

OTHER BUSINESS:

BOA WORK SESSION

Item

Discuss zoning regulations regarding the separation distance between bars.

Background

Currently the City of Tulsa requires a 300-foot separation distance between bars outside of the Central Business District. The code also requires bars be at least 50-feet from Residential districts and requires them to be 300-feet from public parks schools or religious assembly uses. When written these rules largely mirrored state requirements enforced by the Alcoholic Beverage Laws Enforcement Commission. The separation distance between bars and other bars is not a requirement by the state. On September 22, 2020 the Board heard case number BOA-23001 which granted a Special Exception to allow Bar use in an IL Zoning district (Sec. 15.020, Table 15-2) and Variance of the 300-foot separation distance between a bar and another bar (Sec. 40.050-A) at the property located 4205 S. Sheridan Road. During the discussion of the case the Board showed interest in having a conversation about the relevance of the 300-foot spacing requirement between bars and potentially any distinctions to be made between traditional bars only serving alcohol and other bar types catering primarily to tobacco users. Currently the code describes a bar as follows:

35.050-K Restaurants and Bars**1. Bar**

Uses that cater primarily to adults, 21 years of age and older and that sell and serve alcoholic beverages as their principal business. Specific bar use types include bars, taverns, beer bars, brewpubs, nightclubs, pool halls, dance halls, hookah lounges, and similar establishments. See also the definition of accessory use bar in [Section 95.040](#).

a. Hookah Lounge

An establishment whose business operation, whether as a principal use or as an accessory use, includes the smoking of tobacco or other substances through one or more hookah pipes (also commonly referred to as a hookah, waterpipe, shisha or narghile), including but not limited to establishments known variously as hookah bars, hookah parlors or hookah cafés.

b. Brewpub

An establishment where beer and malt beverages are made on the premises in conjunction with a restaurant and/or bar and where (1) less than 5,000 barrels (155,000 gallons) of beer and malt beverages are produced per calendar year and (2) at least 33% of the beer and malt beverages produced on site are sold on site. Where allowed by law, brewpubs may sell beer and malt beverages "to go" and /or distribute to off-site accounts.

Attachment(s)

None.

Item

Discuss the height limitation of blade signs (projecting signs) inside the Central Business District (CBD).

Background

Currently the City of Tulsa code allows the following heights maximums for projecting signs in the CBD:

60.080-D Maximum Height of On-premise Projecting and Freestanding Signs

1. Lots with Frontage on Only Minor Streets

On-premise projecting signs and freestanding signs on lots with frontage on only minor streets may not exceed 20 feet in height or the height of the principal building on the lot, whichever is less.

2. Lots with Frontage on Major Streets

On-premise projecting signs and freestanding signs on lots with frontage on major streets may not exceed 25 feet in height, except that a maximum height of 40 feet is allowed if the sign is set back from the planned right-of-way line at least one foot for each foot of sign height in excess of 25 feet. Projecting signs and freestanding signs may not exceed 40 feet in height unless the subject lot abuts a freeway, in which case the maximum allowed height is 50 feet.

On September 22, 2020, the Board heard case number BOA-23000 which granted a Variance to permit a projecting sign to exceed the maximum permitted height of 25' above grade to be installed at 75' above grade (Sec. 60.080-D) for the property located 624 S. Boston Ave. During the discussion of the case the Board showed interest in having a conversation about the unique nature of the CBD and how the Board can look at similar requests in the future. Title 11 of the Tulsa Revised Ordinances grants these types of signs a special allowance to project into the right-of-way inside the CBD.

Attachment(s)

Included as an attachment are the signs plans for BOA-23000 and the sign plans for BOA-22922 in which the Board granted a Variance to permit a projecting sign on a major street to exceed its maximum permitted height of 32 feet (Section 60.080-D) for the property located 405 N. Main Street.

BOA-23000

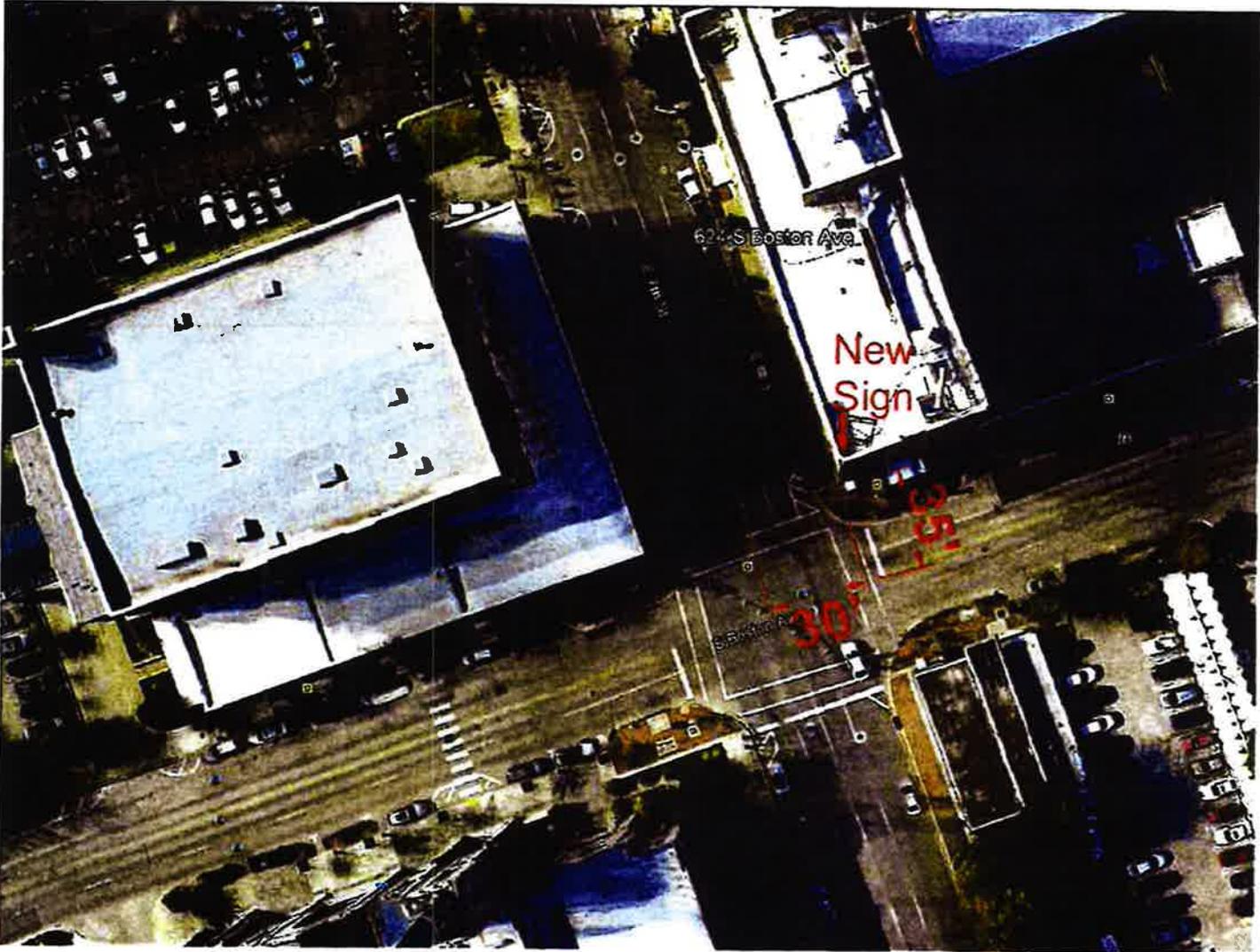


a
a-max
SIGN COMPANY, INC.

PHOTO MOCKUPS
Scale: 1:200

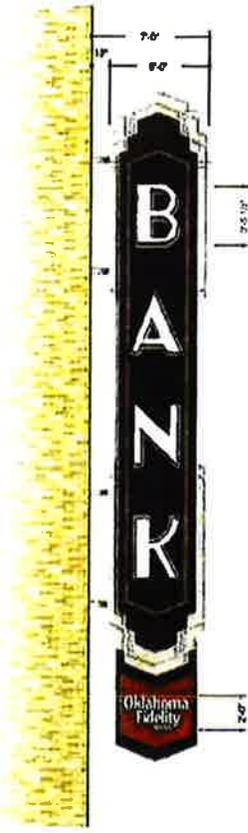


Oklahoma Fidelity Bank
624 S Boston

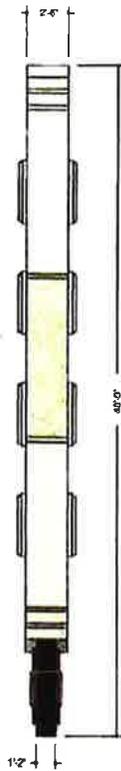


NORTH
→

9.6



Southwest View
SCALE: 3/16"



End View
SCALE: 3/16"

6' X 40'=240SQFT



Top View
SCALE: 1/250

East Elevation
SCALE: 1/250

a
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SIGN COMPANY, INC.
www.amaxsign.com
8520 E. 55th Place
Tulsa, Oklahoma 74145
PH (918) 422-0881 • FAX (918) 422-0880

SCALE: As Shown

DATE: 06-01-2020

FILE: 40' Bigto ID

SALES REP: Chris Krohn

DRAWN BY: Jonathon Burk

PROJECT: Money Bank

LOCATION: Tulsa, OK

ADDRESS: 624 S Boston

CLIENT APPROVAL SIGNATURE & DATE:

UL Listed for use in the U.S.A. applications as required.

EFCO All signs and related lighting must comply with Article 608 of the NEC whenever including proper grounding and bonding.

REVISIONS:

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5.	

Project Manager

SHEET NUMBER 1 DWG 060120-05

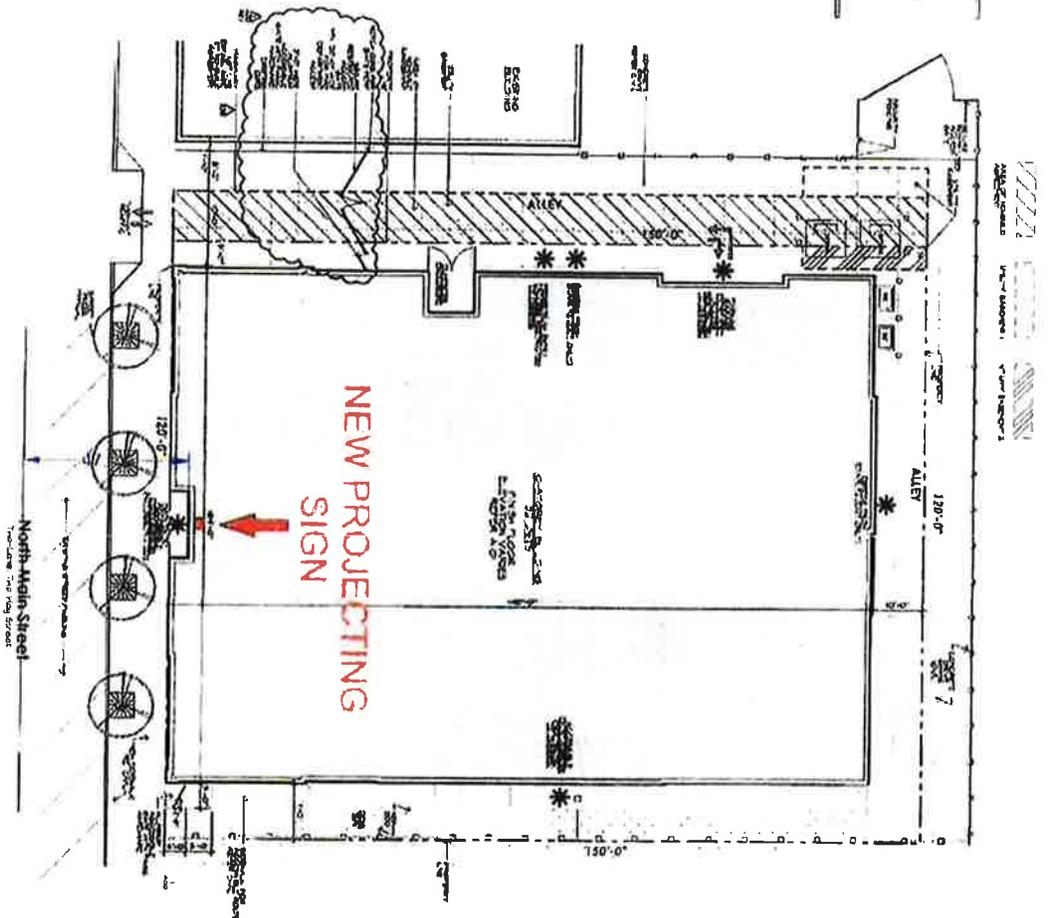
9.7

SITE INFORMATION

- **NO. OF PAGES:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
- **PROPOSER:** [Name]
- **DATE:** [Date]
- **REVISIONS:** [List]

PARKING COUNT

NO. OF PLOTS: [Count]
 NO. OF PLOTS PER LOT: [Count]
 TOTAL NO. OF PLOTS: [Count]



ARCHITECTURAL SITE PLAN

A001

Davenport Lofts - Shell Permit
 405 N Main
 Tulsa, OK.

ARCHITECTURAL SITE PLAN



I INTEGRATED
 construction | design
 9725 E 42ND STREET
 SUITE 212
 TULSA, OK 74146
 918.805.4675
 www.integrated.com

DOUBLE SIDED BLADE ID

SCALE: 1/4" = 1'-0"

1.0

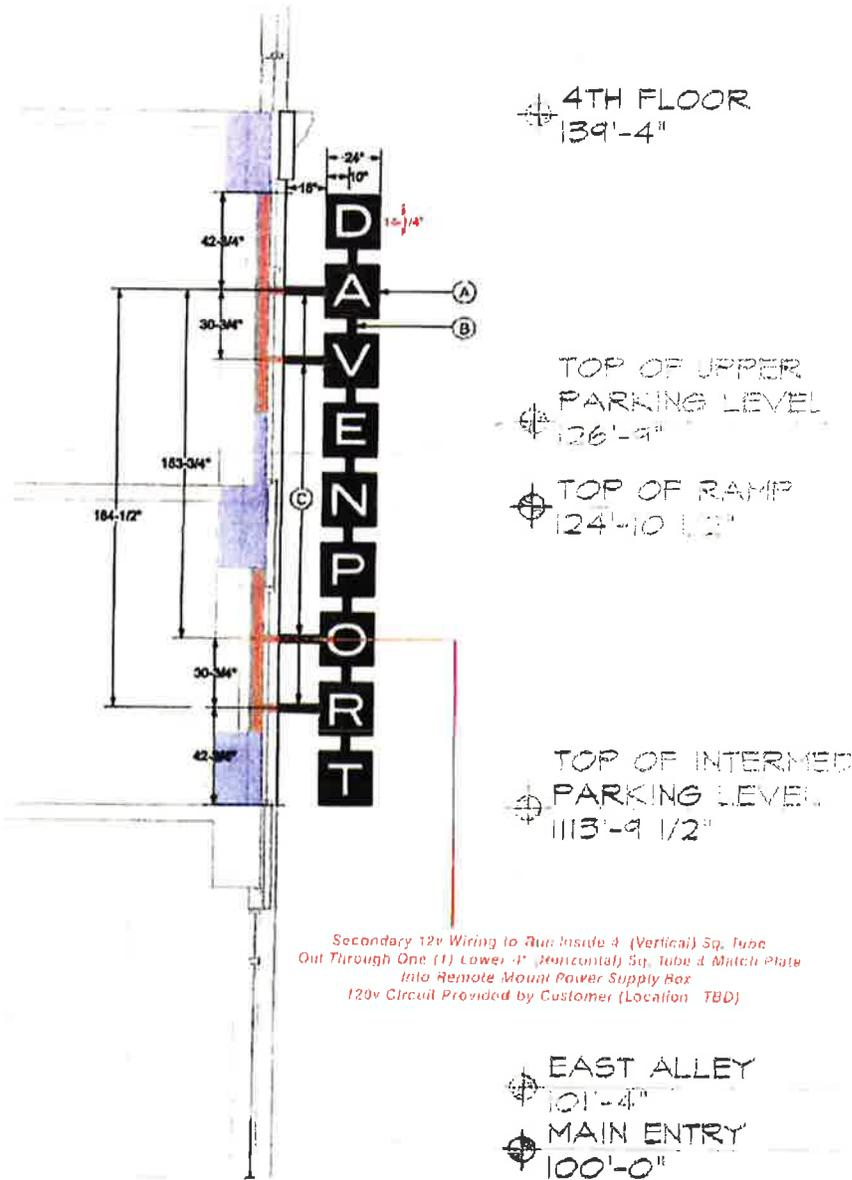
- (A) Letter Cabinets (Pan-In-Pan): .083" Alum. Face Pans w/ Routed Copy, .063" Alum. Backer Pans, .063" Alum. Filler Between Cabinets. Prefinished - Black (Matte).

Push-Thru Letters: 3/4" Thick Clear Acrylic w/ 3635-70 Diffuser on Back & 3630-20 White Vinyl on Face. Internal White LED Illumination (Remote Mount Power Supplies).

Cabinets Attach to Vertical 4" Sq. Steel Tube Structure w/ Mechanical Fasteners

- (B) Sign Support Structure: (1) Vertical - 4" x 4" x 3/16" Wall Steel Sq. Tube.
 (18) Horizontal - 2" Wide x 1/8" Thick Flat Strap Steel Cabinet Supports.
 (4) Horizontal - 4" x 4" x 3/16" Wall Steel Sq. Tubes w/ 4" x 8" x 3/8" Thick Steel Match Plates
Match Plates Per Spec. Provided by G.C (See Details B & C).
 Painted Finish - Black (Satin).

- (C) Building Attachment Points (Provided by Owner): (4) Horizontal - 4" Steel Sq. Tubes w/ Match Plates.
 Painted Finish - Black (Satin).



<p>6830 G. 85th Place, Tulsa, Oklahoma 74146 Tel: (918) 522-4651 Fax: (918) 522-0888 www.a-maxsign.com</p>	PROJECT: DAVENPORT	<p>UL LISTED UL 188 UL 188E UL 188F UL 188G UL 188H UL 188I UL 188J UL 188K UL 188L UL 188M UL 188N UL 188O UL 188P UL 188Q UL 188R UL 188S UL 188T UL 188U UL 188V UL 188W UL 188X UL 188Y UL 188Z</p>	DATE: 1/30/2020	SCALE: AS NOTED	
	LOCATION: 405 N Main Tulsa, OK		SALES REP: Brian Ward	DRAWN BY: RAM	CLEARANCE JOB
	FILE NAME: Blade ID				
			WORK ORDER 00000	DWG 013020-02 Page 2 of 3	

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1.0

DOUBLE SIDED BLADE ID

SCALE: 1/4"=1'-0"

2' x 22.5'=45SQFT

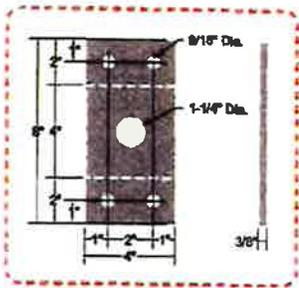
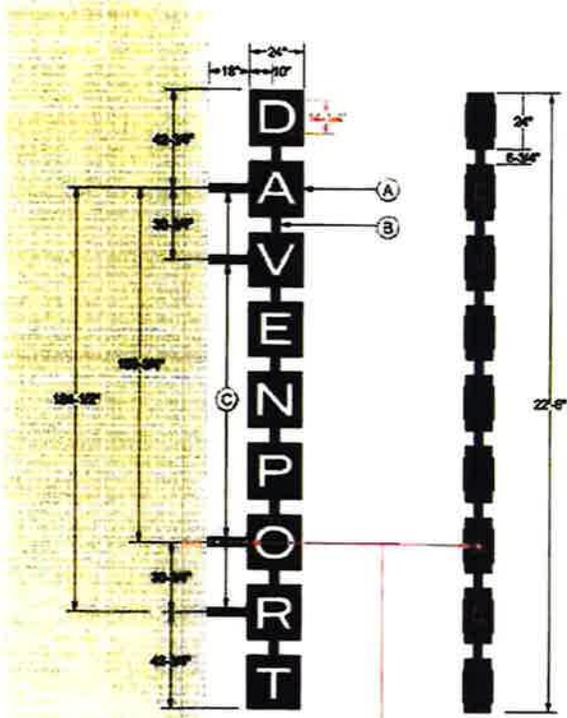
(A) Letter Cabinets (Pan-In-Pan): 063" Alum. Face Pans w/ Routed Copy, 063" Alum. Backer Pans, 063" Alum. Filler Between Cabinets. Prefinished - Black (Matte).

Push-Thru Letters: 3/4" Thick Clear Acrylic w/ 3635-70 Diffuser on Back & 363C-20 White Vinyl on Face. Internal White LED Illumination ()

Cabinets Attach to Vertical 4" Sq. Steel Tube Structure w/ Mechanical Fasteners.

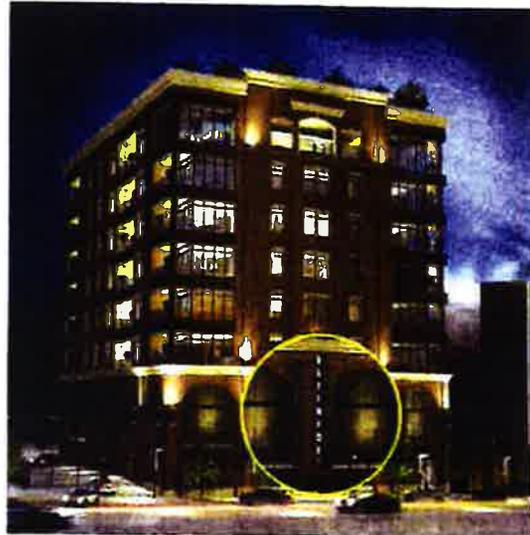
(B) Sign Support Structure: (1) Vertical - 4" x 4" x 3/16" Wall Steel Sq. Tube
 (18) Horizontal - 2" Wide x 1/8" Thick Flat Strip Steel Cabinet Supports.
 (4) Horizontal - 4" x 4" x 3/16" Wall Steel Sq. Tubes w/ 4" x 8" x 3/8" Thick Steel Match Plates
Match Plates Per Spec. Provided by G.C (See Detail Below).
 Painted Finish - Black (Satin)

(C) Building Attachment Points (): (4) Horizontal - 4" Steel Sq. Tubes w/ Match Plates.
 Painted Finish - Black (Satin).



MATCH PLATE DETAIL
 SCALE: INCREASED BY 1000%

Coordinate to Match Plate Detail. Do not use this detail through out the project. It is only for the match plate detail. Use the Match Plate Detail for the building attachment points. Do not use this detail for the building attachment points.



WEST ELEV.
 SCALE: NTS

a
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 SIGN COMPANY INC.
 www.amaxsign.com
 9520 E. 55th Place
 Tulsa, Oklahoma 74145
 PH: (918) 622-9551 FAX: (918) 622-9539

SCALE: AS NOTED
 DATE: 7/30/2020
 FILE: Blade ID
 SALES REP: Brian Ward
 DRAWN BY: JB FINAL PAI
 PROJECT: DAVENPORT
 LOCATION: Tulsa, OK
 ADDRESS: 405 N Main
 CLIENT APPROVAL SIGNATURE: [Signature]

REVISIONS:

1	
2	
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WORK ORDER
 00000
 Page 1 of 3
 DWG
 013020-01

9.11

Item

Discuss Board member expectations from applicants when applying for a Special Exception to accept an Alternative Compliance Parking Ratio as allowed in Sec. 55.050-K of the Zoning Code:

Background

The Board is Authorized in Sec. 55.050-K of the Zoning Code to grant a Special Exception to accept and Alternative Compliance Parking Ratio under the following conditions:

55.050-K Alternative Compliance

The motor vehicle parking ratios of this chapter are not intended to prevent development and redevelopment or to make development and redevelopment economically impractical. In order to allow for flexibility in addressing the actual expected parking demand of specific uses, alternative compliance parking ratios may be approved through the special exception procedures of Section 70.1.20 only if:

1. The applicant submits a parking study demonstrating that the motor vehicle parking ratios of Section 55.020 do not accurately reflect the actual day-to-day parking demand that can reasonably be anticipated for the proposed use based on field surveys of observed parking demand for similar use within the city or on external data from credible research organizations, such as the Urban Land Institute (ULI) or the Institute of Transportation Engineers (ITE);
2. The board of adjustment determines that the other allowed parking reduction alternatives of Section 55.050 are infeasible or do not apply; and
3. The board of adjustment determines that the reduced parking ratios proposed are not likely to cause material adverse impacts on traffic circulation and safety or on the general welfare of property owners and residents in the surrounding area.

When hearing these requests, the Board has been provided a wide variety of supporting documents by applicants with varying levels of detail supporting their request. On March 10th, 2020 the Board heard BOA-22869 which granted a Special Exception to permit alternative compliance parking ratios in an AG/RM-1 Zoning District (Section 55.050-K) to reduce the required number of parking spaces for a High School Use at the property located 6636 S. Mingo Rd. (Union High School). High school uses have presented an unique situation for the Board because getting relevant data from similar uses in the area can be a challenge due to the current public health crisis and because High School Uses typically limit the number of parking permit issued to their students.

Attachment(s)

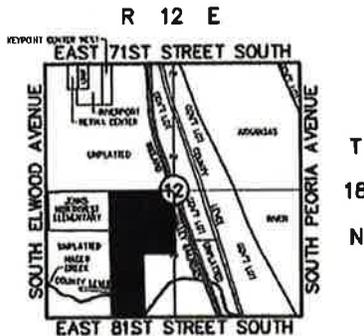
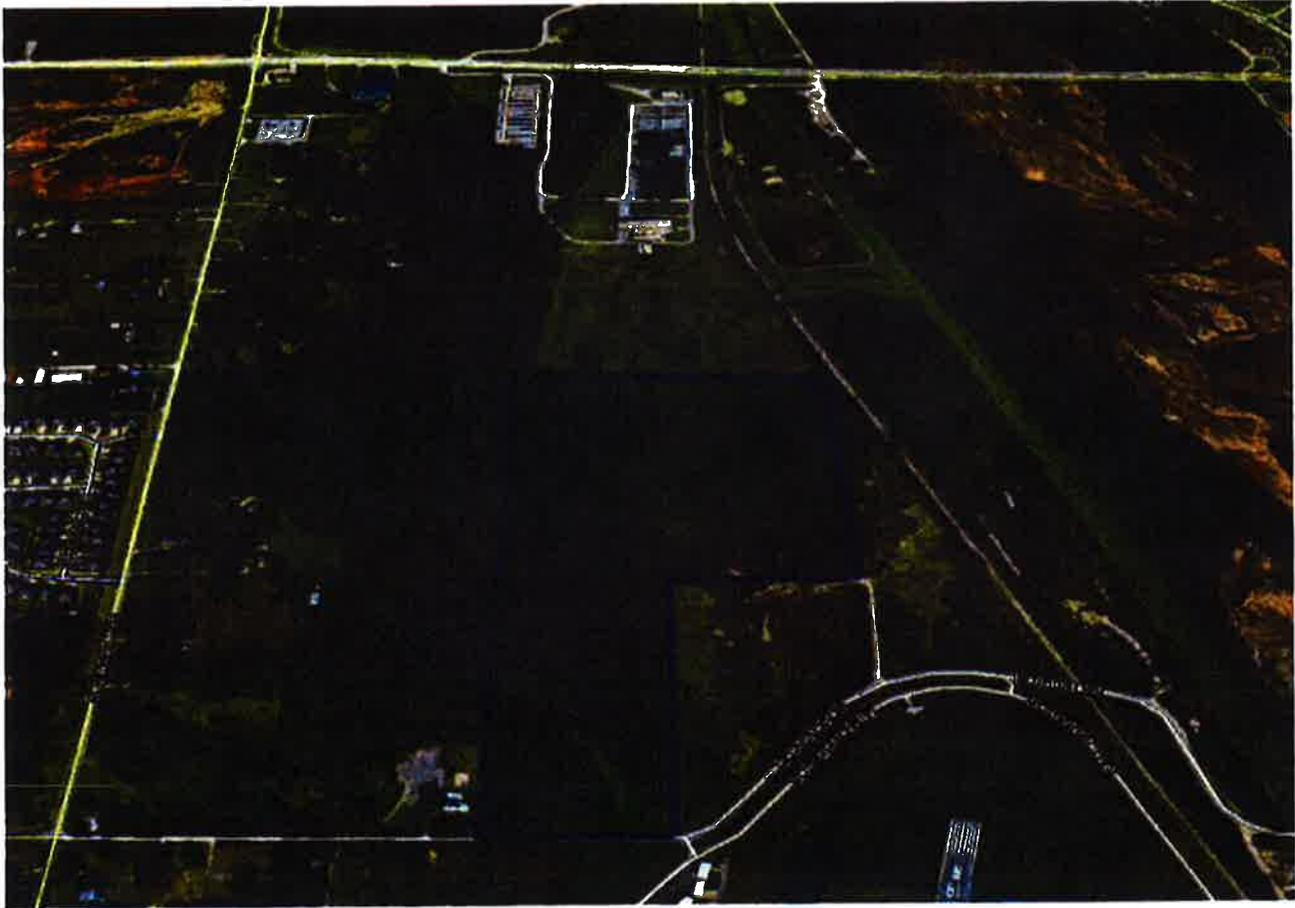
Sample parking studies provided in BOA-22201, BOA-22816, BOA-22869 and BOA-23006.

BoA-22201

APPLICATION FOR ALTERNATIVE COMPLIANCE SPECIAL EXCEPTION

Titan Sports and Performance

APPROXIMATELY 59.665 ACRES
NORTH AND EAST OF 81ST ST. S. AND ELWOOD AVE.
TULSA, OKLAHOMA



Location Map
SCALE: 1"=200'

JANUARY 2017

APPLICANT / OWNER:
TITAN SPORTS AND
PERFORMANCE CENTER, LLC
6476 E. 12TH ST. S.
TULSA, OK 74112
STAN@TITANSPORTSCOMPLEX.
COM

CONSULTANT:
TANNER CONSULTING LLC
c/o ERIK ENYART
5323 S LEWIS AVE
TULSA, OK 74105
EENYART@TANNERBAITSHOP.COM

9.13

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EXHIBIT LIST:

 Exhibit A: Aerial Photography & Boundary Depiction 4

 Exhibit B: Conceptual Site Plan 5

III. ALTERNATIVE COMPLIANCE PLAN 6

I. PROPERTY DESCRIPTION

The subject property consists of 59.665 acres located east of the northeast corner of 81st Street South and Elwood Avenue, in the City of Tulsa, Oklahoma, and is more particularly described within the following statement:

THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER (NE/4 SW/4) LYING SOUTH AND WEST OF THE RAILROAD RIGHT OF WAY IN SECTION TWELVE (12), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF.

AND

THE WEST HALF OF THE SOUTHEAST QUARTER (W/2 SE/4 SW/4) OF SECTION TWELVE (12), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF.

The above described property will hereinafter be referred to as the "Site" or "Subject Property" and is depicted on Exhibit A, "Aerial Photography & Boundary Depiction."

II. PROJECT CONCEPT

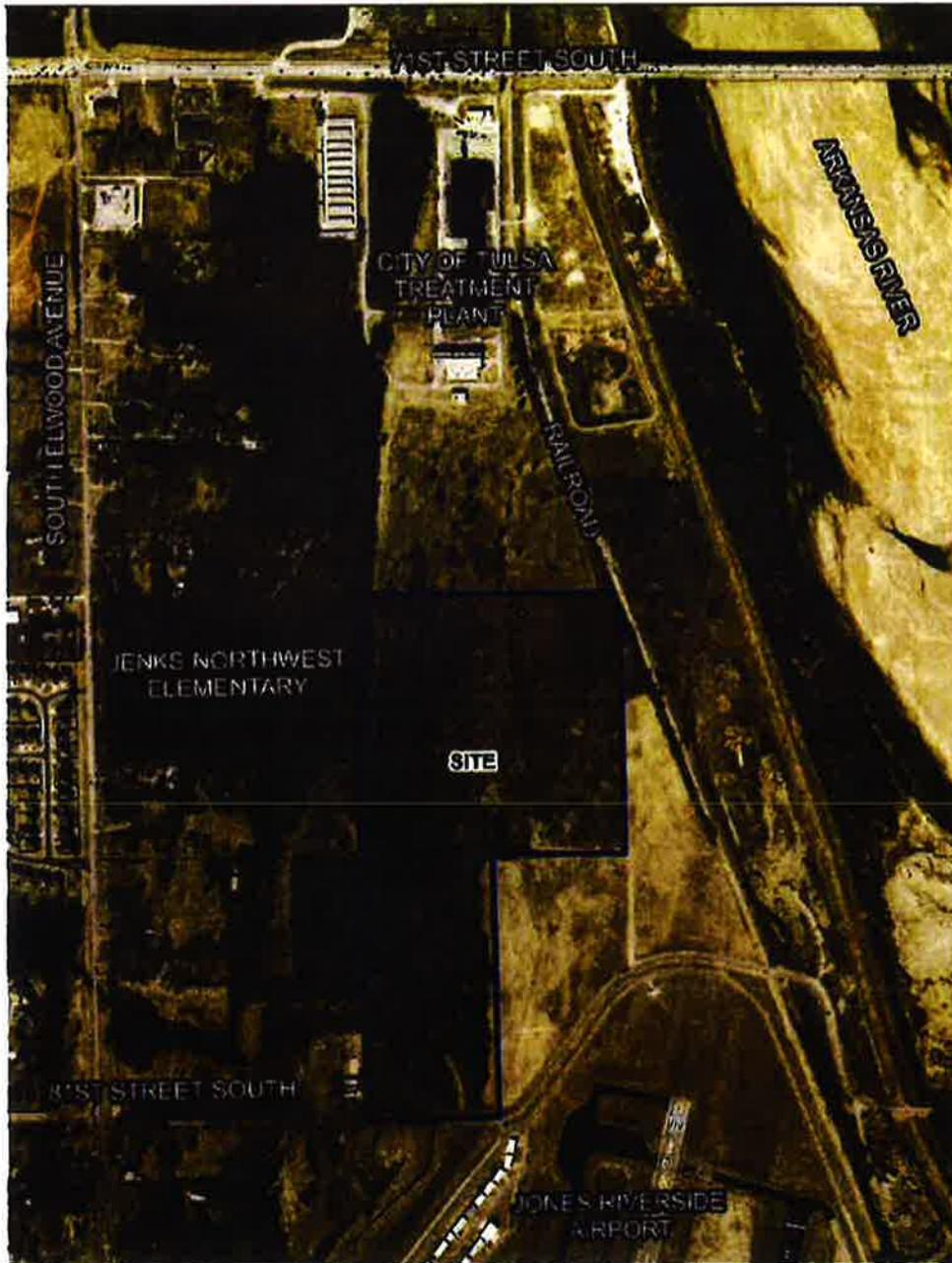
Titan Sports and Performance Center, LLC, is constructing an indoor / outdoor multi-sports complex on the subject property of 59.665 acres. The facility will offer indoor soccer and related activities within a 176,892 square foot building and outdoor fields including 10 soccer, four (4) junior soccer, one (1) lacrosse, and eight (8) volleyball courts. Exhibit A is an aerial depiction and Exhibit B is a preliminary site plan.

Titan Sports and Performance Center, LLC, has studied similar sports complexes across the country and has determined the parking demands based on planned operations and as compared to peer facilities. The site proposes 1,090 parking spaces, as indicated on Exhibit B.

Titan Sports and Performance

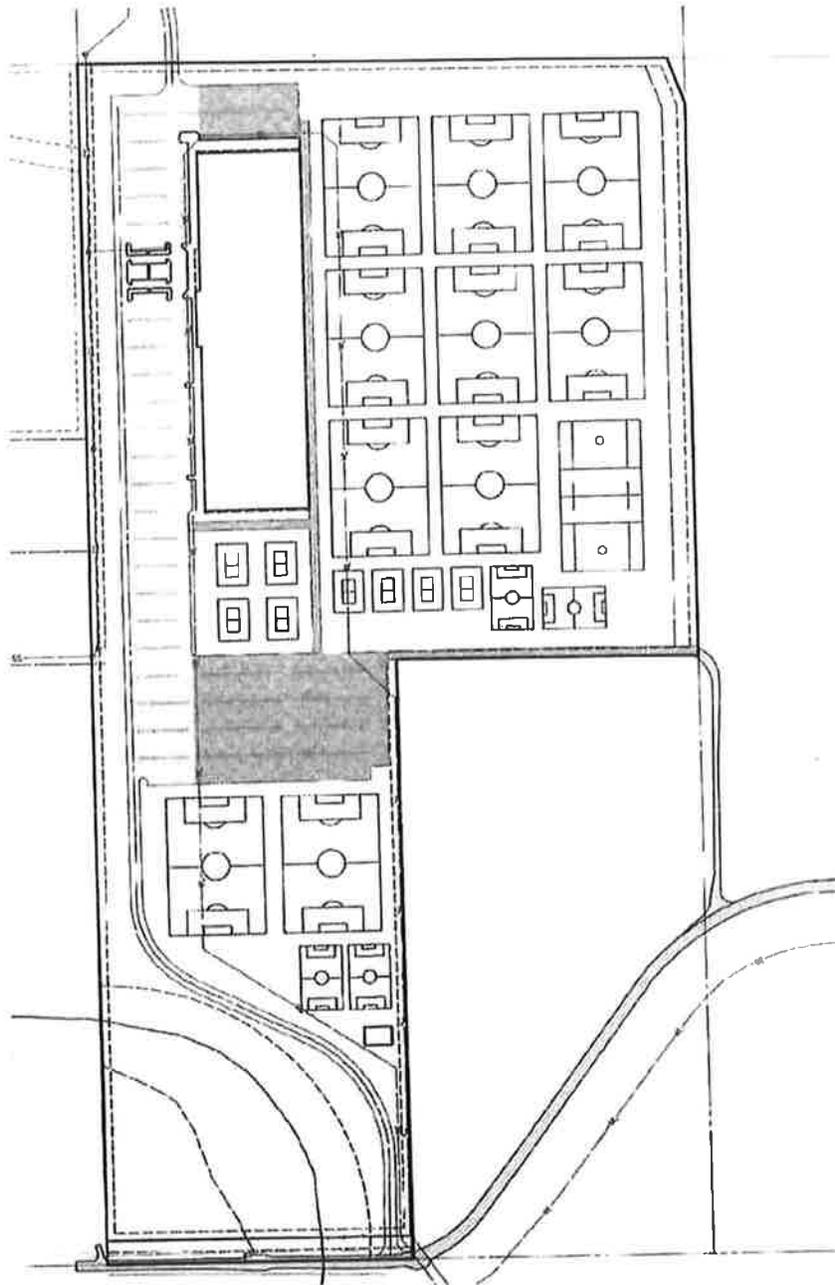
EXHIBIT A

AERIAL PHOTOGRAPHY & BOUNDARY DEPICTION



Titan Sports and Performance

EXHIBIT B CONCEPTUAL SITE PLAN EXCERPT PRELIMINARY SITE PLAN



5



III. ALTERNATIVE COMPLIANCE PLAN

Zoning Code Section 55.020 / Table 55-1 requires, for "Other assembly and entertainment (indoor)" occupancy, 3.75 parking spaces per 1,000 square feet of building, or 663 parking spaces.¹ The site will include all 663 parking spaces required for the indoor facility.

Table 55-1 does not appear to anticipate outdoor sports fields, as it would require 69 parking spaces for each soccer field measuring 63,000 square feet.² Altogether, Table 55-1 would require 867 parking spaces for the 15 fields and eight (8) volleyball courts.

Zoning Code Section 55.050-K does anticipate that Table 55-1 may not be universally applicable. It provides,

"The motor vehicle parking ratios of this chapter are not intended to prevent development and redevelopment or to make development and redevelopment economically impractical. In order to allow for flexibility in addressing the actual expected parking demand of specific uses, alternative compliance parking ratios may be approved through the special exception procedures of Section 70.120 only if:

1. The applicant submits a parking study demonstrating that the motor vehicle parking ratios of Section 55.020 do not accurately reflect the actual day-to-day parking demand that can reasonably be anticipated for the proposed use based on field surveys of observed parking demand for similar use within the city or on external data from credible research organizations, such as the Urban Land Institute (ULI) or the Institute of Transportation Engineers (ITE);
2. The board of adjustment determines that the other allowed parking reduction alternatives of Section 55.050 are infeasible or do not apply; and
3. The board of adjustment determines that the reduced parking ratios proposed are not likely to cause material adverse impacts on traffic circulation and safety or on the general welfare of property owners and residents in the surrounding area."

The Institute of Transportation Engineers (ITE) Common Trip Generation Manual, 9th Edition, calculates 17.70 trips per soccer field in a soccer complex. The trips may serve as an approximation for vehicle parking spaces, as most trips will be via single car parked onsite, although some share of local patrons may drop-off and pick-up. Using this formula, and carrying the 17.70 parking spaces ratio across for the lacrosse field and volleyball courts, 407 parking spaces should be planned for the outdoor fields.

Altogether, the 663 parking spaces serving the indoor facility and 407 spaces serving the outdoor facilities results in 1,070 parking spaces required, and 1,090 parking spaces are planned.

The Smart Parking and Innovative Parking Solutions guidelines of the Tulsa Comprehensive Plan generally favor reducing minimum parking number requirements and allowing the "marketplace to determine how much parking is needed." Similarly, the Tulsa Zoning Code's stated parking purposes briefly acknowledge the need for [adequate] parking facilities and generally elevate transit and non-motorized forms of transportation and reduction of unnecessary parking. As stated previously, Titan Sports and Performance Center, LLC's business has studied and determined how much parking is needed for facility operations. Finally, new trends and emerging technology in transportation will further reduce parking needs in urban areas.

Thus, we propose an alternative compliance plan as outlined above, with 3.75 parking spaces required per 1,000 square feet of indoor facility floor area and 17.70 parking spaces per each outdoor field and court

1 Per the Architect's information, the indoor facility will have 1,800 seats. If the building were interpreted as a gymnasium, Zoning Code Section 55.020 / Table 55-1 would require 0.2 of a parking space per seat, or 360 parking spaces.

2 Per "Other assembly and entertainment (outdoor)."

and a total of 1,070 parking spaces per the building size and number of fields and courts presently planned. Should building floor area or number of fields be reduced, the respective ratios would hold.

Basing parking needs on the ITE guidelines and market studies, and per the purposes and intent of the Tulsa Comprehensive Plan and Zoning Code, we believe and urge the Board of Adjustment to find that the reduced parking ratios proposed are not likely to cause material adverse impacts on traffic circulation and safety or on the general welfare of property owners and residents in the surrounding area.

CODE ANALYSIS

GENERAL ARCHITECTURAL CODE REVIEW:

GENERAL INFORMATION:
PROJECT:

THE MIDTOWNER
3708 EAST 37TH STREET SOUTH
TULSA, OKLAHOMA 74135

BUILDING CODES:

- 2015 INTERNATIONAL BUILDING CODE
- 2015 INTERNATIONAL MECHANICAL CODE
- 2015 INTERNATIONAL PLUMBING CODE
- 2015 INTERNATIONAL FIRE CODE
- 2006 INTERNATIONAL ENERGY CONSERVATION CODE
- 2015 INTERNATIONAL FUEL/GAS CODE
- 2014 NATIONAL ELECTRICAL CODE

GENERAL AREA CALCULATIONS:

- FIRST FLOOR = 6,180 SF
- SECOND FLOOR = 6,180 SF
- THIRD FLOOR = 6,180 SF
- FLOOR PLAN TOTAL = 18,540 SF

USE GROUP:

R-2, APARTMENT COMPLEX

CONSTRUCTION TYPE:

V-B, SPRINKLED

ZONING:

R2 RESIDENTIAL MULTI-FAMILY
APARTMENT COMPLEX - PERMITTED

APARTMENT UNITS:

- UNITS PER FLOOR = 11
- NUMBER OF FLOORS = 3
- TOTAL UNITS = 33

TYPE UNITS PER FLOOR:

- (10) 1 BEDROOM
- (1) 2 BEDROOM

TOTAL UNIT TYPES:

- (30) 1 BEDROOM
- (3) 2 BEDROOM

PARKING CALCULATIONS:

- (30) 1 BEDROOM UNITS x 1.25 = 38 SPACES
- (3) 2 BEDROOM UNITS x 2 = 6 SPACES
- TOTAL PARKING REQUIRED = 44 SPACES
- OFF-STREET PARKING PROVIDED = 33 SPACES
- ON-STREET PARKING PROVIDED = 8 SPACES
- TOTAL PARKING PROVIDED = 41 SPACES

LANDSCAPING REQUIREMENT:

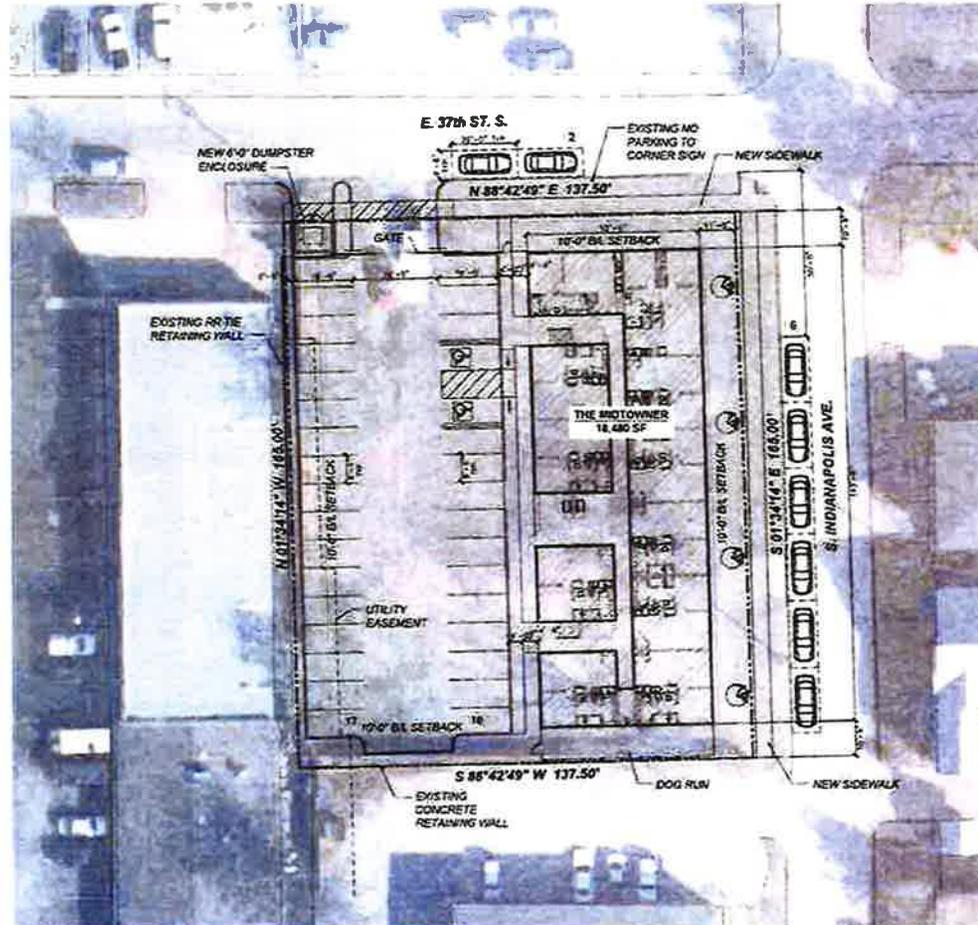
- STREET-YARD AREA = 0.006 SF
- LANDSCAPED AREA REQUIRED (20%) = 782 SF
- NUMBER REQUIRED TREES = 4

SCOPE OF WORK

NEW CONSTRUCTION OF A 3 STORY, 33 UNIT APARTMENT COMPLEX

CHANGES TO THE APPROVED DRAWINGS AND SPECIFICATIONS

CHANGES TO THE CITY APPROVED DRAWINGS AND SPECIFICATIONS SHALL BE MADE BY AN ADDENDUM OR A CHANGE ORDER APPROVED BY THE CITY OF TULSA AS REQUIRED BY THE ARCHITECT OF RECORD



wdesign
ARCHITECTURE + INTERIORS
815 E. 3rd Street, Suite C
Tulsa, OK 74103
Office: 918.794.6616
Fax: 918.794.6602
www.wdesign.com

**MIDTOWNER
MULTI-FAMILY
DEVELOPMENT**

PROJECT #
18213
3320 E. 37TH ST. S.
TULSA, OK
74135

BoA-22816

09.27.2019

SITE PLAN

1 SITE PLAN

A101

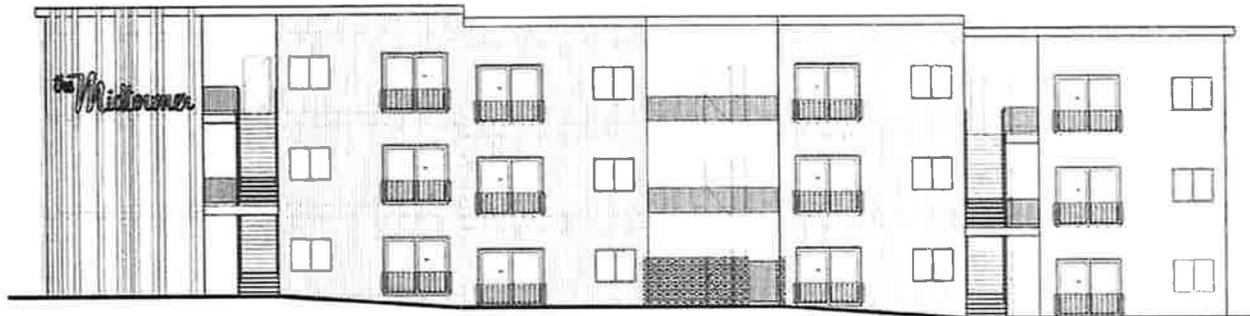
9.21

MidTowner

3702 South Indianapolis Avenue
 Tulsa, Oklahoma 74135
 Job #18213



wdesign
 ARCHITECTURE INTERIORS
 1101 S. BOWEN ST. SUITE 200
 TULSA, OK 74106
 OFFICE: 918.438.4444
 FAX: 918.438.4400
 WWW: WWW.WDESIGN.COM



MIDTOWNER MULTI-FAMILY DEVELOPMENT

PROJECT #
 18213

3320 E. 37TH ST. S.
 TULSA, OK
 74135

PROJECT TEAM

ARCHITECT
 WOODSON, J.C.
 818 E. 43RD STREET, SUITE 200
 TULSA, OK 74103
 TEL: 918.438.4444
 ARCHITECT: J.C. WOODSON
 WOODSON & SQUAWAS ARCHITECTS

CIVIL
 CIVIL ENGINEER
 B.S. & G. CHANDRASEKAR
 1000 N. W. 10TH ST.
 TULSA, OK 74103

STRUCTURAL
 STRUCTURAL ENGINEER
 T. J. B. BROWN
 1000 N. W. 10TH ST.
 TULSA, OK 74103



Location Map
 SCALE: 1"=200'

T
 19
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COVER
 SHEET

CS

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wdesign

Project Name: The Midtowner

Project Address: 3320 East 37th Street South, Tulsa, Oklahoma 74135

Report By: W Design

PARKING STUDY

Project Number: 18213

Owner: Midtowner LLC

Neighborhood Apartment Parking:

(please refer to map on page 2)

Mark	Name	Address	Units	Parking Spaces	Required Parking*	Notes
A	Heather Ann Apartments	3330 E 36 th St	19	16	24	(16) 1-bedroom units & 3 studios, lot is typically 30% full, most tenants use mass transit
B	Homer David Grooms (owner)	3616/3620 S Indianapolis Ave	6	12	8-12	Unknown unit types
C	Kimberly Apartments	3626 S Indianapolis Ave	16	25	20-32	Unknown unit types
D	Harvard Gardens	3640/3636 S Indianapolis Ave	10	10	20	(10) 2-bedroom units
E	La Cabana	3333 E 37 th St	13	13	17-26	Mix of 1 and 2-bedroom units
F	Charmont Apartments	3720/3718 S Indianapolis Ave	16	14	20-32	Mix of 1 and 2-bedroom units
G	Belle Arms	3732 S Indianapolis Ave	24	23	30-48	Mix 1 and 2-bedroom units
H	The Luxor	3333 E 38 th St	19	19	24-38	Mix of 1 and 2-bedroom units
I	Ranch Acres Manor	3727/3729 S Indianapolis Ave	24	26	30-48	(4) 2-bed (20) 1-bed
J	South Wind	3719 S Indianapolis Ave	8	12	10-16	Unknown unit types
K	3711 S Indianapolis Ave	3711 S Indianapolis Ave	13	21	17-26	Unknown unit types
L	Indianapolis East Oak	3701 S Indianapolis Ave	17	15	22-34	Mix of 1 and 2-bedroom units

*Required parking range calculated to account for missing data on unit types.

9.23



wdesign

PARKING STUDY

Legend:

Project Location	★
Apartment	
Parking Lot	
Residential	
Business	





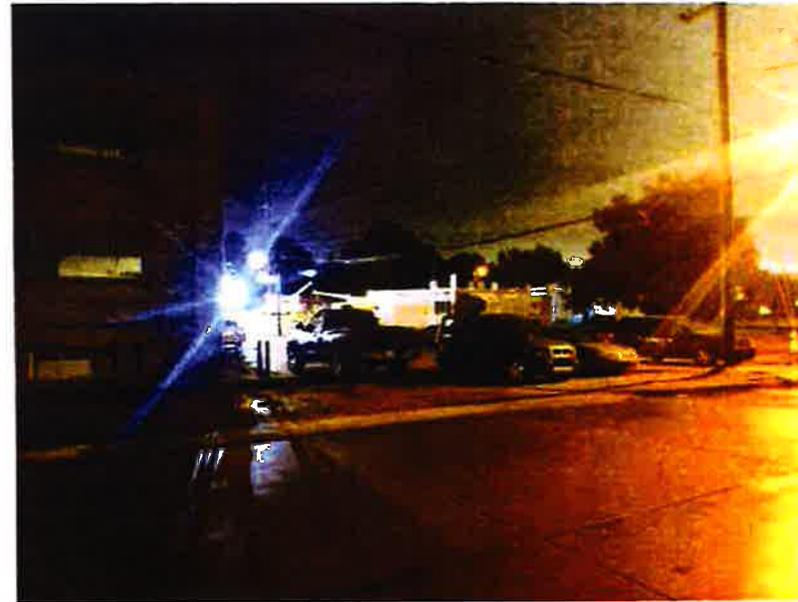
PARKING STUDY

A – Heather Ann Apartments



11/06/2019, 7:00am

16 parking spaces
8 vacant



10/29/2019, 7:00pm

16 parking spaces
11 vacant

9.25



PARKING STUDY

B – Homer David Grooms (owner)



11/06/19, 7:05am

12 parking spaces
8 vacant



10/15/19, 7:30pm

12 parking spaces
8 vacant

9.26



PARKING STUDY

C – Kimberly Apartments



11/06/19, 7:09am

25 parking spaces
17 vacant



10/15/19, 7:30pm

25 parking spaces
21 vacant

9.27

815 E. 3RD ST., STE. C
TULSA, OK 74120
P: 918.794.6616
WDESIGNSITE.COM



PARKING STUDY

D – Harvard Gardens



10/30/2019, 7:06am

10 parking spaces
5 vacant



11/04/2019, 7:08pm

10 parking spaces
5 vacant

9.28



PARKING STUDY

E – La Cabana



11/06/19, 7:00am

13 parking spaces
12 vacant



10/15/19, 7:30pm

13 parking spaces
10 vacant

9.29



PARKING STUDY

F – Charmont Apartments



10/30/19, 7:07am

14 parking spaces
8 vacant



10/15/19, 7:30pm

14 parking spaces
9 vacant



PARKING STUDY

G – Belle Arms



10/30/19, 7:10am

23 parking spaces
20 vacant



11/04/19, 6:55pm

23 parking spaces
21 vacant

9.31



PARKING STUDY

H - The Luxor



11/06/19, 7:00am

19 parking spaces
11 vacant



10/15/19, 7:30pm

19 parking spaces
8 vacant

9.32

815 E. 3RD ST., STE. C
TULSA, OK 74120
P: 918.794.6616
WDESIGNSITE.COM



PARKING STUDY

I – Ranch Acres Manor



11/06/19, 7:10am

26 parking spaces
17 vacant



10/31/19, 7:30pm

26 parking spaces
19 vacant

9.33



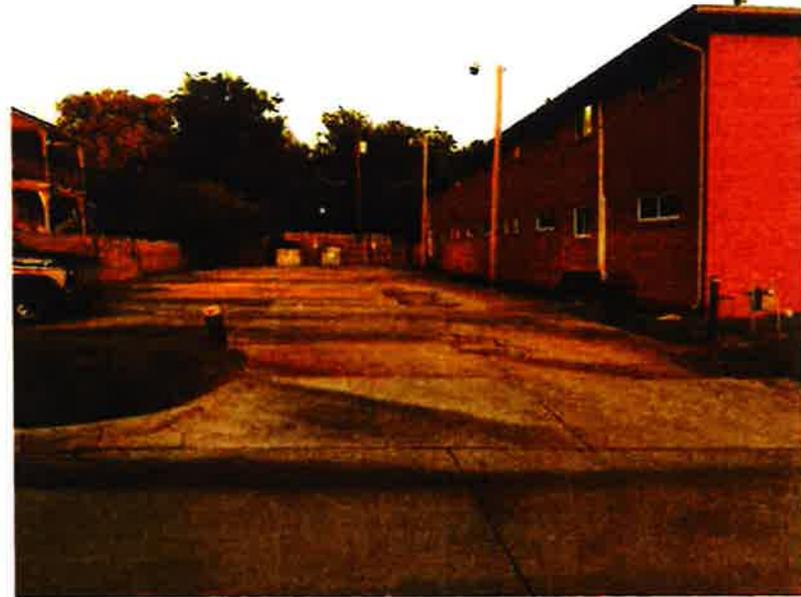
PARKING STUDY

J – South Wind



10/30/19, 7:00am

12 parking spaces
11 vacant



10/15/19, 7:30pm

12 parking spaces
11 vacant

9.34



PARKING STUDY

K – 3711 S. Indianapolis Ave.



11/06/19, 7:00am

21 parking spaces
10 vacant



10/15/19, 7:30pm

21 parking spaces
13 vacant

9.35



PARKING STUDY

L – Indianapolis East Oak



10/30/19, 7:07am

15 parking spaces
8 vacant

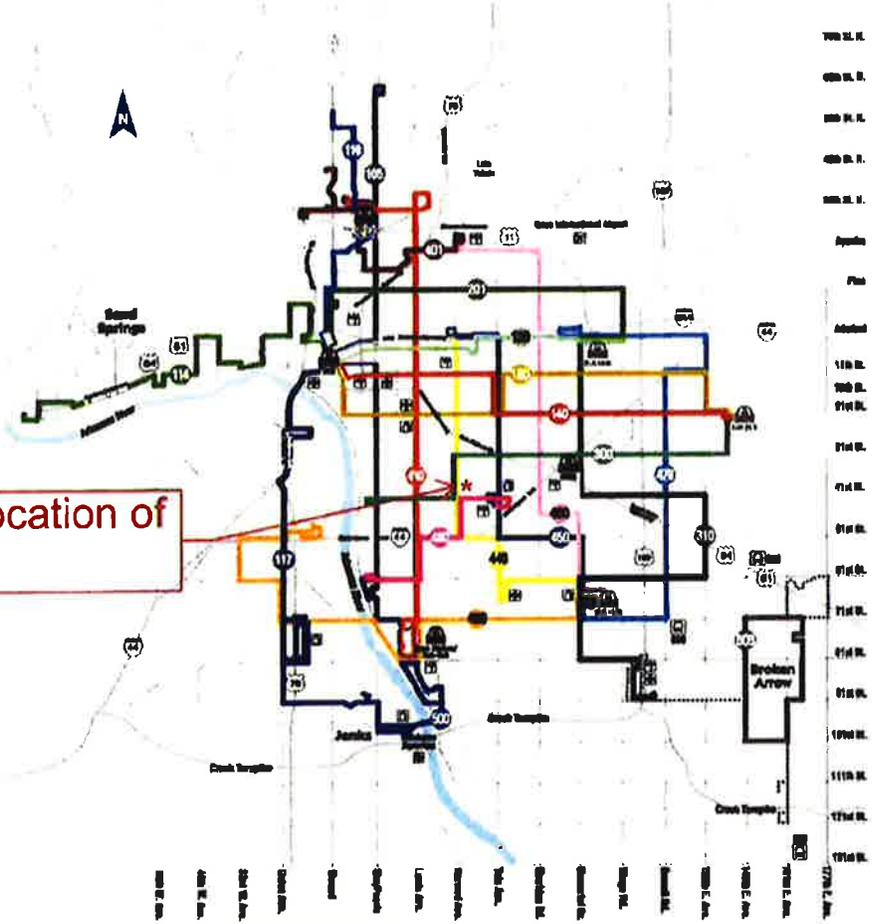


10/15/19, 7:30pm

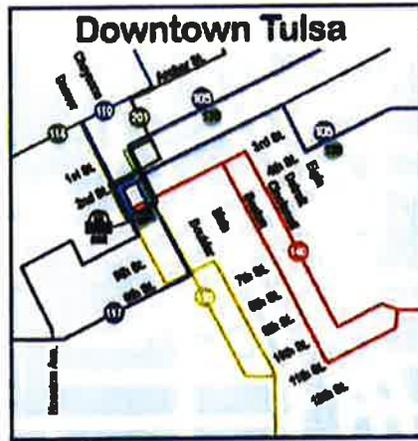
15 parking spaces
8 vacant

9.36

Tulsa Transit System Map



Approximate location of the Midtowner



For information on Express Routes and Park & Ride locations, see Routes 902 and 906.

Route Listing - September 2019

106 - Peoria	481 - North/Northwest
110 - MLK/Norford	410 - Lewis
114 - Charles Page/Lead Springs	Harvard
117 - Southwest Blvd./Union	480 - Yale
120 - Admiral	Shardien
148 - 11th/21st	470 - Bennett
160 - 21st/11th	481 - 61st/41st
201 - Pine/Memorial	405 - West Tulsa/71st
208 - 21st Street	608 - Jenks
319 - South/Southeast	505 - N.A. Connection

Hospitals Airports University-College Malls Park & Ride Denver Ave. Station Memorial Midtown Station Aero Station/ Sub-Hub Bus-Hub

All Routes are Wheelchair Accessible

Notes: See individual route maps for detailed routing information.

9.37

Exhibit "B"

Applicant requests an Alternative Compliance Parking Ratio pursuant to Section 55.050-K of the Tulsa Zoning Code (the "Code") to permit 33 off-street parking spaces for an apartment building in an RM-2 District. The property, located at 3320 E. 37th Street, is being developed as a new apartment project called The Midtowner, a mid-century modern-style building that echoes the familiar yet simple designs of much of the surrounding area.

Under Table 55-1 of the Code, the minimum motor vehicle parking ratio for an apartment in an RM-2 District is 1.25 spaces/0-1 bedroom dwelling unit and 2 spaces/2+ bedroom dwelling unit. The Midtowner will have (30) 1 bedroom units and (3) 2 bedroom units which would require 44 parking spaces under the Code.

In support of the proposed alternative compliance parking ratio of 33 spaces (or 1 space/dwelling unit), the Applicant has conducted a parking study (the "Study") and has found that the minimum parking ratios of the Code do not accurately reflect the actual day-to-day parking demand that can be anticipated for the proposed apartment building. A copy of the Study is attached hereto as **Exhibit "C"**.

The surrounding area is relatively unique in Tulsa. In the two (2) blocks of S. Indianapolis Ave. between E. 36th St. and E. 38th St., there are twelve (12) apartment/condo buildings. The properties are generally well-maintained when compared to other multi-family residential clusters around the City. Nearly all of these 12 buildings do not have parking that meets the minimum parking ratios of the current Code. Additionally, the parking that is available more than accommodates the parking needs of each building.

The Study observed the parking capacity of the 12 complexes at 7 am and 7 pm between October 15 and November 6. These times were chosen to reflect the time of day for potential highest use of parking lots before and after typical workday hours. The Study found that the amount of available parking spaces for the surrounding apartments far exceeded the actual parking needs of the residents, with many of the lots almost entirely vacant for much of the time.

In addition to the ample parking, the area is a central location for use of mass transit. There are three (3) Tulsa Transit Bus routes which stop at or around 41st & Harvard and one that stops further east down E. 41st St. near OU Tulsa. A copy of the Tulsa Transit System Map is attached hereto as **Exhibit "D"**.

In addition to the Study, external academic data indicates that the existence of surplus parking spaces is a growing trend and that existing parking minimums are too high. A 2017 report presented by the Urban Land Institute and Green Street Advisors entitled *The Transportation Revolution: The Impact of Ride-Hailing and Driverless Vehicles on Real Estate*, suggests that parking needs could decline by 50% in the next 30 years due to the proliferation of driverless vehicles and ride-hailing platforms such as Uber and Lyft. A 2019 article by Chrissy Mancini Nichols, *Are Parking Minimums a Thing of the Past?*, published by the Institute of Transportation Engineers, notes that "parking minimums increase the distance between destinations, making cities

and towns less walkable, thereby perpetuating a cycle of less viable transit and mobile options, the need for more driving, and – subsequently – even more parking.”

The findings of the Study are consistent with the external data. Much of the parking areas around the Midtowner for similar apartment complexes are under-utilized. Based on the data collected from the Study indicating that the area is over-parked, coupled with the availability of mass transit and the projected future trends of use in ride-sharing platforms such as Uber and Lyft, the reduction of required off-street parking from 44 to 33 spaces is not likely to cause material adverse impacts on traffic circulation and safety or on the general welfare of the property owners and residents in the surrounding area.

- c. That the conditions leading to the need of the requested variance are unique to the subject property and not applicable, generally, to other property within the same zoning classification;
- d. That the alleged practical difficulty or unnecessary hardship was not created or self-imposed by the current property owner;
- e. That the variance to be granted is the minimum variance that will afford relief;
- f. That the variance to be granted will not alter the essential character of the neighborhood in which the subject property is located, nor substantially or permanently impair use or development of adjacent property; and
- g. That the variance to be granted will not cause substantial detriment to the public good or impair the purposes, spirit, and intent of this zoning code or the comprehensive plan; for the following property:

N90.5 W250 LYING N RR R/W LESS W33 FOR ST BLK 9, ABDO'S ADDN, City of Tulsa, Tulsa County, State of Oklahoma

22869—Mark Capron

FILE COPY

Action Requested:

Modification of the previously approved site plan for Union High School (BOA-22553); Special Exception to permit alternative compliance parking ratios in an AG/RM-1 District (Section 55.050-K) to reduce the required number of parking spaces for a high school use. LOCATION: 6636 South Mingo Road East (CD 7)

Presentation:

Mark Capron, Wallace Engineering, 123 North Martin Luther King Boulevard, Tulsa, OK; stated that what has changed about last year's application is the number of parking spaces. Another consultant reviewed the parking lot and arrived at a different solution that improves the circulation, improves the aesthetics but it does not have the same number of parking spaces. There is enough parking for the students and there is also the ability to provide for event parking with some agreements with surrounding parking areas.

Mr. Van De Wiele asked Mr. Capron what the previous parking count was and what is that number being reduced to. Mr. Capron stated the previous count 1,527 and the count now is 1,385 for a reduction of 138 spaces or less than 10%.

Mr. Van De Wiele if this was just the student parking lot or is it also the faculty parking lot? Mr. Capron stated that it is just student parking during a school day. Mr. Van De Wiele asked Mr. Capron what the current student load count is for the 10th, 11th and 12th grades. Mr. Capron deferred to Mr. Bushyhead.

BOA-22869

FILE COPY

Interested Parties:

Charlie Bushyhead, Union Public Schools, 8506 East 61st Street, Tulsa, OK; stated there are 605 parking permits issued to students, so during the day students are in the south lot and a few faculty that park for the UMAC.

Mr. Van De Wiele asked what the typical graduating class size is. Mr. Bushyhead stated that it is about 1,100. There are about 3,500 children on the campus. Over the years the parking permits have reduced because there are more students that cannot afford a vehicle.

Ms. Radney asked Mr. Capron about the improvements to the circulation. Mr. Capron stated the original design approved last year, there was a north/south access point and what is there now is an access that goes to the main part of the building. There is curved parking with additional landscaping. There is also a central core sidewalk that is designed to bring everyone into the school.

Charlie Bushyhead came forward and stated there is a Superintendent Advisory Council and they meet with several students from all three grades at the high school. The students shared their concern about safety walking through the parking lot; that was one of the highest issues. The redesign brought in more curves in the parking with fewer runways and speed bumps have been added in that area, and there are more one-way lanes causing less interaction with vehicles and pedestrians.

Audrey Blank reminded the Board that in Section 55.050-K there are items that the Board of Adjustment needs to address or find in order to grant a Special Exception for the parking.

Mr. Van De Wiele read the conditions and asked if the Board had the study. Mr. Capron stated that a study had not been performed, because it was felt that having a nationwide study data brought together for what is typical in a high school did not compare to the realistic happenings within the subject high school. He did not think it was as important as what was actually happening with these parking requirements or parking needs.

Mr. Van De Wiele asked Ms. Blank if the Board has the ability to grant this if a parking study has not been submitted? Mr. Van De Wiele stated Item #2 and #3 have been covered in the determinations the Board is making. Mr. Capron believes that what he has a study is what was just heard about the parking permits that have been granted.

Ms. Blank thinks if the Board feels the information provided has satisfied that condition, they have the ability to find that they have received sufficient information.

Comments and Questions:

None.

BOA-22869

FILE COPY

Board Action:

On **MOTION** of **BOND**, the Board voted 3-1-0 (Bond, Ross, Van De Wiele "aye"; Radney "nay"; no "abstentions"; Shelton absent) to **APPROVE** the request for a **Modification** of the previously approved site plan for Union High School (BOA-22553); **Special Exception** to permit alternative compliance parking ratios in an AG/RM-1 District (Section 55.050-K) to reduce the required number of parking spaces for a high school use, subject to conceptual plans 10.09 and 10.10 of the agenda packet. The Board finds that the requested Special Exception will be in harmony with the spirit and intent of the Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare. The Board also finds that the other allowed parking reduction alternatives of Section 55.050 are infeasible or do not apply and that the reduced parking ratios proposed are not likely to cause material adverse impacts on traffic circulation and safety or on the general welfare of property owners and residents in the surrounding area; for the following property:

LT 1 BLK 1, UNION HIGH SCHOOL ADDN, City of Tulsa, Tulsa County, State of Oklahoma

22870—Kory Myers

Action Requested:

Special Exception to allow an addition to a structure with a non-conforming front street setback (Section 80.030-D & Section 5.030, Table 5-3); **Special Exception** to permit a carport to be located inside the street setback and the street yard (Section 90.090-C1). **LOCATION:** 3849 South Atlanta Place East (CD 9)

Presentation:

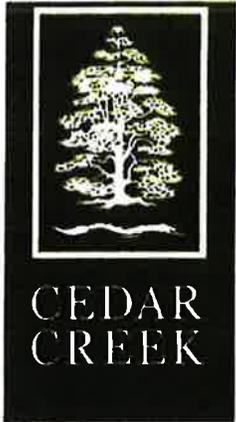
Kory Myers, 2200 South Utica Place, Suite 216, Tulsa, OK; stated he is the architect remodeling an addition for the homeowners. The first Special Exception is for an addition to an existing non-conforming structure and the second Special Exception is to build a carport within 35 feet of the street setback. When originally platted in 1953 the structure was within the required 25-foot building line from the Atlanta Place right-of-way. A 35-foot setback under the current Zoning Code qualifies the structure as existing non-conforming. The proposal is to extend the second floor to align with the face of the existing garage to improve the aesthetic portion and function of the house. The proposed carport will provide temporary parking for vehicles and align the scale of the building south elevation with the context of the neighborhood. There are other carports in the proximity of the subject house. Mr. Myers would respectfully request the Board approve his application.

Mr. Bond asked Mr. Myers if this would increase the footprint of the house. Mr. Myers stated the total area was increased over the garage, but the footprint stays the same.

Interested Parties:

There were no interested parties present.

BOA-23006



City of Tulsa Board of Adjustment
2 W. 2nd St., 8th Floor
Tulsa, OK 74103
Attn: Austin Chapman

August 26, 2020

RE: Alternate Compliance Parking Study

Mr. Chapman-

In support of the proposed construction of a new gymnasium for East Central High School, certain aspects of the current parking lot are proposed to be modified to meet current city codes as they relate to landscape and ADA requirements. In addition to these improvements, the parking lot will be reconfigured to allow safer pedestrian and vehicular traffic movements.

The intention of this parking study is to evaluate simultaneous and non-simultaneous uses and scenarios to determine the impact and adequacy of the proposed parking in support of the Special Exception request to the parking ratios.

The school currently has 671 onsite parking stalls. The School has 53 faculty members and issued a total of 188 parking permits. This school has a low number of driving students thus limiting the number of needed parking stalls for daily school sessions. After the proposed modifications are made there will be a reduction of 127 parking stalls leaving a total of 544 on-site parking stalls to be utilized during school hours. Based on these numbers we conclude that during a normal school day that the proposed reduction will NOT have an adverse effect to parking.

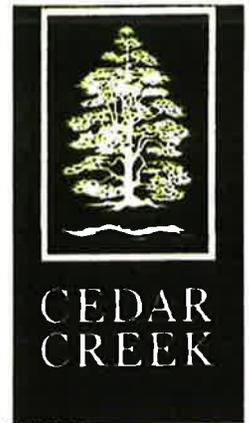
There are endless simultaneous scenarios/situations that can be analyzed however the reality is that events are scheduled after normal school hours and thus not a regular reality. That said for the sake of a complete study/evaluation there are 356 parking stalls available that can be utilized in the event of a simultaneous use. If the simultaneous use was at capacity Table 55-1 would require the following number of parking stalls:

Currently the existing gymnasium seats 1,628. Table 55-1 requirement – 326 parking stalls. It should be noted that school records indicate that last year’s peak attendance at a boys basketball game was 550 people with an average attendance of 110.

Currently the existing auditorium seats 1,025. Table 55-1 requirement- 205 parking stalls.

The proposed gymnasium will seat 1,048. Table 55-1 requirement - 210 parking stalls.

9.45



Based on these numbers we conclude that during a normal school day that any of the three listed scenarios could take place during school hours and the proposed reduction will NOT have an adverse effect to parking.

Currently the School Football stadium has a maximum capacity of 4,000. The Table 55-1 requirement is **800 parking stalls**. Of the 544 on-site parking stalls, 204 parks are immediately adjacent to the stadium. Per ordinance another 56 parking places can be obtained/counted along S. 124th E Ave. This provides 260 parks/1300 seats immediately surrounding the stadium. If we add in the additional 340 on-site parks our total reaches 600 parks/3,000 seats. It should be noted that according to school records the average attendance at Football games was 500, with the peak attendance less than 700.

Based on these numbers we concluded the site has enough permanent parking for approximately 3,000 seats of the 4,000 maximum seating thus leaving the site 200 parks short of meeting the Table 55-1 requirements for full capacity. This is without any consideration to low student driving numbers and/or recorded attendance numbers. We conclude that site has more than adequate parking to serve the stadium for the foreseeable future.

Additionally, in the event of a higher parking demand for an unforeseen scenario the campus has ample areas that could serve as designated temporary parking.

In summary, we conclude that currently the school has ample parking. We also have determined that based on current issued parking passes that this school has a low driving student population reducing the total number of necessary parking dictated by Table 55-1. The proposed modifications/reduction in parking will NOT have an adverse effect to non-simultaneous uses of the facilities based on current attendance numbers.

Lance Mills, PE



Prepared by Austin Chapman, achapman@incog.org, 918.579.9471

Item

Discuss and review the zoning code requirements for granting a variance and how to determine that a hardship exists.

Background

In granting a variance from the zoning code the Board must find the following condition exists per Sec. 70.130-H of the zoning code:

70.130-H Standards and Review Criteria

1. No variance may be approved unless the board of adjustment determines that the following facts, favorable to the property owner, have been established:
 - a. That the physical surroundings, shape, or topographical conditions of the subject property would result in unnecessary hardships or practical difficulties for the property owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
 - b. That literal enforcement of the subject zoning code provision is not necessary to achieve the provision's intended purpose;
 - c. That the conditions leading to the need of the requested variance are unique to the subject property and not applicable, generally, to other property within the same zoning classification;
 - d. That the alleged practical difficulty or unnecessary hardship was not created or self-imposed by the current property owner;
 - e. That the variance to be granted is the minimum variance that will afford relief;
 - f. That the variance to be granted will not alter the essential character of the neighborhood in which the subject property is located, nor substantially or permanently impair use or development of adjacent property; and
 - g. That the variance to be granted will not cause substantial detriment to the public good or impair the purposes, spirit, and intent of this zoning code or the comprehensive plan.

This may be an opportunity to review these items with new Board members and discuss their views on how to make this determination.

Attachment(s)

None.

Prepared by Austin Chapman, achapman@incog.org, 918.579.9471

Item

Discuss when to impose time limits for speakers and determine who should enforce that during the meeting.

Background

Over the past year Board meetings have grown in length due to an increase in cases and the use of remote video technology during hearings. The Policies and Procedures of the Board allow the Chair to set a time limit for each speaker.

Attachment(s)

None.