

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA AMENDING ALL AFFECTED MAPS WITHIN THE AIM COMPREHENSIVE PLAN, AND ANY OF THE SEVEN DISTINCT APPROVED PLANS, IN ORDER TO UPDATE AFFECTED MAPS WITH THE MOST RECENT DEMONSTRATED ALIGNMENT OF THE ACCESS OKLAHOMA TURNPIKES ACCORDING TO INFORMATION ANNOUNCED BY THE OKLAHOMA TURNPIKE AUTHORITY.

- § 1. WHEREAS, the Council of the City of Norman recognizes citizens' concerns about the future development of Norman; and
- § 2. WHEREAS, the City Council at its meeting of June 24, 2025, reviewed and adopted the AIM Norman Comprehensive Land Use Plan, with an effective date of June 24, 2025; and
- § 3. WHEREAS, City of Norman has requested amendment of all affected maps within the AIM Comprehensive Plan, and any of the seven distinct approved plans, in order to update affected maps with the most recent demonstrated alignment of the access Oklahoma turnpikes according to information announced by the Oklahoma Turnpike Authority

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA:

- § 4. That the Council of the City of Norman recognizes the need to control the future growth of the City of Norman; and, that after due consideration has determined that the requested amendment to the AIM Norman Comprehensive Land Use Plan, and any of the seven distinct approved plans, should be adopted, and does hereby approve the approve the attached map amendments.

PASSED AND ADOPTED this _____ day of _____, 2026.

(Mayor)

ATTEST:

(City Clerk)

LAND USE MAPS

How are the Character Area & Land Use maps used?

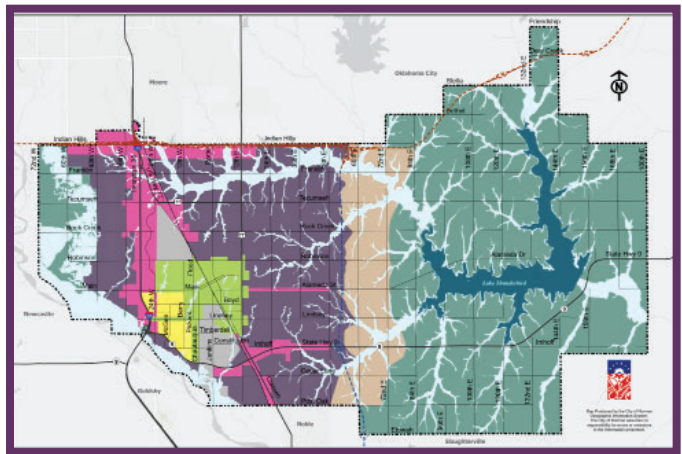
The Character Areas and Land Use maps are based on population projections, economic trends, environmental analyses, and public input. As explained on page 28, the amount of urban land planned is more than the projected need to provide market flexibility and avoid creating a false land shortage. Many areas shown in the Character Areas and Land Use maps are unlikely to fully develop in the 20-year time frame generally addressed by this plan.

TWO MAPS WORKING TOGETHER

CHARACTER AREAS

How the built environment fits together.

- How community features such as streets, parks, water, sewer, and stormwater connect and transition between neighborhoods.
- Defined by how an area looks and functions.
- Policies guiding development.

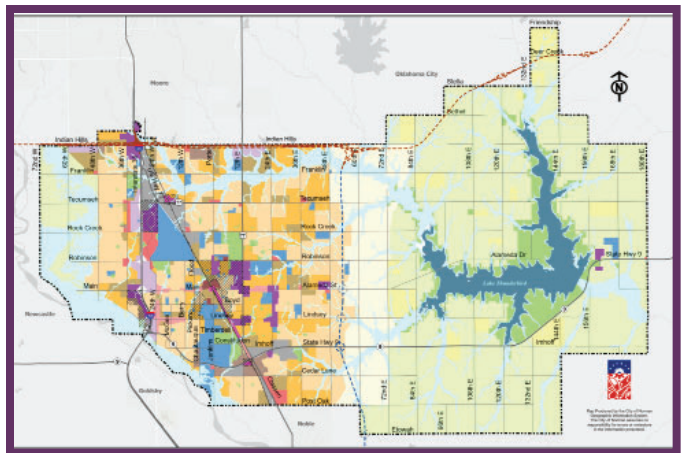


Full map on page 41.

LAND USE

How land should be developed, and in what way.

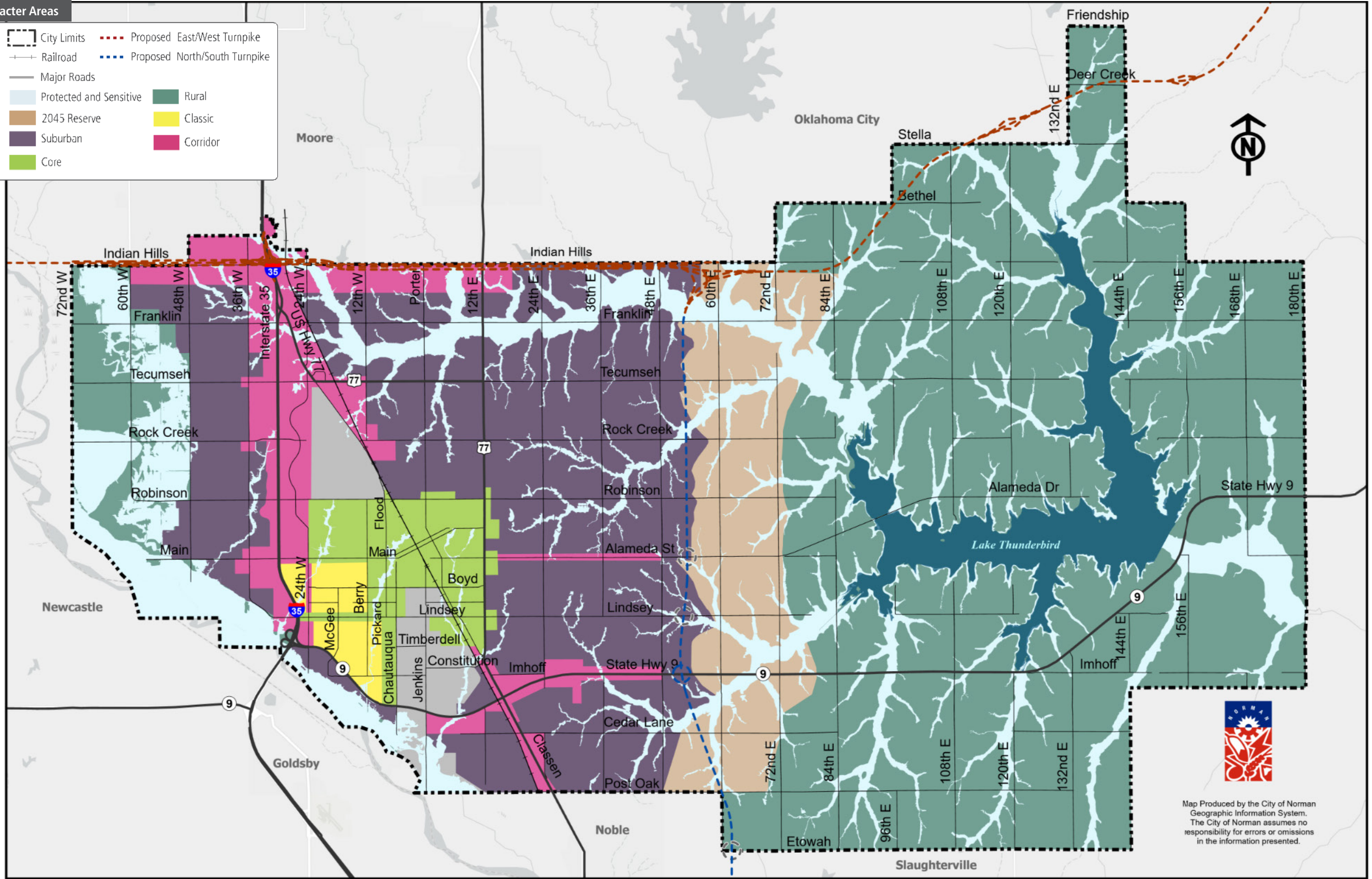
- Future desired use for a parcel of land.
- More specific vision for how sites will develop.
- What specific land uses look like, including building types and landscaping.




Full map on page 59.

Character Areas

	City Limits		Proposed East/West Turnpike
	Railroad		Proposed North/South Turnpike
	Major Roads		
	Protected and Sensitive		Rural
	2045 Reserve		Classic
	Suburban		Corridor
	Core		




 Map Produced by the City of Norman
 Geographic Information System.
 The City of Norman assumes no
 responsibility for errors or omissions
 in the information presented.

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”). The north-south connector turnpike is shown in the location disclosed by the OTA on September 23, 2025. The locations for the east-west and north-south locations reflect the most current information available. Should the alignments change, staff will bring forward an amendment for review and consideration by City Council.

CORE NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

The Core Neighborhood is a focal point of the city, the traditional central business district, with a concentration of activities such as general retail, service commercial, professional office, mixed-density housing, mixed-use spaces, and appropriate public and open space easily accessible by pedestrians. This area frames the University of Oklahoma campus.

The Core Neighborhood encompasses all historic districts and some existing neighborhood planning areas. One notable aspect of this area is the reinvestment that has been occurring over the past decade.

The Core Neighborhood is defined by smaller, traditionally platted lots and older homes. Most streets within this Character Area are designed on a grid pattern, radiating from the BNSF rail line, and are highly connected to one another. Alleys are prominent and, although often used by local traffic, are in disrepair and in need of maintenance. Towards the commercial centers of this Character Area, taller buildings are more common, with the overarching height of residential structures being three stories or less.

GOALS

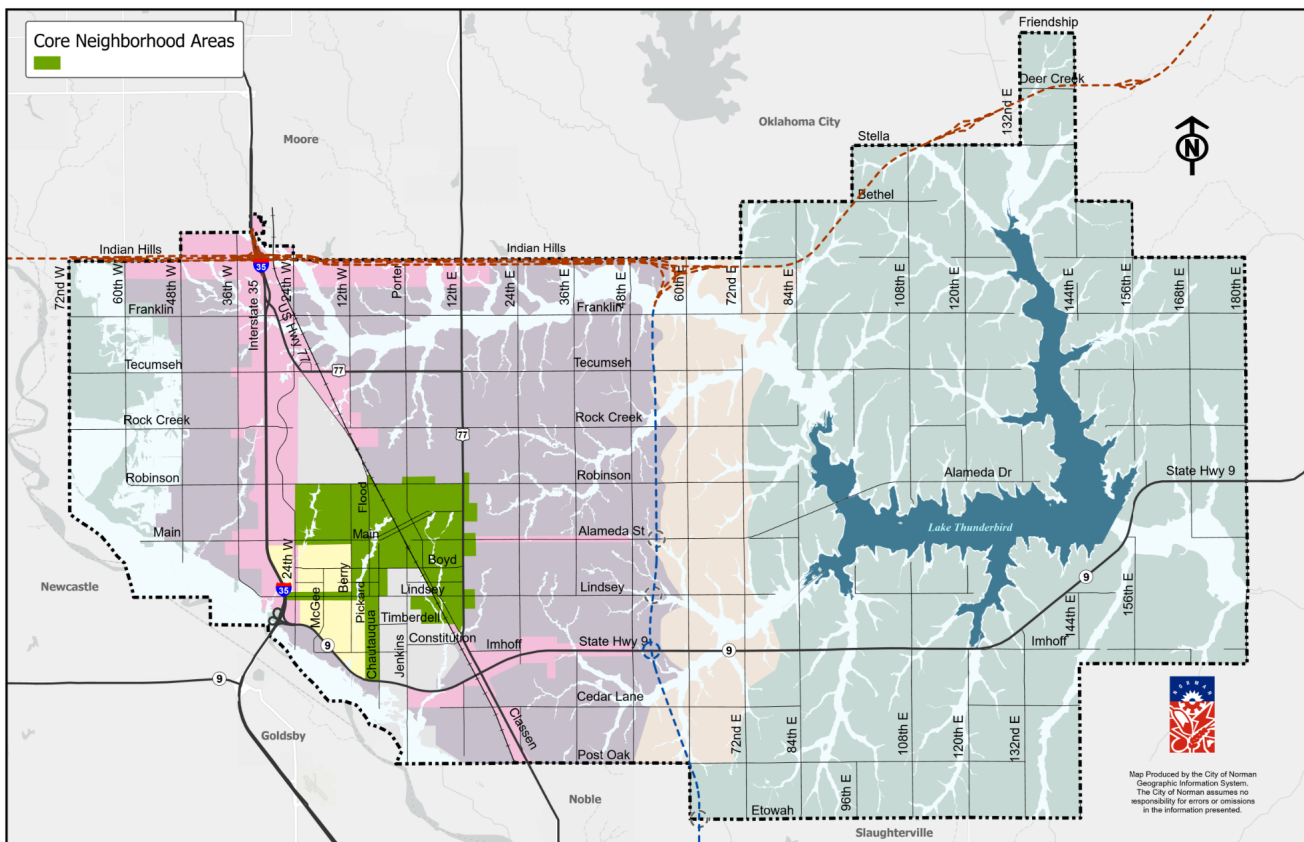
- Balance reinvestment and affordability for housing by promoting rehabilitation and renovation, while allowing for density increases, where appropriate.
 - *ADUs continue to be an appropriate housing typology in this Character Area.*
- Cultivate an accessible, pedestrian-centric environment that’s enjoyable for live, work, and play including transitions from other, more auto-centric, character areas.
- Promote local business growth and encourage employment opportunities within the Core, catering to residents, students, and visitors.

OPPORTUNITIES

- High access to alternative modes of transportation, including public transit, walking, and bicycling.
- Rehabilitation and redevelopment opportunities for residential and commercial projects.
- Strong historic ties and active attention from existing community efforts.

CHALLENGES

- Undersized, aging infrastructure, including lack of stormwater infrastructure, that requires frequent maintenance.
- Balancing reinvestment with affordability options.
- Under used areas.
- Cost of infill development.



CLASSIC NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

These neighborhoods feature relatively well-maintained housing, possessing a unique style of lot and street design with high rates of homeownership. Characteristics include limited public open spaces, often curvilinear street patterns, a medium degree of building separation, and distinct separation of uses.

Proximity to the University of Oklahoma and Core Neighborhoods means that development pressure from those areas may extend into this Character Area in the future.

GOALS

- Maintain character by limiting incremental density to lower- to medium-intensity residential.
- Strengthen connections to public spaces, including Downtown Norman.

OPPORTUNITIES

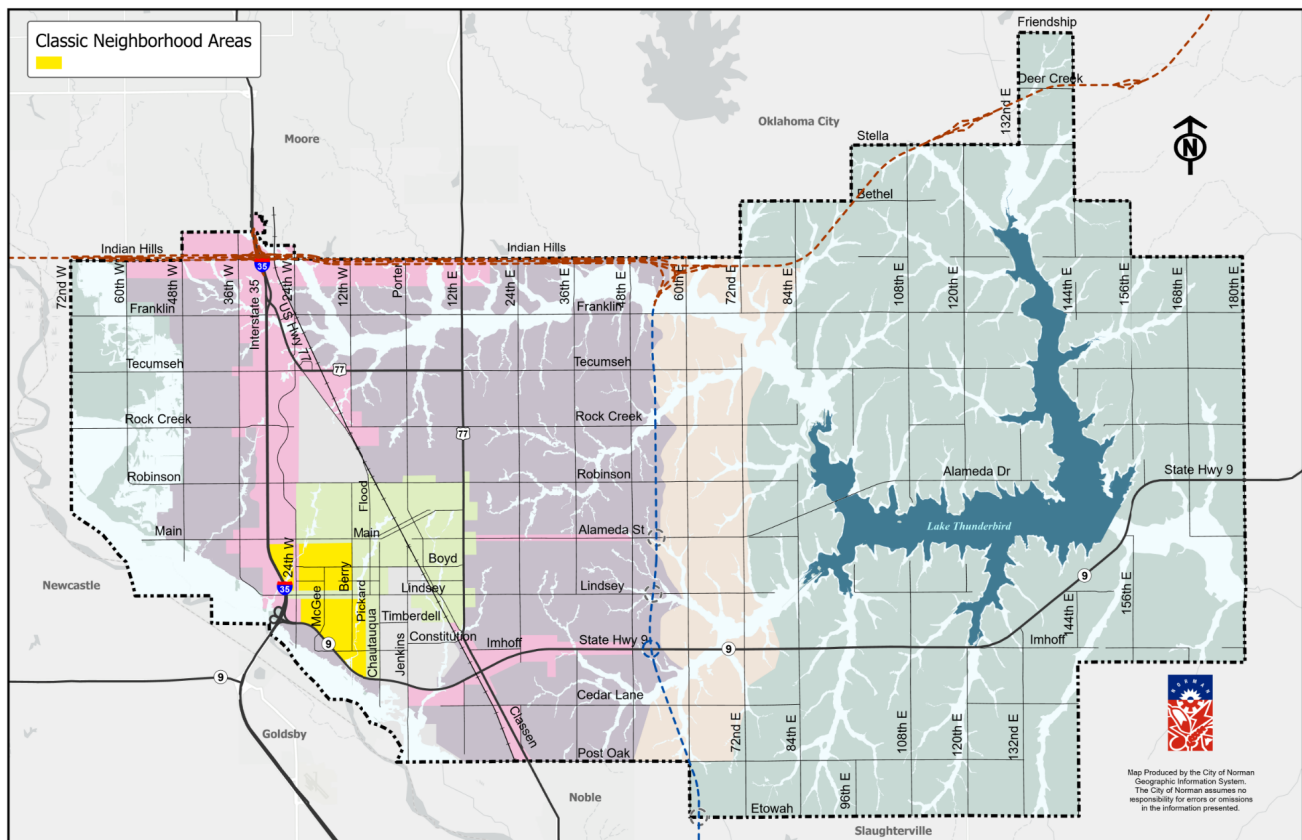
- Naturally-occurring affordable housing.

CHALLENGES

- Undersized, aging infrastructure, including lack of stormwater infrastructure, that requires frequent maintenance.
- Limited active transportation access.

POLICIES

- Residential development should reinforce ties to the Core Character Area through a combination of rehabilitation and compatible new infill development consistent with the scale of existing neighborhoods; limited to primarily single-unit, duplex, triplex, and quadplex, and townhome developments designed for homeownership.
 - ADUs continue to be an appropriate housing typology in this Character Area.
- Ensure that redevelopment and infill developments:
 - Address the impacts of parking and access:
 - » Alternative modes of transportation, including walking, rolling, biking, and public transit should be a priority with safe, clear connections. This includes improving sidewalks and filling gaps in sidewalks during development.
 - Reflects the scale and character of surrounding properties:
 - » Structures should not be significantly taller, further from the fronting property line, or be inconsistent with the massing of neighboring properties.
 - Reduce the impact of higher intensity uses to adjacent lower intensity uses with screening and landscaping. Native landscaping is encouraged.



SUBURBAN NEIGHBORHOOD AREAS

CHARACTERISTICS & INTENT

Suburban Neighborhood Areas are where suburban residential subdivision development has or is likely to occur (due to availability of water and sewer service). This area is characterized by low pedestrian orientation, existing but limited public transit access, high to moderate degree of building and use separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

In the future, the neighborhoods with good trail access and connections to surrounding services will likely continue to be highly attractive neighborhoods. Future development should elevate connectivity and traditional neighborhood design (TND).

GOALS

- Encourage areas with new development to have greater housing variety and a higher overall density.
- Provide for medium- to high-intensity residential development near the Core and major streets, transitioning to lower density, single-unit uses further from arterial streets.
- Foster retrofitting of these areas to promote moderate to high density where appropriate, and expand options for multi-modal transportation.
- Promote balanced commercial and business/industry

uses with appropriate mixed-use development and locally serving commercial establishments.

OPPORTUNITIES

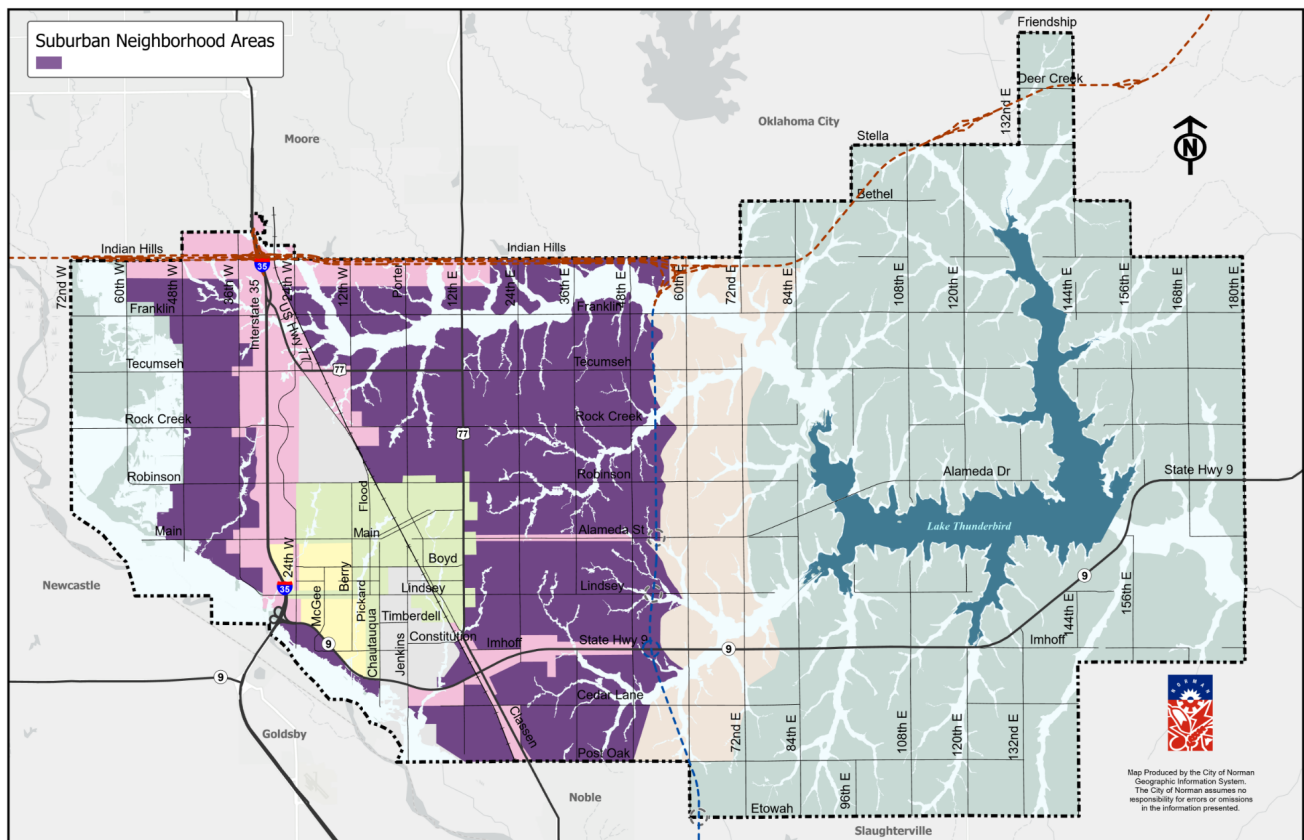
- Naturally occurring affordable housing options near Core, Classic, and Corridor Character Areas.
- Trail network connection possibilities.
- Greenfield development opportunities for efficient, compact subdivision design.

CHALLENGES

- Lack of a seamless multi-modal transportation network including safe, convenient, active and public transportation options results in an over-reliance on personal vehicles.

POLICIES

- Infrastructure extensions should occur incrementally, and new developments must connect to City water and sewer, which may require extension of lines.
- Protect drainageways in accordance with WQPZ ordinance within new development and expand their use for public trail access.
 - *Treat water quality volume from runoff for volume recommended in stormwater master plan and in accordance with EDC Section 7000.*
 - *The open spaces created around drainageways should be connected when feasible to create wildlife corridors.*
- Reduce the impact of higher intensity uses to



CORRIDOR AREAS

CHARACTERISTICS & INTENT

Corridor Areas are developed or undeveloped land on both sides of a roadway; primarily designated, although not limited to, commercial and mixed-use development with auto-centric design. Scale and location affect the type and intensity of these uses. Corridor character is determined by scale and is recognized in three main areas.

Gateway Corridors

Major thoroughfare that serves as an important entrance or means of access to the community marked by orientation of buildings to highway; on-site parking; and large set-backs for buildings. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. Interstate-35, North Flood Avenue, Alameda Street, Main Street west of 24th, and Highway 9 are Gateway Corridors managed under this Character Area.

In-Town Corridors

Arterial streets servicing neighborhood needs including commercial, residential, civic, and recreational uses. Already or likely to experience uncontrolled strip development if growth is not properly managed. Anticipating high public transit access, including stops and shelters in locations safe for passengers and operations. These corridors are managed under Suburban Neighborhood Character Area policies and Action Items.

Downtown Corridors

Key commercial areas of transition from auto-centric to pedestrian-friendly design. These corridors are managed under Core Neighborhood Character Area policies and Action Items.

GOALS

- Encourage high-quality destination commercial and mixed-use development that highlights Norman's role as a collegiate town.
- Promote Transit Oriented Development (TOD) design with emphasis on first- and last-mile connections to alternative forms of transportation.

OPPORTUNITIES

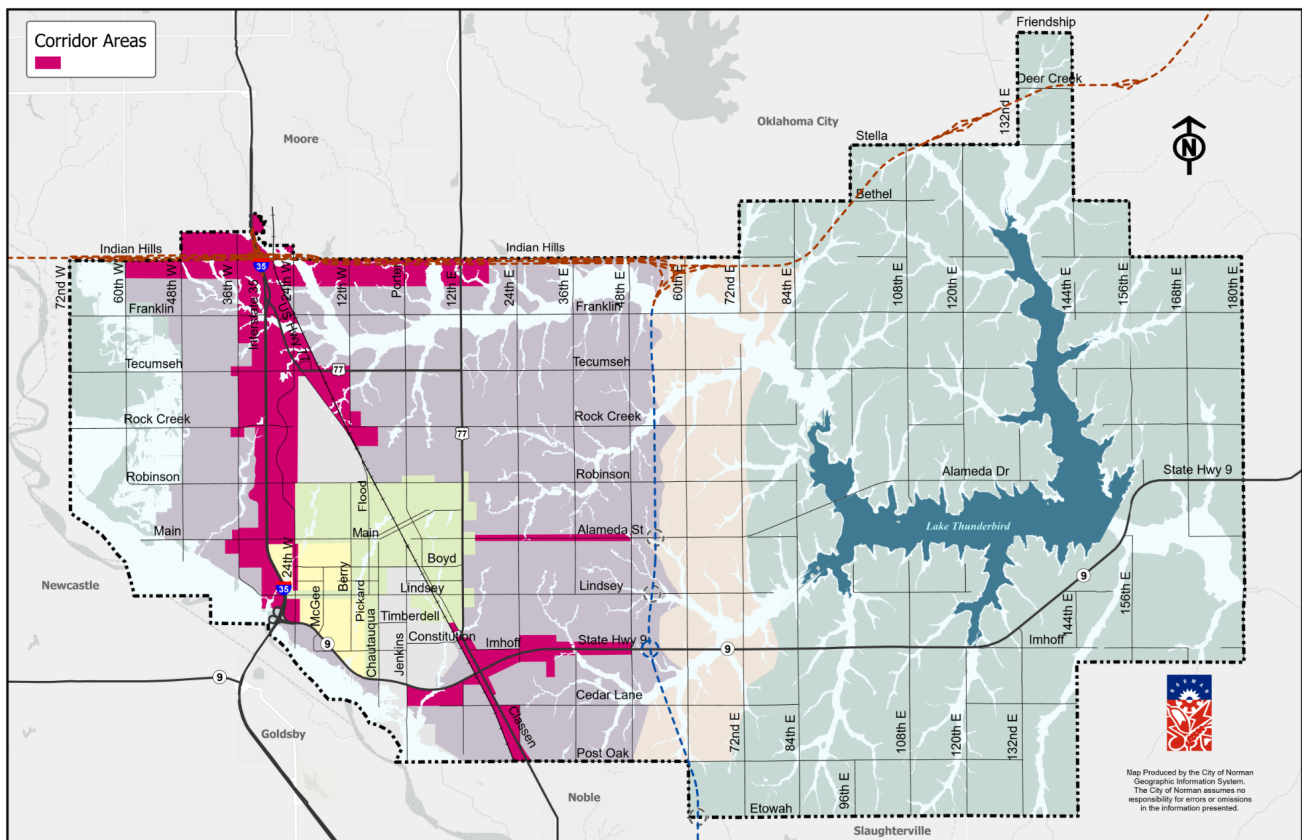
- Access to public transit systems.
- New and redevelopment opportunities.
- Convenient connections to nearby neighborhoods.

CHALLENGES

- Poor existing sidewalk and bike connections, especially to public transit.
- Underused/vacant sites.

POLICIES

- Support the natural phasing out of older and lower-yield commercial and industrial uses with regulations and incentives that support mixed-uses and local businesses.



2045 RESERVE AREAS

CHARACTERISTICS & INTENT

The 2045 Reserve is an area of deep concern for the community of Norman. The area is currently sparsely developed, with large-lot residential uses and agricultural/grazing lands. Most of the area follows vestige section line streets, with smaller, private roadways serving residential uses. High intensity development is not present in this area.

New development in this area should be done with sensitivity and only when City services are available to adequately serve future use.

GOALS

- Conservation of natural resources including wildlife habitat, surface water, and ground water.
- Ensuring intermediate development does not hinder the ability of City utilities to adequately serve future development.
- Change in land use should not increase pollutants or sediments into the Lake Thunderbird watershed.

OPPORTUNITIES

- Future connections to infrastructure.
- Natural and wild areas for wildlife habitat protection, aquifer recharge, upland forests, and riparian areas.

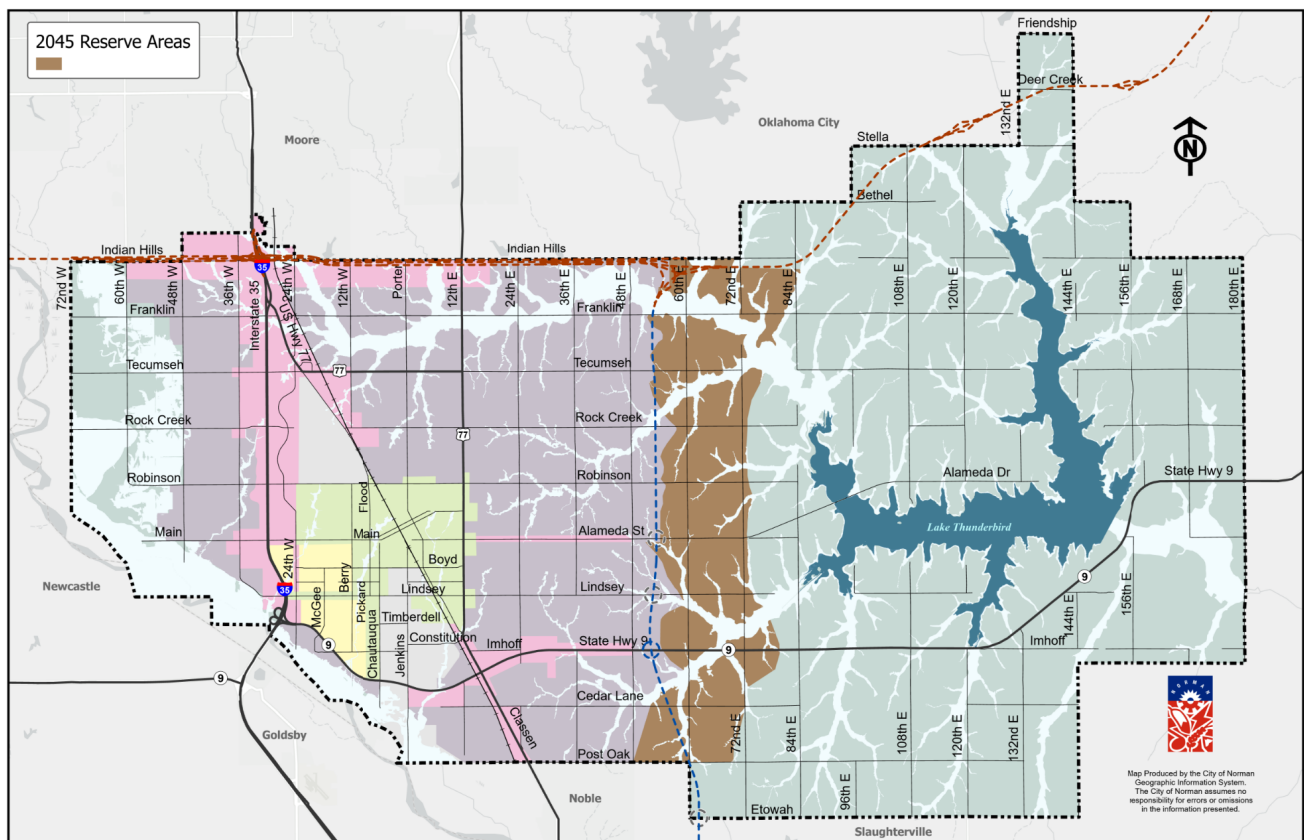
CHALLENGES

- Limited access to existing infrastructure.
- Heavy influence on the runoff water quality of the Lake Thunderbird watershed.

POLICIES

As water and sewer services within the Suburban Neighborhood Character Area reach capacity, development in this area may be permitted such that:

- It is contiguous with existing development. In order to be considered contiguous a development must:
 - *Be in close proximity to existing or platted development (adjoining land that touches the subject property at a common corner or property line),*
 - *Connect to or use existing or planned sewers, streets, and other utilities,*
 - *Not require the construction or extension of unplanned public improvements, and*
 - *Not result in the creation of unplatted parcels between new and existing development.*
- Further, development must:
 - *Clearly define and designate stormwater practices that protect water quality and are in line with the most recently adopted Stormwater Plan.*
 - *Include trail corridors and safe, convenient access to adjoining trails.*



PROTECTED & SENSITIVE AREAS

CHARACTERISTICS & INTENT

The Protected and Sensitive Areas encompass the FEMA designated floodways and floodplain, and the Stream Planning Corridors. Primarily undeveloped natural lands and environmentally sensitive areas not suitable for development, e.g., scenic views, steep slopes, floodplains, wetlands, watersheds, wildlife management areas and other environmentally sensitive areas.

GOALS

- For the health and safety of residents, development within these areas should be avoided, exclusive of low-impact recreational and conservatory uses.

OPPORTUNITIES

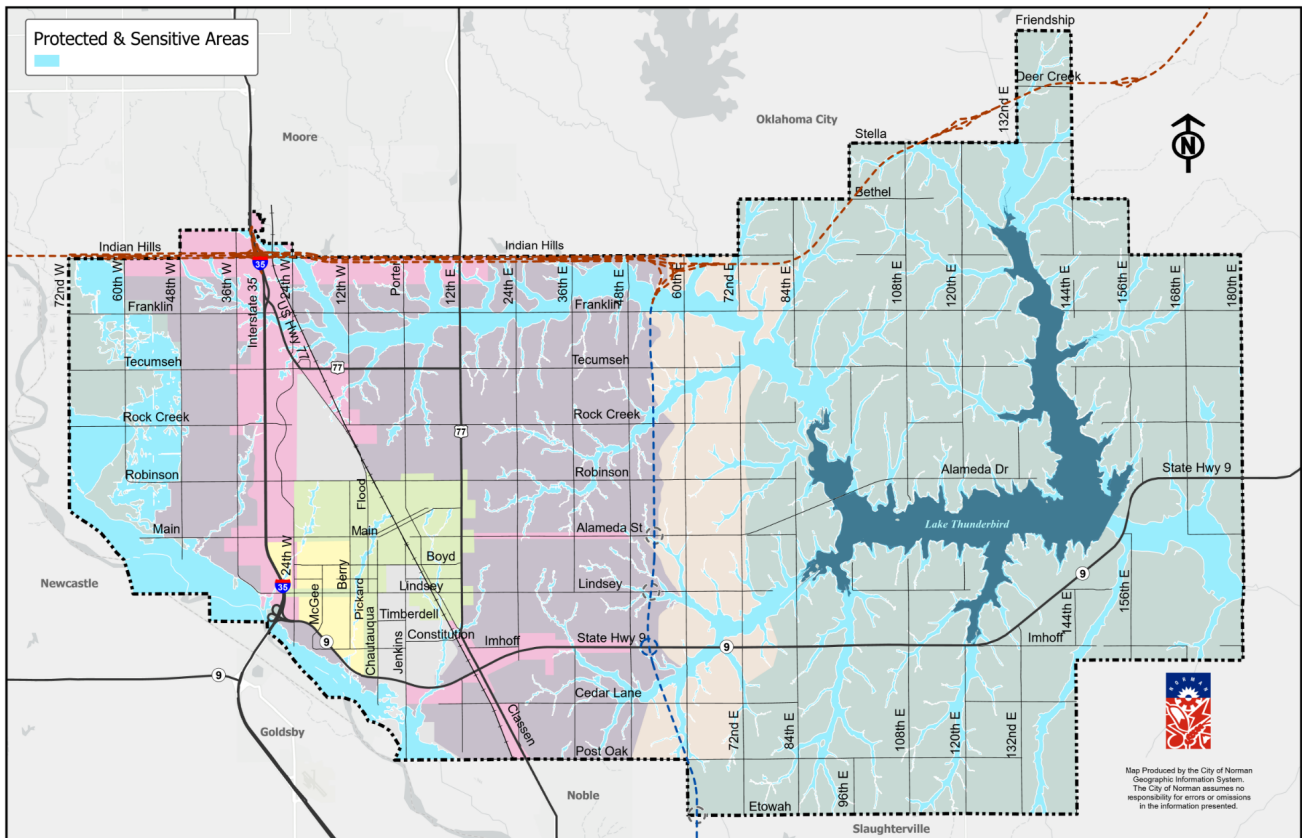
- Space for conservation and low-impact uses like parks.

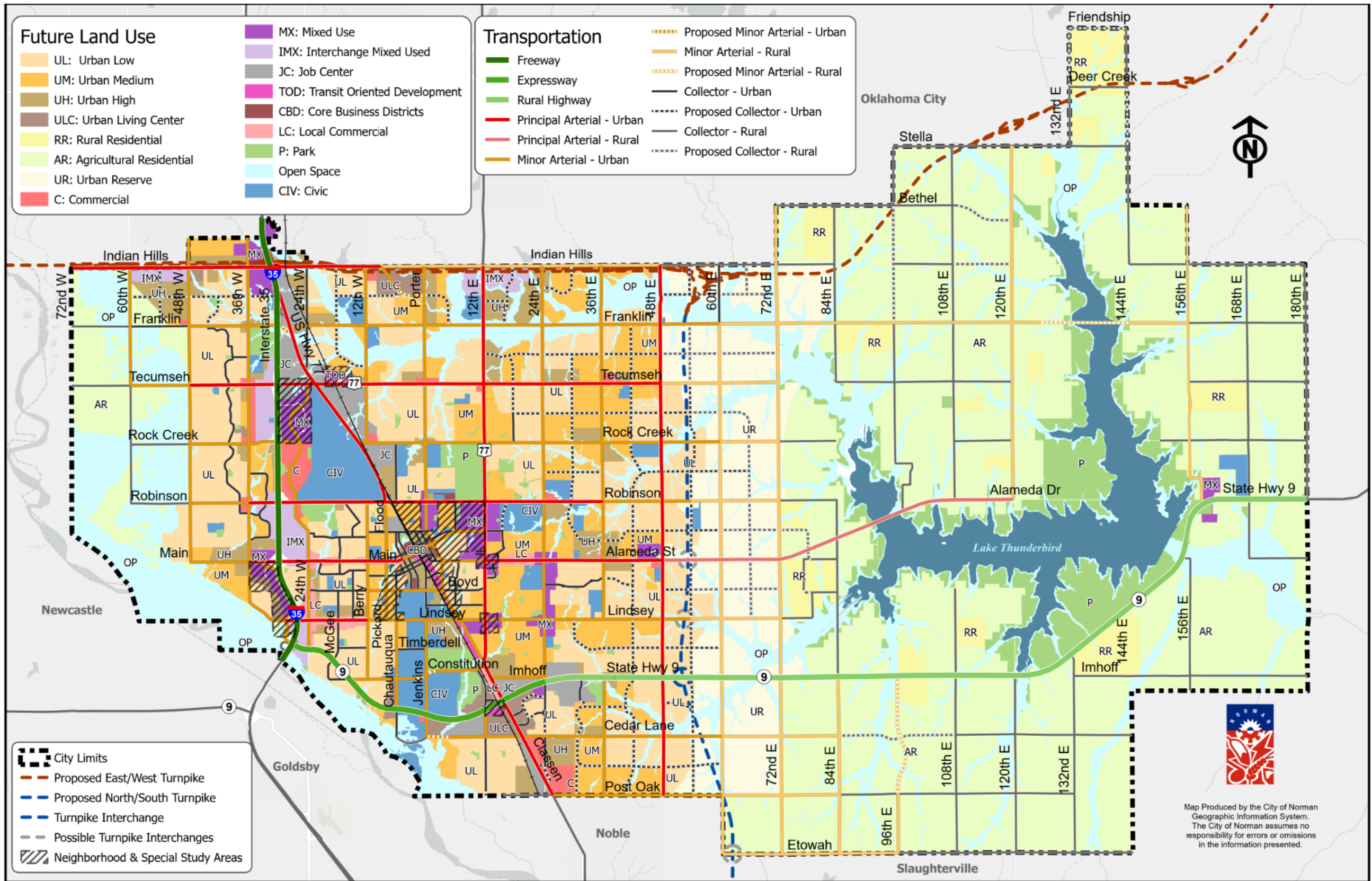
CHALLENGES

- Lucrative property locations can distract from the need to protect these areas for the health, safety, and welfare of the public.

POLICIES

- Development within the floodway is not appropriate.
- Development within the floodplain is suitable only for recreational and conservatory uses that do not require placing fill or insurable structures.
- Development in and adjacent to these areas should include trails and safe, convenient access to the trail system.
- Areas within the Protected and Sensitive Character Area will automatically adjust with the update of any floodway, floodplain or WQPZ boundary.





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PRIMARY TRANSPORTATION STRATEGIES

STREET NETWORK

Most of Norman’s residents interact with the city’s transportation system through its street system. Traditional transportation planning visualizes the street network as a hierarchy of arterials, collectors, and local streets. Traffic is distributed from locals to collectors and eventually to arterials. The result tends to be fewer fine-grained connections among neighborhoods, limited route options, and congested arterials. In Norman, the arterial system mostly follows the section line grid, dividing the city into one mile square grids. The primary exceptions are segments of Flood Avenue and Classen Boulevard that follow the principal BNSF rail line through the city. Most street connections outside of the Core Norman area lead to or from this major street grid, requiring most people to use these streets for at least part of their typical trips.

AIM Norman acknowledges there is a paradigm shift in transportation planning by relating transportation more closely to proposed changes in land use. Understanding that a vast majority of Normanites will continue to use

vehicular modes of transportation, an ever increasing number of street network users are now multi-modal users. Hence, a key to this is a different role for the collector streets and the gradual reintroduction of the alternative routes provided by a more granular grid network - a pattern already visible to at least some degree in Core Norman neighborhoods. AIM Norman’s Proposed Transportation Plan map proposes streets with greater connectivity for a secondary grid that connects all modes of transportation over longer distances at slower speeds. This requires a higher quality street design that naturally produces slower speeds and includes attractive facilities for pedestrians, cyclists, and other micro-mobility users that will help Norman create a better sense of place and a more livable transportation system. The map below shows the proposed functional classifications for freeways, turnpikes, highways, arterials, and collectors for the 2025 Comprehensive Transportation Plan Update.

Street Network

