



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** December 17, 2014

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

**PROJECT NAME:** Evans Enterprises Addition

**PROJECT TYPE:** Industrial

Owner: Evans Enterprises Addition  
Developer's Engineer: SMC  
Developer's Traffic Engineer: TEC

#### **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 two proposed access points, are 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)**

East I-35 Frontage Road: 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	189	95	94
A.M. Peak Hour	64	56	8
P.M. Peak Hour	86	10	76

**TRANSPORTATION IMPACT STUDY REQUIRED?** YES ☐ NO ☒

Being below the threshold for when a traffic impact study is normally required, this development was asked only to provide a letter detailing the trip generation for the site as well as the number and location of proposed access points. This letter was prepared by Traffic Engineering Consultants, Inc., and was received on December 9, 2014. 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 included two access points onto the East I-35 Frontage Road. According to the City's Engineering Design Criteria, the spacing between these two driveways should be 330 feet. Plans as submitted suggest the spacing will be approximately 355 feet. As such, the driveway spacing requirements are met. No negative traffic impacts are anticipated.

Based upon the traffic impact letter submitted by Traffic Engineering Consultants for this project, PM peak hour trip generation is expected to be 86 trips. Previously, impact fees were derived for signalization of the Indian Hill Road intersections with 36<sup>th</sup> Avenue NW, with the Southbound I-35 ramps, and with the Northbound I-35 ramps. This impact fee was determined 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 would be \$5,680.30 (\$66.05 per PM peak trip times 86 PM peak trips = \$5,680.30).