



Board of Adjustment

**Staff Report
Variance Case BOA-23633**

Hearing Date: January 23, 2024
Prepared by: Sean Wallace
swallace@cityoftulsa.org
918-596-7585

Owner and Applicant Information

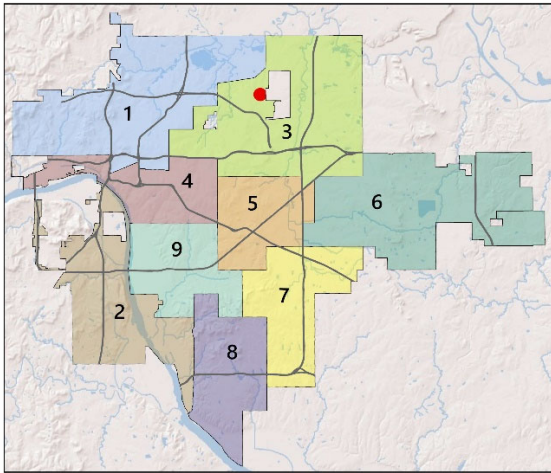
Applicant: Brian Aussieker
Property Owner: City of Tulsa

Property Location

Tulsa International Airport
Tract Size: ±110.76 acres

Location within the City of Tulsa

(shown with City Council districts)



Elected Representatives

City Council: District 3, Crista Patrick
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

Request Summary

Variance to eliminate interior parking lot landscaping requirements (Sec.65.050).

Zoning

Zoning District: IL, IM
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: N/A
planitulsa Street Type: N/A
Transit: N/A
Existing Bike/Ped Facilities: None.
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 building a new parking lot for a new control tower and seeks a variance from the landscaping requirements of the code.

Section 65.050 Interior Parking Lot Landscaping

65.050-A Purpose

The interior parking lot landscaping regulations of this section are intended to help mitigate the visual and stormwater runoff impacts of parking lots and provide shade for parked vehicles and pedestrians.

65.050-B Applicability

Unless otherwise expressly stated, the interior parking lot landscaping regulations of this section apply to all the following:

1. The construction of any new principal building or addition to a principal building that increases the floor area of principal buildings on the subject lot by more than 20%;
2. The construction or installation of any new parking lot containing 10 or more parking spaces; and
3. The expansion of any existing parking lot that increases the number of parking spaces or amount of paved area by more than 33%.

In the alternative the applicant may work with City Staff on an Alternative Compliance Landscape plan. This would require the applicant to provide a plan provided by a Licensed Landscape Architect.

Relevant Case History

- None

Statement of Hardship

1. That the physical surroundings, shape, or topographic 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;

Air Traffic Control Towers (ATCT) and Terminal Radar Approach Control Facilities (TRACON) control local and regional aircraft operations Security and defense concerns for ATCT and TRACON do not allow visual obstructions, hiding places, or climbable objects near the facility.
2. That the literal enforcement of the subject zoning code provision is not necessary to achieve the provision’s intended purpose;

Security and defense concerns for ATCT and TRACON do not allow visual obstructions, hiding places, or climbable objects near the facility.
3. 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;

Security and defense concerns for ATCT and TRACON are specific to air traffic control facilities.
4. That the alleged practical difficulty or unnecessary hardship was not created or self-imposed by the current property owner;

Security and defense requirements are supplied by the FAA and DOD.
5. That the variance to be granted is the minimum variance that will afford relief;

Yes
6. 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 The airport environment is very industrial and aviation-related. The new ATCT facility replaces an existing ATCT facility that also has no landscaping. The variance will not impact the existing character of the site or adjacent properties.
7. 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.

It will not have a detrimental effect on the public.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Employment.

The employment designation 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.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	IL	Employment	Airport
East	IM	N/A	Airport
South	IL	Employment	Airport
West	IL	Employment	Airport

Small Area Plans

The subject property is not in a small area plan.

Development Era

The subject property is located in an area developed during the late automobile era. This area of Tulsa has developed simultaneously with the development of surrounding communities, such as Broken Arrow, Owasso, Jenks, and Bixby. Though the growth of this area has been consistent for more than 60 years, the vast majority of developable land has been developed, leading to a decline in the number of properties being built each decade since the 1970s.

Transportation

Major Street & Highway Plan: N/A

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Arterial Traffic per Lane: N/A

Environmental Considerations

Flood Area: The subject property is not in a floodplain.

Tree Canopy Coverage: Tree canopy in the area is between 10-20%. For areas with this range of tree canopy, 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: Mohawk Park is North of the property.

Sample Motion

I move to approve or deny a Variance to eliminate interior parking lot landscaping requirements (Sec.65.050),

- 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:

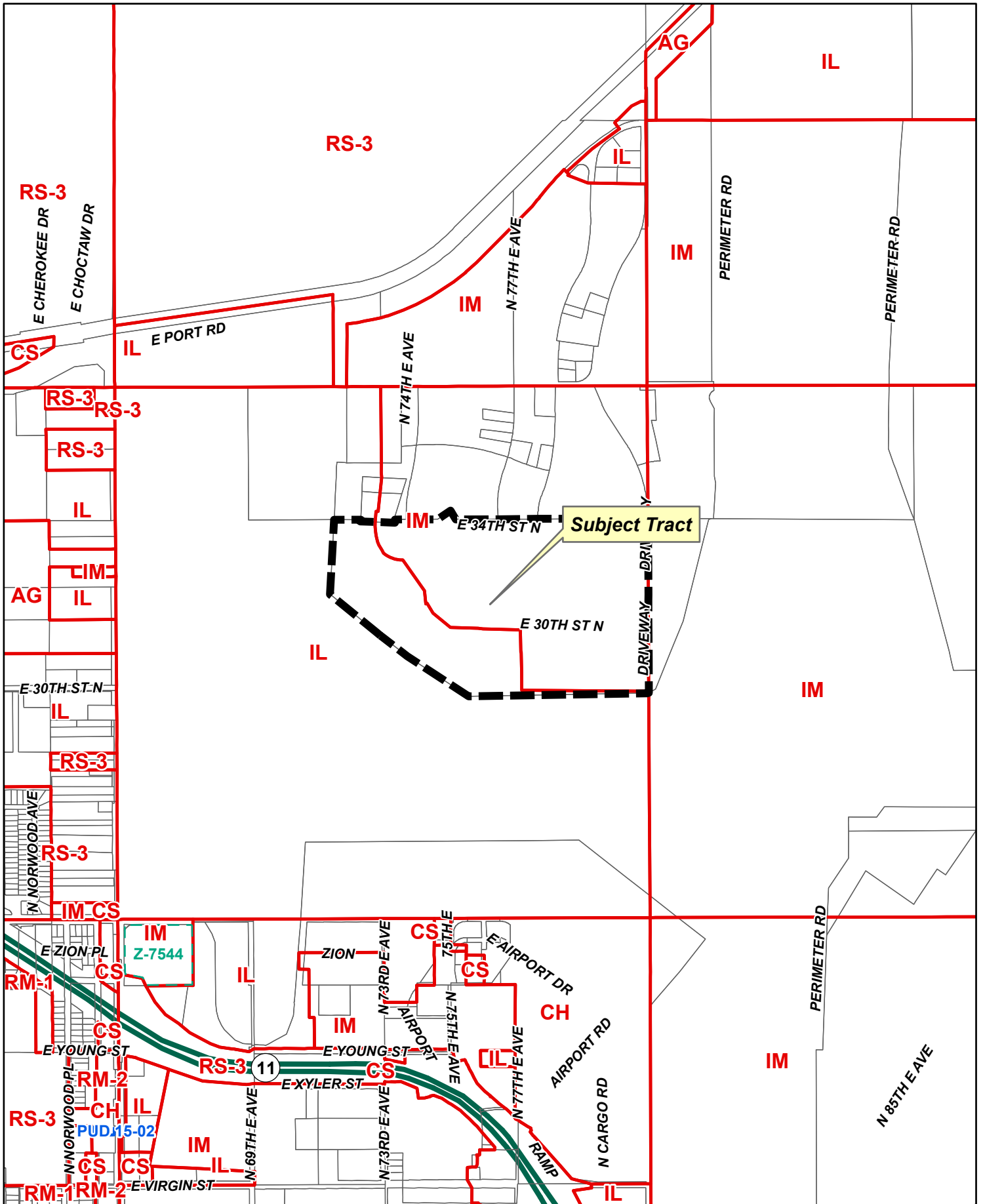
- That the physical surroundings, shape, or topographical conditions of the subject property would result in unnecessary hardships or practical difficulties for the property owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
- That literal enforcement of the subject zoning code provision is not necessary to achieve the provision’s intended purpose;
- 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;
- That the alleged practical difficulty or unnecessary hardship was not created or self-imposed by the current property owner;
- That the variance to be granted is the minimum variance that will afford relief;
- 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
- 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 SEC 23 BEG NEC S/2 NE TH W APROX 1906.90 NW APROX 63.65 SW APROX 98.99 W APROX 310.56 S APROX 31.54 NWLY APROX 339.81 N APROX 17.53 W APROX 243.44 SW APROX 742.54 SELY APROX 1709.99 ELY 1784.37 N APROX 1734.54 TO POB SEC 23 20 13 110.7686ACS

Exhibits

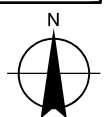
- Case map
- Aerial (small scale)
- Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map



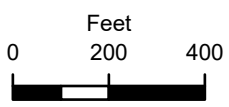
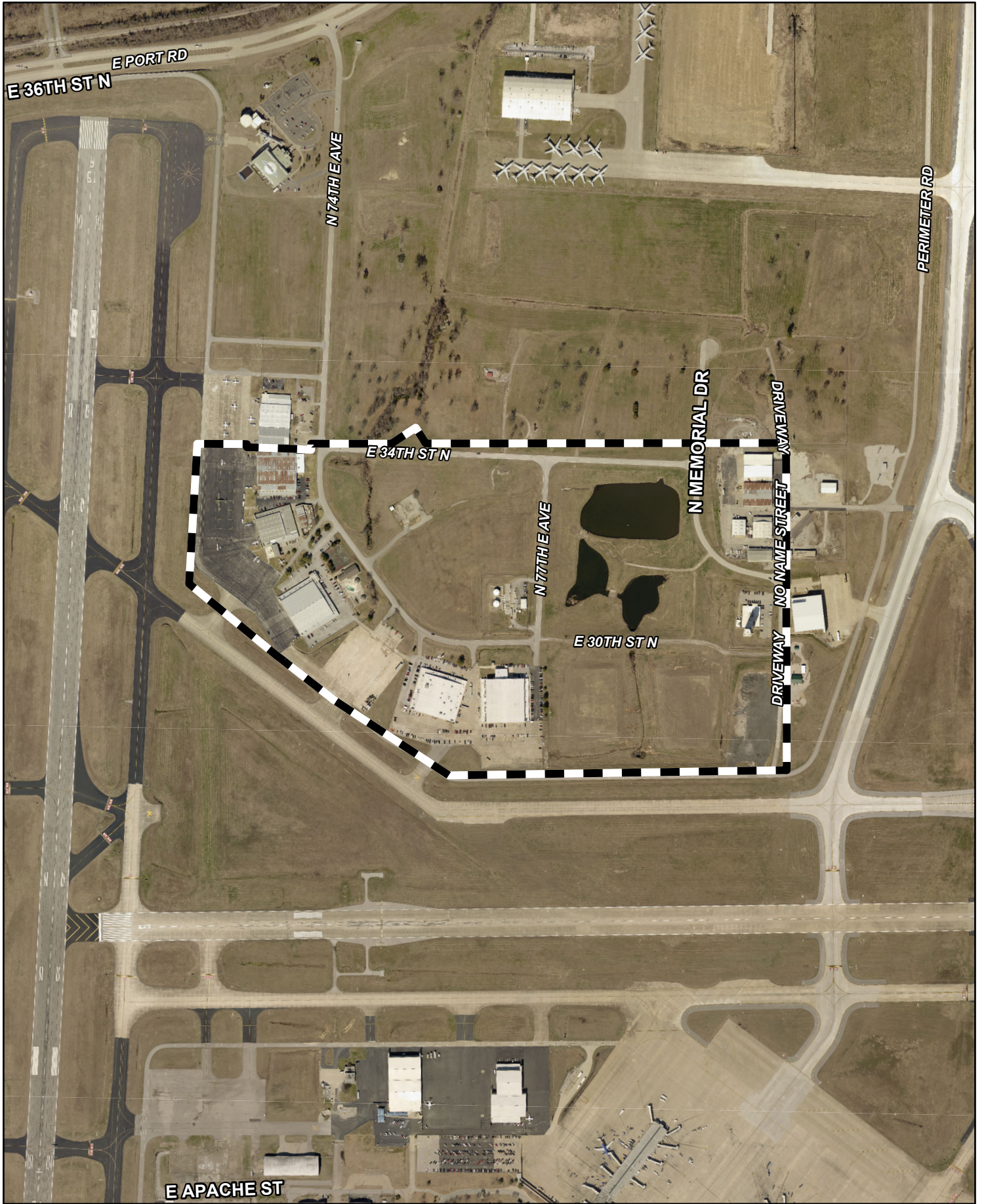
Subject Tract

Feet
0 20' 400

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11.5

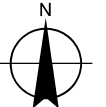


 Subject Tract

BOA-23633

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

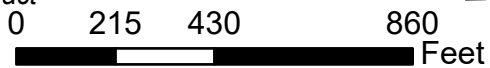
Aerial Photo Date: 2021



11.6



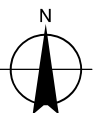
Subject Tract



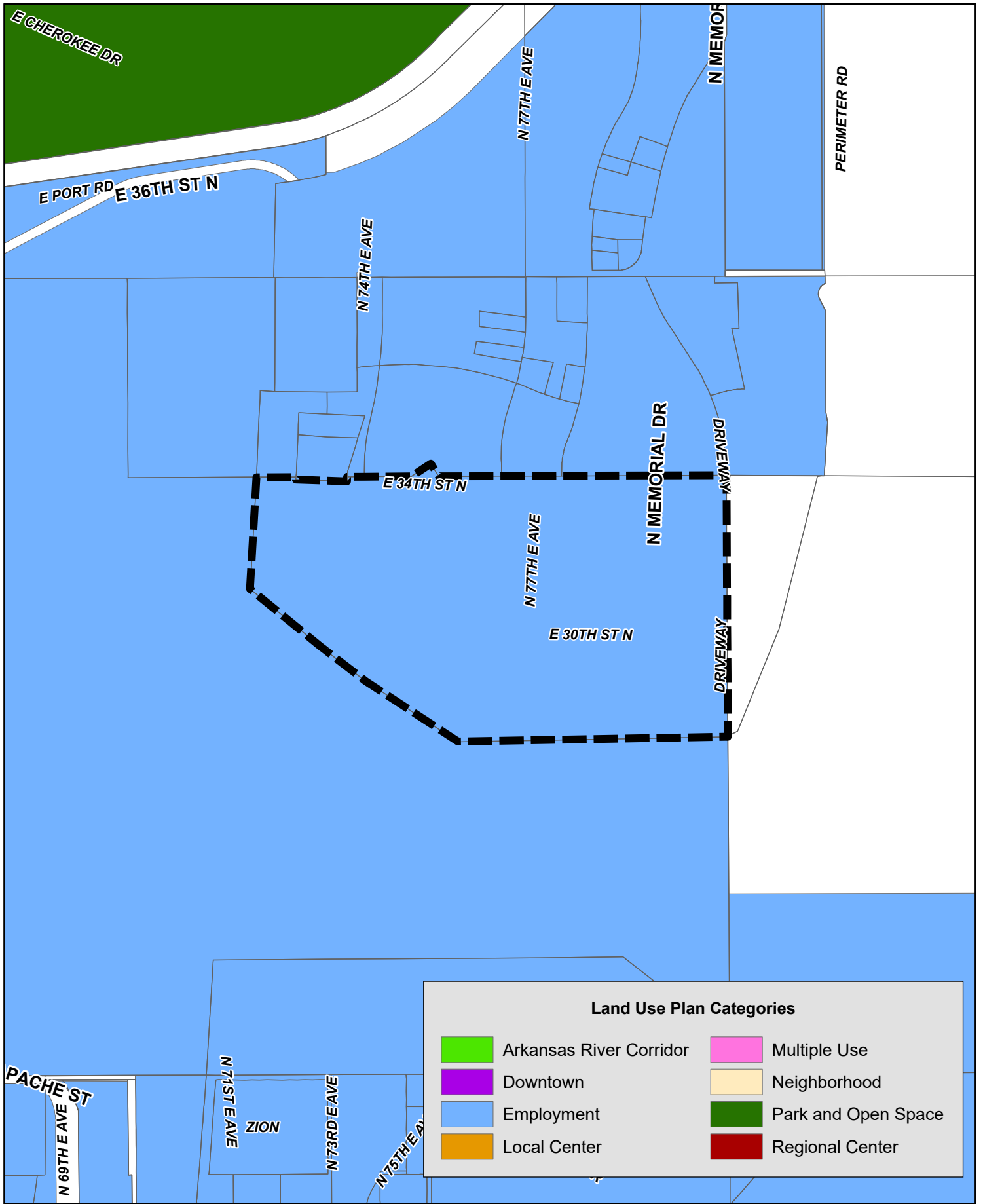
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Aerial Photo Date: 2021

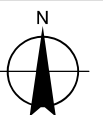


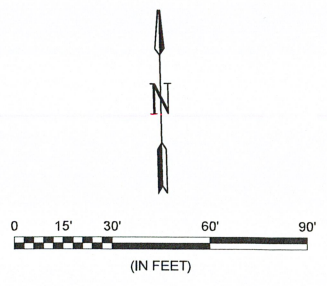
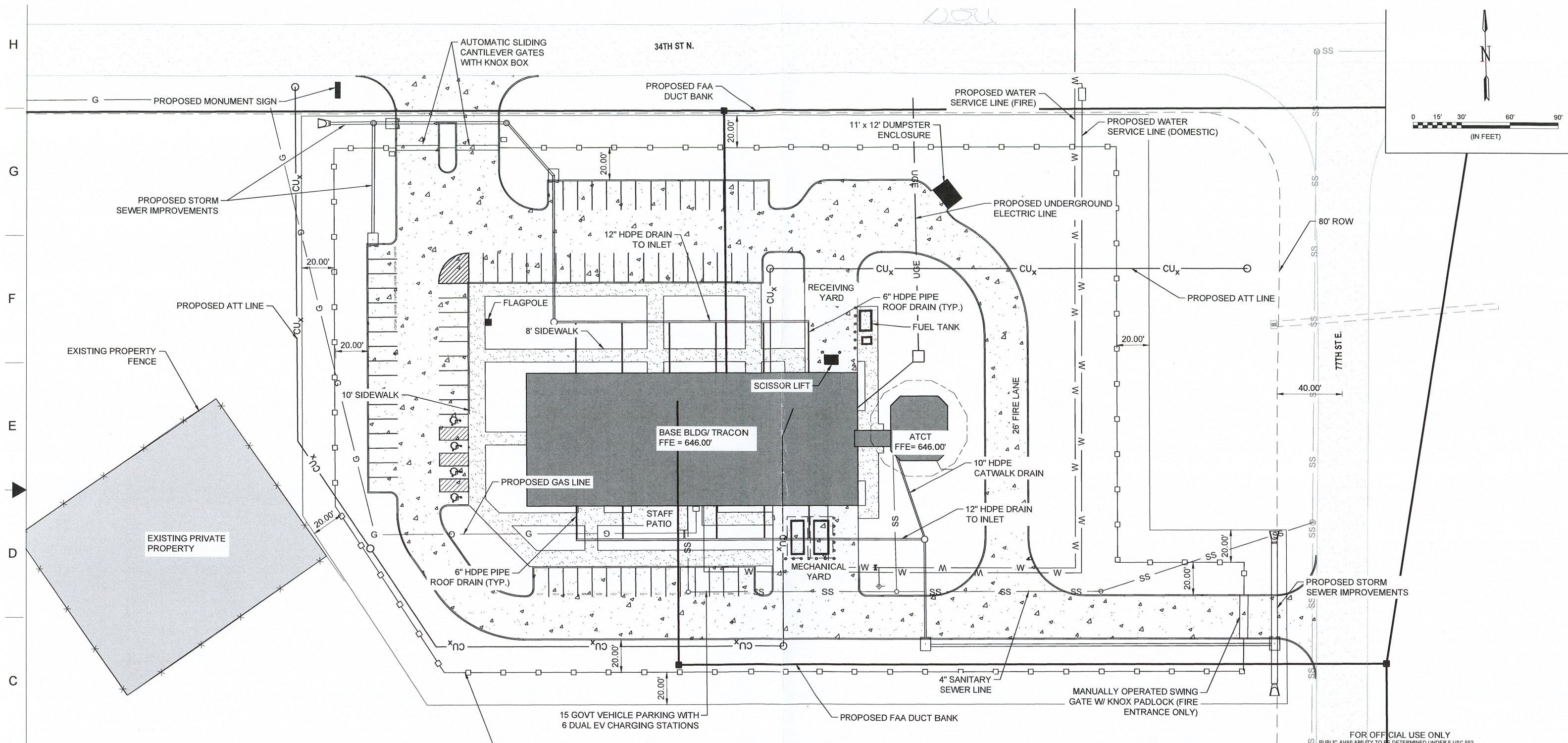
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11.8





LEGEND	
	PROPOSED CONCRETE PAVEMENT
	PROPOSED SIDEWALK PAVEMENT
	PROPOSED ATCT BUILDING
	EXISTING PROPERTY



CIVIL ENGINEER
 Garver
 531 Couch Drive Suite 100
 Oklahoma City, OK 73102
 Tel 405.669.8725 Fax 405.669.8726
 LAD NO: 096-10042-000
 PERMIT SET DOCUMENTS



REV	DATE	DESCRIPTION	JCN	REDLINE DATE	AI
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGION FORT WORTH, TX					
ATCT CIVIL SITE PLAN					
TULSA INTERNATIONAL AIRPORT			TULSA		
REVIEWED BY	SUBMITTED BY	APPROVED BY			
	LEOADALY				
DESIGNED BY	ISSUED BY	DATE	JCN		
		NOV 11 2019	2298106		
DRAWN	GARVFR	DRAWING NO	11.9		

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