

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

DATE: November 20, 2020

CONDUCTED BY: David R. Riesland, P.E. City Traffic Engineer TY Plat PROJECT TYPE: Residential

**PROJECT NAME:** <u>Cinnamon Creek Addition Preliminary Plat</u> Owner/Designer: **PROJECT TYPE:** Residential

Engineer: Centerline Services, LLC Traffic Engineer: None

### SURROUNDING ENVIRONMENT (Streets, Developments)

Various size residential developments surround the project location with low density residential in all directions and some high density residential to the south. There is also some floodplain to the east. Oklahoma Avenue is the main north/south roadway.

### **ALLOWABLE ACCESS:**

Proposed access is in accordance with Section 4018 of the City's Engineering Design Criteria.

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

Oklahoma Avenue: 2 lanes (existing and future). Speed Limit - 25 mph. No sight distance problems. No medians.

#### ACCESS MANAGEMENT CODE COMPLIANCE:

Proposed number of access points along for the development is in compliance with what is allowed in the subdivision regulations. No new driveways are proposed.

YES

YES

## TRIP GENERATION

	Total	In	Out
Weekday	15	8	7
A.M. Peak Hour	6	1	5
P.M. Peak Hour	2	2	0

#### TRANSPORTATION IMPACT STUDY REQUIRED?

The trip generation potential for this development is well below the threshold for when a traffic impact study is required. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.

**RECOMMENDATION:** APPROVAL

DENIAL 🗌 N/A

STIPULATIONS

NO

NO

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

The Cinnamon Creek Addition development, involves the renovation of a 1,549 square foot home located at 1811 Oklahoma Avenue. This addition is expected to generate approximately 15 trips per day, 6 AM peak hour trips, and 2 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. The traffic capacity on the affected roadways exceeds the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated on these facilities.