

ORDINANCE NO. 40.25

AN ORDINANCE AMENDING PART 12, CHAPTER 5 "SUBDIVISION REGULATIONS", ARTICLE F "DESIGN STANDARDS", SECTION 12-522 "STREET DESIGN STANDARDS", BY ADDING SUBSECTION G "RURAL RESIDENTIAL ROADS" ESTABLISHING EASEMENT, CONSTRUCTION AND MAINTENANCE REQUIREMENTS FOR RURAL RESIDENTIAL ROADS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER.

Be it ordained by the Mayor and the Council of the City of Moore, Oklahoma that Part 12, Chapter 5, Article F, Section 12-522 shall be amended as follows:

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.
Minor Streets		
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.

G. Rural Residential Roads. Rural Residential Roads shall provide rural and emergency access to residential lots within the A-1 Rural Agricultural and A-2 Suburban Agricultural Zoning Districts. These roads shall be constructed to the Rural Residential Standard Detail as published in the City of Moore Construction Details.

- 1. Rural Residential Roads and the associated drainage shall be constructed within a private drainage and access easement. Said easement shall be a minimum of 20-feet in width and a maximum of 40-feet in width, with the exact width determined by the Community Development Director, or their designee. Factors to be used in determining the final easement width shall include, but not be limited to, drainage and the number of lots being served.**
- 2. A draft private maintenance agreement shall be submitted to the City for approval prior to construction of the rural residential road that assigns maintenance responsibilities for the road among the property owners. The maintenance agreement must be filed of record at the Cleveland County Clerk prior to the construction of the roadway.**
- 3. Rural Residential roadways shall be maintained by the property owner(s) at all times to allow emergency access.**
- 4. Rural Residential roadways shall be named in the naming convention established by City Code and the owner(s) shall cause a street sign(s) meeting the adopted City of Moore Street Sign Standards to be installed and maintained as required by the Community Development Director, or their designee.**

Severability

If any of the provisions of this ordinance are determined to be unconstitutional or unlawful by any court of competent jurisdiction, the remainder shall be severable and unaffected.

Repealer


Any ordinance or parts thereof in conflict with this section are hereby repealed.

PASSED AND APPROVED THIS 7th DAY OF JULY, 2025.

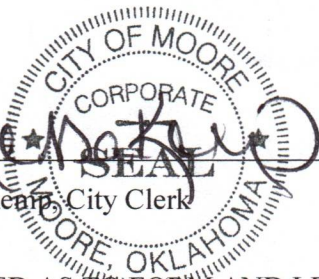


Mark Hamm, Mayor

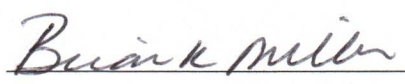
ATTEST:



Vanessa Kenney, City Clerk



APPROVED AS TO FORM AND LEGALITY:



Brian K. Miller, City Attorney