CITY OF NORMAN
Development Review Form
Transportation Impacts

DATE: November 29, 2022

CONDUCTED BY: Jami L. Short, P.E.
City Traffic Engineer

PROJECT NAME: The Verve Norman

PROJECT TYPE: High Density Residential

Owner: Subtext Acquisitions, LLC
Developer's Engineer: Kimley Horn
Developer's Traffic Engineer: TEC

SURROUNDING ENVIRONMENT (Streets, Developments)
The areas surrounding this site are generally low density residential to the east and commercial uses to the north and south. Classen Boulevard is the main northwest/southeast roadway.

ALLOWABLE ACCESS:
The access will be in accordance with Section 4018 of the City's Engineering Design Criteria.

EXISTING STREET CHARACTERISTICS (Lanes, Speed Limits, Sight Distance, Medians)
Classen Boulevard: 3-4 lanes (existing and future). Speed Limit—45 mph. No sight distance problems. No median.

ACCESS MANAGEMENT CODE COMPLIANCE: **YES** ■ **NO** ☐

Proposed access for the development will comply with what is allowed in the subdivision regulations.

TRIP GENERATION

	Total	In	Out
Weekday	2,475	1237	1238
A.M. Peak Hour	106	29	77
P.M. Peak Hour	194	101	93

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

The volume exceeds the threshold for when a traffic impact study is required, the developer submitted traffic impact study documenting the trip generation information, effects on the surrounding intersections, as well as any potential sight distance concerns at the proposed access to Classen Boulevard. The apartment building will consist of 260 units with a total of 635 bedrooms and is proposed for location along the west side of Classen Boulevard between 12th Avenue SE and Lindsey Street.

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 development will access Classen Boulevard between 12th Avenue SE to the southeast and Lindsey Street to the north. A left turn warrant analysis was performed for the northbound direction and was found to meet the need for installation based upon the projected 2025 PM peak hour volumes. The existing roadway is wide enough to accommodate the addition of the northbound left turn bays, and therefore restriping of the pavement would be the only offsite improvement required. Staff has asked the traffic engineer on the project to consider some lane modifications to accommodate the desired northbound left-turn lanes into the site without a loss of an existing northbound through lane on Classen Boulevard. The result of this request should be of negligible impact to the developer since the request and the original proposal each involve only restriping of existing Classen Boulevard.