



CITY OF NORMAN

Development Review Form

Transportation Impacts

DATE: September 29, 2026

CONDUCTED BY: David R. Riesland, P.E.
City Transportation Engineer

PROJECT NAME: 328 E. Robinson AutoZone

Owner:

Developer's Engineer:

Developer's Traffic Engineer:

PROJECT TYPE: Commercial

RJR Investments, LLC

Pape-Dawson

Pape-Dawson

SURROUNDING ENVIRONMENT (Streets, Developments)

The areas surrounding this site are low density residential with some commercial and office to the east of the site closer to Porter Avenue. Robinson Street is the main east/west roadway. Porter Avenue is the main north/south roadway.

ALLOWABLE ACCESS:

The access points will be located on Robinson Street (one access) and Hayes Street (two access points). The connection to Robinson Street as well as the western connection to Hayes Street require Variance Requests for insufficient corner clearance. Both requests are supported by staff.

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

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

Porter Avenue: 4 lanes (existing and future). Speed Limit—30 mph. No sight distance problems. No medians.

ACCESS MANAGEMENT CODE COMPLIANCE:

YES ✓

NO

The access points will be located on Robinson Street (one access) and Hayes Street (two access points). The connection to Robinson Street as well as the western connection to Hayes Street require Variance Requests for insufficient corner clearance. Both requests are supported by staff.

TRIP GENERATION

	Total	In	Out
Weekday	403	202	201
A.M. Peak Hour	19	10	9
P.M. Peak Hour	36	17	19

TRANSPORTATION IMPACT STUDY REQUIRED?

YES

NO ✓

The proposed 7,381 square foot automobile parts sales facility is proposed for location on the south side of Robinson Street between Porter Avenue and Crawford Avenue. The site will contain three points of access with one being along Robinson Street and the other two being along Hayes Street. The proposed development is expected to generate 19 AM peak hour trips, 36 PM peak hour trips, and 403 trips on an average weekday. Obviously, being below the threshold for when a traffic impact study is required (>100 peak hour trips is the threshold), a traffic impact memorandum was prepared for the application by Pape-Dawson. No traffic operational issues are anticipated due to the development.

RECOMMENDATION: APPROVAL ✓ DENIAL N/A STIPULATIONS

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

Two of the site access points, the first nearest the Hayes Street intersection with Crawford Avenue and the second nearest the Robinson Street intersection with Porter Avenue, do not meet the requirements for corner clearance as outlined in the City's Engineering Design Criteria. Specifically, the Hayes Street access, or Driveway 3, does not meet the corner clearance requirement from the intersection of Crawford Avenue and Hayes Street. The requirement is 100, and the proposed site layout affords only 82 feet. A Request for Variance for violating this corner clearance requirement has been submitted to the Director of Public Works clearly explaining why the requirement cannot be met. This request is supported by staff. The location of Driveway 1 is directly opposite the existing driveway to McDonalds. This location, while supported by staff, does not meet the corner clearance requirement from the existing traffic signal at the Robinson Street intersection with Porter Avenue. A Request for Variance for violating this corner clearance requirement has been submitted to the Director of Public Works clearly explaining why the requirement cannot be met. This request is supported by staff.