

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, DECLARING THE NEED FOR FURTHER STUDY OF ACCESS OKLAHOMA'S IMPACT ON LAKE THUNDERBIRD; CITING THE LACK OF INFORMATION TO SUPPORT THE KICKAPOO TURNPIKE EXTENSION THROUGH NORMAN, AND EXPRESSING THE CITY'S OPPOSITION TO THE OKLAHOMA TURNPIKE AUTHORITY'S 'ACCESS OKLAHOMA' PLAN AS IT IMPACTS NORMAN.

- § 1. WHEREAS, in 1987, the Oklahoma Legislature authorized the Oklahoma Turnpike Authority (OTA) to construct “[A]ll or any part of an Oklahoma City Outer Loop expressway system beginning in the vicinity of I-35 and the Turner Turnpike and extending west into Canadian County and then south to I-40; and then south and east to I-35 in the vicinity of Moore and Norman; and then extending east and north to I-40 east of Tinker Field; and then extending north to the Turner Turnpike to complete the Outer Loop (69 O.S. §1705.E.20); and
- § 2. WHEREAS, in 1993, the Oklahoma Legislature authorized the OTA to construct “[A] new turnpike and bridge or any parts thereof from a point in the vicinity of the city of Mustang southerly across the South Canadian River to the H.E. Bailey Turnpike in the vicinity of the city of Tuttle; and then easterly across the South Canadian River to a point in the vicinity of the city of Norman” (69 O.S. §1705.E.28); and
- § 3. WHEREAS, in 1995, the Association of Central Oklahoma Governments (ACOG) adopted the Encompass 2020 Long Range Transportation Plan for Central Oklahoma recommending, among other things, the construction of a freeway outer loop in the north, west and south parts of the Oklahoma City region and reservation of a “conceptual corridor” east of I-35 for the eventual construction of an eastern section to the loop when traffic volumes warrant such a facility; and
- § 4. WHEREAS, at its meeting of February 25, 1997, the City Council adopted the NORMAN 2020 Land Use and Transportation Plan which included a proposed alignment for an Outer Loop generally entering Norman at Indian Hills and 48th Avenue NW and going southeast between Franklin Road and Tecumseh Road and then heading north east and exiting Norman east of 48th Avenue NE; and
- § 5. WHEREAS, in the late 1990's, an Outer Loop Major Investment Study (MIS) was commissioned by ACOG, the Oklahoma Department of Transportation (ODOT), and the OTA;
- § 6. WHEREAS, ODOT was also studying the viability of a possible Interstate 35 Trade Corridor Bypass around the Oklahoma City Metropolitan Area; and



- § 7. WHEREAS, after learning that a connection between ODOT's possible Trade Corridor Bypass and the Outer Loop was being considered, the City Council adopted Resolution R-9899-65 supporting a "no-build" option; and
- § 8. WHEREAS, the MIS demonstrated that only the southwest portion of the Outer Loop was viable; and
- § 9. WHEREAS, ACOG's Encompass 2025 Plan showed only the southwestern portion of the Outer Loop that had been determined to be viable and the Encompass 2030 Plan designated this portion of the Loop as an alternate due to difficulties in obtaining rights of way reported by Oklahoma City and Moore; and
- § 10. WHEREAS, no portion of the Outer Loop was included in subsequent Encompass Plans, including 2035, 2040, and 2045; and
- § 11. WHEREAS, at its meeting of November 16, 2004, the City Council adopted the Norman 2025 Land Use and Transportation Plan, which initially showed a proposed outer loop along a brief section of the northern City limits boundary between 48th Avenue NW and I-35; and
- § 12. WHEREAS, the City adopted its first standalone Comprehensive Transportation Plan in May 2014 after a 45 member Citizen Oversight Committee worked closely with the City and its consultant to develop the proposed plan; and
- § 13. WHEREAS, the City's Comprehensive Transportation Plan did not contemplate the construction of any turnpikes within Norman; and
- § 14. WHEREAS, Lake Thunderbird serves as the primary drinking water supply source for Del City, Midwest City and Norman; and
- § 15. WHEREAS, Lake Thunderbird was designated a sensitive water supply by the State of Oklahoma in 2002 pursuant to the Oklahoma Water Quality Standards anti-degradation policy; and
- § 16. WHEREAS, Lake Thunderbird was placed on the Oklahoma Department of Environmental Quality's 303(d) list of Impaired Waterbodies in 2010 because it was not meeting minimum standards for water quality; and
- § 17. WHEREAS, the primary reason for Lake Thunderbird being placed on the 303(d) list of Impaired Waterbodies was nutrient and sediment loading, like nitrogen, phosphorus, and suspended solids that result in large part from stormwater runoff in developed areas of the Lake Thunderbird watershed; and
- § 18. WHEREAS, in 2010, in an effort to protect Lake Thunderbird from further deterioration, the City adopted its Water Quality Protection Zone ordinance to limit development adjacent to streams in the Lake Thunderbird watershed; and


- § 19. WHEREAS, in 2013, the City also adopted a fertilizer ordinance to restrict the application of phosphorus to lawns in order to positively impact the effects of urbanized run-off flowing into Lake Thunderbird; and
- § 20. WHEREAS, since the issuance by the Oklahoma Department of Environmental Quality of total maximum daily load limits of controllable pollutants, the Cities of Norman, Oklahoma City, and Moore have been required to undertake certain pollution reduction measures as part of each city's municipal separate storm sewer systems (MS4) permit to protect and improve the quality of Lake Thunderbird; and
- § 21. WHEREAS, the proposed Access Oklahoma turnpike routes in Norman are located in the Lake Thunderbird watershed and in the Little River drainage area, one of the largest tributaries to Lake Thunderbird.

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


- § 22. That, OTA should conduct an extensive study of its proposed construction and its impact on the Lake Thunderbird watershed prior to moving forward on any plans for construction and share the results of such study publicly and with the City of Norman; and
- § 23. That, insufficient information exists to support the construction of the Kickapoo turnpike extension through rural areas of Norman; and
- § 24. That, without this information, the City of Norman opposes the construction of all aspects of Access Oklahoma that are proposed to occur within Norman, including construction of the Outer Loop and the extension of the Kickapoo Turnpike south through Norman and connecting to I-35 south of Goldsby.

PASSED AND ADOPTED this 22nd day of March, 2022.





 Mayor Breea Clark

ATTEST:


 City Clerk