



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: June 17, 2013

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

PROJECT NAME: Lindberry Corner Expansion Preliminary

PROJECT TYPE: Commercial

Owner: 1217 South Berry, LLC
Developer's Engineer: ARC Engineering Consultants
Developer's Traffic Engineer:

SURROUNDING ENVIRONMENT (Streets, Developments)

Residential zoning surrounds this site with some office and commercial to the north and some commercial to the west. Lindsey Street is the main east/west roadway. Berry Road is the main north/south roadway.

ALLOWABLE ACCESS:

A single point of access for the new parking lot and the existing restaurant will be provided along Berry Road. The existing Lindsey Street access for the existing restaurant will remain.

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

Lindsey Street: 3 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No median.

Berry Road: 2 lanes (existing and future). Speed Limit - 30 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: YES ☒ NO ☐

The proposed access to Berry Road will have adequate separation and intersection corner clearance.

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 restaurant at the southeast corner of the intersection of Lindsey Street and Berry Road is currently unoccupied and is for sale/lease. The landowner has acquired the parcel immediately to the south for the construction of a parking lot that would serve a new tenant in the existing restaurant building. As such, no new traffic will be added to the surrounding street system as the size of the existing restaurant 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.