

...focusing on the future!



The VISION of Moore is to be a vibrant community of involved citizens, beautiful neighborhoods, successful business enterprises, and recreational amenities all combining to enhance the quality of life and effectively compete for population and economic growth.

COMMUNITY GOALS AND POLICIES

Land Use

- Goals - Encourage the aesthetic development of land; Strengthen neighborhoods; Promote safe, diverse, adequately served, quality, and affordable housing for all citizens; Provide adequate opportunity for commercial growth to meet the needs of the community and to provide goods and services in a clean, attractive, and convenient manner; Provide industrial growth opportunities adequate to meet the needs of the community and suitably located to benefit both industry and the community.

- Locate high intensity commercial development only on arterial streets.
- Requires all commercial uses to be served by public water and sewer utilities.
- Prohibit on-street commercial parking except in the CBD.
- Encourage the construction of amenities in the CBD to include but not limited to: streetscape, public spaces, street furniture, and lighting.
- Provide adequate traffic control in the CBD. Separate vehicular traffic from pedestrians and cyclists.
- Encourage structural design that positively contributes to the identity of the CBD.
- Encourage residential land uses in the CBD in mixed-use developments with commercial uses.
- Support low-intensity industrial development.
- Encourage mitigation or prohibit industrial uses that adversely impact the environment. Mitigation measures shall conform to local, state, and federal laws prior to the approval of a building permit for construction. Restrict pollution from spreading beyond the industrial premises, thus protecting property values.
- Encourage the consolidated location of compatible industries. Industries of the same intensity of use and similar types of external impacts should be located near one another.
- Encourage industrial development in existing industrial parks to maximize capital improvements.
- Require industrial uses to provide adequate off-street parking and safe access to and from the site.
- Require permitted outdoor industrial activities and storage to be adequately screened.
- Discourage industrial development adjacent to residential uses.
- Encourage infill development in areas where there are undeveloped lots in established neighborhoods.
- Balance overall density with the availability of public improvements.
- Encourage residential development to be contiguous to existing development in order to maximize the use of existing public improvements and public services.
- Require compatibility between neighborhoods. New residential areas proposed to adjoin and interact with existing residential areas shall incorporate design features that allow for the transition between neighborhoods of different character, size, and/or density.
- Require buffering measures to be incorporated in new developments as appropriate to protect adjoining uses from external impacts.
- Encourage the development of affordable housing.
- Recognize any unmet housing needs affecting disadvantaged population groups and encourage the development of housing that is responsive to these needs.
- Investigate the availability of funding options to build, repair, or replace low to moderate-income housing.
- Improve neighborhood safety through subdivision design that minimizes through-traffic and discourages residential uses from fronting on collector and arterial streets.
- Support the establishment of neighborhood organizations. Require property owner associations in all PUDs.
- Restrict construction in the floodplain in accordance with the City's regulations.
- Enforce the property maintenance code.
- Permit lot splits, conditional use permits, and rezoning requests only when public safety is protected and the land will be used as intended under the Zoning Ordinance, in accordance with the Subdivision Regulations, and in compliance with the 2020 Land Use Map.

- Encourage residential developments that preserve the natural environment including topography and vegetation.
- Allow specific uses only in areas that satisfy percolation tests and are not able to be served by the public utility.
- Investigate the possibility of regulating rental property management through licensing, standards, and inspections.
- Allow group quarters and assisted living quarters in areas where they are compatible with the surrounding neighborhood and when they serve a vital need in the community.
- Allow mobile homes only in mobile home parks or mobile home subdivisions.
- Locate multifamily housing, mobile home parks, churches, secondary schools, commercial uses, and other facilities with intense activity on the perimeter of a neighborhood.
- Ensure that apartments, condominiums, and other high-density residential developments are permitted only in areas designated on the 2020 Land Use Map, near commercial areas, and incorporate appropriate buffering measures.
- Require the use of a PUD for all multifamily developments.

I-35 Corridor

Goals - Attract and retain high quality office, retail, and institutional uses within the I-35 Corridor; Work with other entities toward the careful development of the I-35 Corridor to promote the City of Moore, its businesses, and its citizens.

- Study enforce building construction and appearance codes within the I-35 Corridor.
- Encourage the creation of an overlay district to regulate aesthetics, zoning, lighting and signage in the I-35 Corridor.
- Prohibit the development of residential land uses in the I-35 Corridor.
- Encourage better traffic flow onto and off of I-35 through signage and other means.
- Work with ODOT to gain an overpass at I-35 and S 34th Street.

Growth Management

Goal - Provide a framework for development of the City within proper growth management policies.

Policies -

- Enforce all codes that protect safety, property values, and the physical appearance of developments.
- Preserve architecturally or historically significant buildings and areas.
- Save new development through existing street and utilities to the maximum extent possible.
- Encourage infill developments to efficiently utilize existing City facilities and services.
- Encourage development where land is most efficiently served by existing or planned urban services.
- Coordinate with neighboring communities to develop compatible transportation and land use policies.

Public Utilities

Goals - Provide high quality public services to all citizens in Moore; Maintain the function and appearance of community facilities; Provide utility systems that adequately and reliably serve the population, promote and attract economic development, and encourage efficient use of land and fiscal resources; Encourage energy efficient, economically feasible, and environmentally safe solid waste services; Safeguard the community from the adverse effects of flooding, erosion, silt, and standing water.

Policies -

- Locate public utilities in areas that efficiently serve developed land and support the Land Use Plan.
- Develop utility systems that require minimal maintenance. Maintain existing utility lines and facilities.
- Encourage the underground installation of all public, quasi-public, and private utility lines.
- Construct and maintain utility infrastructure in accordance with standards of sound engineering practice.
- Provide utility services that support the Land Use Plan and the 2020 Land Use Map.
- Expand utility services in an orderly and contiguous manner.
- Keep user rates in line with costs.
- Require new subdivisions to bear the cost of providing public water and stormwater drainage facilities as determined necessary by the City Engineer.
- Collect and process waste in a manner that minimizes adverse impacts on the environment.
- Study energy efficient, economically feasible, and environmentally safe alternatives for disposing of sewage.
- Prohibit private sanitary sewer systems except in areas shown as rural residential or agricultural on the 2020 Land Use Map. Permit septic tanks only in areas satisfying percolation tests and in areas not served by the City sanitary sewer system.
- Provide a sanitary sewer system with adequate capacity to serve the wastewater flows generated.
- Study the feasibility of expanding the sewage treatment plant to meet future requirements based on population projections.
- Increase the size and capacity of existing lift stations rather than adding new ones.
- Monitor the solid waste disposal program to assure energy efficiency and environmental sensitivity. Enforce City ordinances governing the proper disposal of solid waste.
- Encourage the recycling of glass, paper, and plastic.
- Continue to enforce standards to eliminate pollution from disposal facilities.
- Prohibit development that does not conform to the City's floodplain regulations.
- Protect the watershed and water supply from silt.
- Require developers to implement erosion control measures during construction.
- Preserve the drainage system in its natural state as much as possible.
- Provide public water supply to all residents and businesses in areas of urban development.
- Promote water conservation.
- Assure the water system is of sufficient pressure and quantity to provide adequate fire protection to all areas of Moore.
- Provide public water in a manner consistent with sound environmental practices.
- Upgrade water lines that are not providing adequate service.

Transportation

Goals - Maintain a transportation system that ensures mobility for all segments of the community; Provide transportation routes for the safe and efficient movement of people and goods; Minimize traffic congestion; Accommodate future traffic levels associated with the Land Use Plan.

Policies -

- Control access to the arterial street system to maintain smooth and safe traffic flow. Prohibit residential lots from accessing arterial streets.
- Encourage developments to use adjoining driveway access to minimize curb cut.
- Provide sufficient separation between intersections and driveways and opposing driveways that are not aligned.
- Discourage land uses from accessing collector streets.
- Construct streets designed to serve future traffic levels, future land uses, and requiring minimal maintenance.
- Make improvements to the system as necessary and financially possible to ensure that an appropriate LOS is maintained.
- Require the improvement of local and collector streets in undeveloped areas, newly platted areas, resurfaced areas, and presently platted areas when structures are constructed.
- Encourage public, private, and public/private partnership projects, and other land use decisions that enhance the visual and physical quality of gateways and transportation corridors.
- Cooperate with the Association of Central Oklahoma Governments (ACOG), the Oklahoma Department of Transportation, and the Federal Highway Administration to improve arterials, highways, and I-35.
- Improve the I-35 Corridor with signage, landscaping, and lighting.
- Construct grade separated intersections at the railroad wherever possible.
- Link neighborhoods together to provide ease of access for pedestrians and public vehicles, including police, fire, sanitation, school buses, and utility vehicles.
- Require off-street parking for all properties fronting on arterials.
- Plan thoroughfares so industrial and commercial traffic is kept off residential streets.
- Design local streets in a looped or cul-de-sac orientation using collector streets as connectors to discourage through traffic.
- Plan residential areas with traffic calming techniques to reduce speeds.
- Prevent congestion of traffic during peak hours with installation of traffic control devices in appropriate locations as determined by the City Engineer.
- Require traffic impact studies for all industrial, commercial, and multifamily developments with significant potential to deteriorate the LOS on area streets and at intersections.
- Encourage the development and use of bikeways and sidewalks in appropriate locations.
- Encourage private and non-profit organizations offering transportation mode alternatives.
- Encourage safe and financially feasible modes of transportation that will ensure mobility for all citizens.
- Encourage energy conservation through the development of alternative modes of transportation.
- Monitor traffic flow, traffic generators, and high accident locations.

Recreation

Goals - Support, maintain, and enhance the natural beauty of our parks and natural resources; Create and promote recreation opportunities that meet the needs of the citizens; Increase active recreation participation.

Policies -

- Annually review the condition of all recreational facilities. Identify needed improvements.
- Ensure that when a fee-in-lieu of parkland dedication is accepted that the fee is sufficient to provide for the improvement of the parkland dedicated.
- Encourage developers to provide and maintain parkland in subdivisions.
- Require property owner associations to maintain private parkland.
- Protect parkland from adverse impacts caused by abutting land uses.
- Acquire parkland when needed to expand the recreational opportunities within the community.
- Accepted dedicated parkland to be maintained by the City of Moore only in a usable, suitable condition and upon recommendation by the Park Board and approved by the City Council.
- Encourage the improvement of existing community parks.
- Encourage the shared use of recreational and educational facilities.
- Encourage the design and development of recreational activities that minimize the need for security, maintenance, and manpower.
- Encourage the development of recreational activities that are financially self-supporting.
- Encourage the development and maintenance of recreational trails throughout Moore.
- Encourage the development of expanded sports fields for all ages. Promote the use of recreational facilities for league and tournament play.
- Study the current need and implement a plan to restore all needed tennis courts within City parks.
- Encourage the development of both active and passive recreational facilities and programs.
- Establish recreation play areas in existing and future parks based on the age and type of user. These areas should be arranged according to national safety standards and as determined by the Park Board.
- Encourage the use of greenbelts for passive recreation activities.

Economic Development

Goals - Attract and sustain economic development in Moore to enhance and enrich the quality of life, support urban growth, make employment opportunities accessible, and increase household incomes; Provide an economic environment that is competitive regionally and nationally.

Policies -

- Support business relationships with the University of Oklahoma and Moore-Norman Technology Center.
- Encourage coordination with the Moore Chamber of Commerce, business organizations, and other agencies in economic development efforts.
- Make strategic investments in infrastructure in areas with a high probability of commercial and/or industrial development and consistent with a compact development pattern.
- Provide information to attract business and industry to Moore.
- Support the location of regional shopping activities within Moore.

- Promote a "pro-business" attitude to prospective new business and existing businesses.
- Encourage high quality growth and development in the downtown area.
- Continue to pursue public/private partnerships to plan and promote accessible and competitive business/industrial location with proximity to the I-35 Corridor.

Emergency Management and Response

Goals - Protect the personal safety of all residents; Prepare for potential emergencies and respond in a timely manner with appropriate resources.

Policies -

- Eliminate fire hazards that endanger life and property.
- Provide Fire, Police, and Emergency Management with sufficient equipment and personnel to respond to local needs.
- Encourage a contiguous pattern of development to economically provide fire and police services.

Environmental Resources

Goal - Conserve and protect the resources of the natural environment while promoting growth and development.

Policies -

- Protect areas that have unique natural beauty and historical, geological, and archaeological value.
- Encourage the beautification of public properties and transportation corridors.
- Encourage the proper handling of hazardous materials.
- Encourage the proper disposal of recyclable materials.

Plan Implementation

Goal - Use VISION 2020 to guide the future growth and development of Moore.

Policies -

- Periodically review and update the plan. Perform a comprehensive update every five years.
- Review ordinances related to growth, service provision, neighborhood preservation, and economic development to identify revisions needed to promote the goals and policies of the comprehensive plan.
- Review, update, and enforce the Zoning Ordinance and associated zoning map.
- Review, update, and enforce the Subdivision Regulations.
- Adopt strategies and standards necessary to the health, safety, and general welfare of the City.

FUTURE LAND USE CATEGORIES

Rural Residential

The purpose of rural residential areas is to protect residential uses developed on large lots and open space; contribute to the maintenance of a functional and fiscally efficient urban form; provide a definitive urban-rural boundary where natural features and limited services prohibit urban development; and, to preserve the rural character of designated areas. The minimum parcel size is 4 acres. Permitted uses include rural residences, farming and ranching operations, churches, and schools. Compatible Zoning - R-1, A-2, RE.

Urban Residential - Low Density

This urban residential land use provides detached single-family residential units for a large portion of the population at low densities. Innovative designs that conserve land and provide common open space are encouraged. Whether private or common, ample open space should be provided. Some private open space should be provided for each dwelling. The typical land use is single-family residential structures at a minimum density of one dwelling unit per 1/4 acre up to a maximum of 6 dwelling units per acre. Secondary uses include schools, churches, parks, clubhouses, community swimming pools, and lot-specific accessory buildings. Compatible Zoning - R-1.

Urban Residential - Medium Density

Medium density urban residential areas can include single-family, duplex, condominium, and clustered housing developments. Innovative designs that conserve land and provide common open space are encouraged. Some private open space should be provided for each dwelling. Detached structures will be at a minimum density of 6 dwelling units per acre up to a maximum of 15 dwelling units per acre. Permitted attached units can include duplexes, condominiums, and townhouses. Secondary uses include schools, churches, parks, clubhouses, community swimming pools, and lot-specific accessory buildings. Compatible Zoning - R-2.

Urban Residential - High Density

High density urban residential developments provide conveniently located, low-maintenance living opportunities. Areas designated as appropriate for medium intensity commercial may also be appropriate for high density urban residential uses. Specific development guidelines set forth in Vision 2020 should be reviewed. Typical uses include boarding houses, townhouses, retirement housing and apartments. Densities can range from a minimum of 6 units per acre to 15 units per acre. Compatible Zoning - R-3, R-4, R-5.

Light Intensity Commercial

The purpose of the light intensity commercial classification is to provide a place for commercial centers of neighborhood significance. The trade area of these centers typically extends for 1/2 mile to 3/4 miles in radius. Neighborhood commercial sites should be designed with sensitivity to adjacent uses. Centers are encouraged over strip development. Convenience commercial sites should be designed with particular sensitivity to nearby residential areas. Typical uses include retail, gift and variety stores, supermarkets, dry cleaners, salons, travel agencies, and video rental. Convenience commercial uses typically include small retail operations selling a relatively high volume of goods or personal services needed on a day-to-day basis. Compatible Zoning - C-1, C-2.

Medium Intensity Commercial

The purpose of the medium intensity commercial classification is to provide a place for commercial centers of local significance. The trade area of these centers

typically extends for 3 to 6 miles (or greater) in radius. Centers are encouraged over strip development. Commonly commercial uses typically include a mix of convenience and general merchandise shopping. Typical uses include: gas stations, discount department stores, retail stores, clothing stores, gift and variety stores, supermarkets and drug stores, office supply stores, sporting goods stores, wholesale establishments, shopping center/malls, cinema, larger eating establishments, and warehouse/in-store. Compatible Zoning - C-3, C-4, C-6.

High Intensity Commercial

High intensity commercial areas provide a place for highway and automobile-oriented goods and services. High intensity commercial land uses are typically located near the periphery of a community and along a highway or arterial street. High intensity commercial sites should be designed with sensitivity to adjacent uses. Sites in this designation typically experience high volumes of ingress and egress by both freight and auto traffic. Typical uses include homebased, automobile service stations and body shops, trade services, warehouse/in-store storage, automobile sales, and mobile home sales. Compatible Zoning - C-5.

Light Industrial

Light industrial areas provide sizable tracts of land for industry that is conveniently located near transportation facilities and the employment base. Land in this designation should be gently sloping. Some physical separation should exist between these uses and residential areas. Orientation of structures and freight access should provide screening of docks and trucks from public view. Permitted uses should include manufacturing, warehousing, distribution, and research and development operations - the activities of which are primarily confined indoors. Few noxious activities or effects are associated with uses permitted in this class. Due to the relative scarcity and value of suitable tracts of land, other uses should be discouraged on lands bearing this designation. Compatible Zoning - I-1.

Medium Industrial

Medium industrial areas provide and reserve tracts of land that are of sufficient size to accommodate operations that have the potential for outdoor noxious activity. Sites in this designation should be physically segregated from residential areas. Every effort should be made to screen outdoor activities and storage from public view. Uses include equipment storage yard, freight/truck terminal, and machine shops. Compatible Zoning - I-2.

Heavy Industrial

Heavy industrial areas provide tracts of sufficient size to accommodate industries that produce outdoor noxious activities and have a great impact on public infrastructure. Every effort should be made to screen outdoor activities and storage from public view. Typical uses include concrete plants. Compatible Zoning - I-3 Heavy Industrial District.

Special Planning Areas

Old Town

Old Town encompasses all of the downtown central business district as well as residential and commercial uses that do not front on Main Street or Broadway. For the most part, existing land uses in Old Town can be divided into three categories: medium intensity commercial, light industrial, and single family residential. The following considerations should be taken into account when development is undertaken in Old Town: drainage, zoning, buffers between residential and non-residential uses, and parking. The City is pursuing solutions to issues related to displacement of existing structures, railright-of-way maintenance, code enforcement, and infrastructure maintenance in Old Town.

East of Sunnyslane

Natural drainage basins dictate that future development generally east of Sunnyslane Road will be rural residential due to the absence and cost of providing sewer treatment in this basin and the desire of citizens to retain the rural character of this area.

I-35 Corridor

The I-35 Corridor provides excellent accessibility to the community and movement of goods and services. The location promotes and enhances economic potential for Moore, the region, the state, and the NAFTA Corridor. I-35 also serves to divide the community geographically, physically, and symbolically.

With economic growth and development occurring in the I-35 Corridor, care should be taken to provide an appropriate transition between residential and non-residential uses within and adjacent to the corridor. A comprehensive approach to landscaping, buffering, and mitigation of impacts to nearby residential uses is required. Remaining vacant land adjacent to the I-35 Corridor represents a significant economic development resource to the community.

Cleveland Heights

Cleveland Heights is an undeveloped "paper" subdivision at the SW corner of N 12th Street and Sunnyslane Road. There are several possible options for dealing with the Cleveland Heights subdivision. They include, but are not limited to the following:

- A private developer may acquire the property. With a current plan for installing utilities and street paving the lots could be developed. Any new development plan would be required to meet all of the provisions of the Zoning Ordinance and Subdivision Regulations.
- The City of Moore could acquire the land and construct infrastructure to serve the area. If the property is acquired through condemnation, an appropriate public utility to condemn property for redevelopment will be necessary. The City may also acquire the property and then sell it to a developer.
- A partnership between a private entity and the City may be formed in order to accomplish the necessary improvements.

Neighborhood Preservation Districts

Neighborhood Preservation Districts include: Golden Acres, Lockdam, and Old Town. These neighborhoods are three of the oldest in Moore and contain a mixture of commercial and residential uses. Public input about these neighborhoods indicates a clear preference for the areas to remain predominantly residential in nature while maintaining existing highly businesses. Further commercial expansion in these neighborhoods is discouraged. Any future commercial development must include sufficient buffering to protect the integrity of abutting residential uses. Only light commercial should be allowed in these neighborhoods. Traffic impacts, noise, and odor emanating from commercial uses should be minimal. There should be no commercial activity after dark. Commercial outdoor storage should be prohibited.