



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: Revised August 25, 2015

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

PROJECT NAME: Value Place Addition

PROJECT TYPE: Light Industrial

Owner: Huettner's, Inc.
Developer's Engineer: SMC
Developer's Traffic Engineer: None

SURROUNDING ENVIRONMENT (Streets, Developments)

Industrial developments exist all around this site with some commercial and institutional uses to the south across Franklin Road.

ALLOWABLE ACCESS:

The proposed access is in accordance with the driveway spacing requirements contained within the City of Norman's Engineering Design Criteria.

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

York Drive: 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	1,004	502	502
A.M. Peak Hour	55	12	67
P.M. Peak Hour	17	64	81

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

Being below the threshold for when a traffic impact study is normally required, this development not required to submit a traffic impact study. Trip generation was performed by staff based upon the submitted site plan. No off-site improvements are required to support the development as proposed.

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 as proposed utilizes existing access along York Drive by way of Huettner Drive and Huettner Circle. No negative traffic impacts are anticipated.

Based upon the staff prepared trip generation, additional PM peak hour trips will be used to determine traffic impact fees for signalization of the Indian Hills Road intersections with 36th Avenue NW, the southbound I-35 ramps, and the northbound I-35 ramps. The fees for these improvements were calculated in a previous traffic study of the area to be \$66.05 per PM peak hour trip. Based upon the pre-determined fee, the total to be collected with the filing of the Final Plat for this Addition is \$5,350.05 (\$66.05 per PM peak hour trip times 81 PM peak hour trips = \$5,350.05).