



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** January 29, 2016

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

**PROJECT NAME:** Destin Landing

Owner:

Developer's Engineer:

Developer's Traffic Engineer:

**PROJECT TYPE:** Mixed-Use PUD

Shaz Investment Group, LLC and Rieger, LLC

SMC

TEC

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

The areas surrounding this site are very low density residential in nature. State Highway 9, Cedar Lane Road, and Post Oak Road are the main east/west roadways. US Highway 77 and 36th Avenue SE are the main north/south roadways.

#### **ALLOWABLE ACCESS:**

The access will be in accordance with Section 4018 of the City's Engineering Design Criteria.

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

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

Cedar Lane Road: 2-4 lanes existing and 4 lanes future. Speed Limit—50 mph. No sight distance problems. No medians.

Post Oak Road: 2 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. No medians.

36th Avenue SE: 2 lanes (existing and future). Speed Limit—50 mph. No sight distance problems. No medians.

US Highway 77: 5 lanes (existing and future). Speed Limit—55 mph. No sight distance problems. No medians.

#### **ACCESS MANAGEMENT CODE COMPLIANCE:**

YES ☒

NO ☐

Proposed access for the development will comply with what is allowed in the subdivision regulations.

#### **TRIP GENERATION**

	Total	In	Out
Weekday	45,080	22,540	22,540
A.M. Peak Hour	2,448	821	1,627
P.M. Peak Hour	3,879	2,106	1,773

#### **TRANSPORTATION IMPACT STUDY REQUIRED?**

YES ☒

NO ☐

Obviously being well above the threshold for when a traffic impact study is required, the developer submitted a master traffic impact study as part of this application. The development is proposed for location south of State Highway 9 on either side of 36<sup>th</sup> Avenue SE. The overall development will be phased over the next 30 years in conjunction with how water and sewer services can be provided to the entire site. As a Preliminary Plat is created for each phase, a traffic study will be prepared as well. Obviously, a development of this magnitude will create significant needs for infrastructure improvements. The location and cost of these improvements will be identified as traffic studies are submitted for each phase. The goal, moving forward will be for traffic capacities on existing streets to exceed the demand for existing and proposed trips as a result of each development phase. The end result would be that 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 in its present form is not a Preliminary Plat. As such, the number of units of residential or the number of square feet of commercial or office is not known at this time. Once the first phase of the development progresses to the Preliminary Plat stage, a revised traffic study will be required. At that time, any necessary improvements or potential traffic impact fees will be identified.