and any adjacent land which is 50 percent or more owned or under option to buy by the applicant; provided, however, that any land for which a plat is not required as a prerequisite for a building permit is exempted from this requirement. The preliminary plat shall be submitted for consideration as an agenda item before the Planning Commission simultaneously with the rezoning request.
- (b) In the instance of proposed planned unit developments, as provided in NCC ch. 36, five copies of a site development plan shall also be included with the submission of the preliminary plat when application is made for Planning Commission approval.
- (c) Provided that no final plat may be considered for approval by the City Council until the preliminary plat and proper zoning in terms of density, lot size, and land use has been approved by the City Council, in accordance with the minimum requirements of the Comprehensive Plan and this Code, regarding the subject property.

(Code 1976, § 19-104; Ord. No. O-7273-87; Ord. No. O-0001-15; Ord. No. O-1213-32, § 1)

SECTION 5: **AMENDMENT** “30-401 Design Principles” of the City of

Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-401 Design Principles

The quality of design of the City is dependent on the quality of design of the individual subdivisions that compose it. Good community design requires the coordination of the efforts of each subdivider and developer of land within the area. Therefore, the design of each subdivision shall be prepared in accordance with the principles established by the Comprehensive Plan, including those for land use, circulation, community facilities and public utility services and in accordance with the following general principles:

- (a) It is intended that the City urban area shall be designed as a group of integrated residential neighborhoods and appropriate commercial, industrial and public facilities. The neighborhood, as a planning unit, is intended as an area principally for residential use, and of a size that can be served by one elementary school. Space for religious, recreational, educational and shopping facilities to serve the residents of the neighborhood should be provided and designed as an integral part of each neighborhood.
- (b) The quality of life in rural Norman is dependent upon the preservation of those environmental elements which form the basis for the initial attraction of rural dwellers. The purpose of cluster development is to provide for desirable and proper open space, tree cover, recreation areas, or scenic vistas; all with the intent of preserving the natural beauty while at the same time maintaining the same or higher maximum dwelling unit density limitations of each zoning district. To achieve these goals:
 - (1) Variations in lot area are permitted, including development of lots smaller than those specified in the zoning ordinance.
 - (2) Procedures are established to ensure adequate maintenance and restricted use of open space areas for agricultural use or for the benefit of the inhabitants of the subdivision, or for dedication to public use.
- (c) The size of lots and blocks and other areas for residential, commercial, industrial and public uses should be designed to provide adequate light, air, open space, landscaping with living plants and off-street parking and loading facilities.
- (d) The arrangement of lots and blocks and the street system should be designed to make the most advantageous use of topography and natural physical features. Tree masses and large individual trees should be preserved. The system of sidewalks, bicycle paths, and roadways and the lot layout should be designed to take advantage of the visual qualities of the area.
- (e) Circulation within the urban area should be provided in accordance with the following design principles:
 - (1) Major streets should be located on the perimeter of the residential neighborhood.
 - (2) Minor streets should be designed to provide access to each parcel of land under separate ownership and to sub-areas of apartment complexes within residential districts in a manner that will discourage use by through traffic.

They should be planned so that future expansion will not require the conversion of minor streets to major streets.

- (3) Commercial or industrial subdivisions should have access to a major street by means of a street system designed for such use, but they should not have access to residential streets in such a manner that encourages or promotes the movement of foreign traffic through residential neighborhoods.
 - (4) Collector streets should be designed to provide a direct route from other minor streets to the major street and expressway system and to provide access to public facilities within the neighborhood; however, collector streets should not be aligned in a manner that will encourage their use by through traffic.
 - (5) Ingress and egress to single-family residential properties should be provided only on minor streets.
 - (6) Pedestrian ways should be separated from roadways used by vehicular traffic. Sidewalks should be designed to provide all residential building sites with direct access to all neighborhood facilities, including the elementary school, parks and playgrounds, churches, and shopping centers.
 - (7) Bicycle lanes and bicycle paths, where provided, should be in accordance with the adopted bicycle plan.
- (f) Minimum standards for development are contained in this Code (including this chapter). However, the Comprehensive Plan expresses policies designed to achieve optimum quality of development in the urban and suburban areas. If only the minimum standards are followed, as expressed by the various ordinances regulating land development, a standardization of minimum development will occur. This will produce a monotonous urban setting. Subdivision design should be of a quality to carry out the purpose and spirit of the policies expressed in the Comprehensive Plan and in this chapter rather than be limited to the minimum standards required herein.

(Code 1976, § 19-401; Ord. No. O-7273-87; Ord. No. O-8981-60; Ord. No. O-9697-43; Ord. No. O-0001-15; Ord. No. O-0405-27)

SECTION 6: AMENDMENT “30-511 Street And Alley Improvements” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-511 Street And Alley Improvements

The subdivider of any subdivision designed to be used for residential, commercial, industrial, or other uses shall lay out, grade, or otherwise improve all streets and alleys that are designated on the approved plat or that directly serve the subdivision in compliance with the standards and specifications of this Code and in compliance with the following provisions:

- (a) Streets and alleys in the urban area shall be laid out, graded and otherwise improved as specified in the applicable standards and specifications governing such construction.

Such street layout and all improvement shall be done under the supervision of the Public Works Department and shall be subject to inspection and approval in accordance with the standards and specifications of this Code.

- (b) Street right-of-way and pavement widths shall comply with all of the elements of the Comprehensive Plan, including the Transportation Plan, and the regulations relating thereto. The paving design of ~~the an~~ intersection ~~of with~~ any new street with a State or federal highway designation shall be approved by the State Department of Transportation.

(Code 1976, § 19-511; Ord. No. O-7372-87; Ord. No. O-0001-15; Ord. No. O-0405-27)

SECTION 7: AMENDMENT “30-606 Exception To Allow Norman Rural Certificates Of Survey As Plats In A-1 And A-2 Zoning Districts” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-606 Exception To Allow Norman Rural Certificates Of Survey As Plats In A-1 And A-2 Zoning Districts

- (a) For those properties located in the reserve and rural areas of Norman, as identified in the Comprehensive Plan, including the Land Use Plan, it is the purpose of this exception to allow lots of ten acres or more (or where designated as Urban Reserve land use, lots of thirty acres or more) to be developed and sold adjacent to public or private roadways in the A-1 and A-2 Agricultural Districts; however, private roadways should be constructed and maintained in such a manner that said roadways may be traversed and used by police, fire and other official vehicles of all municipal, county, State and federal agencies. Lots created under this process shall be designated as "City rural certificate of survey subdivisions" and may be permitted under the following procedures:
- (1) Any applicant contemplating a certificate of survey may voluntarily request a pre-development meeting, subject to the same filing requirements. The purpose of the meeting is to allow surrounding neighbors to meet with the applicant in an informal setting and share information about the proposed application. In order for the meeting to occur, the following items must be submitted to the Public Works Department:
 - a. A copy of the deed to the property.
 - b. A written description of the proposed development which provides details of the proposal that can be mailed to neighbors. The narrative should be as detailed as practicable, without being lengthy or technical. It should describe the proposed type of homes contained in the development, any proposed open space or parks, and connections to nearby major roads and subdivisions.
 - c. Because this is a preliminary meeting, a fully finished certificate of survey is not required, however, three full-sized drawings are

required, as well as an 8 1/2-inch by 11-inch reduction, generally showing lots, roads, topography, floodplains, existing easements and structures, physical features (such as ponds, creeks, and large stands of trees), and proposed open spaces and greenbelts.

- d. A certified ownership list for all property within a 350-foot radius of the exterior boundary of the subject request.
- e. A filing fee, as provided in the City fee schedule, which will be credited against any filing fee charged for a future rural certificate of survey application for the same property. This fee is nonrefundable and must be paid each time a separate meeting is requested.

A complete application packet must be received in the Public Works Department by 4:00 p.m. 17 days before the regularly scheduled pre-development meeting. Such meetings will be held on an as-needed basis and are anticipated to occur at least once a month. Staff will notify all persons identified on the certified ownership list and will include a copy of the written description of the proposed project as well as any reduced drawings.

- (2) An accurate survey of the lot, prepared by a land surveyor registered in the State, and the proposed subdivision thereof shall be submitted to the Public Works Department and shall show the same information required for a preliminary plat as referenced in NCC 30-303, except the ground contours may be drawn at five-foot intervals in such cases where the average ground slope is three percent or greater.
- (3) The following information shall be included for every oil or gas well, existing, inactive, or abandoned, as shown by the records of the Oklahoma Corporation Commission (OCC) and/or permitted by the City, according to the records of the City Oil and Gas Inspector's office:
 - a. The location of the well bore with an accuracy of one foot;
 - b. All buildings shall be a minimum of 125 feet from the well bore of an active or unplugged well, or a plugged well not meeting the then current specifications of the Oklahoma Corporation Commission and City Oil and Gas ordinance;
 - c. All buildings shall be a minimum of 45 feet from the well bore of a plugged well meeting the then current specifications of the Oklahoma Corporation Commission and the City Oil and Gas ordinance.
- (4) Planning and community development department and public works department staffs shall review and prepare a written report on the proposed City rural certificate of survey Subdivision to ensure compliance with the applicable provisions of the City's Standard Specifications and Construction Drawings and Engineering Design Criteria (NCC 26-101(a)). The applicant shall also submit for such review a certified copy of all instruments for the granting and maintenance of any required private easements and, by separate instrument, a duly executed roadway and utility easement for all adjoining public or section line roadways as reflected in the adopted City transportation plan. Staff's written report will be submitted to Planning Commission for their recommendation of approval or disapproval.

- (5) The City rural certificate of survey will be forwarded to the City Council for final action. If the application is approved by the City Council, it shall be certified by the signature of the Mayor and attested by the City Clerk. Upon approval the developer shall guarantee the proper construction of the proposed development by providing the City with an acceptable performance bond with surety as required in NCC 30-314. All street and drainage easements and improvement plans as well as provisions for their maintenance shall be approved by the City Development Committee prior to the filing of the City rural certificate of survey with the County Clerk, to ensure compliance with all standards referenced herein. Provisions for maintenance will be required through the establishment of a property owner's association and the deposit of a two-year, 15 percent maintenance bond in the name of the property owner's association.
- (6) Whenever the tract is of such unusual size or shape or is surrounded by such development or unusual conditions that the strict application of the private road standard contained in Standard Drawing No. ST28 of the Standard Specifications and Construction Drawings would result in substantial hardship or inequity, the City Council may vary or modify, except as otherwise indicated, the minimum street standard, provided that no more than four lots or residences are served by said private roadway so that the applicant may develop said property in a reasonable manner, but so, at the same time, the public welfare and interests of the City are protected and the general intent and spirit of this article are preserved. Such modification may be granted upon written request of the applicant or the applicant's engineer, stating the reason for waiver of the private road standard, and may be approved by majority vote of the regular membership of the City Council. It is not intended for this waiver procedure to be applied to anything other than the width of private road standard required by this section.
- (7) The following additional requirements shall apply to all land containing subdivisions defined above which create private streets:
- a. Prior to the sale of any land within said subdivision, the subdivider shall erect, at all entrances to the subdivision, within the private drive and street rights-of-way, in a clearly conspicuous location, an enameled metal sign, no less than 18 inches by 24 inches in dimension, with lettering thereon of no less than two inches per letter in height, bearing the words: "CITY MAINTENANCE ENDS HERE." The sign shall be firmly affixed to a metal post no less than two inches in diameter by two metal bolts, which post shall be permanently set into the ground as required by the Public Works Department. Said sign shall be no less than four feet above the surface of the ground and shall be maintained in good repair by the subdivider and by the owners of the property within said subdivision.
 - b. No deed of conveyance shall ever be filed of record conveying any land within said subdivision until such time as the owner thereof has Stated on the face of the deed, prior to its delivery to the prospective purchaser, the following language: "The property herein conveyed

abuts on a private street which shall not be maintained by the City." Prior to the recording of any such deed, it must first be presented to and approved by the Director of Public Works and the Director of Planning and Community Development, or their designees, and no building permit shall be issued for the improvement of any such land until such departmental approval has been granted.

(Code 1976, § 19-606; Ord. No. O-0001-15; Ord. No. O-0203-34; Ord. No. O-0405-27; Ord. No. O-0405-61; Ord. No. O-0506-29; Ord. No. O-1011-52, § 7; Ord. No. O-1213-32, § 1)

SECTION 8: **AMENDMENT** “30-607 Exception To Exclude Section Line Roads From Residential Estate Plats Or Rural Cluster Planned Unit Developments Under Specified Conditions” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-607 Exception To Exclude Section Line Roads From Residential Estate Plats Or Rural Cluster Planned Unit Developments Under Specified Conditions

The purpose of this section is to allow owners of RE or Rural Cluster Planned Unit Development zoned lands to exclude the improvement of section line roads when the following requirements are met:

- (a) No lot within the subdivision obtains direct access to the section line road;
- (b) The subdivision includes the dedication of the required right-of-way along the section line road in accordance with the Comprehensive Plan, including the Transportation Plan;
- (c) The section line road has been previously opened by the City, County or State as a section line road; and
- (d) The section line road is a passable all-weather road, graded for drainage, has acceptable borrow ditches for drainage and is in a good State of repair constructed to the minimum design standard for section line roads adjacent to such subdivisions.

(Code 1976, § 19-607; Ord. No. O-8182-39; Ord. No. O-8384-25; Ord. No. O-0001-15; Ord. No. O-0405-27)

SECTION 9: **AMENDMENT** “30-705 Suitability Of The Land” of the City of Norman Municipal Code is hereby *amended* as follows:

AMENDMENT

30-705 Suitability Of The Land

Any land to be dedicated for public park purposes to meet the requirements of this article shall be reasonably located and adaptable for use as an active neighborhood public park and recreation facility. Such determination shall be made by the Board of Park Commissioners, whose decision may be appealed to the City Council. Factors to be used in evaluating the adequacy of the proposed public park and recreation areas include, but are not limited to, the following:

- (a) *Unity*. The dedicated land should form a single parcel or tract of land at least five acres in size unless the Board of Parks Commissioners determined that a smaller tract would be in the public interest, or that additional contiguous land will be reasonably available for dedication to or purchase by the City.
- (b) *Shape*. The shape of the parcel or tract of land to be dedicated should be appropriate for public parks and recreation purposes.
- (c) *Access*. Public access to public park land delineated on a preliminary plat shall be ensured by provision of at least 50 feet of street frontage, in a manner satisfactory to the Board of Parks Commissioners. At the time the land abutting the delineated areas is developed, the subdivider of such abutting land shall furnish and pay for paving all abutting street frontage and shall provide water and sewer access to the boundary of one side of the delineated area to meet minimum requirements as determined by the Public Works Department.
- (d) *Topography*. The land to be dedicated to meet the requirement of this article should be suitable for public parks and recreation activities. In that regard 50 percent of the dedicated land area should not exceed five percent grade. The Parks [Master Plan](#) and ~~Recreation Department's five-year plan and the general plan~~[Comprehensive Plan](#) for the City shall be considered when evaluating land proposals for dedication.

(Code 1976, § 19-705; Ord. No. O-7576-21; Ord. No. O-9394-46; Ord. No. O-0001-15)

SECTION 10: **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 NORMAN CITY COUNCIL JUNE 24, 2025.

AYE

NAY

ABSENT

ABSTAIN

Presiding Officer

Attest



Larry Heikkila, Mayor, City of
Norman



Brenda Hall, City Clerk, City of
Norman

