



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** February 19, 2018

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

**PROJECT NAME:** Grace Living Center Preliminary Plat

**PROJECT TYPE:** Residential

Owner: Grace Living Center  
Developer's Engineer: SMC  
Developer's Traffic Engineer: TEC

**SURROUNDING ENVIRONMENT (Streets, Developments)**

The property surrounding this proposed addition is commercial and medium density residential with some low density residential to the north. Floodplain is located further south of the development toward the Canadian River. Main Street is the main east/west roadway. 48th Avenue West is the main north/south roadway.

**ALLOWABLE ACCESS:**

Proposed access to Main Street is in accordance with Section 4018 of the City's Engineering Design Criteria.

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

Main Street: 4 lanes (existing and down to 3 future). Speed Limit—40 mph. No sight distance problems. No medians.  
48th Avenue West: 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 for the development is in compliance with what is allowed in the subdivision regulations.

**TRIP GENERATION**

	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	238	119	119
A.M. Peak Hour	20	16	4
P.M. Peak Hour	21	9	12

**TRANSPORTATION IMPACT STUDY REQUIRED?** YES  NO

The development is proposed for location on the southeast corner of the intersection of Main Street with 48<sup>th</sup> Avenue SW. Traffic capacities on Main Street exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are 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.*

Since the development, as proposed, generates less than 100 peak hour trips, this development was not required to submit a traffic impact study. The development will be served by an additional access point along Main Street. Driveway spacing meets the City requirements in the Engineering Design Criteria.