



CITY OF NORMAN, OK
CITY COUNCIL OVERSIGHT COMMITTEE MEETING
Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069
Thursday, January 08, 2026 at 4:00 PM

AGENDA

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, relation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please call 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

AGENDA ITEMS

1. DISCUSSION REGARDING AMENDMENTS TO THE AIM NORMAN AGRICULTURAL RESIDENTIAL AND URBAN RESERVE LANGUAGE.
2. DISCUSSION REGARDING UPDATING THE AIM NORMAN MAP TO INCLUDE THE NEW TURNPIKE ALIGNMENT AS ANNOUNCED BY THE OKLAHOMA TURNPIKE AUTHORITY.
3. DISCUSSION OF POSSIBLE WAYS TO ENCOURAGE PUBLIC FEEDBACK EARLIER IN THE PROCESS WHEN CREATING TAX INCREMENT FINANCE DISTRICTS.

ADJOURNMENT



TO: City of Norman Oversight Committee

FROM: Jane Hudson, Planning Director
Lora Hoggatt, Planning Services Manager

DATE: January 8, 2026

RE: Discussion of Amendments to AIM Norman Agricultural Residential and Urban Reserve Language; Update AIM Norman Maps with New Turnpike Alignment

BACKGROUND:

Council approached City Planning Staff regarding the acreage requirement in the AIM Norman Comprehensive Land Use Plan's Urban Reserve section. The acreage requirement of 30 acres in this designation has been a topic of discussion throughout the AIM Norman process and since adoption. Council has requested staff explore revisions to language to allow for 10-acre minimums instead of 30 acres.

On September 23, 2025, the Oklahoma Turnpike Authority (OTA) announced a revised alignment for the South Extension Turnpike. The AIM Norman Comprehensive Land Use Plan and all maps associated with AIM Norman include the following note on shown Turnpike Routes:

AIM Norman does not endorse or influence the development and alignment of proposed turnpikes planned in east and north Norman by the Oklahoma Turnpike Authority ("OTA"). While the north-south connector turnpike is demonstrated in the position originally disclosed by the OTA, it is subject to change and an anticipated general shift westward. At this time, the actual nature and extent of the alignment shift for the north-south connector turnpike has not been specified by the OTA.

If Council agrees, the maps will be updated to reflect the current route from OTA.

DISCUSSION:

In an effort to maintain the conservation aspect of the Urban Reserve Land Use Category, Staff would recommend keeping the Urban Reserve category separate from the Agricultural Residential category. While they would both allow for a minimum of 10 acre lots, they have distinct differences that should remain.

Some additions are recommended for the Agricultural Residential category. This is to maintain consistent language throughout the Plan document. Other sections refer to "cluster development" when discussing the allowance for lots down to 2 acres where 65% of the area is reserved as open space, and the addition of this term to Agricultural Residential and Urban Reserve is also recommended.

office memorandum

Other Urban Reserve edits are recommended in order to more closely align and coordinate the format and content with other Land Use Category descriptions, including Agricultural Residential.

RECOMMENDATION:

Staff presents the attached revisions to the Agricultural Residential and Urban Reserve Land Use Categories in the AIM Norman Comprehensive Land Use Plan. The language underlined and in red is new text. Language in gray is to be removed. For clarity, Staff would like to see the current alignment for the South Extension be added to the maps in the AIM Norman Comprehensive Land Use Plan and associated documents.

LAND USE CATEGORY

Agricultural Residential (AR)

DESCRIPTION & CONTEXT

Areas of Norman, far east and west of the City Core that are primarily agricultural uses or large-lot residential living. These areas are unlikely to develop during the life of this plan due to the lack of access to urban services and location within, or adjacency to, sensitive areas.

Future residential developments should have a minimum lot size of 10 acres.

- Lots down to 2 acres may be allowed as part of a Planned Unit Development (or other appropriate regulatory process) where 65% of the area is reserved as open space for preservation and conservation or undeveloped ([cluster development](#)).

Commercial uses are inappropriate exclusive of:

- Support services related to Lake Thunderbird and agritourism.
- Small-scale services, where necessary to support the surrounding community.
- Small businesses using accessory structures associated with a residence.

BUILDING TYPES

- Houses, barns, silos, stables, and other structures associated with working farms/ranches.
- Accessory dwelling units are appropriate, but generally the area is a restrictive land use emphasizing single-unit housing, open space, natural vegetation, wildlife habitat, and agricultural activity.

SITE DESIGN

[When utilizing cluster development:](#)

- Drainageways should be properly buffered and easements secured for access and maintenance.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Personal/private vehicles are the only mode accommodated, with provisions for large slow-moving farm equipment. Most of this area is accessed directly from 2-lane arterial streets. Almost no street hierarchy exists. No pedestrian, transit, or on-street bike infrastructure is required. Provide regional trail connections, where feasible.

UTILITY ACCESS

No public water or sewer service provided. Electrical service provided to support very low intensity development.

PUBLIC SPACE TYPES

Located within or connected to occasional trail system components. May connect to larger, regional trail system if/when established.

LOCATIONAL CRITERIA

- Areas within city limits, but unlikely to see urban services during the life of the plan.
- Locations within the Rural Character Area.
- Commercial services primarily be located off State Highway 9 or near access points to Lake Thunderbird.
- Agricultural Residential is most compatible adjacent to: UL, RR, UR, and OP.
- Agricultural Residential is least compatible adjacent to: UM, UH, ULC, MC, IMC, CBD, LLC, C, JC, and TOD.

ZONING DISTRICTS

A-1	A-2														
PUD	SPUD	R-1	RE	CR	TC										
R-1-A	R-2	RM-2	RM-4	RM-6	R-3	RO	O-1	CO	C-1	C-2	C-3	I-1	I-2	M-1	

Agricultural Lane



LAND USE CATEGORY

Urban Reserve (UR)

DESCRIPTION & CONTEXT

Areas generally in agricultural use, and likely to experience limited development during the life of this plan. These areas consist of natural vegetation and wildlife habitat.

Future residential developments should have a minimum lot size of 10 acres.

- Lots down to 2 acres may be allowed as part of a Planned Unit Development (or other appropriate regulatory process) where 65% of the area is reserved as open space for preservation and conservation or undeveloped (cluster development).

Commercial uses are inappropriate exclusive of:

- Small-scale services, where appropriate to support the surrounding community.
- Small businesses using accessory structures associated with a primary residence.

BUILDING TYPES

Existing: Existing residential uses in this area include large-lot single-unit homes, with the allowance for ADUs. There are also barns, silos, stables, and other structures associated with working farms/ranches.

New Development:

- Residential developments should have a minimum lot size of 30 acres. Lots down to two acres may be allowed as part of a Planned Unit Development (or other appropriate regulatory process) where 65% of the area is reserved for future urban level densities.
- Small-scale services, where appropriate to support the surrounding community.
- Accessory dwelling units are appropriate.

SITE DESIGN

Ten acre subdivisions are appropriate.

New developments that meet the 30 acre lot size or 65% area reservation requirement should Cluster development should:

- Avoid large parcels without access to existing streets by identifying access points to the reserved areas.
- Provide access points to future urban water and sewer systems without crossing developed parcels.
- Identify possible wildlife and native vegetation preservation opportunities.

Developments including drainageways may allow smaller than 30 acre lot sizes if buffering is greater than minimum requirements and easements are secured for access and maintenance.

Drainageways should be properly buffered and easements secured for access and maintenance.

For Commercial uses, screen any outdoor storage or parking from adjoining residential uses or arterial and collector streets, and limit outdoor storage and traffic generating activities.

TRANSPORTATION NETWORK, CIRCULATION & ACCESS

Personal/private vehicles are the only mode accommodated, with provisions for large slow-moving farm equipment. Most of this area is accessed directly from 2-lane arterial streets. Almost no street hierarchy exists. Sidewalk, trail, and/or bike lane easements are required. Provide regional trail connections, where feasible.

UTILITY ACCESS

These areas may be served with municipal water and/or sewer service, but this will likely occur beyond the life of this plan. Managing development in this area to allow for the most efficient expansion of these services should be a priority. Existing homes and structures are on septic and private water wells. Electrical service provided supports very low intensity development.

PUBLIC SPACE TYPES

Located within or connected to occasional trail system components. May connect to larger, regional trail system if/when established.

LOCATIONAL CRITERIA

- Avoid development in these areas during the life of this plan. If necessary, design in such a way as not to inhibit the ability to provide City water and wastewater services in the future.
- Commercial uses would primarily be located off State Highway 9.
- Urban Reserve is most compatible adjacent to: UL, RR, AR, and OP.
- Urban Reserve is least compatible adjacent to: UH, ULC, MX, IMX, CBD, LCC, C, JC, and TOD.

ZONING DISTRICTS

A-1	A-2														
PUD	SPUD	R-1	RE	CR											
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