



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** March 14, 2013

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

**PROJECT NAME:** Aspen Heights Preliminary Plat      **PROJECT TYPE:** Residential  
Owner/Designer: Breckinridge Land Acquisition, LP      Engineer: SMC      Traffic Engineer: TEC

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

Low and medium density residential developments surround the project location on the north side of Imhoff Road with some industrial and commercial space east and west, respectively, along the south side of Imhoff Road. The project takes access along Imhoff Road just east of the Classen Boulevard intersection. Imhoff Road is the main east/west roadway. Classen Boulevard is the main north/south roadway.

#### **ALLOWABLE ACCESS:**

Proposed access is in accordance with Section 4018 of the City's Engineering Design Criteria.

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

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

Classen Boulevard: 5 lanes (existing/future). Speed Limit - 40 mph. No sight distance problems. Center turn lane median.

**ACCESS MANAGEMENT CODE COMPLIANCE:**      YES ☒      NO ☐

Proposed number of access points along for the development is in compliance with what is allowed in the subdivision regulations.

#### **TRIP GENERATION**

	Total	In	Out
Weekday	1,851	925	926
A.M. Peak Hour	155	31	124
P.M. Peak Hour	217	141	76

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

The trip generation potential for this development is above the threshold for when a traffic impact study is required. A traffic impact study was prepared by Traffic Engineering Consultants and submitted in March, 2013. No negative 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 traffic study concluded that no off-site improvements are necessary in order to support the traffic that will be generated by the development as proposed. This development will add traffic to the improvements proposed for the Classen Boulevard intersection with Imhoff Road. A traffic impact fee on a per trip basis was previously calculated for improvements to the Classen Boulevard and Imhoff Road intersection with the Crimson Park Apartments TIA. These fees of \$146.52 per PM peak hour trip are applicable to this development as well. From the traffic study, it is expected that 163 PM peak hour trips will utilize the Classen Boulevard intersection with Imhoff Road. This equates to \$23,882.76 in traffic impact fees to be collected with the final plat for this development. Finally, the traffic impact study submitted for this development recommends that the proposed access to Imhoff Road align with the existing access to the Cottages of Norman driveway located on the north side of Imhoff Road across from this development.