



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: Revised December 3, 2014

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

PROJECT NAME: Classen Crossings Addition

PROJECT TYPE: Residential/Commercial

Owner: Classen Crossings, LLC
Developer's Engineer: Arc Engineering Consultants, LLC
Developer's Traffic Engineer: CEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial development exists all around this site. There is some medium-density residential development to the east of Classen Boulevard. In addition, there is some high-density residential and some open space west of the BNSF Railroad.

ALLOWABLE ACCESS:

The two proposed access points, violate the driveway spacing requirements contained within the City of Norman's Engineering Design Criteria. Staff does not support construction of the northernmost of the two driveways.

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

Classen Boulevard: 5 lanes (existing) / 5 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 not in compliance with what is allowed in the subdivision regulations.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	1,376	688	688
A.M. Peak Hour	71	30	41
P.M. Peak Hour	83	49	34

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☒ NO ☐

Being at 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 Sooner Mobile Home Redevelopment and submitted in September, 2013. As such, only a letter detailing trip generation differences between the current proposal and the original study, capacity analysis of proposed access point(s), and discussion concerning driveway spacing and adequacy was required. This letter was completed in July, 2014. The current analyses showed that the improvements identified in the Sooner Mobile Home Redevelopment traffic study will adequately serve the Classen Crossings traffic. No additional off-site improvements are required.

The applicant is requesting two points of access onto Classen Boulevard, which is one more than staff feels is necessary to adequately serve the proposed development. Negotiations were undertaken with the Family Video property immediately north of this site to reconstruction their access to Classen Boulevard as a shared driveway between the two developments. However, these negotiations were unsuccessful. Driveway spacing is identified in the City of Norman's Engineering Design Criteria (EDC) in order to maintain safe and efficient traffic flow on our city streets. As roadway speeds increase and as trip generation potential increases for a proposed development, the required spacing between driveways also increases. Violation of this spacing requirement results in a less safe environment for the traffic that uses Classen Boulevard/US 77. The spacing between the northern Classen Crossings driveway and the existing driveway north of their site violates the EDC driveway spacing requirement. In addition, the spacing proposed between the two driveways being proposed to serve this site also violate the EDC spacing requirements. Based upon a 40 mph speed and a medium generator (generating between 100 and 200 peak hour trips), the EDC requires a minimum spacing of 330 feet. The current proposal provides only 140 feet between the existing driveway north of the project and the north driveway serving this site and 180 feet between the two site driveways. As such, a compromise on the northernmost driveway has been reached whereby only right-turn entering and right-turn exiting movements will be allowed. An island will be constructed in this driveway to discourage left-turn entering and left-turn

exiting movements. With this construction, staff will support the request for a variance in the driveway spacing that will result.

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 44 apartments and 11,411 square feet of retail space in this addition are expected to generate approximately 1,376 trips per day, 71 AM peak hour trips, and 83 PM peak hour trips. Traffic capacities on Classen Boulevard exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.