



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: October 19, 2015

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

PROJECT NAME: Red Canyon Ranch Addition

PROJECT TYPE: Residential/Commercial/Office

Owner: Sweetgrass Communities
Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Medium-density residential zoning exists to the west with some low-density residential to the north, south, and east. Some commercial and high-density residential exists to the south. Floodplain, Country Residential, and very low-density residential exists to the east. Tecumseh Road is the main east/west roadway, and 12th Avenue NE 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)

Tecumseh Road: 4 lanes (existing and future). Speed Limit—45 mph. No sight distance problems. No medians.

12th Avenue NE: 4 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	3,666	1,833	1,833
A.M. Peak Hour	493	277	216
P.M. Peak Hour	519	235	284

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☐ **NO** ☒

A traffic impact study was prepared for this site in June, 2010. Traffic Impact letter documenting trip generation potential of development, prior submittal versus current submittal, was prepared by Traffic Engineering Consultants, Inc. of Oklahoma City, Oklahoma.

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 capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities. Traffic impact fees were originally calculated at \$47.90 per daily trip generated for improvements to the Tecumseh Road intersection with Prescott Drive. Based upon the original application, traffic impact fees of \$265,222.30 would have been required for submittal with the filing of the Final Plat. However, with the change in land use for 5.5 acres from commercial to residential, the number of daily trips is significantly reduced. With the change in land use, the traffic impact fees are decreased to \$175,601.40 which represents a \$89,620.90 over the original submittal. This traffic impact fee should be collected with the filing of the Final Plat.