



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: Revised February 2, 2016

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

PROJECT NAME: Life Church Preliminary Plat **PROJECT TYPE:** Church
Owner/Designer: Life Covenant Church, Inc. Engineer: Wallace Engineering Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial development exists to the west and south of the site, industrial development to the east of the site, and medium density residential to the north of the site. The project takes access along Imhoff Road just east of the Classen Boulevard intersection and by way of right-turn egress from Classen Boulevard south of the Imhoff Road intersection. Imhoff Road is the main east/west roadway. Classen Boulevard is the main north/south roadway.

ALLOWABLE ACCESS:

A staff-supported variance will be required for the Imhoff Road access which falls outside of conformance 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 - 45 mph. No sight distance problems. Landscaped median transitioning to a center turn lane median.

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

	Total	In	Out
Weekday	328	164	164
A.M. Peak Hour	20	12	8
P.M. Peak Hour	18	9	9

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

The trip generation potential for this development is below the threshold for when a traffic impact study is required. Instead, a traffic impact letter was requested and was submitted by Traffic Engineering Consultants in January, 2016. 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 requested traffic impact letter was completed by Traffic Engineering Consultants and submitted for the subject development in January, 2016. The traffic study letter concluded that both proposed access points are located where existing access points are located. Even though the Imhoff Road access will not meet the City of Norman requirements in the Engineering Design Criteria, the access should be approved. Staff would support this variance. The letter went on to evaluate potential access to Classen Boulevard. As well, this access is shown at the location of an existing access. However, the existing access is too narrow for ingress and egress access. The existing median on Classen Boulevard would prohibit full access. Widening the driveway to provide both ingress and egress movements would not likely be supported by the City of Norman or the Oklahoma Department of Transportation. As such, the letter recommends that this driveway serve right-turn-only ingress for the church and that exiting movements be prohibited. Regardless, staff cannot support the driveway onto Classen because the distance from the westbound State Highway 9 ramp traffic signal is less than required in the EDC, the distance along Classen to the next driveway to the north is less than required in the EDC, and the operational impacts for traffic on Classen and exiting State Highway 9 to the north are serious. A last minute revision to the Preliminary Site Plan removed the Classen Boulevard access.