## Board of Adjustment

### 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)

### 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
Work Detail
Scope of Work - Prier 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

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 Kearsey (949)-465-4463

Vicinity Map
Site Plan

QuikTrip

8081 S Memorial Dr
Tulsa, OK
74133

Property Owner

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

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

Existing Sign Off Memorial
Existing sq ft: 53.1

NOT TO SCALE

Distance from sign to street curb: 60 ft
Distance from leading edge of sign to centerline of nearest street: 104 ft
Distance from sign to street curb: 30 ft
Distance from leading edge of sign to centerline of nearest street: 60 ft

81st Street So

Sign Location off S Memorial Dr
Sign Location off 81st St