



**CITY OF NORMAN**  
**Development Review Form**  
**Transportation Impacts**

**DATE:** November 9, 2025

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

**PROJECT NAME:** Sterling Fields Preliminary Plat  
Owner: Premium Land  
Developer's Engineer: Grubbs Consulting, LLC  
Developer's Traffic Engineer: Traffic Engineering Consultants, Inc.

**PROJECT TYPE:** Residential

**SURROUNDING ENVIRONMENT (Streets, Developments)**

The area surrounding the property at the southeast corner of the intersection of Robinson Street and 48<sup>th</sup> Avenue NE is a mixture of Country Residential, Very Low Density Residential, and Floodplain. Robinson Street is the main east-west roadway, and 48<sup>th</sup> Avenue NE is the main north-south roadway in the area.

**ALLOWABLE ACCESS:**

The development will take access to Robinson Street by way of two full-access drives and to 48<sup>th</sup> Avenue NE by way of two private, full-access drives. The proposed access points are shown in locations that satisfy the requirements in the City's Engineering Design Criteria for driveway spacing and corner clearance requirements. As such, no Request for Variance will be required because of inadequate driveway spacing or location with respect to existing streets. Capacity exceeds demand in this area.

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

Robinson Street: 2 lanes (existing), Speed Limit—50 mph. No sight distance problems. No median.

48<sup>th</sup> Avenue NE: 2 lanes (existing), Speed Limit—50 mph. No sight distance problems. No median.

**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	545	273	272
A.M. Peak Hour	42	11	31
P.M. Peak Hour	56	35	21

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

Obviously being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), 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. All proposed connections to public roadways will afford full access.

**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 60 single-family residential lots are proposed for location on the east side of 48<sup>th</sup> Avenue NE and the south side of Robinson Street. The site will contain two full-access drives on Robinson Street and two full-access private driveways on 48<sup>th</sup> Avenue NE. The development is expected to generate 42 AM peak hour trips, 56 PM peak hour trips, and 545 trips on an average weekday. Obviously being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), 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.

The proposed development will access Robinson Street by way of two full-access driveways and 48<sup>th</sup> Avenue NE by way of two private, full-access driveways. The proposed access points are shown in locations that satisfy the requirements in the City's Engineering Design Criteria for driveway spacing and corner clearance requirements. As such, no Request for Variance will be required because of inadequate driveway spacing or location with respect to existing streets. Capacity exceeds demand in this area. As such, no additional off-site improvements are anticipated.