



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 01/27/2026

**REQUESTER:** Ken Danner, Subdivision Development Manager  
David Riesland, Transportation Engineer

**PRESENTER:** Scott Sturtz, Director of Public Works

**ITEM TITLE:** CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-11: PRELIMINARY PLAT FOR LIBERTY POINT ADDITION, A PLANNED UNIT DEVELOPMENT, LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CLASSEN BOULEVARD (STATE HIGHWAY NO. 77) AND POST OAK ROAD (Ward 5).

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### **BACKGROUND:**

This item is a preliminary plat for Liberty Point Addition, a Planned Unit Development located at the northeast corner of the intersection of Classen Boulevard and Post Oak Road. This property consists of 151 acres and several commercial/office lots, apartments/duplex lots and a large RV facility.

Planning Commission, at its meeting of November 13, 2025, recommended to City Council amending the PUD, Planned Unit Development District. In addition, Planning Commission recommended approval of the revised preliminary plat for Liberty Point Addition, a Planned Unit Development.

### **DISCUSSION:**

The proposed development is a recreational campground development with approximately 395 recreational lots as well as supporting amenities available to the patrons. Additionally, the site features approximately 254,900 square feet of commercial/retail space, 208 multifamily residential units, and 22 townhomes. In total, the development is expected to generate approximately 11,124 trips per day, 324 AM peak hour trips, and 903 PM peak hour trips. Obviously, being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this addition as well as a discussion regarding the proposed access points relative to existing streets and/or driveways along the US-77/Classen Boulevard corridor, 24<sup>th</sup> Avenue SE, and Post Oak Road. On behalf of the developer, TEC submitted the traffic impact analysis. Traffic operational issues are not anticipated due to the development.

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STREET	NO. OF LANES	BACK-GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
US-77/Classen Boulevard	5	21,000	11,740*	32,740	36,000	58.33	90.94
24 <sup>th</sup> Avenue SE	2	1,000	494*	1,494	17,100	5.85	8.74
Post Oak Road	2	1,950	494*	2,444	17,100	11.40	14.29
Cedar Lane Road	4	10,000	1,360*	11,360	34,200	29.24	33.22

\* Trip distribution splits are 95% on US-77/Classen Boulevard, 11% on Cedar Lane Road, 4% on 24<sup>th</sup> Avenue SE, and 4% on Post Oak Road

The proposed development proposes two access points along Classen Boulevard, one access point along Post Oak Road, and two access points along 24<sup>th</sup> Avenue SE. With regards to the location of the access points, all driveways meet the minimum driveway requirement in the Engineering Design Criteria. Capacity exceeds demand in this area. As such, additional off-site improvements are not anticipated.

Signalization of the US-77/Classen Boulevard intersection with the realigned 24<sup>th</sup> Avenue SE is warranted in the traffic impact analysis. The traffic impact analysis has been submitted to the Oklahoma Department of Transportation (ODOT) for review. Initial approval of this new traffic signal is not expected to be granted by ODOT. This traffic signal is crucial to accommodate the future traffic to be generated by the site.

While no negative traffic impacts were anticipated, an assessment of impact fees was previously established in an earlier traffic study for the Destin Landing development for a number of intersections in the area. These impact fees will cover a portion of the costs associated with improvements at of US-77/Classen Boulevard at Cedar Lane Road, US-77/Classen Boulevard at Post Oak Road, and Cedar Lane Road at 24<sup>th</sup> Avenue SE. The Liberty Point TIA identified 468 PM peak hour trips through US-77/Classen Boulevard at Cedar Lane Road, 161 PM peak hour trips through US-77/Classen Boulevard at Post Oak Road, and 25 PM peak hour trips through Cedar Lane Road at 24<sup>th</sup> Avenue SE. The fees for the intersections are \$20,348.64, \$18,267.06, and \$2,822.50 respectively. In total, \$41,438.20 in traffic impact fees for three identified intersections will need to be collected with the filing of the Final Plat. In addition, to the traffic impact fees collected, the developer would be responsible to install the traffic signal at the realigned intersection of US-77/Classen Boulevard and 24<sup>th</sup> Avenue SE should ODOT approve the installation of this traffic signal.

**Public improvements for this property consist of the following:**

1. **Fire Hydrants.** Fire hydrants will be installed in accordance with approved plans. Their locations have been reviewed by the Fire Department. Additional fire hydrants will be required for the large tracts when a final site development plan is submitted with a final plat.
2. **Permanent Markers.** Permanent markers will be installed prior to filing of the final plat.

3. **Sanitary Sewers.** Sanitary sewer mains will be installed to serve this property in accordance with approved plans and City and State Department of Environmental Quality standards. This area will be served by an existing lift station. Utilities Department supports the sanitary sewer solution as long as the developer and City Council approve a Lift Station Agreement and Fee to be included on future utility bills for this development.
4. **Sidewalks.** Sidewalks will be installed adjacent to Classen Boulevard, 24<sup>th</sup> Avenue S.E., Post Oak Road and interior public streets.
5. **Storm Sewers.** Storm water and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Runoff will be conveyed to privately-maintained detention facility located on the east property. A property owner association will be responsible for maintenance of the detention pond, common open area and public rights-of-way.
6. **Streets.** Classen Boulevard is existing as a Principal Urban Arterial street and part of the State Highway System (US Highway 77). Twenty-fourth Avenue S.E. is proposed to be relocated to the northern portion of the property and connect to Classen Boulevard and constructed as a Minor Urban Arterial street. Post Oak Road will be constructed as a Minor Urban Arterial street. The proposed interior streets will be constructed in accordance with approved plans and City paving standards.
7. **Water Mains.** Twelve-inch water mains will be installed adjacent to Classen Boulevard, Post Oak Road and interior streets. Water lines will serve the RV facility.
8. **Public Dedications.** All easements and rights-of-way will be dedicated to the City with final plating.

#### **STAFF RECOMMENDATIONS:**

Based on the above information, staff recommends approval of the revised preliminary plat for Liberty Point Addition, a Planned Unit Development.