



City of Broken Arrow
Meeting Agenda
Board of Adjustment

City of Broken Arrow
Council Chambers
220 S 1st Street
Broken Arrow OK
74012

Judd Hatch Chairman
George Ghesquire Vice Chair
Kamara Washington Board Member
Rebecca Hinkle Board Member
Michelle Bergwall Board Member

Monday, April 13, 2026

5:00 PM

Council Chambers

1. Call to Order

2. Roll Call

3. Consideration of Consent Agenda

- A. [26-477](#) Approval of Board of Adjustment meeting minutes of March 9, 2026

Attachments: [03.09.2026 Meeting Minutes](#)

4. Public Hearings

- A. [26-458](#) Public hearing, consideration, and possible action regarding VAR-002667-2025, 202 Elgin Apartments approximately 0.24 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Attachments: [2 - Case Map](#)
[2 - Aerial](#)

- B. [26-462](#) Public hearing, consideration, and possible action regarding VAR-002593-2025, Ft. Worth Apartments approximately 0.32 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Attachments: [2 - Case Map](#)
[3 - Aerial](#)
[4 - Ft Worth Apartments Site Plan](#)
[5 - Applicant Letter](#)
[6 - Design Standards](#)

5. General Board Business

6. Remarks, Inquiries, and/or Comments by the Board and/or Staff (No Action)

7. Adjournment

NOTICE:

- 1. IF YOU HAVE A DISABILITY AND NEED ACCOMMODATION IN ORDER TO PARTICIPATE IN THE MEETING, PLEASE CONTACT COMMUNITY DEVELOPMENT AT 918 259 8412 TO MAKE ARRANGEMENTS.**
- 2. EXHIBITS, PETITIONS, PICTURES, ETC. PRESENTED TO THE BOARD OF ADJUSTMENT MAY BE RECEIVED AND DEPOSITED IN CASE FILES TO BE MAINTAINED AT BROKEN ARROW CITY HALL.**
- 3. RINGING/SOUND ON ALL CELL PHONES AND PAGERS MUST BE TURNED OFF DURING THE MEETING.**

A paper copy of this agenda is available upon request.

POSTED this ____ day of _____, _____, at _____ a.m./p.m.

City Clerk



City of Broken Arrow

Request for Action

File #: 26-477, **Version:** 1

**Broken Arrow Board of Adjustment
04-13-2026**

To: Chairman and Board Members
From: Community Development Department

Title:

Approval of Board of Adjustment meeting minutes of March 9, 2026

Background: Minutes recorded for the Broken Arrow Board of Adjustment meeting.

Attachments: 03 09 2026 Board of Adjustment Minutes

Recommendation: Approve minutes of Board of Adjustment meeting held March 9, 2026.

Reviewed By: Jane Wyrick

Approved By: Rocky Henkel



City of Broken Arrow
Board of Adjustment
Minutes

City Hall
220 S 1st Street
Broken Arrow, OK 74012

Judd Hatch Chairman
George Ghesquire Vice Chair
Kamara Washington Board Member
Rebecca Hinkle Board Member
Michelle Bergwall Board Member

Monday, March 9, 2026

Board Chambers

1. Call to Order

Chairman Judd Hatch called the meeting to order at 5:00 p.m.

2. Roll Call

Present: 4 - George Ghesquire, Kamara Washington, Rebecca Hinkle, Judd Hatch
Absent: 1 - Michelle Bergwall

3. Consideration of Consent Agenda

A. 26-375 Approval of Board of Adjustment meeting minutes of February 9, 2026

MOTION: A motion was made by Rebecca Hinkle, seconded by Kamara Washington
Move to Approve Consent Agenda

The motion carried by the following vote:

Aye: 4 - George Ghesquire, Kamara Washington, Rebecca Hinkle, Judd Hatch

4. Public Hearings

A. 26-378 Public hearing, consideration, and possible action regarding VAR-002667-2025, 202 Elgin Apartments approximately 0.24 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Jose Jimenez, Planner II, presented Item 26-378, introducing a variance request for the Elgin Apartments project at 202 Elgin within the Downtown Residential Overlay District. The request sought a variance to modify the driveway width requirements for the development. However, the applicant asked that the item be continued to the next Board of Adjustment meeting in order to resolve outstanding legal issues related to the property. Staff recommended continuing the item to the April 13, 2026 meeting, and a motion and a second were made to approve the continuance.

Frank Horton reiterated his opposition, explaining that he invested significant time and money to ensure his property complied with the Downtown Residential Overlay District (DROD) standards and relies on the city to consistently enforce those regulations, particularly since there is no homeowners association in the area. While he supports development and recognizes developers' pursuit of profit, he argued that some projects are proposed knowing they do not meet existing standards and then seek variances to increase profitability. Mr. Horton warned that repeatedly granting such variances could gradually undermine the intent and protections of the DROD, and he urged the Board to uphold the ordinance to maintain trust and consistency for property owners in the district.

MOTION: A motion was made by Rebecca Hinkle, seconded by Kamara Washington
Move to Continue Item 26-378 VAR-002667-2025, 202 Elgin Apartments, approximately 0.24 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

The motion carried by the following vote:

Aye: 4 - George Ghesquire, Kamara Washington, Rebecca Hinkle, Judd Hatch

B. 26-377

Public hearing, consideration, and possible action regarding VAR-002593-2025, Ft. Worth Apartments approximately 0.32 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Jose Jimenez, Planner II, presented Item 26-377, a request for a variance for the Fort Worth Apartments project at 202 East Fort Worth Street, a proposed 15-unit multifamily development on four original town site lots totaling about 14,000 square feet in the Downtown Residential Overlay District. The variance seeks to reduce the required driveway width from the ordinance standard to 20 feet in order to accommodate the necessary 15 parking spaces. Staff determined that the request meets the four required findings for a variance: the narrow town-site lots create an unnecessary hardship, the conditions are unique to the property, the change would not harm the public interest, and aligns with the district’s goal of encouraging dense housing, and the request represents the minimum variance needed. Fire access can still be provided from an adjacent street, and compliance will be verified during site plan review. Staff therefore recommended approval of the variance, noting that a letter had been received and a member of the public wished to speak on the item.

Justin DeBruin of Wallace Design Collective spoke on behalf of the applicant, explaining that the proposed project is a three-story flats-style apartment building on a relatively small site at the northeast corner of First and Fort Worth. The applicant is requesting a variance to allow a 20-foot driveway instead of the 26-foot width required in the Downtown Residential Overlay District. He noted that the narrower driveway would function as a one-way drive while still accommodating the required parking and that the design was developed in coordination with city staff, engineering, and the fire marshal, who determined that adequate fire apparatus access is available. Mr. DeBruin also stated that similar 20-foot or narrower driveways exist nearby, and he believes the request aligns with the Comprehensive Plan and the general standards of the surrounding area.

Frank Horton, a nearby property owner at 222 East Detroit Street, spoke in opposition to the variance request. He argued that variances should only be granted when a genuine hardship tied to the property itself prevents compliance with zoning regulations, not for developer convenience, increased density, or cost savings. Mr. Horton stated that the requested reduction in driveway width is driven by the scale and design of the proposed development rather than any inherent limitation of the property and could be avoided by reducing or reconfiguring the project. He expressed concern that granting the variance would undermine the standards established for the Downtown Residential Overlay District, create potential safety issues, set a precedent for further deviations, and introduce uncertainty for nearby homeowners who rely on consistent enforcement of zoning regulations to protect neighborhood stability and property values. He urged the Board to deny the request.

Justin DeBruin responded that the hardship arises from the Downtown Residential Overlay District’s uniform 26-foot driveway requirement, which applies to both one-way and two-way drives. He explained that elsewhere in the city, one-way drives typically require about 20 feet, making the 26-foot standard excessive for this project. He stated that the proposed 20-foot driveway, designed as a one-way drive with angled parking, is consistent with common standards and comparable to nearby developments, and therefore represents a reasonable compromise for the site.

Jose Jimenez explained that the Downtown Residential Overlay District (DROD), adopted around 2005–2006, functions similarly to a form-based code, with development standards based on building type rather than traditional zoning measurements. Within the DROD, different residential types—such as duplexes, row houses, and flats—have different requirements. Row houses, where each unit extends from ground to roof, are allowed a 20-foot driveway width, while flats, which contain stacked units on multiple floors, require a minimum 26-foot driveway. He noted that the ordinance does not specify whether the driveway is one-way or two-way, and the wider requirement likely assumes two-way traffic. The applicant’s project qualifies as flats, which is why the 26-foot standard applies, even though a similar row house development with the same number of units could have a 20-foot driveway.

MOTION: A motion was made by Kamara Washington, seconded by Rebecca Hinkle Move to Deny Item B. 26-377 VAR-002593-2025, Ft. Worth Apartments, approximately 0.32 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

The motion carried by the following vote:

- Aye: 2 -** Rebecca Hinkle, Kamara Washington
- Nay: 1 -** Judd Hatch
- Abstain: 1 -** George Ghesquire

5. General Board Business - NONE

6. Remarks, Inquiries, and/or Comments by the Board and/or Staff (No Action) - NONE

7. Adjournment

The meeting was adjourned at approximately 5:26 p.m.

MOTION: A motion was made by Rebecca Hinkle, seconded by Kamara Washington
Move to adjourn

The motion carried by the following vote:

Aye: 4 -

George Ghesquire, Kamara Washington, Rebecca Hinkle, Judd Hatch



City of Broken Arrow

Request for Action

File #: 26-458, Version: 1

**Broken Arrow Board of Adjustment
04-13-2026**

To: Chairman and Board Members
From: Community Development Department
Title:

Public hearing, consideration, and possible action regarding VAR-002667-2025, 202 Elgin Apartments approximately 0.24 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Background:

Applicant: Danyell Blankenship & Bill Diedrich, Route 66 Engineering
Owner: Matthew Reavis
Developer: N/A
Surveyor: N/A
Location: Located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)
Size of Tract: 0.24 acres
Number of Lots: 1
Present Zoning: DROD - Area 5
Comp Plan: Level 2 - Urban Residential

VAR-002667-2025, involving 0.24 acres within DROD - Area 5, is a request to waive the Downtown Residential Overlay District (DROD) driveway width regulations, located approximately one-half mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

The applicant has requested to continue this item to the next Board of Adjustment meeting to clear up some outstanding legal matters with the subject property.

Attachments: Case map
Aerial

Recommendation:

Staff recommends continuing this item until the next meeting of the Broken Arrow Board of Adjustment on May 11, 2026.

Reviewed by: Jane Wyrick

Approved by: Rocky Henkel

JAJ



SUBJECT TRACT

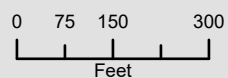


Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2024



Subject Tract

VAR-002667-2026



11 18-14





City of Broken Arrow

Request for Action

File #: 26-462, Version: 1

**Broken Arrow Board of Adjustment
04-13-2026**

To: Chairman and Board Members
From: Community Development Department
Title:

Public hearing, consideration, and possible action regarding VAR-002593-2025, Ft. Worth Apartments approximately 0.32 acres, Downtown Residential Overlay District 5, request a variance from Section V of the Downtown Residential Overlay District regulations to modify driveway width, located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Background:

Applicant: Justin DeBruin, Wallace Design Collective

Owner: Joel Coggins

Developer: Nick Mason, Wallace Design Collective

Surveyor: N/A

Location: Located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

Size of Tract 0.32 acres

Number of Lots: 1

Present Zoning: DROD - Area 5

Comp Plan: Level 2 - Urban Residential

VAR-002593-2025, involves 0.32 acres within DROD - Area 5, is a request to waive the Downtown Residential Overlay District (DROD) driveway width regulations, located approximately one-fourth mile north of West Houston Street (81st Street), and one-half mile west of 9th Street (177th East Avenue)

This property, currently addressed as 202 E Fort Worth Street, is in the process of being developed into a 15-unit multi-family flat. This property is comprised of four lots of the Original Broken Arrow Townsite. Parking regulations require that there be 1 parking space per 1 bedroom unit meaning this development would need 15 parking spaces.

For a variance to be granted, there are four conditions that must be found by the Board of Adjustment.

1. Unnecessary Hardship. The application of the ordinance to the particular piece of property would create unnecessary hardship;

Analysis:

Lots within Broken Arrow's Original Townsite are narrow and long, which was normal for development at the time. However, these narrow lots present challenges and obstacles when developing to modern standards. The design standards within the DROD do not specify minimum driveway width for one-way or two-way drives. The minimum width of 26' shown within the DROD does align with a two-way drive that does NOT have alleyway access as seen in the ordinance. However, there are no specific requirements for those developments with a one-way access drive

with egress using a public alleyway.

2. Unusual Conditions. Such conditions are peculiar to the particular piece of property involved;

Analysis:

The geography of the parcel, the economics of infill development, and the requirements of the DROD necessitated a certain number of parking spaces per unit while maintaining setbacks and other required dimensional standards. The DROD does allow Rowhouses to have 20' maximum driveway widths. It should be noted that flats and rowhouses are very similar developments in density and use.

3. Public Good. Relief, if granted, would not cause substantial detriment to the public good, or impair the purposes and intent of the ordinance or the comprehensive plan; and.

Analysis:

The variance if granted would allow for more dense housing to be constructed in the DROD. That itself is the overall goal of the DROD. There are other existing driveways throughout the district that are various widths including some one-way drives with widths as low as 15'.

4. Minimum Variance. The variance, if granted, would be the minimum necessary to alleviate the unnecessary hardship.

Analysis:

If a two-way drive needs to be a minimum 26' in width, then a one-way drive could be considered to need a minimum of 13' in width. The applicant in this case is requesting to reduce the width of the one-way driveway to be 20'.

- Attachments:**
- Case map
 - Aerial
 - Site Plan
 - Applicant Letter
 - DROD Design Standards

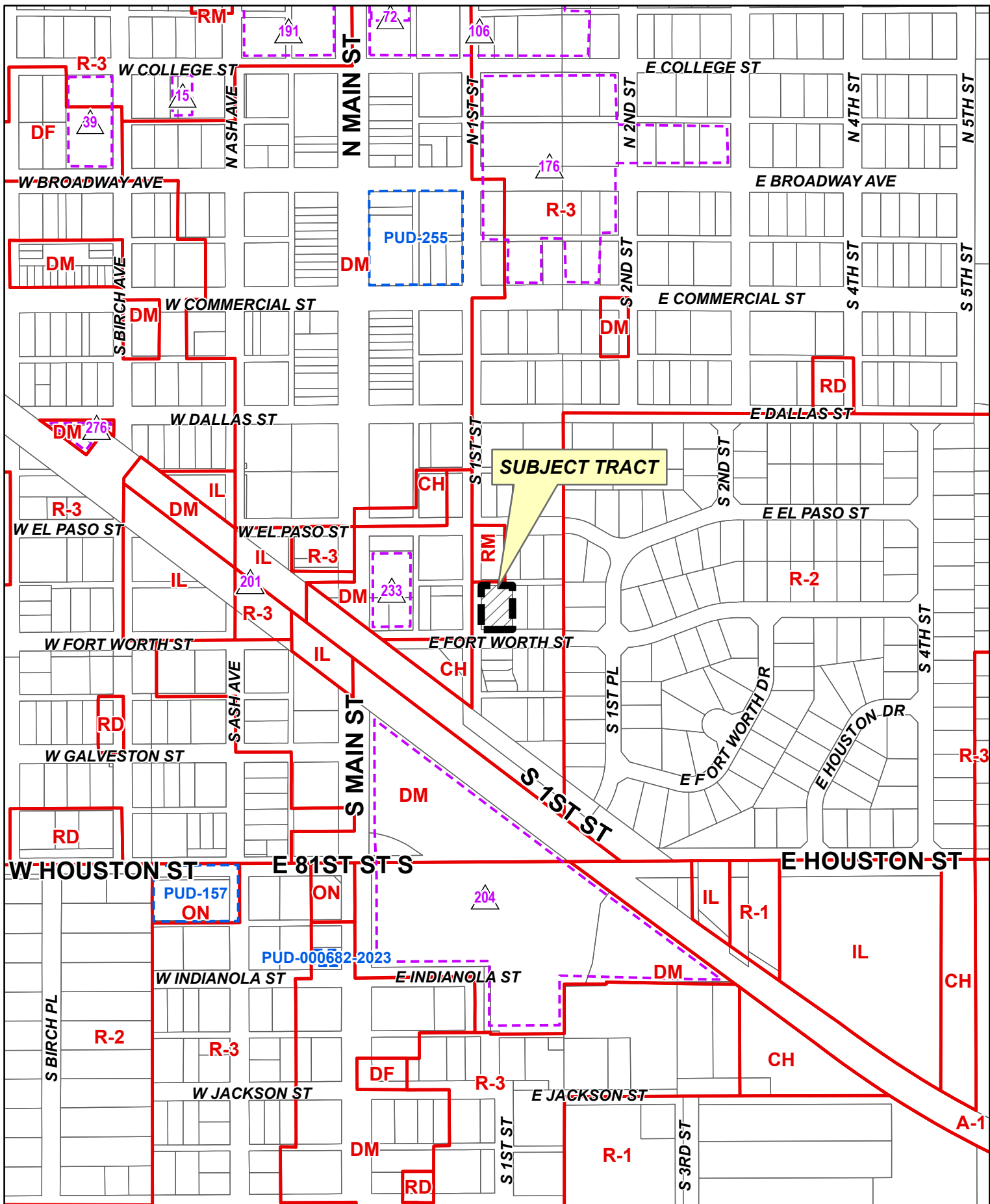
Recommendation:

By State law and by the City of Broken Arrow Zoning Ordinance, for a variance to be granted, all four criteria listed above must be met. In Staff's opinion, the request for a variance to reduce the minimum driveway width of the Downtown Residential Overlay District (DROD) meets the four conditions for the Board to grant a variance. Therefore, Staff recommends that VAR-002593-2025 be approved.

Reviewed by: Jane Wyrick

Approved by: Rocky Henkel

JAJ



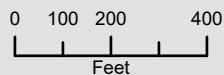
SUBJECT TRACT

VAR-002593-2025

300' Radius

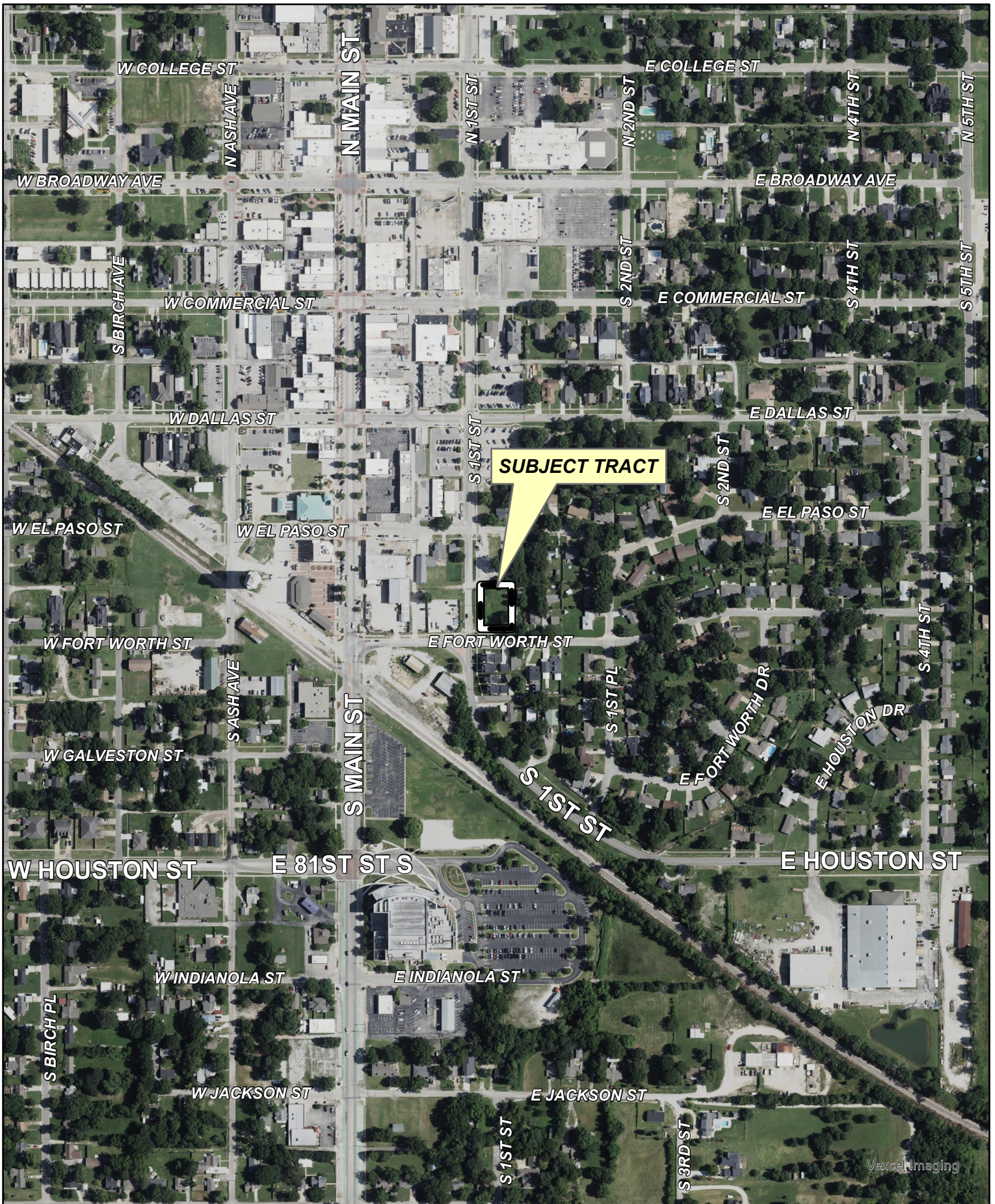


Subject Tract



11 18-14





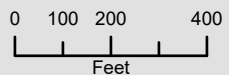
SUBJECT TRACT

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2024



Subject Tract

VAR-002593-2025



11 18-14



December 15, 2025

Jose Jimenez Rubio
City of Broken Arrow
JJimenezRubio@brokenarrowok.gov

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

3-PLEX/4-PLEX/MANSION APARTMENT

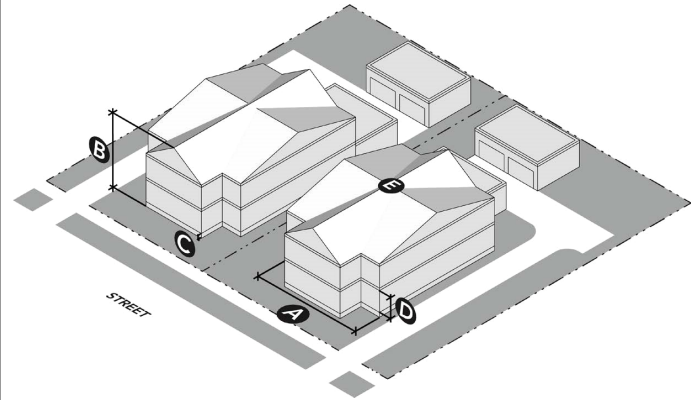
Note: Sidewalks shall be provided along all street frontages in accordance with the Subdivision Regulations.

**Where a site will be subdivided into more than one parcel, lot and site design standards should be based on the collective area of all parcels*

- 1 65% of front wall is required to be placed within 10' of required front setback
- 2 If an alley is present, rear setback is 2' min.
- 3 Building Alignment
 Interior Lot: front wall of primary structure shall be parallel to the street
 Corner Lot: Both street-facing walls of the primary structure shall be parallel to each street
- 4 No parking is allowed between street-facing wall and street.
- 5 Where an alley is improved, access must be provided from the alley. Where an alley is not improved, a street frontage may have up to one driveway.

BUILDING FORM

| | | |
|----------|-----------------------|-----------------------|
| A | Front Wall Width | |
| | Area 1 & 5 | 60' Max. ¹ |
| B | Building Height | |
| | Area 1 & 5 | 2 stories/35' Max. |
| C | Finished Floor Height | |
| | Area 1 & 5 | 1' Min., 4' Max |
| D | Floor Height | |
| | Area 1 & 5 | 9' Min., 15' Max |
| E | Roof Form | |
| | Areas 1 & 5 | Pitched or Flat |

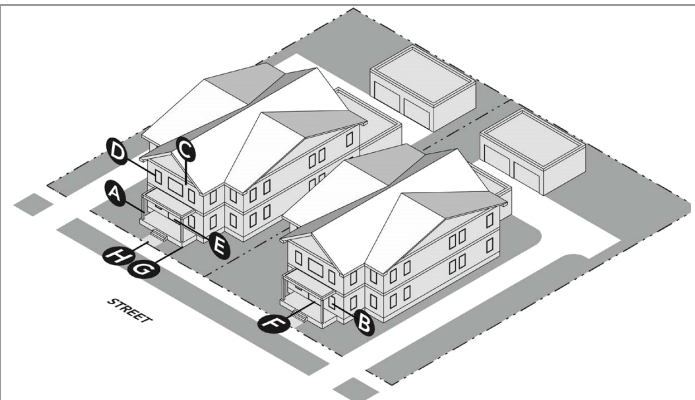


Additional Information

- 1 Only 45' of total front wall width can be located within 25' of the front LOT line


BUILDING ACTIVATION

| | | |
|----------|--|--|
| A | First Story Element | |
| | Area 1 & 5 | Required ^{1&2} |
| B | Principal Windows | |
| | Area 1 & 5 | 1 Min. on front-most wall ³ 4'x4' Min. dimensions |
| C | Blank Street-Facing Wall | |
| | Area 1 & 5 | 8' Max. |
| D | Window Size - Street Facing Wall | |
| | Area 1 & 5 | 2'x3', except for accent windows |
| E | Entry Location (On Street-Facing Wall) | |
| | Area 1 & 5 | 10' Max. distance of entry from front-most wall |
| F | Entry Number (On Street-Facing Wall) | |

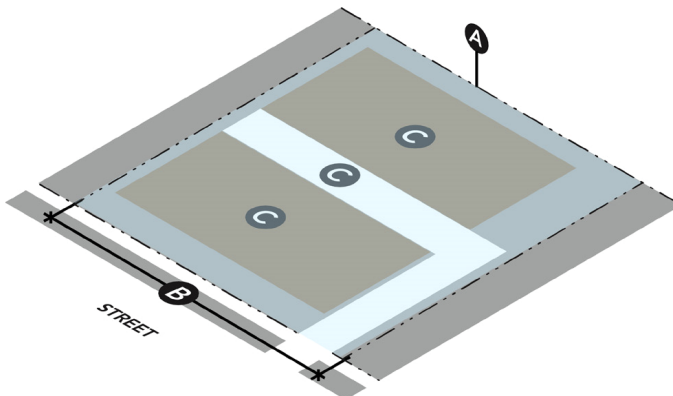


| 3-PLEX/4-PLEX/MANSION APARTMENT | |
|---|-----------------------|
| Area 1 & 5 | 1 Min. |
| G Entry Presence - Facing Street | |
| Area 1 & 5 | Required ⁴ |
| H Entry Path | |
| Area 1 | Required ⁵ |
| Additional Information | |
| <p>1 Must include one of the following elements:</p> <ul style="list-style-type: none"> • Projecting Porch • Recessed Porch <p>2 Height of first story element must have an interior clearance of at least 8 feet, no greater than 12 feet. Interior clearance is measured from the floor of the first story element to the lowest point of the ceiling of the first story element.</p> <p>3 If height of front wall is greater than 35', 2 principal windows are required</p> <p>4 Visually connect entrance to street through one of the following:</p> <ul style="list-style-type: none"> • Entry faces street • Entry opens on porch or stoop that faces street <p>5 Must connect to street through physical, demarcated path</p> | |

ROWHOUSE

| ROWHOUSE | |
|--|--|
| DESCRIPTION | |
| <p>This building form consists of a series of attached units that are narrow and tall, with entries facing the street (on street adjacent walls). This building form has a limit to the width of the total building length so that it relates to neighboring structures and provides a defined front wall for each unit. The Rowhouse form is often raised moderately off the ground and accessed by a porch or stoop to draw attention to the individual entry for each unit. A variety of articulation methods can be used to distinguish each rowhouse unit, including changes in material, wall offsets, and changes in color. Detached garages or a “tuck under garage” (provided within the first floor of each unit) accessed by an alley or internal access drive is typical.</p> <p>Permitted Areas 1, 5 and 6</p> |  |

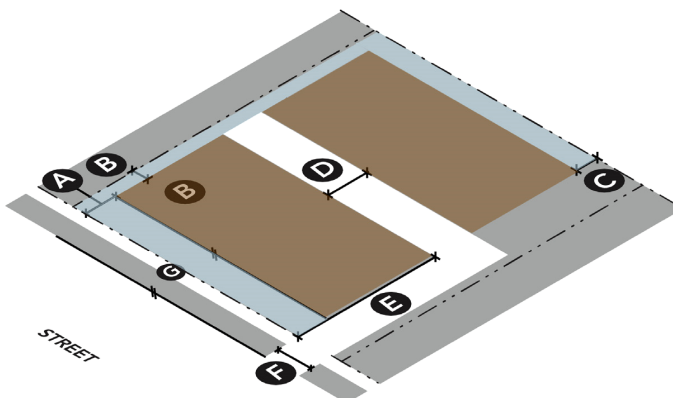
| ROWHOUSE | | |
|----------|--------------|--------------|
| LOT* | | |
| A | Lot Area | |
| | Area 1 | 9,000 sq.ft. |
| | Area 5 | 9,000 sq.ft. |
| | Area 6 | N/A |
| B | Lot Frontage | |
| | Area 1 & 5 | 65' Min. |
| | Area 6 | N/A |
| C | Lot Coverage | |
| | Area 1 | 60% Max. |
| | Area 5 | 70% Max. |
| | Area 6 | N/A |



Additional Information

* Where a site will be subdivided into more than one parcel, lot and site design standards should be based on the collective area of all parcels.

| SITE* | | |
|-------|-----------------------------------|-------------------------------------|
| A | Front Setback/Build to Zone (BTZ) | |
| | Area 1 | 10' Min./90% BTZ ¹ |
| | Area 5 | 5' Min./90% BTZ ¹ |
| | Area 6 | 0' Min; 5' Max. ² |
| B | Side Setback | |
| | Area 1, 5 & 6 | 0' Min., End Unit: 5' Min. |
| C | Rear Setback | |
| | Area 1, 5 & 6 | 10' Min. ³ |
| D | Space Between Buildings | |
| | Area 1, 5 & 6 | 10' Min. |
| E | Garage and Carport Location | |
| | Area 1 | 15' Min. setback ^{4&5} |
| | Area 5 | 20' Min. setback ^{4&5} |
| | Area 6 | 30' Min. setback ^{4&5} |
| F | Access and Driveway Width | |
| | Area 1, 5 & 6 | 20' Max. ⁶ |
| G | Building Alignment | |
| | Area 1, 5 & 6 | Required ⁷ |



Additional Information

ROWHOUSE

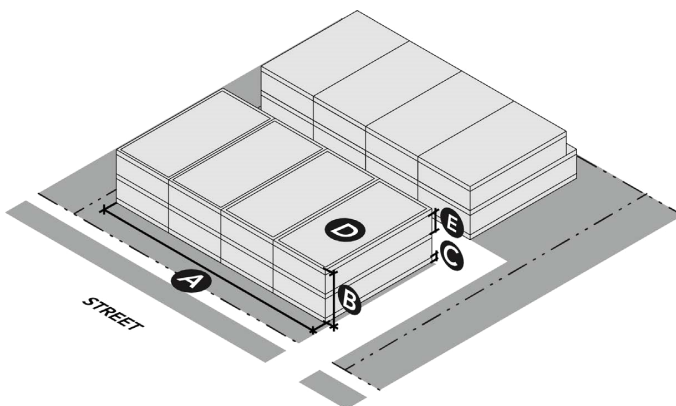
Note: Sidewalks shall be provided along all street frontages in accordance with the Subdivision Regulations.

* Where a Site will be subdivided into more than one parcel, lot and site design standards should be based on the collective area of all parcels.

- 1 90% of front wall is required to be placed within 5' of required front setback.
- 2 Exception for permanently hardscaped public plaza, outdoor seating, etc. that is within 5' of the maximum front setback.
- 3 If an alley is present, rear setback is 2' min.
- 4 No parking is allowed between street-facing wall and street.
- 5 No garage door can be visible from the street.
- 6 Where an alley is improved, access must be provided from the alley. Where an alley is not improved, a street frontage may have up to one driveway.
- 7 Building Alignment
 Interior Lot: Front wall of primary structure shall be parallel to street.
 Corner Lot: Both street-facing walls of primary structure shall be parallel to each street.

BUILDING FORM

| | | |
|----------|-----------------------|---|
| A | Front Wall Width | |
| | Area 1 | 100' Max. or 4 units, whichever is less |
| | Area 5 & 6 | 180' Max. |
| B | Building Height | |
| | Area 1, 5 & 6 | 2 stories/25' Min., 3 stories/40' Max. ¹ |
| C | Finished Floor Height | |
| | Area 1, 5 & 6 | 1' Min., 4' Max. |
| D | Roof Form | |
| | Area 1 | Pitched or Flat ² If pitched, a slight change in roof pitch must be utilized at least every two units |
| | Area 5 | Pitched, Flat or Sloped |
| | Area 6 | Flat |
| E | Floor Height | |
| | Area 1, 5 & 6 | 9' Min., 15' Max. |

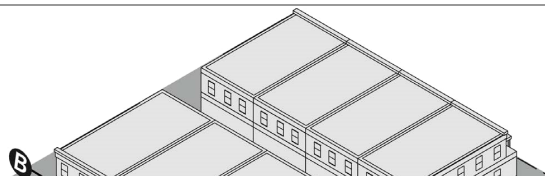


Additional Information

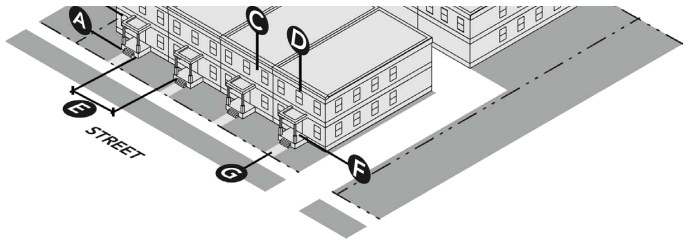
- 1 Max height for a 2-story rowhouse is 35'
- 2 If pitched, a 5°-10° change in pitch or a 2'-5' change in height must be utilized at least every two units.

BUILDING ACTIVATION

| | | |
|----------|---------------------|-----------------------------|
| A | First Story Element | |
| | Area 1, 5 & 6 | Required ^{1&2} |
| B | Principal Windows | |



| ROWHOUSE | |
|--|---|
| Area 1, 5 & 6 | 1 Min. on front-most wall; 4'x4' Min. |
| C Blank Street-Facing Wall | |
| Area 1, 5 & 6 | 8' Max. |
| D Window Size - Street-Facing Wall | |
| Area 1, 5 & 6 | 2'x3', except for accent windows ³ |
| E Entries Per Unit | |
| Area 1, 5 & 6 | 1 Min. |
| F Distance Between Entries | |
| Area 1, 5 & 6 | 30' Max. |
| G Entry Location (On Street-Facing Wall) | |
| Area 1, 5 & 6 | 5' Max. from front-most wall |
| H Entry Presence - Facing Street | |
| Area 1, 5 & 6 | Required ⁴ |
| I Entry Path | |
| Area 1, 5 & 6 | Required ⁵ |
| Additional Information | |
| <p>1 Must include one of the following elements on the front-most façade of each unit:</p> <ul style="list-style-type: none"> • Projecting Porch • Recessed Porch • Projecting Stoop <p>2 Height of first story element must have an interior clearance of at least 8 feet, no greater than 12 feet. Interior clearance is measured from the floor of the first story element to the lowest point of the ceiling of the first story element.</p> <p>3 If height of front wall is greater than 35', 2 principal windows are required.</p> <p>4 Visually connect entrance to street through one of the following:</p> <ul style="list-style-type: none"> • Entry faces street • Entry opens on porch or stoop that faces street <p>5 Must connect to street through physical, demarcated path</p> | |



FLATS

| FLATS |
|--------------------|
| DESCRIPTION |
| |

FLATS

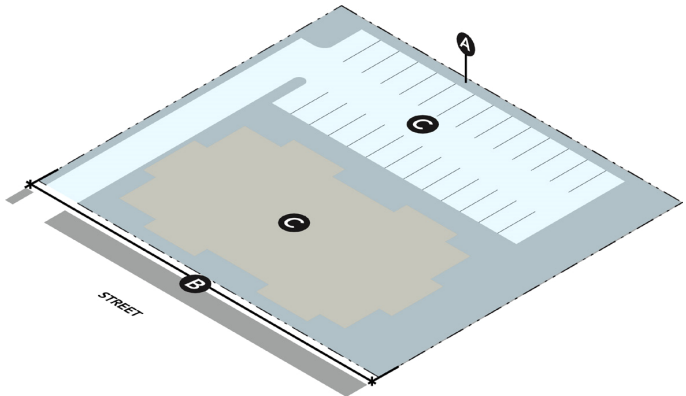
A Flat is a multi-story, residential Building form that increases density in targeted single-family areas and provides an additional housing option in commercial and mixed-use areas. A flat includes floors of “stacked” residential units. Common entries and circulation corridors typically provide access to individual units. Flats may be single-loaded with a circulation hallway on one side of the building or double-loaded with units on both side of a building with a common hallway through the middle. The location and connection of an entry to the street and the articulation of the building walls provide architectural interest and create a more pedestrian- friendly environment.



Permitted in Areas: 1, 5, 6 & 7

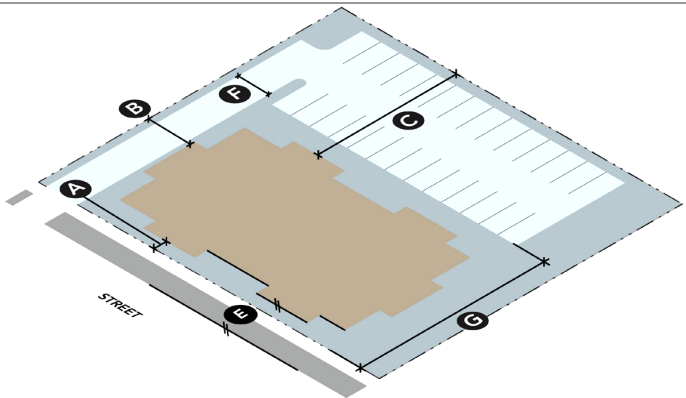
LOT

| | | |
|----------|--------------|--------------------|
| A | Lot Area | |
| | Area 1 & 5 | 9,000 sq. ft. Min. |
| | Area 6 & 7 | N/A |
| B | Lot Frontage | |
| | Area 1 & 5 | 65' Min. |
| | Area 6 & 7 | N/A |
| C | Lot Coverage | |
| | Area 1 | 60% Min. |
| | Area 5 | 70% Min. |
| | Area 6 & 7 | N/A |



SITE

| | | |
|----------|-----------------------------------|-----------------------------------|
| A | Front Setback/Build to Zone (BTZ) | |
| | Area 1 | 10' Min./65% in BTZ ¹ |
| | Area 5 | 5' Min./75% in BTZ ² |
| | Area 6 | 0' Min., 5' Max. ³ |
| | Area 7 | 10' Min., 75' Max. |
| B | Side Setback | |
| | Area 1 & 5 | 5' Min. |
| | Area 6 | 0' Min., 5' Max. on Exterior Side |
| | Area 7 | 15' Min. |
| C | Rear Setback | |
| | Area 1, 5, 6 & 7 | 10' Min. |
| D | Space Between Buildings | |
| | Area 1 & 5 | 10' Min |
| | Area 6 | N/A ⁴ |
| | Area 7 | 15' Min. |



FLATS

| | |
|------------------------------------|-----------------------|
| E Building Alignment | |
| Area 1, 5, 6 & 7 | Required ⁵ |
| F Access and Driveway Width | |
| Area 1, 5, 6 & 7 | 26' Min., 30' Max. |
| G Parking Location | |
| Area 1 | 15' Min. ⁶ |
| Area 5 | 20' Min. ⁶ |
| Area 6 | 25' Min. ⁶ |
| Area 7 | None ⁷ |

Additional Information

Note: Sidewalks shall be provided along all street frontages in accordance with the Subdivision Regulations.

- 1 65% of front wall is required to be placed within 10' of required front setback
- 2 75% of front wall is required to be placed within 5' of required front setback
- 3 Maximum building setback may be increased up to 30' if a plaza, outdoor seating or other publicly-accessible amenity is provided within the setback.
- 4 If there are less than 10' between buildings, there are building code requirements that must be met.
- 5 Entry, corner and other accent elements do not have to be parallel to the street as the primary structure is required to be.
- 6 No parking is permitted between street-facing wall and street
- 7 Maximum of one double-row of parking is allowed between street-facing wall and street

BUILDING FORM

| | |
|--------------------------------|--|
| A Wall Length | |
| Area 1 | 100' Max. |
| Area 5 | 140' Max. |
| Area 6 | 180' Max. |
| Area 7 | 240' Max. |
| B Building Height | |
| Area 1 | 2 stories/25' Min.; 3 stories/35' Max. |
| Area 5 | 2 stories/25' Min.; 4 stories/45' Max. |
| Area 6 | 2 stories/25' Min.; 5 stories/60' Max. |
| Area 7 | 2 stories/25' Min.; 6 stories/70' Max. |
| C Finished Floor Height | |
| Area 1, 5, 6 & 7 | 1' Min., 4' Max. |
| D Floor Height | |
| Area 1, 5, 6 & 7 | 9' Min., 15' Max |
| E Roof Form | |

