



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** November 4, 2019

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

**PROJECT NAME:** North Point Addition

**PROJECT TYPE:** Office

Owner: Red Leaf Construction  
Developer's Engineer: Nafa Engineering, PLLC  
Developer's Traffic Engineer: None

**SURROUNDING ENVIRONMENT (Streets, Developments)**

Commercial and industrial developments exist all around this site. In addition, there is some floodplain to the east of the site.

**ALLOWABLE ACCESS:**

The proposed access is in violation with the driveway spacing requirements contained within the City of Norman's Engineering Design Criteria. A Variance will be required for the access to Interstate Drive. Staff will support this Variance.

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

Interstate 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	522	261	261
A.M. Peak Hour	139	124	15
P.M. Peak Hour	109	15	94

**TRANSPORTATION IMPACT STUDY REQUIRED?** YES  NO

The trip generation potential for this development is barely above the threshold for when a traffic impact study is required. However, given the location, only a traffic study memo (submitted via electronic mail) was required. This memo was to outline the trip generation potential for the proposed development and to evaluate driveway locations with respect to the requirements contained within the City's Engineering Design Criteria. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

**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 additional PM peak hour trips generated by this Addition will be used to determine traffic impact fees for signalization of the Indian Hill 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 \$7199.45 (\$66.05 per PM peak hour trip times 109 PM peak hour trips = \$7,199.45).