



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: September 16, 2026

CONDUCTED BY: David R. Riesland, P.E.
City Transportation Engineer

PROJECT NAME: The Retreat at Norman

Owner:

Developer's Engineer:

Developer's Traffic Engineer:

PROJECT TYPE: Residential

Neva Ray Madole

SMC

TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

The areas surrounding this site are industrial across 12th Avenue SE and residential to the south of the on the same side of 12th Avenue SE. Cedar Lane Road and State Highway 9 are the main east/west roadways. US Highway 77 and 12th Avenue SE are the main north/south roadways.

ALLOWABLE ACCESS:

The access will be in accordance with Section 4018 of the City's Engineering Design Criteria. The proposed access to 12th Avenue SE will be constructed to allow only right-turn entering and right-turn exiting traffic.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)

Cedar Lane Road: 4 lanes (existing and future). Speed Limit—40 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. Grass median.

12th Avenue SE: 4 lanes (existing and future north of Cedar Lane Road). Speed Limit—50 mph. No sight distance problems. No medians.

US Highway 77: 5 lanes (existing and future). Speed Limit—55 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ✓

NO

Proposed access for the development complies with what is allowed in the subdivision regulations. The proposed access to 12th Avenue SE will be constructed to allow only right-turn entering and right-turn exiting traffic.

TRIP GENERATION

	Total	In	Out
Weekday	2,676	1,338	1,338
A.M. Peak Hour	108	29	79
P.M. Peak Hour	209	109	100

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ✓

NO

The proposed 190 multi-family residential units containing a total of 674 bedrooms in this addition are expected to generate approximately 2,676 trips per day, 108 AM peak hour trips, and 209 PM peak hour trips. Being well above the minimum threshold for requiring a traffic impact study (100 peak hour trips is the minimum threshold), a traffic study was prepared and submitted by Traffic Engineering Consultants, Inc. Traffic capacities on 12th Avenue SE, Cedar Lane Road, and State Highway 9 exceed the demand for existing and proposed trips because of this development. Although some improvements are recommended, no negative traffic impacts are anticipated. Access is proposed by way of 13th Place as well as a direct connection to 12th Avenue SE. The connection to 12th Avenue SE was shown to be problematic in the traffic study that was submitted. As such, the developer agreed to modify the access approach to 12th Avenue SE to allow only right-turn entering traffic and right-turn exiting traffic.

RECOMMENDATION: APPROVAL ✓ DENIAL N/A STIPULATIONS

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The development proposed with this addition was analyzed as part of a traffic impact study revision prepared for the Cedar Lane Addition Preliminary Plat. This study identified traffic impact fees for improvements to the Cedar Lane Road intersection with Classen Boulevard, the 12th Avenue SE intersection with State Highway 9, and for several intersections along Classen Boulevard on either side of Cedar Lane Road. Based upon the trip generation potential of this Addition, the fees to be collected with the filing of the Final Plat are \$919.77 (for Cedar Lane Road and Classen Boulevard intersection), \$2,739.24 (for the 12th Avenue SE and State Highway 9 intersection), and \$5,250 (for various Classen Boulevard intersections) for a total of \$8,909.01.