

MEMORANDUM

To: Downtown Design Review Committee

From: Bill Bleakley, Resident, SOSA Neighborhood Association

Re: DTCA-24-00024

Date: August 12, 2024

I apologize for submitting this in lieu of appearing in person. I was under the erroneous impression that the Committee wanted the results of the traffic study it requested before it proceeded with further hearing on the application. I made other commitments for this date that I must respect.

The issue I wish to address is the Association's opposition to further access from the proposed parking lot to the alley.

This issue is unique to this specific alley within Oklahoma City because the southern half of the alley is in the Cottage District and the north half of the alley is in the Downtown Design District 1. Each half has its own regulations and code provisions. Each has its own oversight committee or commission.

Although alleys are public rights-of-way, all rights of way do not have the same purposes. The purposes of alleys are different from roads and streets, otherwise they would be roads and streets.

Alleys purposes are primarily used for access of service, delivery, and utility vehicles, not for vehicular traffic. However, in the Cottage District, another purpose is mandated by the City. The residences on the south side of the alley must use it to exit their garages. It is, in the most part, their driveways since they are prohibited on the street side of their property.

The applicant, on the other hand, has 9th Street to exit his proposed parking lot.

There are many compelling reasons why the proposed parking lot should not have an additional exit into the alley, but here are some of the more important ones:

1. Residents backing out of their garages have no field of vision until they have back partially into the alley and into the path of oncoming traffic.
2. The east end of the alley empties out midblock onto Shartel Avenue, a busy thoroughfare. As with most alleys, there are no stop signs or other traffic controls that would prevent vehicles emerging onto Shartel across a sidewalk and through a bike lane in a dangerous fashion.
3. Large delivery, service, and utility vehicles, for which the alley's use is intended, generally will not have the width to accommodate oncoming traffic.
4. An examination of the plat map attached to the application shows that 9th Street and Shartel Avenue are major arterial streets. Francis Avenue is platted as a narrower residential street on which there are currently many residences in existence.
5. Line of sight to oncoming traffic when exiting an alley is limited, since there are no requirements for a visibility radius as there are for street corners

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6. Most of the applicant's patients are most likely to come and go in an east-west or north south direction and 9th Street, Classen Boulevard and Shartel Avenue are their likely route. Directing traffic from the parking lot to the alley will only cause more congestion.

I think the traffic survey will likely bear out the assumption made in No. 6 above.

In conclusion, I respectfully suggest that no additional entries or exits on the alley -be authorized for the project in question.

Bill Bleakley
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Oklahoma City

