



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: June 7, 2013

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

PROJECT NAME: Revised Summit Valley Addition Preliminary **PROJECT TYPE:** Residential
Owner: MSDC Properties, LLC
Developer's Engineer: CPES
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Residential development surrounds the subject property with some Institutional use to the west.

ALLOWABLE ACCESS:

Proposed access will be by way of the 36th Avenue SE connection to State Highway 9 as well as a connection to 24th Avenue SE through East Ridge at Wheatland Drive.

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. Some median.

24th Avenue SE: 4 lanes (existing and future). Speed Limit—45 mph. No sight distance problems. No medians.

Wheatland Drive: 2 lanes (existing and future). Speed Limit—25 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	2,323	1,162	1,161
A.M. Peak Hour	176	44	132
P.M. Peak Hour	228	144	84

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.

The 237 residential lots in this addition are expected to generate approximately 2,323 trips per day. The traffic capacities on the nearby arterials and collector roadways exceed the demand for existing and proposed trips as a result of this project. No negative traffic impacts are anticipated. Because of the size of the development, the applicant was also required to prepare and submit a more in-depth traffic impact analysis to evaluate peak hour traffic conditions. The study, which actually included both Summit Valley and the adjacent Bellatona development, concluded that the intersection of State Highway 9 and 36th Avenue SE will need to be signalized once ½ of the preliminary plat is developed. Construction of this signal will be underway in the very near future.

In order to fund the design and construction of the new signal, the applicant will be required to pay \$150,000 to cover 100% of the cost. These funds will be collected incrementally based on the trip generation potential of each individual final plat (from Summit Valley and Belletona) so that the total cost is collected by the time ½ of the preliminary plat (for both Summit Valley and Bellatona) is developed.