



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: July 12, 2024

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

PROJECT NAME: Brookhaven No. 45 Addition

PROJECT TYPE: Residential

Owner: Cies, LLC.
Developer's Engineer: SMC
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)

Low-density residential developments surround the project location with the exception of some commercial located at the Rock Creek Road intersection with 36th Avenue NW.

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)

Rock Creek Road: 4 lanes (existing) / 4 lanes (future). Speed Limit - 40 mph. No sight distance problems. No medians.

36th Avenue NW: 5 lanes (existing) / 5 lanes (future). Speed Limit - 40 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	207	103	104
A.M. Peak Hour	15	4	11
P.M. Peak Hour	21	13	8

TRANSPORTATION IMPACT STUDY REQUIRED? YES ☐ NO ☒

The proposed 22 single-family residential lots in this addition are expected to generate approximately 207 on an average weekday, 15 trips during the AM peak hour, and 21 trips during the PM peak hour. Being well below the threshold requiring a traffic impact study (>100 trips during the peak hour is the threshold), the developer's traffic engineer, Traffic Engineering Consultants, Inc., submitted a traffic memo to document the trip generation characteristics of the addition and to discuss proposed access. Traffic capacities on 36th Avenue NW and Rock Creek Road exceed the demand for existing and proposed trips as a result of this development. No negative traffic impacts are anticipated.

RECOMMENDATION: APPROVAL ☒ DENIAL ☐ N/A ☐ STIPULATIONS ☐

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

All access to this addition would be afforded through the extension of Wyckham Place, along with the development of a cul-de-sac on this street, and the construction of Brenton Court that will intersect Brookhaven Boulevard. There are no issues associated with the access as proposed. The traffic generated by the proposed development will have minimal effects on the surrounding intersections and no traffic related issues are anticipated.