



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: Revised March 3, 2015

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

PROJECT NAME: Eastpark Crossing Section II Addition
Owner/Designer: XII Street Common, Inc.
Engineer: Huitt-Zollars
Traffic Engineer: None

PROJECT TYPE: Commercial

SURROUNDING ENVIRONMENT (Streets, Developments)

Institutional uses exist to the north and west with commercial and low density residential to the east and south of the Eastpark Crossing Section II Addition. The project takes access along Alameda Street and 12th Avenue East. Alameda Street is the main east/west roadway, and 12th Avenue East is the main north-south roadway.

ALLOWABLE ACCESS:

Access is the same as on the previously approved, but expired, Preliminary Plat for this development.

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

Alameda Street: 5 lanes (existing/future). Speed Limit - 35 mph. No sight distance problems. No median.

12th Avenue East: 5 lanes (existing/future). Speed Limit - 40 mph. No sight distance problems. No 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	4,112	2,056	2,056
A.M. Peak Hour	97	60	37
P.M. Peak Hour	357	171	186

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

A traffic impact study was submitted with the original, but expired, Preliminary Plat for this site. That study found that improvements were required at the intersection of Alameda Street and 12th Avenue East which have not been completed. As such, the findings of the original study remain valid.

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 46,220 square-feet of commercial space in this addition is expected to generate approximately 4,112 trips per day. The traffic capacities on the nearby arterial roadways exceed the demand for existing and proposed trips as a result of this project. No negative traffic impacts are anticipated. The original study for this Addition found that improvements were required at the intersection of Alameda Street and 12th Avenue East. Those findings, which include provision of dual left-turn lane and an exclusive right-turn lane on all four intersection approaches, remain valid. This construction would also require the existing traffic signal to be rebuilt.

The cost estimate used to determine traffic impact fees attributable to the development as proposed was updated by the developer's engineer. The original traffic study concluded that the development contributed 5.5 percent to the traffic utilizing the total traffic traversing the Alameda Street intersection with 12th Avenue East. Based upon the \$750,000 estimate to improve the intersection of Alameda Street and 12th Avenue East provided by the developer's engineer, \$41,250 in traffic impact fees will be due with the filing of the Final Plat for Eastpark Crossing Section II.