Introduction and Notice to the Public

The City of Tulsa Board of Adjustment (BOA) is empowered by state law to grant variances due to hardships, and special exceptions to the zoning code. At this meeting, BOA, in accordance with and pursuant to applicable policies and procedures, will review, consider, discuss, and may take action on, approve, approve with conditions, amend or modify, deny, reject, or defer action on any item listed on the agenda.

How to Participate

You may attend the hearing to express your opinions or have someone appear on your behalf. If you wish to present documents or exhibits during the hearing, please submit them by 9:00 a.m. the day of the hearing. Please reference the case number and include your name and address. Any exhibits presented will become part of the public record of the case.

To comment on cases, email planning@cityoftulsa.org.
Mail: Tulsa Planning Office, 175 E. 2nd St., Suite 480, Tulsa, OK 74103

All electronic devices must be silenced during the hearing. Note: If you require special accommodations pursuant to the Americans with Disabilities Act, please notify the Tulsa Planning Office at 918-596-7526.

Call to Order

Approval of Minutes

1. Minutes from Meeting 1335, April 23, 2024

Unfinished Business

2. BOA-23692
   Location: 2427 E. 27th St. N.
   City Council District: 1
   Applicant: Martha Gibson
   Action(s) Requested: Special Exception to permit a Manufactured Housing Unit in the RS-3 zoning district (Sec. 5.020, Table 5-2.5); Special Exception to extend the 1-year limit for a Manufactured Housing Unit (Sec. 40.210-A)

3. BOA-23696
   Location: 1602 N. Denver Ave.
   City Council District: 1
   Applicant: David Valderrama
   Action(s) Requested: Variance to reduce the 20-foot setback for a street facing garage door on a corner lot (Sec. 80.020-B)
New Applications

4. **BOA-23705**
   - **Location:** 425 S. 39th W. Ave.
   - **City Council District:** 4
   - **Applicant:** Rosa Linda Gamboa Perez
   - **Action(s) Requested:** Special Exception to permit a carport in the street setback and yard with modification of the allowable setback requirement (Sec.90.090-C1)

5. **BOA-23709**
   - **Location:** 3709 E. 46th St.
   - **City Council District:** 9
   - **Applicant:** Daniel Davies
   - **Action(s) Requested:** Variance to reduce the required 15-foot side street setback in the RS-2 Zoning District (Sec. 5.030-B, Table Note [3])

6. **BOA-23710**
   - **Location:** 3407 N. Lewis Ave.
   - **City Council District:** 1
   - **Applicant:** James Griffin
   - **Action(s) Requested:** Variance to permit a dynamic display sign within 200 feet of a Residential Zoning District (Sec. 60.100-F)

7. **BOA-23711**
   - **Location:** 2111 S. Darlington Ave.
   - **City Council District:** 5
   - **Applicant:** William Aguilar
   - **Action(s) Requested:** Special Exception to increase the permitted fence height inside the street setback (Sec. 45.080-A)

8. **BOA-23712**
   - **Location:** 5203 S. Sheridan Rd.
   - **City Council District:** 7
   - **Applicant:** Adam Fitzpatrick
   - **Action(s) Requested:** Special Exception to permit an Animal Service/Boarding or Shelter use in the CS zoning district (Sec. 15.020, Table 15-2)

9. **BOA-23713**
   - **Location:** 1315 E. 27th Pl.
   - **City Council District:** 4
   - **Applicant:** Luke Summers
   - **Action(s) Requested:** Variance to reduce of minimum 15-foot side setback in the RE zoning district (Section 5.030, Table 5-3)

10. **BOA-23714**
    - **Location:** 220 S. Yale Ave.
    - **City Council District:** 4
    - **Applicant:** Femi Fasesin
    - **Action(s) Requested:** Special Exception to permit an accessory dwelling unit in the RS-3 zoning district (45.031-D)
11. BOA-23715
   Location: 9111 S. Mingo Rd.
   City Council District: 7
   Applicant: Nathalie Cornett
   Action(s) Requested: Variance to permit two dynamic display signs on the lot (Section 60.080-E)

12. BOA-23716
   Location: 8081 S. Memorial Dr.
   City Council District: 7
   Applicant: Nathalie Cornett
   Action(s) Requested: Variance to permit two dynamic display signs on the lot (Section 60.080-E)

13. BOA-23717
   Location: 7950 E. 41st St.
   City Council District: 5
   Applicant: Nathalie Cornett
   Action(s) Requested: Variance to permit two dynamic display signs on the lot (Section 60.080-E); Variance to permit a dynamic display sign within 50 feet of the driving surface of a signalized intersection (Section 60.100-D)

14. BOA-23718
   Location: 3230 E. Admiral Pl. N.
   City Council District: 3
   Applicant: Nathalie Cornett
   Action(s) Requested: Variance to permit three dynamic display signs on the lot (Section 60.080-E); Variance to permit a dynamic display sign to be located within 200 feet of a residential district. (Section 60.100-F)

Other Business

Board Members’ Comments

Adjournment
**Board of Adjustment**

**Staff Report**

**Special Exception**

**Hearing Date:** June 11th, 2024  
**Prepared by:** Austin Chapman  
achapman@cityoftulsa.org  
918-596-7597

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<table>
<thead>
<tr>
<th><strong>Owner and Applicant Information</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Applicant:</strong> Marth Gibson</td>
<td></td>
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<tr>
<td><strong>Property Owner:</strong> Viper on Construction</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Property Location</strong></th>
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</thead>
<tbody>
<tr>
<td>2427 E. 27th St. N.</td>
<td></td>
</tr>
<tr>
<td><strong>Tract Size:</strong> 7,000 square feet</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Location within the City of Tulsa</strong></th>
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<tbody>
<tr>
<td><em>(shown with City Council districts)</em></td>
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<tr>
<th><strong>Request Summary</strong></th>
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</thead>
<tbody>
<tr>
<td>Special Exception to permit a Manufactured Housing Unit in the RS-3 zoning district (Sec. 5.020, Table 5-2.5); Special Exception to extend the 1-year limit for a Manufactured Housing Unit (Sec. 40.210-A)</td>
<td></td>
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<table>
<thead>
<tr>
<th><strong>Zoning</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Zoning District:</strong> RS-3</td>
<td></td>
</tr>
<tr>
<td><strong>Zoning Overlays:</strong> None.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Comprehensive Plan Considerations</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Land Use Plan:</strong> Neighborhood</td>
<td></td>
</tr>
<tr>
<td><strong>Small Area Plans:</strong> None</td>
<td></td>
</tr>
<tr>
<td><strong>Development Era:</strong> Early Automobile</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Transportation</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Major Street &amp; Highway Plan:</strong> Unclassified</td>
<td></td>
</tr>
<tr>
<td>planitulsa Street Type: None.</td>
<td></td>
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<tr>
<td><strong>Transit:</strong> Regular Route</td>
<td></td>
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<tr>
<td><strong>Existing Bike/Ped Facilities:</strong> None.</td>
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<tr>
<td><strong>Planned Bike/Ped Facilities:</strong> None.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environment</strong></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Flood Area:</strong> None.</td>
<td></td>
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<tr>
<td><strong>Tree Canopy Coverage:</strong> 0-10%</td>
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</tr>
<tr>
<td><strong>Parks &amp; Open Space:</strong> N/A</td>
<td></td>
</tr>
</tbody>
</table>

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**Elected Representatives**

City Council: District 1, Vanessa Hall Harper  
County Commission: District, Stan Salee

**Public Notice Required**

Newspaper Notice – min. 10 days in advance  
Mailed Notice to 300’ radius – min. 10 days in advance  
Posted Sign – min. 10 days in advance

**Case History:**

5/14/2024: Board continued the item until the following meeting the applicant was not present.

5/28/2024: The Board continued the item and request exhibits showing the proposed unit.
Staff Analysis
The applicant is proposing to rehabilitate a 1993 Manufactured Housing unit to be placed on the subject property. The applicant is requesting the Board extend the 1 year time limit for a manufactured housing unit to be allowed permanently.

Relevant Case History
• None.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Neighborhood. Neighborhoods are “Mostly Residential Uses” which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low-intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off of an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access off of a lower-order street separated from the arterial, then it would be considered Neighborhood.

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Vacant</td>
</tr>
<tr>
<td>East</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Detached House</td>
</tr>
<tr>
<td>South</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Vacant</td>
</tr>
<tr>
<td>West</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Vacant</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject properties are not included in a small area plan.

Development Era
The subject property is located in an area developed during the early Automobile Era. As automobile use began to supplant the use of streetcars in cities across the country, the pattern of urban development changed. From the time of the Great Depression, through World War 2, and prior to the development of the Interstate Highway System, Tulsa’s land use pattern became more centered around the mile-by-mile grid of major streets that follows the boundaries of the township and range system. During this time period, Tulsa saw some of the fastest growth that has occurred in the city’s history, consistent with population growth across the United States. Detached house neighborhoods with a variety of architectural styles proliferated through the area, and a relatively low level of redevelopment has occurred over time as compared to the Downtown Era and the Streetcar Era.

Transportation
Major Street & Highway Plan: Not classified.

Comprehensive Plan Street Designation: None.

Transit: Regular Service routes on N. Lewis.

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: None.

Arterial Traffic per Lane: 2.2
Arterial Traffic - North (E 36th St N - 2,477 Vehicles per Lane)
Arterial Traffic - East (N Harvard Ave - 1,712 Vehicles per Lane)
Arterial Traffic - South (E Apache St - 2,138 Vehicles per Lane)
Arterial Traffic - West (N Lewis Ave - 1,836 Vehicles per Lane)

**Environmental Considerations**

**Flood Area:** The subject property are not in a flood area.

**Tree Canopy Coverage:** Tree canopy in the area is 10%. The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

**Parks & Open Space:** None.

**Site Photos**

Subject property in BOA-23692 (Image used from Google Street View)
Sample Motion
I move to approve or deny a Special Exception to permit a Manufactured Housing Unit in the RS-3 zoning district (Sec. 5.020, Table 5-2.5); Special Exception to extend the 1-year limit for a Manufactured Housing Unit (Sec. 40.210-A)
  • per the conceptual plan(s) shown on page(s) ____ of the agenda packet.
  • subject to the following conditions (including time limitation, if any): ________________________________.

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.

Property Description
Lot 10 Block 5, The Ben C Franklin Addition, City of Tulsa, Tulsa County, State of Oklahoma

Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
STATE OF OKLAHOMA

VEHICLE IDENTIFICATION NUMBER
55670820179100

YEAR
1993

MAKE
PRTKMP

TITLE NO.
810000406507

DATE 1ST SOLD
6/1/2015

DATE ISSUED

ODOMETER
Exempt

TYPE OF TITLE
Duplicate

DATE INS.

LOSS OR SALVAGE

NAME AND ADDRESS OF VEHICLE OWNER

DANIELS & DANIELS
CONSTRUCTION, INC
3501 W KENOSHA ST
BROKEN ARROW OK 74012-8948

THIS VEHICLE IS SUBJECT TO THE FOLLOWING LIEN(S):

It is hereby certified that according to the records of the Oklahoma Tax Commission, the person named hereon is the owner of the vehicle described above which is subject to a lien(s) as shown; however, the vehicle may be subject to other liens or security interests.

CONTROL NO.
41302043
(This is not a title number)

ASSIGNMENT OF TITLE BY REGISTERED OWNER

If Dealer; List License # Here:

I HEREBY ASSIGN AND WARRANT ownership of the vehicle described on this certificate to the following, subject only to the liens or encumbrances, if any, properly noted on this certificate.

Purchaser(s) Name (Type or Print):
Salvador Velazquez

Purchaser(s) Complete Address:
4700 Palm Ave. Bixby, Ok

Actual Purchase Price of Vehicle:
$1,000

I certify to the best of my knowledge that the ODOMETER READING reflected on the vehicle’s odometer and listed below is the ACTUAL MILEAGE of the vehicle UNLESS one of the accompanying statements is checked:

☐ 1. The odometer has exceeded its mechanical limits.
☐ 2. The odometer reading is NOT the actual mileage. Warning — Odometer Discrepancy

Signature of Seller(s):

Printed Name of Seller(s):

Subscribed and sworn to before me this 7th Day of FEBRUARY 2019

Notary Public:

Commission Expiration: 12/14/2019

Signature of Buyer(s):

Printed Name of Buyer(s):

KATHLEEN A. SCHROEDER
Notary Public State of Oklahoma
Commission # 1501125
Not commissioned to handle title transfers only.

VOID IF ALTERED

2.9
The commercial trailer or mobile home

Vehicle identification number: 55670820179100
Year 1993

Exterior description
Metallic trailer mobile home 12 ft x 60 ft
Central air conditioner

Interior descriptions
Two bedrooms 12ft x 12ft
One completed bathroom 8ft x 5ft with shower, toilet, sink
Drain pipe in the missing kitchen
Electrical cables all trailer

Was a commercial trailer mobile hose

We buy for remodeling and put the kitchen and new bathroom and doors and replaced any window needed change the floors, new carpet y bedrooms.
Subject: Zoning Review
Page Label: 1
Author: DWhiteman
Date: 3/27/2024 1:21:29 PM
Color: 

Section 5.020-G Use Regulations - Residential Building Types. Residential uses allowed in R districts must be located in residential buildings. Descriptions of the residential building types and references to applicable regulations are found in Section 35.010. The following residential building types are allowed in R districts.

REVIEW COMMENT: Manufactured Housing Units are only allowed on an RS-3 zoned lot by Special Exception. Apply to the Board of Adjustment for a special exception to allow a Manufactured Housing Unit on an RS-3 zoned lot. Contact the Tulsa Planning Office at 918-584-7526 for Board of Adjustment schedules procedures.

This constitutes a Plan Review to date in response to the information submitted with and after the above referenced application. Additional issues may develop when the review continues upon receipt of additional information requested in this letter or upon additional submittal from the client. Any code items not reviewed are still in force, and it shall be the responsibility of the owner and design professional(s) to ensure that all code requirements are satisfied.
Subject: Note
Page Label: 1
Author: James Henley
Date: 3/14/2024 3:38:38 PM
Color: 

Residential Drive Radius

The proposed driveway approach does not meet the minimum radius standard of 5 feet. Please provide plans indicating the proposed driveway radius will meet the minimum standard as prescribed within the COT Standard Drawings (Standard No. 701-704). COT Standards can be found here: https://www.cityoftulsa.org/government/departments/engineering-services/specifications-checklists-and-details/standard-details-8-x-11/

Subject: Note
Page Label: 1
Author: James Henley
Date: 3/14/2024 3:38:46 PM
Color: 

Revise site plan to show location of AC equipment pad.

Zoning Review (2)

Subject: Zoning Review
Page Label: 1
Author: DWhiteman
Date: 3/27/2024 1:20:47 PM
Color: 

35.010-H Manufactured Housing Unit. A manufactured housing unit is a principal residential building that complies with the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. §5401, et seq.). Manufactured housing units are subject to the same regulations that apply to detached houses, except as modified by supplemental regulations of Section 40.210.

REVIEW COMMENT: Provide documentation indicating the date of manufacture for this manufactured housing unit.

This constitutes a Plan Review to date in response to the information submitted with and after the above referenced application. Additional issues may develop when the review continues upon receipt of additional information requested in this letter or upon additional submittal from the client. Any code items not reviewed are still in force, and it shall be the responsibility of the owner and design professional(s) to ensure that all code requirements are satisfied.
CORRECTIONS SUMMARY

BLDR-175259-2024 (2427 E 27TH ST N Tulsa Tulsa, OK 74110)
Markup Summary #1

Note (5)

Subject: Note
Page Label: 1
Author: James Henley
Date: 3/14/2024 3:37:19 PM
Color: ■
Submitted two different site plans with different measurements.
Submit ONE site plan for review. Do not submit multiple plans with different measurements/proposed building locations. We have no idea which one to review or which one you're proposing for construction.

Subject: Note
Page Label: 1
Author: James Henley
Date: 3/14/2024 3:38:18 PM
Color: ■
Erosion Control:
All developments shall be designed, constructed, and completed in a manner which minimizes the exposure of bare earth to precipitation.
Revise site plan to show an Erosion Control Plan containing detailed location of all silt fence and other erosion and sedimentation control methods to be used during construction per City of Tulsa Standard 126. COT Standards may be found here: https://www.cityoftulsa.org/government/departments/public-works/engineering-services/specifications-checklists-and-details/standard-details-22-x-34/

Subject: Note
Page Label: 1
Author: James Henley
Date: 3/14/2024 3:38:25 PM
Color: ■
Drainage:
Revise site plan with a drainage plan that clearly shows how overland drainage will be conveyed to the street or public storm system. Show how the proposed structure affects overland drainage. Use arrows to indicate flow direction.

This constitutes a Plan Review to date in response to the information submitted with and after the above referenced application. Additional issues may develop when the review continues upon receipt of additional information requested in this letter or upon additional submittal from the client. Any code items not reviewed are still in force, and it shall be the responsibility of the owner and design professional(s) to ensure that all code requirements are satisfied.
5/7/2024

City of Tulsa Board of Adjustment
175 E. 2nd Street
Suite 480
Tulsa, OK 74103

Re: Case Number BOA-23692

Dear Board Members,

I am writing to express my deep displeasure regarding the potential special exception to permit a manufactured housing unit in an RS-three zoning district next door to my property located at 2417 E. 27th Street North.

As a property owner in this neighborhood, I am concerned about the impact that this decision will have on the aesthetic appeal and property values of the community. Manufactured housing units are not in line with the character of the neighborhood, which is comprised primarily of single-family homes. Allowing this exception sets a dangerous precedent and could potentially lead to a further degradation of the neighborhood.

Furthermore, I am worried about the potential safety hazards that a manufactured housing unit could pose. These units are often of lower quality and may not meet the same building standards as traditional homes. Allowing such a unit to be placed next to my property raises concerns about fire risks, structural integrity, and overall safety.

I urge the City of Tulsa to deny the special exception. It is essential to uphold zoning regulations that are in place to protect the integrity of our neighborhood and ensure that it remains a desirable place to live for all residents.

Thank you for taking the time to consider my concerns. I look forward to hearing from you regarding this matter.

Yours Truly,

[Signature]

Nathan Chapman
Owner, Charles Haskell LLC

NTC/cdj
### Owner and Applicant Information

**Applicant**: David Valderrama, Valderrama Homes LLC  
**Property Owner**: John and Rebecca Abraham Trust

### Property Location

1602 N. Denver Ave.  
Tract Size: ± .20 acres

### Location within the City of Tulsa

(shown with City Council districts)

### Request Summary

Variance to reduce the 20-foot setback for a street facing garage door on a corner lot (Sec. 80.020-B).

### Zoning

- **Zoning District**: RS-3  
- **Zoning Overlays**: HNO

### Comprehensive Plan Considerations

#### Land Use

- **Land Use Plan**: Neighborhood  
- **Small Area Plans**: None  
- **Development Era**: Early Automobile

#### Transportation

- **Major Street & Highway Plan**: N/A  
- **planitulsa Street Type**: N/A  
- **Transit**: N/A  
- **Existing Bike/Ped Facilities**: Sidewalks on N Denver  
- **Planned Bike/Ped Facilities**: None

#### Environment

- **Flood Area**: N/A  
- **Tree Canopy Coverage**: 10-20%  
- **Parks & Open Space**: John Starks Park is one block to the east.

### Elected Representatives

- **City Council**: District 1, Vanessa Hall-Harper  
- **County Commission**: District 1, Stan Sallee

### Public Notice Required

- **Newspaper Notice** – min. 10 days in advance  
- **Mailed Notice** to 300’ radius – min. 10 days in advance

### Case History:

5/28/2024: Board continued the item due to a noticing issue.
Staff Analysis

The applicant is requesting a Variance to reduce the 20-foot setback for a street facing garage door on a corner lot (Sec. 80.020-B). The lot is nonconforming due to lot width. The Board previously approved reducing the setback to 9.5 feet, but the applicant is now requesting it be reduced to 7 feet.

Relevant Case History

- BOA-23657, March 26, 2024, the Board approved a variance to reduce the 20-foot setback for a street facing garage door on a corner lot (Sec. 80.020-B).

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood. Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

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<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3 &amp; HNO</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>East</td>
<td>RS-3 &amp; HNO</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>South</td>
<td>RS-3 &amp; HNO</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>West</td>
<td>RS-3 &amp; HNO</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Small Area Plans

The subject property is not within a small area plan.
**Development Era**
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

**Transportation**
- **Major Street & Highway Plan:** N/A
- **Comprehensive Plan Street Designation:** N/A
- **Transit:** N/A
- **Existing Bike/Ped Facilities:** Sidewalks on N Denver.
- **Planned Bike/Ped Facilities:** None
- **Arterial Traffic per Lane:** N/A

**Environmental Considerations**
- **Flood Area:** The subject property is not in a flood area.
- **Tree Canopy Coverage:** Tree canopy in the area is 10-20%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.
- **Parks & Open Space:** N/A John Starks Park is one block to the east.
Sample Motion
I move to approve or deny a Variance to reduce the 20-foot setback for a street facing garage door on a corner lot (Sec. 80.020-B).

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ______________________________________

The board finds the hardship to be ________________________________________________________________.

In granting the Variance, the Board finds 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.

Property Description
LT 12 BLK 4, THE MORLEY ADDN, City of Tulsa, Tulsa County, State of Oklahoma

Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
(Subject property from Denver Ave)

(Subject property from Queen St)
BOA-23696

Subject Tract

0 feet
200 feet
400 feet
BOA-23696

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2021
Land Use Plan Categories

- Arkansas River Corridor
- Downtown
- Employment
- Local Center
- Multiple Use
- Neighborhood
- Park and Open Space
- Regional Center

SUBJECT TRACT

BOA-23696

19-14 04

3.9 Feet

W PINE ST
E PINE ST
Site Plan
1/16" = 1'
Covered Patio Roof Attachment:
Location: North end of the garage
Size: 12' x 24' with a 10' overhang
Roof Type: 6/12 gable

Structural Details:
Posts: 6x6x8 rough sawn cedar on the North corners, 6x6x8 everywhere else
Beams: 6x6x12 rough sawn cedar
Post Fails: Minimum 24" diameter, 30" deep, five total, with 4" rebar
Rebar Design: Four vertical sticks forming a square with a 40-degree bend extending 5" out and a 180-degree hook, tied with three horizontal rows
Rebar Placement: 3' from bottom and wall of hole, bends into patio slab (see detail 4 on A06)

Concrete Slab:
Dimensions: 12' 4" x 24' 8" (extends 4' past posts)
Thickness: 5"
Placement: Extends 12' 4" from the north garage wall, centered with the garage

Finishing Details:
Fascia & Soffit: Matching garage
Sheathing: 1/2" Zipt System
Shingles: Matching garage, with synthetic underlayment
Lighting: Six 6" dimmable can lights in pine tongue and groove

Hardware:
Rafter-to-Beam Attachment: Simpson A232Z 2" x 1-1/2"
Angle
Patio Roof-to-Wall Attachment: 3/8" x 6" Spax structural lags
(Studs in the gable wall will be double-up to provide extra grip for the Spax lags in addition to the extra structural support for the roof)
Post Mounts: 8" wedge anchors

Additional Requirements:
Silt Fence: Around garage and covered patio area
Silt Slope: Not less than 5' from North property line

Property Measurements:
From center of Queens to front of garage (brick location): 36.5 feet
From west side of house to aarace brick: 6.5 feet

Garage Floor Plan

3/8" = 1'
Asphalt Shingles
1/2" Zip System - seams taped with synthetic underlayment
2x6 Rafter @ 16" OC - Spax Lags fasten every rafter to the 2x10s - 6:12 Pitch
16" Rim-Joist
2x6 Sub-Fascia
2x4 soffit ledger
1x8 Cedar Fascia
2x4 Soffit Bearer @ 16" OC
Hardie Soffit with vent (NO VENTS ON EAST SIDE FACING THE EXISTING STRUCTURE - per Fire Code)
2x6 Top Plates
Hardie Plank Cladding
7/16" Zip System Sheathing - seams taped

R-3 1/2" Foam Board Insulation - seams taped
4" R-1-1/8" 2x6 Stud Wall @ 16" OC with Quad Max Caulking in exterior gaps throughout
2x6 Pressure Treated Sill Plate with Sill Seal Foam and Quad Max Caulking throughout

2x10 Plate around perimeter of attic
16" Blue Line 1-Joist with R-30 Mineral Wool Batt insulation @ 16" OC
5/8" Type X Drywall on ceiling
5/8" Type X Drywall on all exterior walls
R-23 Mineral Wool Batt insulation

Hot Shot Bug Repellant to be poured in every stud bay
1/2" Concrete Wedge Anchor @ 48" OC
#4 Rebar Grid @ 24" OC
5" Concrete Slab with fiber reinforcement and 15-mil vapor barrier
#5 Rebar Shear Reinforcement @ 24" OC
#5 Rebar Open Loop Stirrup @ 60" OC
Four (4) #5 Rebar to run throughout footing
min 18" x 18" 3,500 PSI Concrete Footing with fiber reinforcement
Board of Adjustment

Staff Report
Special Exception Case BOA-23705

Hearing Date: June 11, 2024
Prepared by: Sean Wallace
swallace@cityoftulsa.org
918-596-7585

Owner and Applicant Information
Applicant: Rosa Linda Gamboa Perez
Property Owner: Rosa Linda Gamboa Perez

Property Location
425 S. 39th W. Ave.
Tract Size: ±.2 acres

Location within the City of Tulsa
(shown with City Council districts)

Elected Representatives
City Council: District 4, Laura Bellis
County Commission: District 2, Karen Keith

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance

Request Summary
Special exception to permit a carport in the street setback and yard with modification of the allowable setback requirement (Sec. 90.090-C1).

Zoning
Zoning District: RS-3
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Neighborhood
Small Area Plans: Charles Page
Development Era: Streetcar

Transportation
Major Street & Highway Plan: N/A
planitulsa Street Type: N/A
Transit: Regular Route
Existing Bike/Ped Facilities: Katy Trail extends from Ziegler Park.
Planned Bike/Ped Facilities: Completion of Charles Page buffered bike lane.

Environment
Flood Area: City of Tulsa Regulatory Floodplain
Tree Canopy Coverage: 10-20%
Parks & Open Space: Ziegler Park is nearby.
Staff Analysis
The applicant is requesting a special exception to permit a carport in the street setback and yard with modification of the allowable setback requirement (Sec.90.090-C1). The proposed carport (already built) is within the 5’ required setback from the side lot line by 1’ and projects into the street setback by more than the 20’ allowed by code by an additional 15’ (35’ total).

2. RS-2, RS-3, RS-4, RS-5 and RM Districts
   In RS-2, RS-3, RS-4, RS-5, or RM zoned lots used for detached houses or duplexes, the total aggregate floor area of all detached accessory buildings, including accessory dwelling units, and accessory buildings not erected as an integral part of the principal residential building may not exceed 500 square feet or 40% of the floor area of the principal residential structure, whichever is greater. [1]
   [1] For detached accessory buildings, including accessory dwelling units, located within rear setbacks see 90.090-C.

45.030-B Carports
   Carports are allowed in R zoning districts. Any carport that occupies all or a portion of the street setback or street yard area must be approved in accordance with the special exception procedures of Section 70.120 and comply with the regulations of 90.090-C.1.

1. Carports
   Carports are allowed in street setbacks and yards in R zoning districts only if approved in accordance with the special exception procedures of Section 70.120. Any carport that occupies all or a portion of the street setback or street yard area must comply with the following regulations, unless otherwise expressly approved by the board of adjustment as part of the special exception process:
   a. A carport may be a detached accessory building or an integral part of the principal building.
   b. The area of a carport may not exceed 20 feet in length by 20 feet in width.

   TULSA ZONING CODE | February 07, 2024
   page 90-6

   Chapter 90 | Measurements
   Section 90.090 | Setbacks

   c. A detached carport may not exceed 8 feet in height at its perimeter or 18 feet in height at its highest point. A carport erected as an integral part of the principal building may not exceed 8 feet in height within 10 feet of a side lot line or 18 feet at its highest point.
   d. The carport structure must be setback from side lot lines by a minimum distance of 5 feet or the depth of the principal building setback, whichever is a greater distance from the side lot line.
   e. The carport structure may project into the required street setback by a maximum distance of 20 feet. This distance must be measured from the required street setback line or the exterior building wall of the principal building, whichever results in the least obstruction of the street setback.
   f. All sides of a carport that are within the required street setback must be open and unobstructed, except for support columns, which may not obstruct more than 15% of the area of any side.
   g. The entire area under a carport may be used only for storage of operable, licensed motor vehicles (i.e., cars, boats, pickup trucks, vans, sport utility vehicles), which are customarily accessory to the dwelling. No other use of the carport area is allowed.
Relevant Case History

- None

**Comprehensive Plan Considerations**

**Land Use Plan**

The subject property is designated as Neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

**Surrounding Properties:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>East</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>South</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>West</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

**Small Area Plans**

The subject property is within the Charles Page Small Area Plan.

**Development Era**

The subject property is in an area developed during the Streetcar Era (1910s-30s), prior to the proliferation of automobiles, when streetcars facilitated growth beyond downtown. Land uses range from fully integrated to somewhat separated, on a half-mile grid, with a mix of housing options. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, transit-oriented development, commercial districts, and well-designed streetscapes.

**Transportation**

- **Major Street & Highway Plan:** N/A
- **Comprehensive Plan Street Designation:** N/A
- **Transit:** Bus Route 114 runs along 4th Street.
- **Existing Bike/Ped Facilities:** No sidewalks/Katy Trail extends from Ziegler Park.
- **Planned Bike/Ped Facilities:** Completion of the Charles Page buffered bike lane.
- **Arterial Traffic per Lane:** 1,954 vehicles per lane per day on Charles Page Blvd.

**Environmental Considerations**

- **Flood Area:** The subject property is within the City of Tulsa Regulatory Floodplain.
- **Tree Canopy Coverage:** Tree canopy in the area is 12%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.
Parks & Open Space: Ziegler Park is at the end of the block to the north of the subject property.

**Sample Motion**
I move to **approve or deny** a Special Exception to permit a carport in the street setback and yard with modification of the allowable setback requirement (Sec. 90.090-C1),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ________________________________.

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.

**Property Description**
Lot 7 Block 1, Park View Place addition, City of Tulsa, Tulsa County, State of Oklahoma

**Exhibits**
Case map
Aerial (small scale)
Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
BOA-23705

4.5
BOA-23705

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2021
SUBJECT PROPERTY LIES WITHIN ONE HUNDRED FIFTY-FIVE FOOT ZONE OF 0.2% ANNUAL CHANCE FLOOD HAZARD AS SHOWN ON FIRM MAP#401436CC02201L, DATED 10/16/12

Property address: 225 South 39th West Avenue, Tulsa, Oklahoma

I JARRELL RIELE PROFESSIONAL LAND SURVEYOR OF TULSA, OKLAHOMA, DO HEREBY STATE THAT THE INSPECTION PLAT SHOWN HEREIN SHOWS THE TRUE LOCATION OF THE PROPERTY CONVENIENT TO THE DESCRIBED TRACT BOUNDARIES AND THAT THERE ARE NO HORIZONTAL OR VERITCAL PLANE ERRORS IN THE INSPECTION PLAT SHOWN HEREIN. EXCEPT AS INDICATED, PENDING NOT SHOWN THAT THE ABOVE INSPECTION PLAT SHOWN HEREIN ACCURATELY SHOWS THE TRUE LOCATION OF THE PROPERTY CONVENIENT TO THE DESCRIBED TRACT AND THAT THE HORIZONTAL OR VERITCAL PLANE ERRORS IN THE INSPECTION PLAT SHOWN HEREIN ARE NOT CAUSED BY THE SURVEYOR'S ERROR OR OMISSION. I HEREBY DECLARE THAT THE ABOVE PLAT ELEPHANS MAY BE USED AT THE RISK OF THE RECIPIENT HEREOF, AND THAT NO RESPONSIBILITY OR LIABILITY WHATSOEVER FOR ERRORS, MISTAKES OR INACCURACIES IN THE ELEPHANTS OR THE TRUE LOCATION OF THE PROPERTY CONVENIENT TO THE DESCRIBED TRACT.
Staff Report
Variance Case BOA-23709

Hearing Date: June 11, 2024
Prepared by: Sean Wallace
swallace@cityoftulsa.org
918-596-7585

Owner and Applicant Information
Applicant: Daniel Davies
Property Owner: Davies Family Revocable Trust

Property Location
3709 E. 46th St.
Tract Size: ±.4 acres

Location within the City of Tulsa
(shown with City Council districts)

Request Summary
Variance to reduce the required 15-foot side street setback in the RS-2 zoning district (Sec. 5.030-B, Table Note (3)).

Zoning
Zoning District: RS-2
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Neighborhood
Small Area Plans: None
Development Era: Early Automobile

Transportation
Major Street & Highway Plan: N/A
planitulsa Street Type: N/A
Transit: N/A
Existing Bike/Ped Facilities: None
Planned Bike/Ped Facilities: On-street bike corridor on Harvard Avenue and signed route on Pittsburg Avenue.

Environment
Flood Area: FEMA 500-year Floodplain
Tree Canopy Coverage: 10-20%
Parks & Open Space: Langenheim Park is nearby.

Elected Representatives
City Council: District 9, Jayme Fowler
County Commission: District 3, Kelly Dunkerley

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance
Staff Analysis
The applicant is requesting a Variance to reduce the required side street setback to build a garage addition. Per the zoning code, the addition must be 45' from the center of S. Louisville but per plans would be 36'-6" (or 8.5' into the minimum 15' setback). The proposed side setback is 6'-6".

Relevant Case History
- None

Comprehensive Plan Considerations
Land Use Plan
The subject property is designated as neighborhood. Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>East</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>South</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>West</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject property is not within a small area plan.
**Development Era**
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

**Transportation**

*Major Street & Highway Plan:* N/A

*Comprehensive Plan Street Designation:* N/A

*Transit:* N/A

*Existing Bike/Ped Facilities:* None

*Planned Bike/Ped Facilities:* An on-street bike corridor is proposed for Harvard Avenue in the Tulsa GO Plan, and a Signed Route is proposed for Pittsburg Avenue in the Tulsa GO Plan.

*Arterial Traffic per Lane:* 6,136 vehicles per lane per day on S. Harvard Ave.

**Environmental Considerations**

*Flood Area:* The subject property is within the FEMA 500-year Floodplain.

*Tree Canopy Coverage:* Tree canopy in the area is 16%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

*Parks & Open Space:* Langenheim Park is nearby.
Sample Motion
I move to approve or deny a Variance to reduce the required 15-foot side street setback in the RS-2 zoning district (Sec.5.030-B, Table Note (3)),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ____________________________.

The board finds the hardship to be ____________________________.

In granting the Variance, the Board finds 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.

Property Description
Lot 10, Block 22, Patrick Henry B13-23 addition, City of Tulsa, Tulsa County, State of Oklahoma

Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
(Subject property looking north on Louisville Ave.)
BOA-23709

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2021
CITY OF TULSA
CORRECTIONS SUMMARY

Subject: Building Review
Page Label: 1
Author: DWhiteman
Date: 4/25/2024 11:28:26 AM
Status:
Color:
Layer:
Space:

R403.1 General
All exterior walls shall be supported on continuous solid or fully grouted masonry or concrete footings, crushed stone footings, wood foundations, or other approved structural system that shall be of sufficient design to accommodate all loads according to Section R301 and to transmit the resulting loads to the soil within the limitations as determined by the character of the soil. Footings shall be supported on undisturbed natural soils or engineered fill. Concrete footings shall be designed and constructed in accordance with the provisions of Section R403 or in accordance with ACI 332.
REVIEW COMMENT: According to the table in this section, footings must have a minimum width of 12”, which is the horizontal dimension. The wall section drawing shows an 8” wide proposed footing, please revise this to 12”.

Zoning Review (2)

Subject: Zoning Review
Page Label: 1
Author: DWhiteman
Date: 4/25/2024 10:50:17 AM
Status:
Color:
Layer:
Space:

Please double check the measurement from the center of Louisville to the addition. Louisville Ave. at this location has a 60’ wide right of way. If the addition is only 36.5’ from the center of Louisville, then it would appear to be only 6.5’ from the property line. See other zoning comment: the addition is required to be at least 15’ from the west side property line; which should be equivalent to 45’ from the center of Louisville Ave.

Subject: Zoning Review
Page Label: 1
Author: DWhiteman
Date: 4/25/2024 10:59:01 AM
Status:
Color:
Layer:
Space:

Section 50.030-B Table Note [3] For detached houses and duplexes on corner lots, the minimum side street setback along a non-arterial street may be reduced to 15 feet, provided that the minimum setback for street-facing garage doors is 20 feet or 20 feet from the back of the sidewalk, whichever is greater. The street setback specified in Table 5-3 applies along the other street.
REVIEW COMMENT: The side setback on the west side of the house is 15’, which should be equivalent to 45’ from the center of Louisville Ave. Please revise the plans to show that no part of the addition will be located closer than 45’ to the center of Louisville Ave.

This constitutes a Plan Review to date in response to the information submitted with and after the above referenced application. Additional issues may develop when the review continues upon receipt of additional information requested in this letter or upon additional submittal from the client. Any code items not reviewed are still in force, and it shall be the responsibility of the owner and design professional(s) to ensure that all code requirements are satisfied.
## Board of Adjustment

### Staff Report

**Variance Case BOA-23710**

**Hearing Date:** June 11, 2024  
**Prepared by:** Sean Wallace  
swallace@cityoftulsa.org  
918-596-7585

<table>
<thead>
<tr>
<th><strong>Owner and Applicant Information</strong></th>
<th><strong>Request Summary</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant: James Griffin</td>
<td>Variance to permit a dynamic display sign within 200 feet of a Residential zoning district (Sec. 60.100-F).</td>
</tr>
<tr>
<td>Property Owner: Zainul Qureshi</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Property Location</strong></th>
<th><strong>Zoning</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>3407 N. Lewis Ave.</td>
<td>Zoning District: CS</td>
</tr>
<tr>
<td>Tract Size: ±1.2 acres</td>
<td>Zoning Overlays: None</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Location within the City of Tulsa</strong></th>
<th><strong>Comprehensive Plan Considerations</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>(shown with City Council districts)</td>
<td><strong>Land Use</strong></td>
</tr>
<tr>
<td></td>
<td>Land Use Plan: Multiple Use</td>
</tr>
<tr>
<td></td>
<td>Small Area Plans: None</td>
</tr>
<tr>
<td></td>
<td>Development Era: Early Automobile</td>
</tr>
</tbody>
</table>

### Transportation

- **Major Street & Highway Plan:** Multi-Modal Corridor, Secondary Arterial, Residential Collector
- **planitulsa Street Type:** Multi-Modal Corridor
- **Transit:** Regular Route
- **Existing Bike/Ped Facilities:** Sidewalks/Mohawk Bike Lane
- **Planned Bike/Ped Facilities:** On-street bike lane on Lewis Ave. is recommended in the Tulsa Go Plan.

### Environment

- **Flood Area:** N/A
- **Tree Canopy Coverage:** 10-20%
- **Parks & Open Space:** Lots of natural/undeveloped land in the area.

## Public Notice Required

- **Newspaper Notice:** – min. 10 days in advance
- **Mailed Notice to 300’ radius:** – min. 10 days in advance

### Elected Representatives

- **City Council:** District 1, Vanessa Hall-Harper
- **County Commission:** District 1, Stan Sallee
**Staff Analysis**

The applicant is requesting a Variance for a dynamic display sign within 200 feet of a residential zoning district. The neighborhood/residential properties to the southeast of the gas price sign are measured at a 173’ distance.

**Relevant Case History**
- None

**Comprehensive Plan Considerations**

**Land Use Plan**

The subject property is designated as multiple use. **Multiple Use** areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
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</thead>
<tbody>
<tr>
<td>North</td>
<td>CS</td>
<td>Employment</td>
<td>Vacant</td>
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<td>East</td>
<td>CS</td>
<td>Multiple Use</td>
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<td>South</td>
<td>CS</td>
<td>Multiple Use</td>
<td>Used car sales</td>
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<tr>
<td>West</td>
<td>IL/PUD/HNO</td>
<td>Multiple Use</td>
<td>Truck repair</td>
</tr>
</tbody>
</table>

**Small Area Plans**

The subject property is not in a small area plan.

**Development Era**

The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

**Transportation**

**Major Street & Highway Plan:** Lewis Avenue is classified as a Secondary Arterial and Multi-Modal Corridor. Mohawk Boulevard is classified as a Residential Collector.

**Comprehensive Plan Street Designation:** Lewis Avenue and Mohawk Boulevard adjacent to the subject property are classified as Multi-Modal Corridors.

**Transit:** Regular Route 112 runs along Lewis Avenue.

**Existing Bike/Ped Facilities:** Sidewalks and the Mohawk Bike Lane run along Mohawk Boulevard.

**Planned Bike/Ped Facilities:** On-street bike lane on Lewis Avenue is recommended in the Tulsa Go Plan.
Arterial Traffic per Lane: 1,836 vehicles per lane per day on N. Lewis Ave.

Environmental Considerations
Flood Area: The subject property is not in a flood area.

Tree Canopy Coverage: Tree canopy in the area is 11%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: There is substantial natural/undeveloped property in the area.

Sample Motion
I move to approve or deny a Variance to permit a dynamic display sign within 200 feet of a Residential zoning district (Sec. 60.100-F),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): _________________________________.

The board finds the hardship to be _________________________________.

In granting the Variance, the Board finds 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.

Property Description
BEG AT INTERSECTION OF THE E R/W LN LEWIS AVE & THE SLY R/W LN MOHAWK BLVD TH NE205.24 SE140 S134.67 TO N LN ALANTA CIRCLE ADD W67.03 S14.80 W178.62 N150.30 POB SEC 20 20 13 1.16ACS, City of Tulsa, Tulsa County, State of Oklahoma

Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map

(Subject property looking south on N Lewis Ave (image used from Google street view))
Local and national building and electrical codes.

6.10

Tulsa, OK 74110
3407 N Lewis Ave
Lucky Sam
Markups

Text:

60.100-F Dynamic displays may not be located within 200 feet of any of the following: (1) an R or AG-R district (other than street, highway or freeway right-of-way); (2) a residential development area. This separation distance does not apply if the dynamic display is not visible from the referenced district, area or lot, and the requirements may be modified in R, AG, and AG-R districts if approved through the special exception process. Required separation distances must be measured horizontally in a straight line from the nearest point on a sign structure to the nearest point of an R or AG-R district or residential development area boundary. Review Comment: Your proposed dynamic display appears to be within 200' of an R-zoned district. Please provide the distance from your proposed sign to the nearest R-zoned lot. If you wish to seek a special exception to reduce this distance requirement contact the Tulsa Planning Office for further instructions at 918-596-7526 or Planning@cityoftulsa.org

Added By Jeff Bush

Page 1
Staff Report  
Special Exception Case BOA-23711

**Hearing Date:** June 11, 2024  
**Prepared by:** Sean Wallace  
swallace@cityoftulsa.org  
918-596-7585

| **Owner and Applicant Information** | **Property Location**  
Applicant: William Aguilar  
Property Owner: Church of God Jesucristo es la Solucion Assn  
2111 S. Darlington Ave.  
Tract Size: ±3.9 acres  
| **Location within the City of Tulsa**  
(shown with City Council districts) |

| **Request Summary** | **Zoning**  
Special Exception to increase the permitted fence height inside the street setback (Sec. 45.080-A).  
Zoning District: RS-2  
Zoning Overlays: N/A  
| **Comprehensive Plan Considerations**  
**Land Use**  
Land Use Plan: Neighborhood  
Small Area Plans: None  
Development Era: Early Automobile  
| **Transportation**  
Major Street & Highway Plan: Secondary Arterial & Residential Collector  
planitulsa Street Type: N/A  
Transit: Regular Route  
Existing Bike/Ped Facilities: Sidewalks  
Planned Bike/Ped Facilities: None  
| **Environment**  
Flood Area: N/A  
Tree Canopy Coverage: 10-20%  
Parks & Open Space: The church sits on a large lot with significant open space.  

**Elected Representatives**  
City Council: District 5, Grant Miller  
County Commission: District 2, Karen Keith  

**Public Notice Required**  
Newspaper Notice – min. 10 days in advance  
Mailed Notice to 300’ radius – min. 10 days in advance
Staff Analysis
The applicant is proposing to build a 7-foot fence around the perimeter of the property. The proposed fence along the north and west sides of the property is within the street setback, where the height of the fence is limited by the zoning code to 4 feet tall.

Relevant Case History
- **BOA-23111** - In April 2021, the Board approved a special exception to permit a Public, Civic & Institutional/Daycare use in a RS-2 zoning district.

Comprehensive Plan Considerations
Land Use Plan
The subject property is designated as Neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
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<tbody>
<tr>
<td>North</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>East</td>
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</tr>
<tr>
<td>South</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
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<tr>
<td>West</td>
<td>OL/RS-2</td>
<td>Regional Center/Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject properties are not within a small area plan.

Development Era
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.
Transportation
Major Street & Highway Plan: 21st Street is classified as a Secondary Arterial, and Darlington Avenue is classified as a Residential Collector.

Comprehensive Plan Street Designation: N/A

Transit: Regular Route 150 runs along 21st Street.

Existing Bike/Ped Facilities: Sidewalks run along Darlington Avenue and a portion of 21st Street.

Planned Bike/Ped Facilities: None

Arterial Traffic per Lane: 3,647 vehicles per lane per day on E 21st St.

Environmental Considerations
Flood Area: The subject property is not in a flood area.

Tree Canopy Coverage: Tree canopy in the area is 11%. The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

Parks & Open Space: The church sits on a large lot with significant open space.

Sample Motion
I move to approve or deny a Special Exception to increase the permitted fence height inside the street setback (Sec. 45.080-A),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ________________________________.

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.

Property Description
PRT NE NW BEG 45S & 15E NWC NE NW TH S285 E430 N280 W165 N5 W265 POB SEC 15 19 13 2.79ACS, and Lots 6, 7, 8, 9, 10 of Block 2, Darlington Hills Addition, City of Tulsa, Tulsa County, State of Oklahoma.

Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
(Subject property looking northeast towards 21st St)
BOA-23711

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2021
Land Use Plan Categories

- Arkansas River Corridor
- Downtown
- Employment
- Local Center
- Multiple Use
- Neighborhood
- Park and Open Space
- Regional Center
Sec. 45.080-A: Fences and walls within required building setbacks may not exceed 8 feet in height, except that in required street setbacks fences and walls may not exceed 4 feet in height. However, in R zoned districts, fences up to 8 feet in height are permitted in side street setbacks of detached houses or duplexes located on corner lots and in street setbacks abutting the rear lot line of houses or duplexes located on double frontage lots. The board of adjustment is authorized to modify these fence and wall regulations in accordance with the special exception procedures of Sec. 70.120.

Review comment: Your proposed fence is labeled 7' in height. The entire lengths of fence on the North, West, and South frontages are within the street setback. This setback is measured from the property line. Submit a revised site plan providing the fences are 4' in height. You may consider submitting a special exception, reviewed and approved per Sec. 70.120, to increase the height to 7'. If so contact the Tulsa Planning Office for further instructions at 918-596-7526 or Planning@cityoftulsa.org.

Review Comment: On 4/27/2021 This property was granted a special exception to operate a daycare use in an R zoned district. This BOA case 23111. The approval of this special exception was granted with the conditions that approval expires in 3 years(4/27/2024). If this space is still being utilized as a daycare you'll need to gain a new special exception to allow the daycare use in an R zoned district. Contact the Tulsa Planning Office to get onto the agenda for the next BOA meeting at 918-756-7526 or Planning@cityoftulsa.org.
Fencing material to be 7-foot height
Fence post type
Staff Report
Special Exception Case BOA-23712

Hearing Date: June 11, 2024
Prepared by: Sean Wallace
swallace@cityoftulsa.org
918-596-7585

Owner and Applicant Information
Applicant: Adam Fitzpatrick
Property Owner: Farm Tulsa Partners LLC

Property Location
5203 S. Sheridan Rd.
Tract Size: ±13 acres

Location within the City of Tulsa
(showed with City Council districts)

Request Summary
Special exception to permit an Animal Service/Boarding or Shelter use in the CS zoning district (Sec. 15.020, Table 15-2).

Zoning
Zoning District: CS
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Local Center
Small Area Plans: None
Development Era: Late Automobile

Transportation
Major Street & Highway Plan: Secondary Arterial planitulsa Street Type: Multi-Modal Corridor
Transit: Regular Route
Existing Bike/Ped Facilities: Sidewalks
Planned Bike/Ped Facilities: A bike corridor is recommended in the Tulsa Go Plan on 51st St.

Environment
Flood Area: FEMA 500-year floodplain, Tulsa Regulatory Floodplain
Tree Canopy Coverage: 10-20%
Parks & Open Space: Lafortune Park and Explorer Park are nearby.

Elected Representatives
City Council: District 7, Lori Decter Wright
County Commission: District 3, Kelly Dunkerley

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance
Posted Sign – min. 10 days in advance
Staff Analysis
The applicant is requesting a special exception to permit an Animal Service/Boarding or Shelter use in the CS zoning district (Sec. 15.020, Table 15-2).

Relevant Case History
- None

Comprehensive Plan Considerations
Land Use Plan
The subject property is designated as Local Center. **Local Centers** serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.

Surrounding Properties:

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<tr>
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<tr>
<td>North</td>
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<td>East</td>
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<td>South</td>
<td>OL</td>
<td>Local Center</td>
<td>Offices</td>
</tr>
<tr>
<td>West</td>
<td>CS</td>
<td>Local Center</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject property is not within a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking,
community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

**Transportation**

**Major Street & Highway Plan:** 51st Street and Sheridan Road are classified as Secondary Arterials.

**Comprehensive Plan Street Designation:** The comprehensive plan classifies 51st Street as a Multi-Modal Corridor.

**Transit:** Regular Bus Route 450 runs along 51st Street north of the subject property.

**Existing Bike/Ped Facilities:** Sidewalks are present along Sheridan Road and 51st Street.

**Planned Bike/Ped Facilities:** A bike corridor is recommended in the Tulsa Go Plan on 51st Street.

**Arterial Traffic per Lane:** 6,016 vehicles per lane per day on Sheridan Rd and 4,659 vehicles per lane per day on 51st Street.

**Environmental Considerations**

**Flood Area:** A small portion of the property at the southwest corner is located within the 500-year FEMA floodplain and the Tulsa Regulatory Floodplain.

**Tree Canopy Coverage:** Tree canopy in the area is 17%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

**Parks & Open Space:** Lafortune Park is nearby to the west, and Explorer Park is nearby to the southeast.

**Sample Motion**

I move to approve or deny a Special Exception to permit an Animal Service/Boarding or Shelter use in the CS zoning district,

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ____________________________.

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.

**Property Description**


**Exhibits**

Case map
Aerial (small scale)
Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
(Subject property – west side)

(Subject property – north side)
Land Use Plan Categories

- Arkansas River Corridor
- Downtown
- Employment
- Local Center
- Multiple Use
- Neighborhood
- Park and Open Space
- Regional Center
DON'T STRESS MEOWT - CAT CAFE
5203 S SHERIDAN RD
TULSA, OKLAHOMA

CODES: 2018 IBC / 2018 IEC
ZONING: CS
LAND USE: LOCAL CENTER
TYPE OF CONSTRUCTION: IIB
USE GROUP: A-2

SPRINKLER: YES
MINIMUM REQUIRED PLUMBING FIXTURES: (2) RESTROOMS AND (1) SERVICE SINK. DRINKING FOUNTAIN EXCEPTION PER 2018 IPC 410.4 "SUBSTITUTION".

RESTROOMS: EXISTING,
PARKING REQUIRED: EXISTING

OCCUPANCY LOAD: 92

NUMBER OF EGRESS EXITS FOR STORY: 2
NUMBER OF EGRESS EXITS FOR CAT LOUNGE: 1

TWO EXIT DOORWAY CONFIGURATION: BUILDING MAXIMUM DIAGONAL DIMENSION 77'-4". EXIT DOOR SEPARATION DISTANCE 38'-5". SEPARATION DISTANCE GREATER THAN REQUIRED ONE-THIRD LENGTH PER 2018-IBC 1007.

MEANS OF EGRESS ILLUMINATION PER 2018 IBC 1008.

SAFETY GLAZING PER 2018 IBC 2406.

AREA AND OCCUPANT LOAD CALCULATION
SHEET KEYNOTES

1. DEMO EXISTING CABINETRY.
2. DEMO DECORATIVE WOOD PANELING ON WALL.
3. DEMO EXISTING OVEN AND APPURTANANCES.
4. DEMO WALK-IN COOLER AND APPURTANANCES WINDOW.
5. DEMO WALK-IN COOLER AND APPURTANANCES WALL UP TO DECK.
6. DEMO EXISTING EXHAUST FAN AND PATCH ROOF PENETRATION.
7. DEMO EXISTING ABANDONED DUCT THROUGH WALL AND PATCH WALL PENETRATION.
8. DEMO LIGHT FIXTURE.
9. DEMO GAS AND WATER PIPING, DUCTWORK, ELECTRICAL AND OTHER APPURTANANCES ASSOCIATED WITH OVEN. REPAIR ANY WALL OR ROOF PENETRATIONS.
10. DEMO PIPING.
11. DO NOT DEMO EXISTING DUCT THROUGH WALL.
12. DEMO ACOUSTICAL CEILING TILES EXISTING.
13. DEMO LIGHT FIXTURE. RETAIN FOR REUSE.
14. DEMO UNUSED FLOOR DRAINS, CAP, PATCH.
15. REFINISH CONCRETE AS NEEDED.
16. REMOVE AND RETAIN MOP SINK FAUCET FOR RELOCATION ON SOUTH ADJACENT WALL.
17. DEMO PLUMBING FIXTURE AND ASSOCIATED PIPING AND PATCH SLAB PENETRATION TO MATCH ADJACENT SLAB.
18. DEMO EXISTING RAILING.
19. DEMO EXISTING EXHAUST FAN AND PATCH ROOF PENETRATION.
20. DEMO EXISTING ABANDONED DUCT THROUGH WALL AND PATCH WALL PENETRATION.
21. DEMO LIGHT FIXTURE. RETAIN FOR REUSE.

1. Provide flat landing at end of existing ramp. Slope of new perpendicular ramp section to match existing.
2. Fill existing steps flush with adjacent floor level.
3. Framed glass bottom and side tunnel overhead. Clear height exceeds min. 80" req. See section for additional detail.
4. Seating area shown for space planning only. Seating will be owner furnished and installed. Seating will be unconcentrated with tables and chairs.
5. Fill in existing wall opening.
6. Seal concrete floors in cat lounge, cat privacy room, boarding rooms, and grooming room with non-penetrating sealant.
7. No glass door.
8. Full glass door.
9. Half glass door.
10. Abandon doors in place. Fill interior with plywood backing and finish with GWB to match adjacent wall.
11. New 36" railing. Use 3/4" SCH40 black steel and swivel joints as needed to match slope of ramp.
12. Posted occupant load.
13. Wall height: 36".
14. Wall height: 60". 4" wood studs w/ 5/8" type "X" GWB, both sides.
15. Wall height: 96". 4" wood studs w/ 5/8" type "X" GWB, both sides.
16. Wall height: to deck. 4" wood studs w/ 5/8" type "X" GWB, both sides.
17. Wall height: 8' curtain wall up to bottom of furrdown.
18. Pull/push side of door exceeds min. 18" req. Emergency exit sign existing to remain.
19. Existing wall GWB to remain. Typical throughout.
SHEET KEYNOTES

1. OWNER Furnished Contractor Installed Ceiling Exhaust Fan Model Greenheck SP-AP.
2. OWNER Furnished Contractor Installed Rooftop Exhaust Fan Model Greenheck CUE-095-VG.
3. LIGHTING EXISTING TO REMAIN.
4. LIGHTING BY FLOOR MOUNTED LAMP.
5. RELOCATED SUSPENDED LIGHT FIXTURE. REFER TO SHEET 102 DEMO PLAN.

SCALE: 3/8" = 1'-0"
BOARDING ROOMS
PRIVATE SEATING AND COFFEE BAR
COFFEE BAR
CAT STEPS TO TUNNEL
CAT LOUNGE ENTRANCE AND CAT TUNNEL
CAT LOUNGE EXTERIOR DOOR
CAT LOUNGE RAILING
LOOKING EAST

EXISTING SUPPLY GRILLE

BOARDING ROOMS SHALL BE CONSTRUCTED TO MINIMUM CEILING HEIGHT OF NOT LESS THAN 7'-6" ABOVE THE FINISHED FLOOR.
GENERAL NOTES

1. EXISTING FIRE PROTECTION SYSTEMS SHALL BE EXTENDED AS NECESSARY TO PROVIDE CODE REQUIRED COVERAGE FOR ALL ROOMS.

SCALE: 3/8" = 1'-0"
Owner and Applicant Information
Applicant: Luke Summers
Property Owner: Robert W. McQuarry II Revocable Living Trust

Property Location
1315 E. 27th Pl.
Tract Size: ±.72 acres

Location within the City of Tulsa
(shown with City Council districts)

Elected Representatives
City Council: District 4, Laura Bellis
County Commission: District 2, Karen Keith

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance

Request Summary
Variance to reduce the minimum 15-foot side setback in the RE zoning district (Section 5.030, Table 5-3).

Zoning
Zoning District: RE
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Neighborhood
Small Area Plans: None
Development Era: Early Automobile

Transportation
Major Street & Highway Plan: Urban Arterial (Peoria Avenue)
planitulsa Street Type: N/A
Transit: BRT Route
Existing Bike/Ped Facilities: None
Planned Bike/Ped Facilities: None

Environment
Flood Area: N/A
Tree Canopy Coverage: 30-50%
Parks & Open Space: Woodward Park, Gathering Place, Philbrook Museum of Art and Gardens
**Staff Analysis**

The applicant is proposing a Variance to reduce the minimum 15-foot side setback in the RE zoning district (Section 5.030, Table 5-3). The proposed building will be 5' from the West property line.

<table>
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<tr>
<th>Regulations</th>
<th>RE</th>
<th>RS-1</th>
<th>RS-2</th>
<th>RS-3</th>
<th>RS-4</th>
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</tr>
</tbody>
</table>

**Relevant Case History**
- None

**Statement of Hardship**

“We are requesting a Variance of the Building setback requirement from the current ten foot (15’) to five feet (5’) on the west side as part of the redevelopment of this lot and the adjacent lot (1327 East 27th Place).

The Philbrook area is a fantastic area with outstanding estates. The previous house on this lot was a rental property which had fallen into disrepair and had become an eye-sore to the neighborhood. (After review, it was determined that it was more cost effective to demolish the structure than try to renovate it.) We now own it and the adjacent lot and are trying to build an estate-like home that matches the character and quality deserving of this neighborhood.

Most homes on this street are estates and were constructed prior to the current zoning code and use setbacks less than the current requirements. The previous home only had a seven-foot (7’) setback on the west side, and while we could use the same setback as the previous house, the additional 2 feet will reduce the number of trees removed or injured and help provide a much better environment for the neighborhood. The current setback requirements will require the removal of trees and create a more drastic elevation change between the two properties and not allow the same quality of street presence for the neighborhood. It seems the setback requirements were installed to enhance the look and feel of the neighborhood. In this instance, a strict enforcement of those requirements will actually have the reverse effect and negatively impact the neighborhood. This variance will not impair adjacent properties but will be in the spirit and intent of the Zoning Code and provide for a much better neighborhood.

In constructing our new home, we want to be good neighbors and improve the look and feel of our neighborhood. To do this effectively, we need at least the setback of the original house, although the additional two feet will provide a much better impact on the neighborhood.”

**Comprehensive Plan Considerations**

**Land Use Plan**

The subject property is designated as neighborhood.

Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.
Surrounding Properties:

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<td>RE</td>
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<td>South</td>
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<tr>
<td>West</td>
<td>RE/RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject properties are not in a small area plan.

Development Era
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation
Major Street & Highway Plan: Peoria Avenue to the west of the subject property is classified as an Urban Arterial.

Comprehensive Plan Street Designation: N/A

Transit: BRT Route 700 runs along Peoria Avenue.

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Arterial Traffic per Lane: Peoria Avenue to the west has an average annual daily traffic count of 4,140 vehicles per lane.

Environmental Considerations
Flood Area: The subject property is not within a flood area.

Tree Canopy Coverage: Tree canopy in the area is 30-50%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A
Sample Motion
I move to approve or deny a Special Exception to allow Variance to reduce of minimum 15 foot side setback in the RE zoning district (Section 5.030, Table 5-3).

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ______________________________________.

The board finds the hardship to be ______________________________________.

In granting the Variance, the Board finds 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.

Property Description
PRT LTS 3 & 4 BEG 205.37E & 25N SWC LT 4 TH E89.13 N305 W134.5 S90 E45.5 S215.31 POB, SUNNYCREST ACREAGE. City of Tulsa, Tulsa County, State of Oklahoma
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
Board of Adjustment

Staff Report
Case BOA-23714

Hearing Date: June 11, 2024
Prepared by: Dylan Siers
dsiers@cityoftulsa.org
918-596-7584

Owner and Applicant Information
Applicant: Femi Fasesin
Property Owner: Route 66 Rentals LLC

Property Location
220 S. Yale Ave.
Tract Size: ±.17 acres

Location within the City of Tulsa
(shown with City Council districts)

Request Summary
Special Exception to permit an accessory dwelling unit in the RS-3 zoning district (45.031-D)

Zoning
Zoning District: RS-3
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Neighborhood
Small Area Plans: None
Development Era: Early Automobile

Transportation
Major Street & Highway Plan: Secondary Arterial
plantulsa Street Type: N/A
Transit: Regular Route
Existing Bike/Ped Facilities: Sidewalks
Planned Bike/Ped Facilities: None

Environment
Flood Area: N/A
Tree Canopy Coverage: 20-30%
Parks & Open Space: N/A

Elected Representatives
City Council: District 4, Laura Bellis
County Commission: District 2, Karen Keith

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance
Posted Sign – min. 10 days in advance
Staff Analysis
The applicant is proposing a special exception to permit an accessory dwelling unit in the RS-3 zoning district (Sec. 45.031-D). The existing accessory building in the rear yard would be converted into an accessory dwelling unit.

Relevant Case History
• None

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Neighborhood. Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>East</td>
<td>RS-2</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>South</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
<tr>
<td>West</td>
<td>RS-3</td>
<td>Neighborhood</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Small Area Plans
The subject properties are not within a small area plan.

Development Era
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation
Major Street & Highway Plan: Yale Avenue is classified as a Secondary Arterial.

Comprehensive Plan Street Designation: None
Transit: Regular Bus Route 450 runs along Yale Avenue.

Existing Bike/Ped Facilities: Sidewalks are present on Yale Avenue.

Planned Bike/Ped Facilities: None

Arterial Traffic per Lane: Yale Avenue has an average annual daily traffic count of 4,297 vehicles per lane.

Environmental Considerations
Flood Area: The subject property is not within a flood area.

Tree Canopy Coverage: Tree canopy in the area is 20-30%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Sample Motion
I move to approve or deny a Special Exception to permit an accessory dwelling unit in the RS-3 zoning district (45.031-D).

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): __________________________.

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.

Property Description
Lt 455, Blk 2, Rodgers Hgts, City of Tulsa, Tulsa County, State of Oklahoma
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Tulsa Comprehensive Plan Land Use Map
BOA-23714

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2021
Subject Tract
BOA-23714

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2021

10.7
**Board of Adjustment**

**Staff Report**  
**Variance Case BOA-23715**

**Hearing Date:** June 11, 2024  
**Prepared by:** Dylan Siers  

dsiers@cityoftulsa.org  
918-596-7584

<table>
<thead>
<tr>
<th><strong>Owner and Applicant Information</strong></th>
<th><strong>Request Summary</strong></th>
</tr>
</thead>
</table>
| Applicant: Nathalie Cornett, Eller & Detrich  
Property Owner: Tulsa QT LLC | Variance to permit two dynamic display signs on the lot (Section 60.080-E) |

<table>
<thead>
<tr>
<th><strong>Property Location</strong></th>
<th><strong>Zoning</strong></th>
</tr>
</thead>
</table>
| 9111 S. Mingo Rd.  
Tract Size: ±2.00 acres | **Zoning District:** CS  
**Zoning Overlays:** None |

<table>
<thead>
<tr>
<th><strong>Location within the City of Tulsa</strong></th>
<th><strong>Comprehensive Plan Considerations</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>(shown with City Council districts)</em></td>
<td><strong>Land Use</strong></td>
</tr>
</tbody>
</table>
|                                      | **Land Use Plan:** Regional Center  
**Small Area Plans:** None  
**Development Era:** Late Automobile |

<table>
<thead>
<tr>
<th><strong>Elected Representatives</strong></th>
<th><strong>Transportation</strong></th>
</tr>
</thead>
</table>
| City Council: District 7, Lori Decter Wright  
County Commission: District 3, Kelly Dunkerley | **Major Street & Highway Plan:** Secondary Arterial  
**planitulsa Street Type:** Multimodal Corridor (E 91st St) |
|                               | **Transit:** N/A  
**Existing Bike/Ped Facilities:** Sidewalks  
**Planned Bike/Ped Facilities:** Bike Corridor (E 91st St) |

<table>
<thead>
<tr>
<th><strong>Public Notice Required</strong></th>
<th><strong>Environment</strong></th>
</tr>
</thead>
</table>
| Newspaper Notice – min. 10 days in advance  
Mailed Notice to 300’ radius – min. 10 days in advance | **Flood Area:** FEMA 500-year floodplain  
**Tree Canopy Coverage:** 20-30%  
**Parks & Open Space:** N/A |
Staff Analysis
The applicant is proposing a Variance to permit two dynamic display signs on the lot (Section 60.080-E).

Relevant Case History
- None

Statement of Hardship
The Applicant requests a Variance of Section 60.080-E of the Tulsa Zoning Code (the "Code") to permit two dynamic display signs on a lot for property located at 9111 S. Mingo Rd. (the "Property").

The Property is located at the southeast corner of E. 91st Street and S. Mingo Road and is operated as a QuikTrip. The Property is abutted by streets on two sides: E. 91st Street to the north and S. Mingo Road to the west. QuikTrip has two (2) existing, freestanding ground signs on the Property, one sign addressing each street frontage. The existing signs, as they are currently located, are permitted by right under the Code. QuikTrip desires to upgrade these existing signs to contain "E-Tile" pricing displays instead of changeable copy, plastic tile pricing displays. Except for the upgrade in pricing display, the cabinet signs will remain unchanged - in size, in location, and in internal illumination.

The Code's definition of a Dynamic Display Sign is extremely broad and captures any sign with LED lights "manipulated through digital input", which includes the proposed E-Tiles. Further, the Code's definition of a Static Sign creates an ambiguity as it specifically excludes changeable copy, which are what the existing signs contain today. The overly broad and conflicting definitions of dynamic display and static message signs results in unnecessary hardship to the Property owner. The signs exist lawfully by right and the addition of the E-Tile elements are the minimum relief necessary. The literal enforcement of the Code is not necessary to achieve its intended purpose, which is to minimize distraction to vehicle traffic from flashing or animation of digital signs - which the proposed signs will not contain.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Regional Center.

Regional Centers are defined by existing regional trip generators, in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special consideration given to transportation access and circulation. Regional trip generators include universities, malls, large medical campuses, casinos, big-box shopping centers, and very large churches.

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CO</td>
<td>Regional Center</td>
<td>Veteran Affairs</td>
</tr>
<tr>
<td>East</td>
<td>CS</td>
<td>Regional Center</td>
<td>Rehabilitation Hospital</td>
</tr>
<tr>
<td>South</td>
<td>CS</td>
<td>Regional Center</td>
<td>Commercial</td>
</tr>
<tr>
<td>West</td>
<td>AG</td>
<td>Regional Center</td>
<td>Religious Assembly</td>
</tr>
</tbody>
</table>

City of Tulsa Board of Adjustment
Small Area Plans
The subject properties are not within a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: 91st Street and Mingo Road are classified as Secondary Arterials.

Comprehensive Plan Street Designation: The comprehensive plan designates 91st Street as a Multi-Modal Corridor.

Transit: N/A

Existing Bike/Ped Facilities: Sidewalks are present along 91st Street and Mingo Road.

Planned Bike/Ped Facilities: The Tulsa Go Plan recommends a Bike Corridor along 91st Street.

Arterial Traffic per Lane: North (E 91st St S - 5,548 Vehicles per Lane) & West (S Mingo Rd - 6,853 Vehicles per Lane)

Environmental Considerations
Flood Area: The subject property is within the FEMA 500-Year Floodplain

Tree Canopy Coverage: Tree canopy in the area is 20-30%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A
Sample Motion
I move to approve or deny a Variance to permit two dynamic display signs on the lot (Section 60.080-E),
• per the conceptual plan(s) shown on page(s) ____ of the agenda packet.
• subject to the following conditions (including time limitation, if any): ________________________________.
The board finds the hardship to be ________________________________.

In granting the Variance, the Board finds 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.

Property Description
Lot 1, Block 1, QuikTrip No. 0091, City of Tulsa, Tulsa County, State of Oklahoma
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
Site Plan

Store #91

QuikTrip

9111 S Mingo Rd Tulsa, OK 74133

Property Owner

QuikTrip
4705 S. 129th E. Ave - Tulsa, OK 74134-7008
P.O. Box 3475 - Tulsa, OK 74101-3475
p: 918.815.7700

Scope of Work: Pricer LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backlit the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

VICINITY PLAN

Existing Sign off 91st St
Existing sign sq ft: 83.125

Proposed LED Sign (Not exact)
Proposed sign sq ft: 83.125

Distance from leading edge of sign to centerline of nearest street: 78 ft
Sign Location off E 91st St
Distance from sign to street curb: 35 ft

Sign Location off S Mingo Rd
Distance from sign to street curb: 30 ft
Distance from leading edge of sign to centerline of nearest street: 70 ft
Work Detail

Scope of Work - Price LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backed the previous numbers

1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

Option 1 - Existing Manual Tiles
Option 1 - Proposed LED Replacement

Project Data
Project Name: QuikTrip Signage Upgrade
Project Address: 9111 S Mingo Rd Tulsa, OK 74133

Facility Owner:
Property Owner: QuikTrip
Owners Address:

Project Directory

Contractor Contact:
PM - Matt Hahn (909)-717-2382
Director of Construction - Jay Kassity
(949)-463-4463

Vicinity Map
Staff Report
Case BOA-23716

Hearing Date: June 11, 2024
Prepared by: Dylan Siers
dsiers@cityoftulsa.org
918-596-7584

Owner and Applicant Information
Applicant: Nathalie Cornett, Eller & Detrich
Property Owner: Sand Springs Homes

Property Location
8081 S. Memorial Dr.
Tract Size: ±1.47 acres

Location within the City of Tulsa
(Shown with City Council districts)

Elected Representatives
City Council: District 7, Lori Decter Wright
County Commission: District 3, Kelly Dunkerley

Request Summary
Variance to permit two dynamic display signs on the lot (Section 60.080-E)

Zoning
Zoning District: CS
Zoning Overlays: None

Comprehensive Plan Considerations
Land Use
Land Use Plan: Local Center
Small Area Plans: None
Development Era: Late Automobile

Transportation
Major Street & Highway Plan: Primary Arterial (S Memorial Dr) Secondary Arterial (E 81st St S)
planitulsa Street Type: Commuter Corridor (S Memorial) Multimodal Corridor (E 81st St)
Transit: Regular Route
Existing Bike/Ped Facilities: Sidewalks
Planned Bike/Ped Facilities: Bike Corridor (E 81st St S)

Environment
Flood Area: N/A
Tree Canopy Coverage: 10-20%
Parks & Open Space: Meadowbrook Country Club
**Staff Analysis**
The applicant is proposing a Variance to permit two dynamic display signs on the lot (Section 60.080-E)

**Relevant Case History**
- None

**Statement of Hardship**
"The Applicant requests a Variance of Section 60.080-E of the Tulsa Zoning Code (the "Code") to permit two dynamic displays signs on a lot for property located at 8081 S. Memorial Drive (the "Property"). The Property is located at the northeast corner of E. 81st Street and S. Memorial Drive and is operated as a QuikTrip. The Property is abutted by streets on two sides: E. 81st Street to the west and S. Memorial Drive to the south. QuikTrip has two (2) existing, freestanding ground signs on the Property, one sign addressing each street frontage. The existing signs, as they are currently located, are permitted by right under the Code. QuikTrip desires to upgrade these existing signs to contain "E-Tile" pricing displays instead of changeable copy, plastic tile pricing displays. Except for the upgrade in pricing display, the cabinet signs will remain unchanged - in size, in location, and in internal illumination.

The Code's definition of a Dynamic Display Sign is extremely broad and captures any sign with LED lights "manipulated through digital input", which includes the proposed E-Tiles. Further, the Code’s definition of a Static Sign creates an ambiguity as it specifically excludes changeable copy, which are what the existing signs contain today. The overly broad and conflicting definitions of dynamic display and static message signs results in unnecessary hardship to the Property owner. The signs exist lawfully by right and the addition of the E-Tile elements are the minimum relief necessary. The literal enforcement of the Code is not necessary to achieve its intended purpose, which is to minimize distraction to vehicle traffic from flashing or animation of digital signs - which the proposed signs will not contain.”

**Comprehensive Plan Considerations**

**Land Use Plan**
The subject property is designated as Local Center

**Local Centers** serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.

**Surrounding Properties:**

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CS</td>
<td>Local Center</td>
<td>Commercial</td>
</tr>
<tr>
<td>East</td>
<td>CS/PUD-571-A</td>
<td>Local Center</td>
<td>Commercial</td>
</tr>
<tr>
<td>South</td>
<td>CS/PUD-523</td>
<td>Local Center</td>
<td>Commercial</td>
</tr>
<tr>
<td>West</td>
<td>CS</td>
<td>Local Center</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

**Small Area Plans**
The subject properties are not within a small area plan.
Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: Memorial Drive is classified as a Primary Arterial. 81st Street is classified as a Secondary Arterial.

Comprehensive Plan Street Designation: Memorial Drive is designated as a Commuter Corridor, and 81st Street is designated as a Multi-Modal Corridor.

Commuter streets prioritize the efficient movement of large numbers of automobiles, with access management techniques utilized to minimize the frequency of turning movements along the corridor. This reduces the chance of collisions that could lead to congestion. Other transportation modes, such as public transit and pedestrian infrastructure, are provided and designed in ways that protect the users from dangerous interactions with automobile traffic. Medians and pedestrian islands are appropriate for increased pedestrian safety, as well as separation between traffic heading in each direction. Bicycle infrastructure is not recommended on Commuter Streets unless it is a multi-use path separated from the street.

Multi-modal streets support commercial and residential development along major arterial streets. These streets align with the recommendations for on-street bicycle infrastructure establish in the 2015 GO Plan, and they should be evaluated for feasibility with regard to the reallocation of street space for bicycle facilities.

Transit: Regular Bus Route 250 runs along 81st Street and Memorial Drive.

Existing Bike/Ped Facilities: Sidewalks are present on 81st Street and Memorial Drive.

Planned Bike/Ped Facilities: The Tulsa Go Plan recommends a Bike Corridor along 81st Street.

Arterial Traffic per Lane: South (E 81st St S - 6,019 Vehicles per Lane) West (S Memorial Dr - 6,646 Vehicles per Lane)

Environmental Considerations
Flood Area: The subject property is not within a flood area.

Tree Canopy Coverage: Tree canopy in the area is 14%. The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

Parks & Open Space: Meadowbrook Country Club is nearby to the west.
Sample Motion
I move to approve or deny a Variance to permit two dynamic display signs on the lot (Section 60.080-E)
- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ______________________________.
The board finds the hardship to be ________________________________.

In granting the Variance, the Board finds 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.

Property Description
LT 1 BLK 1, ANDERSON ADDN (74715), City of Tulsa, Tulsa County, State of Oklahoma
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
BOA-23716

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: 2021

Subject Tract

12.7
Work Detail
Scope of Work - Pricet LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is.
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backlights the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

Option 1 - Existing Manual Tiles

Option 1 - Proposed LED Replacement

8081 S Memorial Dr Tulsa, OK 74133

Project Data
Project Name: QuikTrip Signage Upgrade
Project Address: 8081 S Memorial Dr Tulsa, OK 74133
Facility Owner:
Property Owner: QuikTrip
Owners Address:

Contractor Contact:
PM - Matt Hobin (949)-717-2302
Director of Construction - Jay Kerstly
(949)-465-4463

Vicinity Map
Property Owner
QuikTrip
4705 S. 129th E. Ave - Tulsa, OK
74134-7008
P.O. Box 3475 - Tulsa, OK 74101-3475
p: 918.615.7700

Scope of Work: Pricer LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backlit the previous numbers
  1. Remove existing numbers and prep for disposal
  2. Install LED number signage
  3. Ensure power and data are working properly

Existing Sign Off Memorial
Existing sq ft: 53.1

Distance from sign to street curb: 60 ft
Distance from leading edge of sign to centerline of nearest street: 104 ft

Proposed LED Sign (Not exact)
Proposed sq ft: 53.1

Distance from sign to street curb: 30 ft
Distance from leading edge of sign to centerline of nearest street: 69 ft
Staff Report  
BOA-23717  

**Hearing Date:** June 11, 2024  
**Prepared by:** Dylan Siers  
dsiers@cityoftulsa.org  
918-596-7584  

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**Owner and Applicant Information**  
Applicant: Nathalie Cornett, Eller & Detrich  
Property Owner: Thornton Family LLC  

**Property Location**  
7950 E. 41st St.  
Tract Size: ±2.89 acres  

**Location within the City of Tulsa**  
*(shown with City Council districts)*  

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**Elected Representatives**  
City Council: District 5, Grant Miller  
County Commission: District 3, Kelly Dunkerley  

**Public Notice Required**  
Newspaper Notice – min. 10 days in advance  
Mailed Notice to 300’ radius – min. 10 days in advance  

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**Request Summary**  
Variance to permit two dynamic display signs on the lot (Section 60.080-E); Variance to permit a dynamic display sign within 50 feet of the driving surface of a signalized intersection (Section 60.100-D)  

**Zoning**  
Zoning District: IL  
Zoning Overlays: None  

**Comprehensive Plan Considerations**  
**Land Use**  
Land Use Plan: Employment  
Small Area Plans: None  
Development Era: Late Automobile  

**Transportation**  
Major Street & Highway Plan: Secondary Arterial (E 41st St) & Primary Arterial (S Memorial Dr)  
planitulsa Street Type: Commuter Corridor  
Transit: Regular Route  
Existing Bike/Ped Facilities: Sidewalks  
Planned Bike/Ped Facilities: None  

**Environment**  
Flood Area: N/A  
Tree Canopy Coverage: 0-10%  
Parks & Open Space: N/A
Staff Analysis
The applicant is proposing a Variance to permit two dynamic display signs on the lot (Section 60.080-E) and a Variance to permit a dynamic display sign within 50 feet of the driving surface of a signalized intersection (Section 60.100-D).

Relevant Case History
- None

Statement of Hardship
The Applicant requests (1) a Variance of Section 60.100-D of the Tulsa Zoning Code (the "Code") to permit a dynamic display sign to be located within 50 feet of the driving surface of a signalized intersection, and (2) a Variance of Section 60.080-E to permit two dynamic displays signs on a lot, for property located at 7950 E. 41st Street (the "Property").

The Property is located at the southwest corner of 41st Street and S. Memorial Drive and is operated as a QuikTrip. The Property is abutted by streets on two sides: E. 4 pt Street to the north and S. Memorial Drive to the east and is abutted by a railroad to the south. QuikTrip has two (2) existing, freestanding ground signs on the Property, one sign addressing each street frontage. The existing signs, as they are currently located, are permitted by right under the Code.

QuikTrip desires to upgrade these existing signs to contain "E-Tile" pricing displays instead of changeable copy, plastic tile pricing displays. Except for the upgrade in pricing display, the cabinet signs will remain unchanged - in size, in location, and in internal illumination. None of the signs are visible from any nearby residential district.

The Code's definition of a Dynamic Display Sign is extremely broad and captures any sign with LED lights "manipulated through digital input", which includes the proposed E-Tiles. Further, the Code's definition of a Static Sign creates an ambiguity as it specifically excludes changeable copy, which are what the existing signs contain today.

The overly broad and conflicting definitions of dynamic display and static message signs results in unnecessary hardship to the Property owner. The signs exist lawfully by right and the addition of the E-Tile elements are the minimum relief necessary. The literal enforcement of the Code is not necessary to achieve its intended purpose, which is to minimize distraction to vehicle traffic from flashing or animation of digital signs - which the proposed signs will not contain.

Comprehensive Plan Considerations
Land Use Plan
The subject property is designated as employment.

Employment is intended to accommodate offices, warehousing and storage, manufacturing and assembly, and industrial processes. The Industrial Site Suitability map corresponds to the Employment land use designation and indicates where uses that are potentially incompatible with sensitive land uses are best suited to locate. This directs industrial uses to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

<table>
<thead>
<tr>
<th>Surrounding Properties:</th>
<th>Location</th>
<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>IL/CS</td>
<td>Employment</td>
<td>Commercial</td>
<td></td>
</tr>
<tr>
<td>East</td>
<td>IL</td>
<td>Employment</td>
<td>Light Industrial</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>IL</td>
<td>Employment</td>
<td>Light Industrial</td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>IL</td>
<td>Employment</td>
<td>Light Industrial</td>
<td></td>
</tr>
</tbody>
</table>
Small Area Plans
The subject properties are not within a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: Secondary Arterial (E 41st St) & Primary Arterial (S Memorial Dr)

Comprehensive Plan Street Designation: Commuter Corridor

Transit: Regular Route

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: None

Arterial Traffic per Lane: North (E 41st St S - 4,886 Vehicles per Lane) East (S Memorial Dr - 7,627 Vehicles per Lane)

Environmental Considerations
Flood Area: The subject property not within a flood area

Tree Canopy Coverage: Tree canopy in the area is 9%. The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

Parks & Open Space: N/A
Sample Motion
I move to approve or deny a Variance to permit two dynamic display signs on the lot (Section 60.080-E) and a Variance to permit a dynamic display sign within 50 feet of the driving surface of a signalized intersection (Section 60.100-D),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ____________________________________.

The board finds the hardship to be ____________________________________________________________.

In granting the Variance, the Board finds 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.

Property Description
A TRACT OF LAND THAT IS PART OF BLOCK THREE (3), INDUSTRIAL EQUIPMENT CENTER, A SUBDIVISION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 3; THENCE SOUTH 00°00'00" WEST ALONG THE EASTERLY LINE OF SAID BLOCK 3 FOR 23.00 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND; THENCE CONTINUING SOUTH 00°00'00" WEST ALONG THE EASTERLY LINE OF SAID BLOCK 3 FOR 127.00 FEET; THENCE SOUTH 89°57'18" WEST PARALLEL WITH THE NORTHERLY LINE OF SAID BLOCK 3 FOR 236.00 FEET; THENCE SOUTH 00°00'00" WEST PARALLEL WITH SAID EASTERLY LINE FOR 129.71 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID BLOCK 3; THENCE NORTH 71°32'13" WEST ALONG SAID SOUTHERLY LINE FOR 484.74 FEET; THENCE NORTH 00°00'00" EAST FOR 125.83 FEET TO A POINT ON SAID NORTHERLY LINE; THENCE NORTH 89°57'18" EAST ALONG SAID NORTHERLY LINE FOR 357.83 FEET; THENCE SOUTH 00°02'42" EAST FOR 8.00 FEET; THENCE NORTH 89°57'18" EAST PARALLEL WITH SAID NORTHERLY LINE FOR 322.95 FEET; THENCE SOUTH 45°01'21" EAST FOR 21.20 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND.
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: 2021
Property Owner
QuikTrip
4705 S. 128th E. Ave - Tulsa, OK
74134-7008
P.O. Box 3475 - Tulsa, OK 74101-3475
p: 918.615.7700

Scope of Work Pricer LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backed the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

Existing Signs
Existing Sq Ft: 36.9

Proposed Sign (not exact)
Proposed sq ft: 36.9
Work Detail
Scope of Work - Price LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's Price cabinet to remain as is
- No NEW POWER or DATA
- The size of the numbers will be like for like so what is existing, being installed in the same location and using the same power that backlit the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

Project Data
Project Name: QuikTrip Signage Upgrade
Project Address: 7950 E 41st St S Tulsa, OK 74145
Facility Owner:
Property Owner: QuikTrip
Owners Address:

Project Directory
Contractor Contact:
PM - Matt Holm (909)-717-2502
Director of Construction - Jay Kassity
(949)-465-4463

Vicinity Map
Owner and Applicant Information
Applicant: Nathalie Cornett, Eller & Detrich
Property Owner: QuikTrip Corporation

Property Location
3230 E. Admiral Pl. N.
Tract Size: ±1.98 acres

Location within the City of Tulsa
(shown with City Council districts)

Elected Representatives
City Council: District 3, Crista Patrick
County Commission: District 2, Karen Keith

Public Notice Required
Newspaper Notice – min. 10 days in advance
Mailed Notice to 300’ radius – min. 10 days in advance

Request Summary
Variance to permit three dynamic display signs on the lot (Section 60.080-E); Variance to permit a dynamic display sign to be located within 200 feet of a residential district (Section 60.100-F)

Zoning
Zoning District: CH
Zoning Overlays: Route 66 Overlay

Comprehensive Plan Considerations
Land Use
Land Use Plan: Multiple Use
Small Area Plans: Kendall-Whittier
Development Era: Streetcar

Transportation
Major Street & Highway Plan: Residential Collector (E Admiral Pl), Secondary Arterial (N Harvard), Freeway (I-244)
planitulsa Street Type: Main Street
Transit: Regular Route
Existing Bike/Ped Facilities: Sidewalks
Planned Bike/Ped Facilities: Bike Corridor (N Harvard Ave)

Environment
Flood Area: N/A
Tree Canopy Coverage: 0-10%
Parks & Open Space: N/A
**Staff Analysis**
The applicant is proposing a Variance to permit three dynamic display signs on the lot (Section 60.080-E) and a Variance to permit a dynamic display sign to be located within 200 feet of a residential district (Section 60.100-F).

**Relevant Case History**
- None

**Statement of Hardship**
The Applicant requests (1) a Variance of Section 60.100-F of the Tulsa Zoning Code (the "Code") to permit a dynamic display sign to be located within 200 feet of a residential district, and(2) a Variance of Section 60.080-E to permit three dynamic displays signs on a lot, for property located at 3230 E Admiral Place North (the "Property").

The Property is located at the southwest corner of E. Admiral Pl. N. and N. Harvard Ave. and is operated as a QuikTrip. The Property is abutted by streets on three sides: E. Admiral Place to the north, N. Harvard Ave. to the east, and E. Admiral Blvd to the south. QuikTrip has three(3) existing, freestanding ground signs on the Property, one sign addressing each street frontage.

The existing signs, as they are currently located, are permitted by right under the Code. QuikTrip desires to upgrade these existing signs to contain "E-Tile" pricing displays instead of changeable copy, plastic tile pricing displays. Except for the upgrade in pricing display, the cabinet signs will remain unchanged- in size, in location, and in internal illumination. None of the signs are visible from any nearby residential district.

The Code's definition of a Dynamic Display Sign is extremely broad and captures any sign with LED lights "manipulated through digital input", which includes the proposed E-Tiles. Further, the Code's definition of a Static Sign creates an ambiguity as it specifically excludes changeable copy, which are what the existing signs contain today.

The overly broad and conflicting definitions of dynamic display and static message signs results in unnecessary hardship to the Property owner. The signs exist lawfully by right and the addition of the E-Tile elements are the minimum relief necessary. The literal enforcement of the Code is not necessary to achieve its intended purpose, which is to minimize distraction to vehicle traffic from flashing or animation of digital signs - which the proposed signs will not contain.

**Comprehensive Plan Considerations**

**Land Use Plan**
The subject property is designated as Multiple Use. Multiple Use areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

<table>
<thead>
<tr>
<th>Surounding Properties:</th>
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<th>Existing Zoning/Overlay</th>
<th>Existing Land Use Designation</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>CH/RT-66 Overlay/PUD-594</td>
<td>Multiple Use</td>
<td>Commercial</td>
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<td>East</td>
<td>CH/RT-66 Overlay</td>
<td>Multiple Use</td>
<td>Commercial</td>
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</tr>
<tr>
<td>South</td>
<td>RS-3/RT-66 Overlay</td>
<td>-</td>
<td>Highway</td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>CH/RT-66 Overlay</td>
<td>Multiple Use</td>
<td>Commercial</td>
<td></td>
</tr>
</tbody>
</table>
Small Area Plans
The subject properties are in the Kendall Whittier Sector Plan.

Development Era
The subject property is located in an area developed during the Early Automobile.

The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation
Major Street & Highway Plan: Residential Collector (E Admiral Pl) & Secondary Arterial (N Harvard)

Comprehensive Plan Street Designation: Main Street

Transit: Regular Bus Route 440 runs along Harvard Avenue.

Existing Bike/Ped Facilities: Sidewalks are present on Admiral Place and Harvard Avenue.

Planned Bike/Ped Facilities: The Tulsa Go Plan recommends a Bike Corridor on Harvard Avenue.

Arterial Traffic per Lane: North (E Admiral Pl - 4,606 Vehicles per Lane) & East (S Harvard Ave - 3,629 Vehicles per Lane)

Environmental Considerations
Flood Area: The subject property is not within a flood area.

Tree Canopy Coverage: Tree canopy in the area is 9%. The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

Parks & Open Space: N/A
Sample Motion
I move to approve or deny a Variance to permit three dynamic display signs on the lot (Section 60.080-E) and a Variance to permit a dynamic display sign to be located within 200 feet of a residential district (Section 60.100-F),

- per the conceptual plan(s) shown on page(s) _____ of the agenda packet.
- subject to the following conditions (including time limitation, if any): ________________________________.

The board finds the hardship to be ________________________________________________________________.

In granting the Variance, the Board finds 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.

Property Description
Lot 1, Block 1, QuikTrip No. 0085, City of Tulsa, Tulsa County, State of Oklahoma
Exhibits
Case map
Aerial (small scale)
Aerial (large scale)
Photos
Tulsa Comprehensive Plan Land Use Map
Site Plan
QuikTrip

3230 E Admiral PI N Tulsa, OK 74115

Property Owner
QuikTrip
4705 S. 129th E. Ave - Tulsa, OK
74134-7008
P.O. Box 3475 - Tulsa, OK 74101-3475
p: 918.615.7700

Scope of Work: Pricer LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backed the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

VICINITY PLAN

Existing Sign off E Admiral Blvd Existing sign sq ft: 93.125

Proposed LED Sign (Not exact)
Proposed sign sq ft: 83.125
Work Detail
Scope of Work - Pricer LED Replacement
- Replacing existing white numbers with LED numbers
- Re-utilizing existing power and data
- Changing the numbers only to LED's. Pricing cabinet to remain as is
- NO NEW POWER or DATA
- The size of the numbers will be like for like to what is existing, being installed in the same location and using the same power that backfill the previous numbers
1. Remove existing numbers and prep for disposal
2. Install LED number signage
3. Ensure power and data are working properly

<table>
<thead>
<tr>
<th>Option 1 - Existing Manual Tiles</th>
<th>Option 1 - Proposed LED Replacement</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
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</tbody>
</table>

3230 E Admiral Pl N Tulsa, OK 74115

Vicinity Map

Project Data
Project Name: QuikTrip Signage Upgrade
Project Address: 3230 E Admiral Pl N Tulsa, OK 74115
Facility Owner:
Property Owner: QuikTrip
Owners Address:

Project Directory
Contractor Contact:
PM - Matt Hohn (609)-717-2302
Director of Construction - Jay Kansky
(949)-463-4463

Drawing Created: 9/25/2023
Rev: A1
Land Use Plan Categories

- Arkansas River Corridor
- Downtown
- Employment
- Local Center
- Park and Open Space
- Regional Center

0 200 400 Feet

BOA-23718