CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: Revised December 1, 2014 **STAFF REVIEW BY:** David R. Riesland, P.E.
City Traffic Engineer

PROJECT NAME: University House Norman **PROJECT TYPE:** Residential
Owner: Bishops Landing Limited Partnership
Developer's Engineer: Huitt-Zollars, Inc.
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)
High density residential is proposed north of the site. Floodplain, open space and park property exists to the south. Institutional uses exist to the west, and the railroad border the east with residential and some commercial east of the railroad.

ALLOWABLE ACCESS:
Proposed access provided by Brooks Street and by Page Street.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)
Boyd Street: 4 lanes (existing) / 4 lanes (future). Speed Limit—30 mph. No sight distance problems. No medians.
Brooks Street: 2 lanes (existing) / 2 lanes (future). Speed Limit—25 mph. No sight distance problems. No medians.
Jenkins Avenue: 2 lanes (existing) / 2 lanes (future). Speed Limit—25 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	1,019 (2,174)	509 (1,087)	510 (1,087)
A.M. Peak Hour	49 (105)	20 (43)	29 (62)
P.M. Peak Hour	88 (188)	41 (88)	47 (100)

Trip generation information is shown as the number of net trips with existing Bishops Landing removed from the trips to be generated (total trip generation with no reductions).

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 site plan for the proposed University House Norman involves the development of 430 apartment units with a total of 950 bedrooms. The location of this project is proposed for the site of the existing Bishops Landing apartment complex bordered by Page Street, Trout Avenue, Brooks Street, and the BNSF Railroad. Primary access to the development will be from one access to Page Street and one access to Brooks Street. Based on analysis provided, the 430 apartment units with 950 bedrooms will generate a net of approximately 1,019 trips per day or 88 PM peak hour trips. These are net trips because the trips attributable to the existing Bishops Landing development were removed from the trips to be added by the proposed development. Without the removal of the Bishops Landing traffic, the trips to be generated by the proposed development are 2,174 during an average weekday and 188 during the PM peak hour. As such, the trip generation potential for this development 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 in November, 2014. The study included a trip generation study of similar complexes completed recently and fully occupied in Stillwater, Oklahoma. It also included traffic attributable to the adjacent Page Circle apartment development. Given the special nature of the trips associated with complexes like these, the Stillwater trip generation study was used to determine appli-

cable trip rates for use in the University House Norman Traffic Study. 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 but that the intersection of Boyd Street with Trout Avenue should be considered for future signalization. This development will add traffic to the future improvements needed at this intersection. A traffic impact fee on a per trip basis was calculated for these improvements at the Boyd Street intersection with Trout Avenue (signalization and widening to provide a westbound left-turn lane) as part of the 400 Page Circle traffic study. These fees of $200.00 per PM peak hour trip are applicable to this development. From this traffic study for the University House Norman it is expected that the proposed development will generate 88 net PM peak hour trips. This equates to $17,600.00 in traffic impact fees to be collected with the final plat for this development. Should the number of apartment units increase or decrease, the traffic impact fee can be adjusted accordingly.