

# **CITY OF NORMAN**

# **Development Review Form Transportation Impacts**

**DATE:** January 4, 2012

STAFF REVIEW BY: David R. Riesland, P.E.

Assistant City Traffic Engineer

PROJECT NAME: Village at Oakhurst Preliminary Plat

PROJECT TYPE: Commercial-Office

Owner/Designer: RCB Bank

Engineer: SMC

Traffic Engineer: TEC

## **SURROUNDING ENVIRONMENT (Streets, Developments)**

Low and medium density residential developments surround the project location with some office and commercial space to the east across Oakhurst Avenue. Industrial uses exist between Imhoff Road and Highway 9 to the south. The project fronts along Imhoff Road immediately west of Oakhurst Avenue. Imhoff Road is the main east/west roadway. The site is midway between Classen Boulevard and 24th Avenue SE.

#### ALLOWABLE ACCESS:

Proposed access is in accordance with Section 4018 of the City's Engineering Design Criteria. This criteria is not met if a Church driveway is introduced along Imhoff. The current plan shows the driveway along Oakhurst Avenue north of Imhoff Road.

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

<u>Imhoff Road</u>: 3 lanes (two eastbound and one westbound). Speed Limit - 35 mph. No sight distance problems. No medians. Oakhurst Avenue: 2 lanes. Speed Limit - 25 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COM
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YES	NO	Г

Proposed number of access points along for the development is in compliance with what is allowed in the subdivision regulations. This assumes that a driveway for the Church is not located along Imhoff Road. Locating a Church driveway along Imhoff Road would result in a situation of non-compliance and would require a variance.

### TRIP GENERATION

	Total	In	Out
Weekday	1,356	678	678
A.M. Peak Hour	103	44	59
P.M. Peak Hour	191	80	111

TRANSPORTATION IMPACT STUDY REQUIRED?	YES	NO $\square$
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The trip generation potential for this development is above the threshold for when a traffic impact study is required. A traffic impact study was prepared by Traffic Engineering Consultants and submitted in December, 2011. No negative impacts are anticipated.

RECOMMENDATION: APPROVAL $\blacksquare$ DENIAL $\square$ N/A $\square$ STIPULATIONS	Г
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Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The traffic study concluded that no off-site improvements are necessary in order to support the traffic that will be generated by the development as proposed. This development will add traffic to the improvements proposed for the Classen Boulevard intersection with Imhoff Road. A traffic impact fee on a per trip basis was previously calculated for improvements to the Classen Boulevard and Imhoff Road intersection with the Crimson Park Apartments TIA. These fees of \$146.52 per PM peak hour trip are applicable to this development as well. From the traffic study, it is expected that approximately 96 PM peak hour trips will utilize the Classen Boulevard intersection with Imhoff Road. This equates to \$14,030.86 in traffic impact fees to be collected with the final plat for this development.