CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: December 11, 2013

CONDUCTED BY: David R. Riesland, P.E.
City Traffic Engineer

PROJECT NAME: Hames Addition Preliminary Plat
Owner/Designer: Rieger, LLC
Engineer: Dansby Engineering, PLC
Traffic Engineer: None

PROJECT TYPE: Industrial

SURROUNDING ENVIRONMENT (Streets, Developments)
Industrial developments surround the project location with some low density residential to the north and south and some commercial to the east and west . West Acres Street is the main east/west roadway, and the North Lahoma Avenue is the main north/south roadway.

ALLOWABLE ACCESS:
Proposed access is in accordance with Section 4018 of the City's Engineering Design Criteria.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)
West Acres Street: 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No medians.
North Lahoma Avenue : 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE: **YES** ■ **NO** ☐

Proposed number of access points along for the development is in compliance with what is allowed in the subdivision regulations. No new driveways are proposed.

TRIP GENERATION

	Total	In	Out
Weekday	18	9	9
A.M. Peak Hour	0	0	0
P.M. Peak Hour	2	1	3

TRANSPORTATION IMPACT STUDY REQUIRED? **YES** ☐ **NO** ■

The trip generation potential for this development is well below the threshold for when a traffic impact study is required. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

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 Hames Addition development, a 47-unit addition to an existing self-storage complex in this preliminary plat, is proposed for a location on North Lahoma Avenue to the north of West Acres Street. This addition is expected to generate approximately 18 trips per day or 3 PM peak hour trips. As such, the trip generation potential for this development is well below the threshold for when a traffic impact study is required. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.