



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: December 22, 2017

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

PROJECT NAME: Golden Tribe Addition Preliminary Plat **PROJECT TYPE:** Residential

Owner/Designer: Golden Tribe, LLC
Engineer: SMC
Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Low density residential developments surround the project location to the north and west with park land to the east and floodway to the south. Dawes Street is the main east/west roadway, and Park Avenue/Webster 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)

Dawes Street: 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No medians.

Park 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	44	22	22
A.M. Peak Hour	3	1	2
P.M. Peak Hour	3	2	1

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

The trip generation potential for this development, provided via e-mail from the traffic engineer, 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 Golden Tribe Addition development, a 3-unit duplex addition in this preliminary plat, is proposed for a location on Park Avenue north of Dawes Street near Downtown Norman. This addition is expected to generate approximately 44 trips per day or 3 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.