

CITY OF NORMAN

Development Review Form Transportation Impacts

DATE: June 27, 2023 **STAFF REVIEW BY:** Awet Frezgi, P.E. City Traffic Engineer

PROJECT NAME: Armstrong Bank PP **PROJECT TYPE:** Mixed Use

Owner: Armstrong Bank

Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Mixed use developments surround the site with some Industrial to the west across Classen Boulevard.

ALLOWABLE ACCESS:

The site proposes three access points along Classen Boulevard and four along 24th Avenue SE. The private driveway access point located along Classen Boulevard does not meet the spacing requirements in the City's Engineering Design Criteria (EDC) and will require a Request for Variance. All other access points meet the requirements in the EDC.

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

<u>Classen Boulevard</u>: 5 lanes (existing and future). Speed Limit - 50 mph. No sight distance problems. No median. <u>24th Avenue SE</u>: 2 lanes (existing and 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

Time Period	Total	In	Out
Weekday	11,406	5,703	5,703
A.M. Peak Hour	625	330	295
P.M. Peak Hour	1,087	537	550

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ■ NO □

The development is proposed for location on the east side of Classen Boulevard south of Cedar Lane Road and the existing Wal-Mart. Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer is required to submit a traffic impact study with this application. On behalf of the developer Traffic Engineering Consultants, Inc. submitted a traffic impact study. No traffic operational issues are anticipated due to the development.

The proposed development will access Classen Boulevard from the east by way of two public street intersections and one private driveway intersection. The proposed development will also access 24th Avenue SE from the west by way of two public street intersections and two private driveway intersection. All proposed private driveways will be designed for full access. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated with the development of the Armstrong Bank site. However, with full build-out, expected around 2030, improvements are required to the Classen Boulevard intersection with Cedar Lane Road to add an additional eastbound right-turn lane with associated modifications to the existing traffic signal and roadway striping. All design and construction costs of these improvements will be the responsibility of the developer. The intersection should be evaluated with each Final Plat that comes forward to determine the appropriate time to implement these improvements. In addition, the intersection of Classen Boulevard with 24th Avenue SE will require future evaluation for potential signalization.

RECOMMENDATION: APPROVAL	DENIAL	□ N/A	☐ STIPULATIONS	
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Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Two locations will require the payment of traffic impact fees. First, there is the series of future traffic signals along Classen Boulevard between State Highway 9 and Cedar Lane Road. An assessment of impact fees for this series of traffic signals was previously established at \$163.74 per PM peak hour trip for a series of future traffic signals on Classen Boulevard between State Highway 9 and Cedar Lane Road. As a result, \$79,905.12 (163.74*488=79,905.12) in traffic impact fees will need to be collected with the filing of the Final Plat. Second, is a future traffic signal at the Classen Boulevard intersection with Post Oak Road. Based upon a previous assessment of impact fees for this signal, \$9,630 in traffic impact fees will need to be collected with the filing of the Final Plat. All of these impact fees are based upon full build-out and can be adjusted should only a portion of the development advance to a Final Plat.