



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: Rev. February 23, 2015

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

PROJECT NAME: North Point Addition

PROJECT TYPE: Light Industrial

Owner: Sherry & Gerald Gudge
Developer's Engineer: Survey Solutions
Developer's Traffic Engineer: None

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial and industrial developments exist all around this site. In addition, there is some floodplain to the east of the site.

ALLOWABLE ACCESS:

The proposed access is in accordance with the driveway spacing requirements contained within the City of Norman's Engineering Design Criteria.

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

North Interstate Drive: 2 lanes (existing and future). Speed Limit - 50 mph. No sight distance problems. No medians.

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	94	47	47
A.M. Peak Hour	12	11	1
P.M. Peak Hour	13	2	11

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

Being well below the threshold for when a traffic impact study is normally required, this development not required to submit a traffic impact study. Trip generation was performed by staff based upon the submitted site plan. No off-site improvements are required to support the development as proposed.

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 as proposed utilizes existing access along North Interstate Drive. No negative traffic impacts are anticipated.

Based upon the staff prepared trip generation, PM peak hour trip generation is expected to be 13 trips. Previously, impact fees were derived for signalization of the Indian Hill Road intersections with 36th Avenue NW, with the Southbound I-35 ramps, and with the Northbound I-35 ramps. This impact fee was determined to be \$66.05 per PM peak hour trip. Based upon the pre-determined fee, the total to be collected with the filing of the Final Plat for this Addition would be \$858.65 (\$66.05 per PM peak trip times 13 PM peak trips = \$858.65).