



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: November 13, 2015

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

PROJECT NAME: CCC Addition No. 3 Preliminary Plat **PROJECT TYPE:** Self-Storage

Owner: 77 Storage Place
Developer's Engineer: NSE Engineering Consultants
Developer's Traffic Engineer: N/A

SURROUNDING ENVIRONMENT (Streets, Developments)

On the west side of Classen Boulevard, industrial uses surround the site to the north and south with the BNSF Railroad to the west. On the east side of Classen Boulevard, commercial land is located directly across the street with mixed use development to the south. Cedar Lane Road is the main east/west roadway. Classen Boulevard is the main north/south roadway.

ALLOWABLE ACCESS:

This Section of the Addition will access by way of a driveway installed with earlier Sections. This access is in accordance with Section 4018 of the City's Engineering Design Criteria.

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

Classen Boulevard: 4 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. No medians.

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

ACCESS MANAGEMENT CODE COMPLIANCE: YES ☒ NO ☐

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

TRIP GENERATION

	Total	In	Out
Weekday	50	25	25
A.M. Peak Hour	3	2	1
P.M. Peak Hour	5	3	2

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

Being well below the threshold for when a traffic impact study is required, no traffic impact study was submitted with this application. The development is proposed for location on the west side of Classen Boulevard between Cedar Lane Road and Post Oak Road. Traffic capacities on the existing streets exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

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 will be served by the existing access point from earlier Sections along Classen Boulevard. The driveway location meets the requirements in the City's Engineering Design Criteria. Traffic impact fees toward the improvement of the Classen Boulevard intersection with Post Oak Road were calculated in an earlier traffic impact study at \$3.40 per PM peak hour trip and are applicable to this Addition. Therefore, an impact fee of \$17.00 should be collected with the filing of the Final Plat for this application.