



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 09/23/25

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

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

**TITLE:** CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF PP-2526-6: PRELIMINARY PLAT FOR ST. JAMES PARK ADDITION, A PLANNED UNIT DEVELOPMENT, GENERALLY LOCATED ONE-QUARTER MILE EAST OF CLASSEN BOULEVARD ON THE NORTH SIDE OF CEDAR LANE ROAD.

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### **BACKGROUND:**

This item is a preliminary plat for St. James Park Addition, a Planned Unit Development, generally located ¼ mile east of Classen Boulevard on the north side of Cedar Lane Road. The property consists of 95.08 acres and 373 residential lots within a proposed PUD, Planned Unit Development. Many of the open space “Blocks” adjacent to and parallel to Cedar Lane Road will also be used as utility easements and will be maintained by the homeowners association. The Norman Board of Parks Commissioners, at its meeting of June 5, 2003, recommended parkland. Planning Commission, at its meeting of August 14, 2025, recommended approval of Ordinance No. O-2526-5 placing this property in the PUD, Planned Unit Development and removing it from R-1, Single-Family Residential District. In addition, Planning Commission recommended approval of the preliminary plat for St. James Park Addition, a Planned Unit Development.

### **DISCUSSION:**

The proposed residential development is a sequential phase of the St. James Park residential subdivision. This proposed final phase is to contain 373 single-family residential lots. This development will be located north of Cedar Lane Road with access provided by two, new full-access public street connections at Lyric Street and at 24<sup>th</sup> Avenue SE. The site is expected to generate 261 AM peak hour trips, 351 PM peak hour trips, and 3,517 trips on an average weekday. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic study was prepared for the application by Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACKGROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (EXISTING)	% CAPACITY USED (PROJECTED)
Cedar Lane Road	4	4,700	2,286	6,986	34,200	13.74	20.43

The proposed development will take access to/from two new full-access public street intersections, Lyric Street and 24<sup>th</sup> Avenue SE, north of Cedar Lane Road. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are a number of traffic impact fees to be paid with the filing of the Final Plat for improvements in the area that were originally identified in the Destin Landing Traffic Study. In total, these traffic impact fees total \$23,559.49. These fees will increase once the developer provides a construction cost estimate for the preferred alternate at one key intersection adjacent to the site. These fees are broken down to improvements at the following:

1. \$7,332 for improvements at the US 77 intersection with Cedar Lane Road
2. \$3,628.45 for improvements at the US 77 intersection with Post Oak Road
3. \$4,581.63 for improvements at the SH 9 intersection with 36<sup>th</sup> Avenue SE
4. \$8,017.42 for improvements to Cedar Lane Road east of Black Locust Court
5. Traffic impact fees will need to be calculated for the intersection of Cedar Lane Road with 24<sup>th</sup> Avenue SE once the developer provides a construction cost estimate for the preferred alternative at this intersection.

Public improvements for this property consist of the following:

1. **Fire Hydrants**. Fire hydrants will be installed in accordance with City standards. Their locations will be reviewed by the Fire Department.
2. **Permanent Markers**. Permanent markers will be installed prior to the final plat being filed of record.
3. **Sanitary Sewers**. Sanitary sewer mains will be installed in accordance with approved plans and City and State Department of Environmental Quality standards. Existing sanitary sewers that are in conflict with the proposed residential lots will be relocated.
4. **Sidewalks**. Sidewalks will be constructed on each lot prior to occupancy. Sidewalks will be installed adjacent to common areas. Sidewalks are existing adjacent to Cedar Lane Road
5. **Storm Sewers**. Storm sewers and appurtenant drainage structures will be installed in accordance with approved plans and City drainage standards. Privately-maintained detention facilities will be utilized.

6. **Streets**. Streets will be constructed in accordance with approved plans and City paving standards. Cedar Lane Road is existing.
7. **Water Main**. Water mains will be installed in accordance with approved plans and City and Oklahoma Department of Environmental Quality standards. There are existing twelve inch (12") water mains adjacent to Cedar Lane Road and 24<sup>th</sup> Avenue S.E. There are existing water mains that may be abandoned or relocated with the design of this preliminary plat.
8. **Public Dedications**. All rights-of-way and easements will be dedicated to the City with final platting.

**STAFF RECOMMENDATIONS:**

Based on the above information, staff recommends approval of the preliminary plat for St. James Park Addition, a Planned Unit Development.