



CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: July 14, 2025

STAFF REVIEW BY: David Riesland, P.E.
City Transportation Engineer

PROJECT NAME: St. James Park Preliminary Plat

PROJECT TYPE: Residential

Owner: St. James Park, LLC

Developer's Engineer: Crafton Tull

Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

The property surrounding this proposed development is low density residential in nature. State Highway 9 is located to the north of the site and Cedar Lane Road is located to the south with both providing primary east-west movement of traffic in the area. 24th Avenue SE, located through the site, provides for north-south movement of traffic.

ALLOWABLE ACCESS:

The proposed development is take access from two new intersections along Cedar Lane Road at Lyric Street and at 24th Avenue SE.

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

Cedar Lane Road: 4 lanes, Speed Limit - 40 mph. No sight distance problems. No median.

24th Avenue SE: 2 lanes, Speed Limit—25 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: YES ☒ NO ☐

Proposed number of access points for the development is in compliance with what is allowed in the subdivision regulations.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	3,517	1,759	1,758
A.M. Peak Hour	261	65	196
P.M. Peak Hour	351	221	130

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☒ NO ☐

Being above the threshold for when a traffic impact study is required, a traffic impact study was prepared by Traffic Engineering Consultants, Inc. The development will take access from two new full-access public street intersections from the north side of Cedar Lane Road at Lyric Street and at 24th Avenue SE.

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 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 24th 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.

The proposed development will take access to/from two new full-access public street intersections, Lyric Street and 24th 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 36th 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 24th Avenue SE once the developer provides a construction cost estimate for the preferred alternative at this intersection