



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

DATE: March 15, 2013

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

PROJECT NAME: Monterey Addition

PROJECT TYPE: Residential

Owner:

Monterey Development Co., LLC

Developer's Engineer:

Cardinal Engineering

Developer's Traffic Engineer:

None

#### SURROUNDING ENVIRONMENT (Streets, Developments)

Agricultural to the north and south, commercial to the east, and industrial to the west. 12th Avenue SE is the main north/south roadway. Cedar Lane Road is the main east/west roadway.

#### ALLOWABLE ACCESS:

All access to this addition will be by way of a residential street connecting to 12th Avenue SE.

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

12th Avenue SE: 2 lanes (existing)/4 lanes (future). Speed Limit - 35 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing)/6 lanes (future). Speed Limit - 50 mph. No sight distance problems. Grass median.

Cedar Lane Road: 2 lanes (existing)/4 lanes (future). Speed Limit - 35 mph. No sight distance problems. No medians.

#### ACCESS MANAGEMENT CODE COMPLIANCE:

YES ☒ NO ☐

The proposed access point onto 12th Avenue SE will have adequate separation and intersection corner clearance.

#### TRIP GENERATION

Time Period	Total	In	Out
Weekday	1,242	621	621
AM Peak Hour	94	23	71
PM Peak Hour	124	78	46

#### TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☐ NO ☒

The trip generation potential is slightly above the traditional threshold for when a traffic impact study is normally required. However, this development is part of a previously submitted traffic impact study for the Cedar Lane Addition.

RECOMMENDATION: APPROVAL ☒ DENIAL ☐ N/A ☐ STIPULATIONS ☐

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

Traffic capacities on 12<sup>th</sup> Avenue SE and Cedar Lane Road exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

The development proposed with this addition was analyzed as part of a larger traffic impact study prepared for the Cedar Lane Addition Preliminary Plat. This study previously identified traffic impact fees for improvements to the Cedar Lane Road intersection with 12<sup>th</sup> Avenue SE (\$138,965), the 12<sup>th</sup> Avenue SE intersection with State Highway 9 (\$9,998), and the Classen Boulevard intersection with Post Oak Road (\$4,025). The Monterey Preliminary Plat represents 9.45% of the daily trip generation of the overall Cedar Lane Addition Preliminary Plat. Accordingly, the portion of those fees attributable to the Monterey Preliminary Plat is \$13,128.05, \$944.51, and \$380.24, respectively. Total impact fees attributable to the Monterey Preliminary Plat are \$14,452.80.