



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** April 25, 2019

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

**PROJECT NAME:** Varenda Landing Addition

**PROJECT TYPE:** Residential

Owner: Shahram Steve Momtazzadeh

Developer's Engineer: SMC

Developer's Traffic Engineer: TEC

#### **SURROUNDING ENVIRONMENT (Streets, Developments)**

The areas surrounding this site are generally low and very low density residential with some Institutional uses to the west and south west. Lindsey Street is the main east/west roadway.

#### **ALLOWABLE ACCESS:**

The access will be in accordance with Section 4018 of the City's Engineering Design Criteria.

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

Lindsey Street: 2 lanes (existing and future). Speed Limit—45 mph. No sight distance problems. No median.

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

Proposed access for the development will comply with what is allowed in the subdivision regulations.

#### **TRIP GENERATION**

	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	924	462	462
A.M. Peak Hour	67	17	50
P.M. Peak Hour	90	57	33

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

Obviously being below the threshold for when a traffic impact study is required, the developer submitted traffic impact review documenting the trip generation information for these 88 single family residential lots as well as any potential sight distance concerns at the proposed access to Lindsey Street. The development is proposed for location along the north side of Lindsey Street between 24<sup>th</sup> and 36<sup>th</sup> Avenues SE.

**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 addition will access Lindsey Street between 24<sup>th</sup> Avenue SE and 36<sup>th</sup> Avenue SE. In addition, this addition will include stub-outs for future connections to future developments to the west, north, and east. Capacity exceeds demand in this area. As such, no off-site improvements are anticipated.