

## Norman A24 Preliminary Plat

The proposed mixed used development is proposed to include 10,500 square feet of retail space, 30 residential duplex units, and one single-family residential lot. The development is to be located at the northeast corner of the intersection of Alameda Street and 24<sup>th</sup> Avenue East in Norman. The site will contain a single point of access onto Alameda Street and two points of access onto 24<sup>th</sup> Avenue NE. All connections to the public streets will allow full access. The proposed development is expected to generate 55 AM peak hour trips, 104 PM peak hour trips, and 1,013 trips on an average weekday. Obviously being above the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic impact study could have been required. However, since the area in question is largely build-out, only a traffic impact memorandum was required and was prepared for the application by Traffic Engineering Consultants, Inc. No traffic operational issues are anticipated due to the development.

STREET	NO. OF LANES	BACK-GROUND TRAFFIC (Veh/day)	PROJECTED TRAFFIC (Veh/day)	TOTAL PROJECTED TRAFFIC (Veh/day)	ROADWAY CAPACITY L.O.S. "E"	% CAPACITY USED (BACKGROUND)	% CAPACITY USED (PROJECTED)
Alameda Street	5	9,000	500	9,500	36,000	25.00	26.39
24 <sup>th</sup> Avenue East	4	12,000	513	12,513	34,200	35.09	36.59

The proposed development will access Alameda Street by way of a single, full access driveway. The location of this access, as proposed, meets all of the requirements in the City's Engineering Design Criteria (EDC) for driveway spacing and location with respect to existing streets. The development will also access 24<sup>th</sup> Avenue NE by way of a single, full access driveway. The location of this access, as proposed, will also meet all of the requirements in the City's EDC. The developer will be required to restripe portions of Alameda Street and 24<sup>th</sup> Avenue NE to accommodate movements into these various driveways. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated. There are no applicable traffic impact fees to be collected in the area.