



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: May 18, 2015

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

PROJECT NAME: Food and Shelter Addition, a PUD **PROJECT TYPE:** Institutional

Owner: Food and Shelter, Inc.
Developer's Engineer: SMC
Developer's Traffic Engineer: None

SURROUNDING ENVIRONMENT (Streets, Developments)

Very low density residential development exists to the west of the site and institutional uses exist to the east of the site. Reed Avenue is the separator between these two uses.

ALLOWABLE ACCESS:

Proposed access to Reed Avenue is acceptable.

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

Reed Avenue: 2 lanes (existing) / 2 lanes (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

Time Period	Total	In	Out
Weekday	400	200	200
A.M. Peak Hour	60	20	40
P.M. Peak Hour	60	40	20

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

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 development will feature the development of 41 transitional cottages for homeless families. As such, the development is expected to generate approximately 400 trips per day as well as 60 AM and PM peak hour trips. The trip generation potential for this development is well below the threshold for when a traffic impact study is required. Traffic capacities on nearby roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

Access to the proposed development will be provided by way of two driveways along the east side of Reed Avenue. A site visit was conducted on Friday, May 15, 2015, to determine if sufficient sight distance exists at the proposed site access locations. Based upon the observations during the sight visit, adequate sight distance will be available at the proposed site access intersections with Reed Avenue.