



# CITY OF NORMAN

## Development Review Form

### Transportation Impacts

**DATE:** October 2, 2013

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

**PROJECT NAME:** Millennium Addition

**PROJECT TYPE:** Residential

Owner: Parkgreen Living, LLC  
Developer's Engineer: Cardinal Engineering  
Developer's Traffic Engineer: Lee Engineering

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

Commercial zoning is located north and west of the proposed site with multi-family and single-family residential to the north, south, and east. Classen Boulevard is the main north/south roadway. Lindsey Street is the main east/west roadway.

#### **ALLOWABLE ACCESS:**

This project seeks one access to Lindsey Street and one additional access to Classen Boulevard. Neither requests will satisfy the requirements in the City's Engineering Design Criteria, but staff supports both variance requests.

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

Lindsey Street: 4 lanes (existing and future). Speed Limit - 35 mph. No sight distance problems. No medians.

Classen Boulevard: 3 lanes (existing)/4 lanes (future). Speed Limit - 35 mph. No sight distance problems. No medians.

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

The access point to Lindsey Street does not have insufficient corner clearance. However, staff supports a variance in this case.

#### **TRIP GENERATION**

Time Period	Total	In	Out
Weekday	2,348	1,174	1,174
AM Peak Hour	180	36	144
PM Peak Hour	219	142	77

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

Traffic Impact Study prepared by Lee Engineering, LLC, of Oklahoma City, Oklahoma.

**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 705 bedroom/197 unit apartment residential development in this preliminary plat are expected to generate approximately 2,348 trips per day. 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.

Because of the development's size and traffic generation potential, the applicant was required to conduct a comprehensive traffic impact study. The study was completed by Lee Engineering, LLC, and was submitted in September, 2013.

The study location is east of Classen Boulevard and south of Lindsey Street. The proposal includes one access to Lindsey Street located between Barkley Street and Virginia Street. As for access to Classen Boulevard, the site will utilize the existing access located behind the Braum's restaurant and the Conoco service station/convenience store as well as a second access to Classen Boulevard further south of this existing access.

The existing traffic signal located at the Lindsey Street intersection with Classen Boulevard will adequately service existing, background, and future traffic volumes. No improvements are required at this intersection. All existing access points will function as unsignalized approaches to both Lindsey Street and Classen Boulevard. No turn lanes are required to serve anticipated site traffic volumes. Staff concurs with the analyses as presented. No impact fees have been identified for which this development would be responsible.

Driveway spacing along Lindsey Street will not be in accordance with the guidelines offered in the City of Norman's Engineering Design Criteria (EDC). The streets that intersect the north side of Lindsey Street are all low-volume streets serving single-family residential development between Lindsey Street and Brooks Street. The proposed access to Lindsey Street is to be between Barkley Street and Virginia Street. While the spacing does not meet the requirements in the EDC, the traffic study showed that there will be no conflicts between turning vehicles at either of these existing streets or the proposed access to the south. As such, staff supports a variance for access to Lindsey Street. The proposed driveway to Classen Boulevard is far enough away from the existing driveway located immediately behind Braum's and the Conoco station to satisfy the EDC, and, as such, no variance to the EDC is necessary. This driveway is needed to fully serve the 2.13 acres that was added to the previous plat for this area.