



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: August 8, 2014

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

PROJECT NAME: Legacy Business Park

PROJECT TYPE: Office/Commercial

Owner: Legacy Business Park, LLC
Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial development exists both to the east and west of this site. Low-density residential development and industrial land surround the project location to the north and south. High density residential is located between the site and I-35.

ALLOWABLE ACCESS:

The two proposed access points, one on either side of the Rock Creek Road intersection with Pendleton Drive meet the requirements contained within the City of Norman's Engineering Design Criteria.

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

Rock Creek Road: 4 lanes (existing) / 4 lanes (future). Speed Limit - 40 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	1,589	794	795
A.M. Peak Hour	219	195	24
P.M. Peak Hour	225	45	180

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☒ NO ☐

Being above the threshold for when a traffic impact study is normally required, this development was analyzed in a traffic impact study prepared by Traffic Engineering Consultants, Inc., for S&S Properties and submitted in March, 2012. As such, only a letter detailing trip generation differences between the current proposal and the original study along with discussion concerning driveway spacing and adequacy was required. This letter was completed in June, 2014. One of the findings of the submitted traffic impact study from March, 2012, was that a traffic signal will eventually be warranted at the intersection of Rock Creek Road with Pendleton Drive. This signal will be warranted by a combination of existing traffic and future site traffic generated by developments that come on-line. The March, 2012, study included an analysis of the responsibility of each contributor to the traffic generated through this intersection. From that methodology, a total of 24.00 percent of the traffic through the intersection is attributable to the Legacy Business Park development. At a projected \$150,000 cost for the traffic signal, this development would contribute in traffic impact fees \$36,010 toward the design and installation of this future traffic signal.

The applicant is requesting three points of access onto Rock Creek Road, which is one more than what staff anticipated during the negotiations that took place when the City purchased the land needed for the Rock Creek Road overpass. In fact, as a condition of the purchase, the City agreed to improve the intersection of Pendleton Drive in anticipation of a new traffic signal by including the construction of the main driveway to the future development and the widening of Rock Creek Road to provide dedicated left turn lanes. The easternmost driveway proposed for this site may complicate the ongoing discussions with ODOT toward the pursuit of an interchange at I-35 and Rock Creek Road. In addition, the easternmost driveway might affect the need for or delay the warranting of a future traffic signal at the Rock Creek Road intersection with Pendleton Drive. To address this issue, the developer has agreed to a reversionary mechanism which is noted on the current preliminary plat and site plan drawings which will allow the City of Norman to remove the easternmost driveway approach in the future without further compensation to the property owner if ODOT authorizes an interchange at this location and if limits of no access are needed as a result of that interchange design. A written agreement to address this issue between the developer and the City of Norman will also accompany the preliminary plat and site plan when they are considered by the City Council.

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 proposed 68,500-square feet of office space and 10,000 square feet of retail space in this addition are expected to generate approximately 1,589 trips per day, 219 AM peak hour trips, and 225 PM peak hour trips. Traffic capacities on Rock Creek Road exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.