



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: April 20, 2021

STAFF REVIEW BY: David R. Riesland, P.E.
City Transportation Engineer

PROJECT NAME: Eagle Cliff West Addition **PROJECT TYPE:** Residential
 Owner: Shaz Investment Group
 Developer's Engineer: Crafton Tull
 Developer's Traffic Engineer: Crafton Tull

SURROUNDING ENVIRONMENT (Streets, Developments)

This area is becoming residentially developed with common areas and FEMA floodplain in close proximity to the west and south and single-family residential to the east. 12th Avenue SE is the main north/south roadway. Cedar Lane Road and State Highway 9 are the main east/west roadways.

ALLOWABLE ACCESS:

All access to this addition will be by way of residential streets connecting to 12th Avenue SE or Cedar Lane Road.

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

12th Avenue SE: 2 lanes (existing/future). Speed Limit - 35 mph. No sight distance problems. No medians.

State Highway 9: 4 lanes (existing)/6 lanes (future). Speed Limit - 50 mph. No sight distance problems. Grass median.

Cedar Lane Road: 2 lanes (existing/future). Speed Limit - 35 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE: YES NO

Access is in compliance with the subdivision regulations.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	1,455	728	727
AM Peak Hour	117	30	87
PM Peak Hour	155	99	56

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

While the trip generation potential is above the traditional threshold for when a traffic impact study is normally required, a study was not required because an earlier study identified all of the required improvements. Instead, the developer's Traffic Engineer submitted a trip generation table via electronic mail.

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 152 residential lots in this addition are expected to generate approximately 1,455 trips per day. The traffic capacities on the surrounding arterial roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

Because of the size of the development, the applicant was not required to submit a revised traffic impact study for this addition. Instead, the traffic engineer for the applicant submitted, via electronic mail, a table showing the trip generation potential for the 152 residential lots. All roadway widening projects for which traffic impact fees had previously been collected are now complete. Consequently, there are no traffic impact fees associated with these 152 residential lots.