

December 15, 2025

Jose Jimenez Rubio
City of Broken Arrow
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Subject: Fort Worth Apartments- Drive Width Variance
Wallace Project No. 2540142

Mr. Rubio:

The project site is located at 202 E. Fort Worth Street, located at the northeast corner of South 1st Street and East Fort Worth Street. This narrative is submitted in support of a request for a variance from the City of Broken Arrow Downtown Residential Overlay District (DROD) Design Standards. Specifically, the property owner is requesting a reduction in the required driveway width from the prescribed 26 feet to 20 feet. The request is associated with a proposed multi-family residential infill development on a 17,500-square-foot site. The intent is to develop a 3-story, 15-unit apartment complex.

The DROD is intended to encourage increased residential density, mixed-use development, and commercial activity in order to activate and strengthen the downtown area, as outlined in the Downtown Master Plan. A significant challenge in achieving these objectives is that much of the land in and around downtown Broken Arrow was historically platted into small lots intended for single-family residential use. These legacy lot configurations create bulk and area constraints that complicate compliance with contemporary development standards. Within these limitations, the proposed project seeks to meet both the intent of the DROD and applicable code requirements. Due to the constrained site area, the sole variance requested is a reduction in driveway width for a one-way drive to 20 feet, which is the minimum required width for angled parking.

It is important to note that several existing parking facilities in the immediate vicinity operate successfully with driveway widths less than 26 feet for one-way circulation, including sites at El Paso Street and Main Street, as well as the northeast, southeast, and southwest corners of Dallas Avenue and South 1st Street. In addition, fire access has been coordinated with the City Fire Marshal, who has confirmed that adequate emergency access can be provided from the adjacent public streets, thereby eliminating the need for a fire lane within the proposed driveway.

The site presents a unique hardship in that its narrow configuration and small lot size, a result of historical platting patterns, impose inherent physical constraints. These conditions make it impractical to provide a standard-width driveway without compromising other essential site elements, such as usable open space and landscaping.

The requested variance represents the minimum relief necessary to allow reasonable development of the property. A 20-foot driveway width is sufficient to accommodate safe vehicular ingress and egress and complies with established standards for angled parking layouts, as proposed.

Granting the requested relief would not be detrimental to the public good, nor would it impair the intent or purpose of the DROD, the zoning ordinance, or the Comprehensive Plan. Rather, the proposed development advances the goals and objectives of the City's adopted downtown planning documents by providing compatible, high-quality residential infill.

Finally, the proposed development is consistent with the character and scale of the surrounding area. The reduced driveway width reflects the smaller, historic development pattern of the Rose District and contributes to enhanced walkability and visual quality, in alignment with the Broken Arrow Comprehensive Plan.

For the reasons outlined above, the requested variance represents a reasonable and minimal adjustment to the DROD Design Standards that allows the property to be developed in a manner consistent with the City's downtown planning goals. The reduced driveway width is appropriate given the site's unique constraints, has precedent in the surrounding area, and maintains safe vehicle access without compromising public safety or neighborhood character. Approval of this request will enable a compatible, context-sensitive infill development that supports the long-term vision for the Rose District and downtown Broken Arrow.

Sincerely,

Justin DeBruin, AICP

Wallace Design Collective