

# **CITY OF NORMAN**

# **Development Review Form Transportation Impacts**

**DATE:** November 27, 2017 **STAFF REVIEW BY:** David R. Riesland, P.E.

City Traffic Engineer

PROJECT NAME: Cedarwood Development Addition PROJECT TYPE: Commercial

Owner: George M. Tuillius

Developer's Engineer: SMC Developer's Traffic Engineer: TEC

### **SURROUNDING ENVIRONMENT (Streets, Developments)**

Commercial and industrial developments surround this site. In addition, there is some high-density residential west of the BNSF Railroad.

#### ALLOWABLE ACCESS:

The site proposes three access points. The spacing between the middle and southernmost driveways violate the spacing requirements contained within the City of Norman's Engineering Design Criteria. Staff can support a variance request with the southernmost driveway allowing only right-turn exit traffic.

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

Classen Boulevard: 5 lanes (existing) / 5 lanes (future). Speed Limit - 45 mph. No sight distance problems. A median exists.

#### ACCESS MANAGEMENT CODE COMPLIANCE:

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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	5,069	2,535	2,534
A.M. Peak Hour	360	181	179
P.M. Peak Hour	423	213	210

#### TRANSPORTATION IMPACT STUDY REQUIRED?

YES ■ NO □

Being above the threshold for when a traffic impact study is required, Traffic Engineering Consultants, Inc., submitted a traffic impact study in November, 2017. The development will feature a total of three access points along Classen Boulevard. The northernmost driveway will allow all movements and will feature some modification to the existing Classen Boulevard median in order to provide left-turn storage into the site. The middle driveway will be added at the existing traffic signal for the westbound State Highway 9 ramps and will require modification to the existing traffic signal as well as to the existing median to provide left-turn storage into the site. A right-turn deceleration lane will also be provided into the site. The southernmost driveway will allow only right-turn exiting traffic. Plans for the traffic signal and median modifications must be submitted to the Oklahoma Department of Transportation (ODOT) for approval. ODOT has granted approval of the concepts for access identified in the traffic impact study. No additional off-site improvements are required The applicant is responsible to fund and construct all improvements along Classen Boulevard.

As stated, the applicant is requesting three points of access onto Classen Boulevard, which will adequately serve the needs of the site. Driveway spacing is identified in the City of Norman's Engineering Design Criteria (EDC) in order to maintain safe and efficient traffic flow on our city streets. As roadway speeds increase and as trip generation potential increases for a proposed development, the required spacing between driveways also increases. Violation of this spacing requirement results in a less safe environment for the traffic that uses Classen Boulevard. The spacing between the northernmost and the middle driveways exceeds the spacing requirements in the EDC (715 feet versus 660 feet). However, the spacing between the middle and southernmost driveways is less than the spacing requirements in the EDC (290 feet versus 660 feet). As such, a variance will be required for the lack of spacing between the middle and southernmost driveways. Staff can support this variance because of the access restrictions that will be in place at the southernmost driveway (right out only).

RECOMMENDATION: APPROVAL $lacksquare$ DENIAL $\Box$ N/A $\Box$	STIPULATIONS
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Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The proposed convenience store with 22 fueling stations, the 3,000 square foot fast food restaurant with drive through, and the 2,000 square foot car wash in this addition are expected to generate approximately 5,069 trips per day, 360 AM peak hour trips, and 425 PM peak hour trips. Traffic capacities on Classen Boulevard exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.