



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: July 29, 2019

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

PROJECT NAME: Eagle Cliff South Addition

PROJECT TYPE: Residential

Owner: Shaz Investment Group
Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

This area is becoming residentially developed with single family in close proximity and multi-family further away. Commercial exists at the Cedar Lane Road and 12th Avenue SE intersection. 12th Avenue SE is the main north/south roadway. Cedar Lane Road and State Highway 9 are the main east/west roadways.

ALLOWABLE ACCESS:

All access to this addition will be by way of residential streets connecting to 12th Avenue SE or Cedar Lane Road.

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

12th Avenue SE: 4 lanes (existing/future). Speed Limit - 35 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing)/6 lanes (future). Speed Limit - 50 mph. No sight distance problems. Grass median.

Cedar Lane Road: 4 lanes (existing/future). Speed Limit - 35 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ☒ **NO** ☐

Access is in compliance with the subdivision regulations.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	406	203	203
AM Peak Hour	30	8	22
PM Peak Hour	38	24	14

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☐ **NO** ☒

The trip generation potential is below the traditional threshold for when a traffic impact study is normally required. Instead, the developers Traffic Engineer submitted a trip generation table via electronic mail.

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 36 residential lots in this addition are expected to generate approximately 406 trips per day. The traffic capacities on the surrounding arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

Because of the size of the development, the applicant was not required to submit a revised traffic impact study for this addition. Instead, the traffic engineer for the applicant submitted, via electronic mail, a table showing the trip generation potential for the 36 residential lots. All roadway widening projects for which traffic impact fees had previously been collected are now complete. Consequently, there are no traffic impact fees associated with these 36 residential lots.