

## University North Park Entertainment District

The proposed multi-year and multi-phase development, which includes approximately 140,000 square feet of retail/restaurant space, 180,000 square feet of office space, 758 multi-family dwelling units, 37 single-family residential lots, 24 townhome lots, a 150 room hotel with conference center, and an 8,000 seat performance venue/arena, is expected to generate approximately 22,317 trips per day, 829 AM peak hour trips, and 2,098 PM peak hour trips. Obviously being well above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), the developer submitted a traffic impact analysis documenting the trip generation information for this development as well as a discussion regarding improvements necessary to support the level of development proposed. On behalf of the developer, TEC submitted the traffic impact analysis. No traffic operational issues are anticipated due to the development assuming improvements are in place to support this intense level of development.

STREET	NO. OF LANES	BACK-GROUND TRAFFIC (Veh/day)*	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
Tecumseh Road	4	22,354	10,042	32,396	34,200	65.36	94.73
24 <sup>th</sup> Avenue NW	4	20,957	15,622	36,579	38,000	55.15	96.26
Rock Creek Road	4	8,775	3,348	12,123	34,200	25.66	35.45
Robinson Street	6	31,573	4,463	36,036	52,300	60.37	68.90
Corporate Centre Drive	3	720	4,463	5,183	18,900	3.81	27.42
Interstate Drive	3	2,500	4,463	6,963	18,900	13.23	36.84

\* Projected to 2030.

The proposed development will have a total of fourteen access points scattered around the site with three along Corporate Centre Drive, three along Interstate Drive, two along Rock Creek Road, and six along 24<sup>th</sup> Avenue NW. Some will provide full access while others will be limited to right-in/right-out only access. Some variances to the driveway spacing requirements in the City's Engineering Design Criteria (EDC) will be required. No variance requests are anticipated for violation of the EDC corner clearance criteria. Capacity exceeds demand in this area. However, with the magnitude of the proposed development, demand is catching up to capacity in a number of locations. As such, several off-site improvements are anticipated. The traffic impact analysis breaks these improvements down to determine the responsibility for each improvement. As such, traffic impact fees were not calculated.

Near-term improvements that were determined to be the responsibility of the Entertainment District include:

1. Updating coordinated signal timing plans.
2. Robinson Street at 24<sup>th</sup> Avenue NW—modify the existing westbound right turn lane to a channelized, free flow right turn lane which turns into an added northbound lane that tapers back into 24<sup>th</sup> Avenue NW.

3. Rock Creek Road at Carmax Driveway/Driveway #1—construction of a two-way left turn lane from the Rock Creek Bridge to 24<sup>th</sup> Avenue NW and the installation of a traffic signal.
4. Rock Creek Road at 24<sup>th</sup> Avenue NW—construction of an additional eastbound, westbound, and southbound left turn lanes and restriping of the outside eastbound and westbound through lanes to right turn only lanes.

Near-term improvements that were determined to be joint responsibility of the Entertainment District and the City of Norman include:

1. Rock Creek Road and Pendleton Drive—installation of a traffic signal. To break down the responsibility, the Entertainment District is expected to contribute 4.5% of the traffic through the intersection which would equate to 4.5% of the cost of the traffic signal.

Near-term improvements that were determined to the responsibility of the City of Norman due to the previous TIF settlement include:

1. Tecumseh Road and N. Interstate Drive—construction of an eastbound right turn lane and an additional southbound lane to allow for one left turn lane, one through lane, and one right turn lane.
2. Tecumseh Road and I-35 northbound ramps—construction of a westbound right turn lane.
3. Tecumseh Road and 24<sup>th</sup> Avenue NW—restriping of the northbound through lane to a shared through/right turn lane.
4. Tecumseh Road and Flood Avenue—construction of a southbound right turn lane.

A number of long-term improvements, to be funded by ODOT, were also identified including:

1. New interchange at I-35 and Tecumseh Road
2. New interchange at I-35 and Robinson Street
3. One-way frontage roads on either side of I-35
4. Additional on/off ramps on I-35 near Rock Creek Road