



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: July 12, 2017

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

PROJECT NAME: Warwick Addition Section 8 Preliminary

PROJECT TYPE: Office/Retail/Residential

Owner: Heritage Fine Homes Investments, LLC
 Developer's Engineer: Crafton Tull
 Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Low density residential exists to the north and west. Commercial uses exist to the south and east. Also, to the east are some industrial and low density residential uses.

ALLOWABLE ACCESS:

Proposed access provided by way of three driveways on 36th Avenue NW, one driveway on Rock Creek Road, and cross-access connection to the 7-11 site to the south.

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

36th Avenue NW: 4 lanes (existing/future). Speed Limit—45 mph. No sight distance problems. No medians.

Rock Creek Road: 4 lanes existing/3 lanes future. Speed Limit—40 mph. No sight distance problems. Future 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	4,831	2,415	2,416
A.M. Peak Hour	145	112	33
P.M. Peak Hour	397	141	256

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

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 mixed-use development on this proposal for Section 8 of the Warwick Addition is proposed to contain twenty single-family residential lots, 40,000 square feet of commercial space, and 29,000 square feet of office space. The location of this project is generally the northwest corner of the Rock Creek Road intersection with 36th Avenue NW behind the existing 7-11 site. Primary access to the development will be provided through three full access driveways proposed along 36th Avenue NW, one full access driveway along Rock Creek Road, and a cross-access connection to the 7-11 site. Based on the trip generation potential for this development, the proposal is above the threshold for when a traffic impact study is required. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

A traffic impact study was completed by Traffic Engineering Consultants and submitted for the subject development. This study was received on July 11, 2017. The traffic study concluded that the development would tie into a future traffic signal currently in the preliminary design stages. The study concluded that this signal is indeed warranted and to serve the development, a 150-foot exclusive left-turn lane should be provided on northbound 36th Avenue NW where the site access driveway ties in opposite Bart Conner Drive. Funds have already been identified to construct the traffic signal but no funds have been identified to construct the northbound left-turn lane. The funds being utilized for the traffic signal are Federal Safety Funds and cannot be used for road construction to add a turn lane. Instead, the developer is being asked to develop plans for the construction of this new left-turn lane and to proceed with its construction once plans have been approved. The traffic signal design will incorporate the new fourth leg of the 36th Avenue NW intersection with Bart Conner Drive.

Finally, the traffic study identified that the driveway spacing that will result along 36th Avenue NW does not meet the minimum requirements in the City's Engineering Design Criteria. A variance will be required. Staff will support such a variance because all proposed driveways were located to line up with existing driveways on the east side of 36th Avenue NW thereby minimizing potential left-turn conflicts.