



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: June 7, 2013

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

PROJECT NAME: Park 7 Addition

PROJECT TYPE: Residential

Owner: Park 7 Group
Developer's Engineer: SMC
Developer's Traffic Engineer: TMC

SURROUNDING ENVIRONMENT (Streets, Developments)

Industrial and residential zoning surrounds this site. 12th Avenue SE is the main north/south roadway. Cedar Lane Road and State Highway 9 are the main east/west roadways.

ALLOWABLE ACCESS:

One access point in accordance with Section 4018 of the City's Engineering Design Criteria is possible along 12th Avenue SE. Provision for future access to Cedar Lane Road are proposed through the undeveloped property immediately to the south.

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

12th Avenue SE: 2 lanes (existing)/4 lanes (future). Speed Limit - 35 mph. No sight distance problems. No medians.
State Highway 9: 4 lanes (existing)/6 lanes (future). Speed Limit - 50 mph. No sight distance problems. Grass median.
Cedar Lane Road: 2 lanes (existing)/4 lanes (future). Speed Limit - 35 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE: YES ☒ NO ☐

The access point onto 12th Avenue SE has adequate separation and intersection corner clearance.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	3,060	1,530	1,530
AM Peak Hour	243	49	194
PM Peak Hour	351	228	123

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☒ NO ☐

Traffic Impact Study 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 336 apartment residential developments in this preliminary plat are expected to generate approximately 3,060 trips per day. 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. Because of the development's size and traffic generation potential, the applicant was required to conduct a comprehensive traffic impact study. The study was completed by Traffic Engineering Consultants, Inc., and was submitted in May, 2013.

The area surrounding the proposed development is experiencing significant growth, predominantly residential in nature. The traffic impact study identified three areas that require improvement. First, the intersection of 12th Avenue SE with State Highway 9 is to be improved as part of the 12th Avenue SE Bond Project. However, interim improvements are needed at the 12th Avenue SE intersection with State Highway 9 prior to the completion of the Bond Project. This involves a change to the

lane assignments on the northbound 12th Avenue SE approach to provide a left-turn lane, a shared lane for through and left-turn movements, and a right-turn lane. This modification will require a modification to the existing traffic signal and changes to the approach pavement markings. All of the costs associated with this interim improvement will be the responsibility of this development.

Second, the proposed intersection along 12th Avenue SE at the site access roadway will require a left-turn lane. The design of this turn lane was not in the original scope of work for the 12th Avenue SE Bond Project. Any additional design costs will be the responsibility of this development. Costs associated with the construction of this left-turn lane will be included in the deferral costs for one-half of the 12th Avenue SE widening that will be paid by this development.

Third, the future intersection of 12th Avenue SE at Cedar Lane Road was identified in the traffic impact study as needing dual left-turn lanes on the southbound 12th Avenue SE approach to Cedar Lane Road. The design of this turn lane was not in the original scope of work for the Cedar Lane Road Bond Project. Any additional design costs will be the responsibility of this development. Costs associated with the construction of this additional left-turn lane will need to be split proportionately between this development and the vacant property between this site and Cedar Lane. The proportionate share applicable to each development is being prepared by the applicant's Traffic Engineer.