

# **CITY OF NORMAN**

# **Development Review Form Transportation Impacts**

**DATE:** April 4, 2025 **STAFF REVIEW BY:** David R. Riesland, P.E. City Transportation Engineer

**PROJECT NAME:** Victory Family Church Preliminary Plat

PROJECT TYPE: Church Owner/Designer: Victory Family Church Engineer: Crafton Tull Traffic Engineer: Crafton Tull

### **SURROUNDING ENVIRONMENT (Streets, Developments)**

The east side of Flood Avenue near this site is Institutional to the north and Industrial to the south. The west side of Flood Avenue near this site is Commercial to the north and Industrial and Institutional to the south. The project maintains two access points along Flood Avenue and takes two new access points along 24th Avenue NW. Flood Avenue and 24th Avenue NW are the main north/south roadways.

#### ALLOWABLE ACCESS:

All proposed access points comply with the City's Engineering Design Criteria.

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

Flood Avenue: 5 lanes (existing/future). Speed Limit - 55 mph. No sight distance problems. Center turn lane. 24th Avenue NW: 2 lanes existing/3 lanes future. Speed Limit - 50 mph. No sight distance problems. Future center turn lane.

#### ACCESS MANAGEMENT CODE COMPLIANCE: YES NO П

Proposed number of access points for the development is in compliance with what is allowed in the subdivision regulations.

### TRIP GENERATION

	Total	In	Out
Weekday	0	0	0
A.M. Peak Hour	0	0	0
P.M. Peak Hour	0	0	0

TRANSPORTATION IMPACT STUDY REQUIRED?	YES	NO
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Victory Family Church desires to expand their facilities in a future phase. Those plans involve facility construction where parking currently exists. This phase of the project is to relocate parking in anticipation of future construction. The modified parking also includes the elimination of a driveway onto Flood Avenue just to the north of the Venture Drive intersection and the relocation of this driveway to intersect Flood Avenue opposite Venture Drive in support of a future signalization project with the Oklahoma Department of Transportation. No negative 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.

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