



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

DATE: February 5, 2013

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

PROJECT NAME: St. James Park Addition Preliminary PROJECT TYPE: Residential

Owner: St. James Park, LLC  
Developer's Engineer: Crafton Tull  
Developer's Traffic Engineer: Crafton Tull

#### SURROUNDING ENVIRONMENT (Streets, Developments)

Institutional and office development exists to the north of the project location along with some open space to the east and the west and some commercial development to the northwest.

#### ALLOWABLE ACCESS:

Proposed access will be 24th Avenue SE north to State Highway 9 or three access points south to Cedar Lane Road. Access to Cedar Lane Road will line up with future development in the southeast corner of the Cedar Lane/Classen Blvd intersection.

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

Classen Boulevard: 5 lanes (existing) / 5 lanes (future). Speed Limit—50 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. Some median.

Cedar Lane Road: 2 lanes (existing and future). Speed Limit—50 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	4,594	2,297	2,297
A.M. Peak Hour	360	90	270
P.M. Peak Hour	485	305	179

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.*

Completion of the proposed addition located between State Highway 9 on the north, Cedar Lane Road on the south, U.S. Highway 77 on the west and extending east of 24<sup>th</sup> Avenue SE will add 480 single-family residential lots to what has already developed. Traffic studies have already been completed for this area including the full development of the preliminary plat which has expired since it was originally filed. The proposed 480 lots are expected to generate 4,594 trips on an average weekday and 485 trips during the PM peak hour. Traffic impact fees were established as part of these previous studies which remain applicable to the current plan for build out of this addition. As such, no revised or updated traffic impact study was required. Traffic capacities on nearby arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

All access will be by way of either 24<sup>th</sup> Avenue SE north to State Highway 9 or internal connections south to Cedar Lane Road. Location of access points meets applicable City criteria. Traffic impact fees of \$163.74 per PM peak hour trip were previously calculated for the Southlake development for improvements at multiple locations along U.S. Highway 77 including Cedar Lane Road. It is anticipated that 25 percent of the traffic generated by the build-out of this addition will use the portion of U.S. Highway 77 between Cedar Lane Road and State Highway 9. Consequently, an impact fee of \$19,853.48 (\$163.74 per PM trip \* 0.25(485 PM trips) = \$19,853.48) should be collected with the filing of the final plat.