



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** April 29, 2014

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

**PROJECT NAME:** St. Thomas More Addition Preliminary                      **PROJECT TYPE:** Commercial  
 Owner: St. Thomas More Catholic Church  
 Developer's Engineer: SMC Consulting Engineers, P.C.  
 Developer's Traffic Engineer: TEC

**SURROUNDING ENVIRONMENT (Streets, Developments)**

Institutional zoning exists west of this site with residential to the north and south and some open space/park to the southeast. Jenkins Avenue is the main north/south roadway. Stinson Street is the main east/west roadway.

**ALLOWABLE ACCESS:**

No change to the existing access is planned at the current time. The existing access points for the site will remain.

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

Jenkins Avenue: 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No median.  
Stinson Street: 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No median.

**ACCESS MANAGEMENT CODE COMPLIANCE:**                      YES                          NO   

There are no planned changes to any existing access locations.

**TRIP GENERATION**

Time Period	Total	In	Out
Weekday	0	0	0
AM Peak Hour	0	0	0
PM Peak Hour	0	0	0

**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 existing Church at the southeast corner of the intersection of Jenkins Avenue and Stinson Street is undergoing an interior remodel for one of the buildings on its property. In addition, the Church is seeking to rezone another portion of the property. The use of the buildings on the portion of the site to be rezoned will remain unchanged. The only work being done on the site is involved with the interior remodel. As such, no new traffic will be added to the surrounding street system as the size of the developed area will remain unchanged. The traffic capacities on the affected roadways exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

The developer's traffic engineer, TEC, submitted a letter stipulating that no new development will occur on the site and that trip generation for the post-construction phase will be the same as the pre-construction phase.