



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: February 19, 2024

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

PROJECT NAME: Carroll Property

PROJECT TYPE: PUD

Owner: Carroll Farm, LLC
Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial, office and institutional uses surround the proposed site with some low density residential development to the west..

ALLOWABLE ACCESS:

The site proposes two access points along 36th Avenue NW and six access points along Journey Parkway. The two access points on 36th Avenue NW will require a variance of insufficient driveway spacing and the southernmost driveway will require a variance for violating corner clearance requirements in the Engineering Design Criteria (EDC). Both requests can be supported by staff.

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

36th Avenue NW: 2 lanes (existing)/4 lanes (future). Speed Limit - 40 mph. No sight distance problems. No median.
Journey Parkway: 3 lanes (existing). Speed Limit - 25 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	6,248	3,124	3,124
A.M. Peak Hour	178	109	69
P.M. Peak Hour	578	273	305

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

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 addition as well as a discussion regarding the proposed access points relative to existing streets and/or driveways along the 36th Avenue NW corridor. Additional access is anticipated along Journey Parkway and a new roadway parallel to Tecumseh Road to the north. On behalf of the developer, TEC submitted the traffic impact analysis. Traffic operational issues are not anticipated due to the development.

The proposed development will have two access points along 36th Avenue NW and six access points along Journey Parkway. Regarding the location of access points, the two access points on 36th Avenue NW will require a variance for insufficient driveway spacing when compared to the requirements in the EDC. In addition, the southernmost of the two driveways will require a variance request for violating the corner clearance requirements in the EDC. Capacity exceeds demand in this area. Two projects are under design in proximity to this site including an intersection project at 36th Avenue NW and Tecumseh Road to add a second westbound to southbound left-turn lane and a Bond Project on 36th Avenue NW north of Tecumseh Road to widen from two lanes to four lanes. As such, additional off-site improvements are not anticipated.

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 mixed-use development includes retail, office, multi-family residential, and a senior living center. The development of this site is expected to include 154,000 square feet of retail, 12,000 square feet of office, 42 townhouse units, and a 27,800 square foot senior living center. The site is expected to generate approximately 6,248 trips per day, 178 AM peak hour trips, and 578 PM peak hour trips. While no negative traffic impacts anticipated, an assessment of impact fees was previously established in an earlier traffic study. Based upon a pre-calculated traffic impact fee for improvements to the 36th Avenue NW intersections with Franklin Road and with Indian Hills Road, this development would be required to pay \$28,420.36 in traffic impact fees with the filing of the Final Plat.