



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: October 19, 2012

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

PROJECT NAME: P.B. Addition

PROJECT TYPE: Office/Warehouse

Owner:

Sassan Moghadam

Developer's Engineer:

SMC

Developer's Traffic Engineer:

None

SURROUNDING ENVIRONMENT (Streets, Developments)

Commercial development surrounds the project location along Flood with low density residential along the various side streets.

ALLOWABLE ACCESS:

Proposed access along west side of Flood Avenue south of Johnson Street is an existing driveway.

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

Flood 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 | 212 | 106 | 106 |
| A.M. Peak Hour | 46 | 39 | 7 |
| P.M. Peak Hour | 50 | 8 | 42 |

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 addition will add 9,500 square feet of office/warehouse space along the west side of Flood Avenue between Johnson Street and Highland Avenue. As such, this addition is expected to generate 212 trips per day and 50 PM peak hour trips. As such, the trip generation potential for this development is well below the threshold for when a traffic impact study is required. Traffic capacities on nearby arterial 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 from a single driveway located on the west side of Flood Avenue just south of the existing Johnson Street intersection. The development of this tract will eliminate one of the two existing drives along Flood Avenue. Originally, staff had requested that the proposed layout for the development be flipped so that the driveway would be on the south side of the tract rather than the north side and thus further away from the existing Johnson Street intersection. However, this request limits the expansion capabilities of the site. As such, staff can support the drive as proposed especially since the development as proposed results in a net reduction of the number of driveways along Flood Avenue.