



**CITY OF NORMAN
Development Review Form
Transportation Impacts**

DATE: November 4, 2025

STAFF REVIEW BY:

David Riesland, P.E.
City Transportation Engineer

PROJECT NAME: 3400 Classen Boulevard Preliminary Plat

PROJECT TYPE: Commerical

Owner:

Battison Properties

Developer's Engineer:

Cornerstone Civil Engineering

Developer's Traffic Engineer: Cornerstone Civil Engineering

SURROUNDING ENVIRONMENT (Streets, Developments)

The length of the property from State Highway 9 to Cedar Lane Road between Classen Boulevard and the BNSF Railroad is zoned industrial with some commercial at the corners of the Cedar Lane Road intersection with Classen Boulevard. The BNSF Railroad is located to the west of the property. Classen Boulevard (US 77) is the main north-south roadway in the area. State Highway 9 and Cedar Lane Road provide east-west access to the property.

ALLOWABLE ACCESS:

The proposed access is shown in the approximate center of the site frontage along Classen Boulevard and is located in the best possible location as there is no existing driveway on the east side of Classen Boulevard in proximity to the proposed driveway. As such, no Request for Variance will be required because of inadequate driveway spacing or location with respect to existing streets. However, ODOT, as the maintenance [provider for Classen Boulevard (US Highway 77) will be required to approve the access location.

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

Classen Boulevard: 5 lanes (existing), Speed Limit - 45 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

Time Period	Total	In	Out
Weekday	1,306	653	653
A.M. Peak Hour	52	27	25
P.M. Peak Hour	117	58	58

TRANSPORTATION IMPACT STUDY REQUIRED?

YES



NO



Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic impact study could have been required. However, since the area in question is largely build-out, only a traffic impact memorandum was required and was prepared for the application by Cornerstone Civil Engineering. No traffic operational issues are anticipated due to the development. . This proposed connection to the public roadway will afford full access.

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 2,000 square foot fast-food restaurant development is proposed for location on the west side of Classen Boulevard (US 77) south of State Highway 9 and north of Cedar Lane Road. The site will contain a single point of access onto Classen Boulevard and is expected to generate 52 AM peak hour trips, 117 PM peak hour trips, and 1,306 trips on an average weekday. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic impact study could have been required. However, since the area in question is largely built-out, only a traffic impact memorandum was required and was prepared for the application by Cornerstone Civil Engineering. No traffic operational issues are anticipated due to the development.

The proposed development will access Classen Boulevard by way of a single, full access driveway. The proposed access is shown in the approximate center of the site frontage along Classen Boulevard and is located in the best possible location as there is no existing driveway on the east side of Classen Boulevard in proximity to the proposed driveway. As such, no Request for Variance will be required because of inadequate driveway spacing or location with respect to existing streets. However, ODOT, as the maintenance provider for Classen Boulevard (US Highway 77) will be required to approve the proposed access location. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are applicable traffic impact fees to be collected in the area. These are associated with the following with traffic impact rates previously determined in the Destin Landing Master Plan Traffic Study:

1. \$1,695.72 for improvements to the Classen Boulevard intersection with Cedar Lane Road (assumed 39 PM peak hour trips * \$43.48 per PM peak hour trip = \$1,695.72)
2. \$1,474.98 for improvements to the Classen Boulevard intersection with Post Oak Road (assumed 13 PM peak hour trips * \$113.46 per PM peak hour trip = \$1,474.98)
3. Total impact fees to be collected with the filing of the Final Plat are \$3,170.70