



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

DATE: September 27, 2024

STAFF REVIEW BY: Awet Frezgi, P.E.  
City Traffic Engineer

**PROJECT NAME:** Armstrong Bank Consolidation Project PP **PROJECT TYPE:** Planned Unit Development (PUD)

Owner: Republic Bank of Norman  
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 three along 24<sup>th</sup> Avenue SE. All access connections to either Classen Boulevard or 24<sup>th</sup> Avenue SE meet the minimum spacing requirements and corner clearance in the City's Engineering Design Criteria (EDC).

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

Classen Boulevard: 5 lanes (existing and future). Speed Limit - 50 mph. No sight distance problems. No median.  
24<sup>th</sup> Avenue SE: 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	13,647	6,824	6,823
A.M. Peak Hour	486	285	201
P.M. Peak Hour	1,417	701	716

**TRANSPORTATION IMPACT STUDY REQUIRED?** YES  NO

The development is proposed for location on the east side of Classen Boulevard and 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. With proposed improvements in place, no traffic operational issues are anticipated due to the development.

The proposed development will access Classen Boulevard from the east by way of two street intersections and one driveway intersection. The proposed development will also access 24<sup>th</sup> Avenue SE from the west by way of one street intersection and two private driveway intersections. All proposed driveways will be designed for full access. With proposed improvements in place, capacity exceeds demand in this area. The improvements to be completed include improving 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 as well as construction of a new traffic signal at the south street intersection with Classen Boulevard. 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.

**RECOMMENDATION: APPROVAL**  **DENIAL**  **N/A**  **STIPULATIONS**

*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, \$143,763.72 (163.74\*878=143,763.72) 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 of \$113.46 per PM peak hour trip, \$46,518.60 (113.46\*410=46,518.60) 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 .