



Board of Adjustment

**Staff Report
BOA-23972**

Hearing Date: December 9, 2025
Prepared by: Erin Roark
eroark@cityoftulsa.org
918-596-7618

Owner and Applicant Information

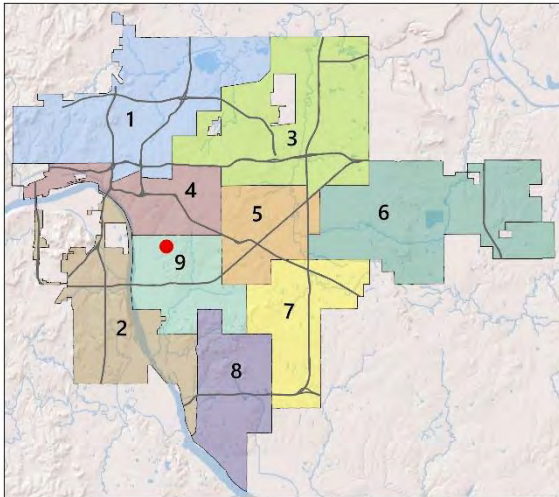
Applicant: Tom Neal
Property Owner: Cynthia Swab Lalonde Rev. Trust

Property Location

3407 South Yorktown Avenue
Tract Size: ±0.21 acres

Location within the City of Tulsa

(shown with City Council districts)



Elected Representatives

City Council: District 9, Carol Bush
County Commission: District 2, Lonnie Sims

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 yard and street setback with modifications to the allowable setback requirements (Section 90.090-C.1).

Zoning

Zoning District: RS-3
Zoning Overlays: N/A

Comprehensive Plan Considerations

Land Use

Land Use Plan: Neighborhood
Small Area Plans: N/A
Development Era: Early Automobile Era

Transportation

Major Street & Highway Plan: N/A
planitulsa Street Type: N/A
Transit: N/A
Existing Bike/Ped Facilities: N/A
Planned Bike/Ped Facilities: Sidewalks

Environment

Flood Area: N/A
Tree Canopy Coverage: 30-49%
Parks & Open Space: N/A

Staff Analysis

The applicant is requesting a special exception to permit a carport in the street yard and street setback with modifications to the allowable setback requirements (Section 90.090-C.1). In residential districts, a carport within a street yard or street setback must be set back from side lot lines 5 feet or the distance that the principal building is set back, whichever is greater. The principal building is set back 7 feet, 8 inches from the side lot line, and the proposed carport is located in a street yard and street setback, and it is set back 7 feet, 4 inches from the side lot line. The applicant is requesting 4 inches of relief.

Section 90.090 Setbacks

90.090-C Permitted Setback Obstructions in R Zoning Districts

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.
- 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 found.

Comprehensive Plan Considerations

Land Use Plan

The 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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	Neighborhood	Residential
East	RS-2, PUD-414	Neighborhood	Residential
South	RS-3	Neighborhood	Residential
West	RS-3	Neighborhood	Residential

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 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: N/A

Planned Bike/Ped Facilities: Sidewalks are recommended along street frontages.

Arterial Traffic per Lane: N/A

Environmental Considerations

Flood Area: N/A

Tree Canopy Coverage: Tree canopy in the area is 38%. 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

Site Photos



View southeast from South Yorktown Road, April 2025 (Image from Google Street View)

Sample Motion

I move to approve or deny a special exception permit a carport in the street yard and street setback with modifications to the allowable side setback requirement from 7 feet, 8 inches to 7 feet, 4 inches (Section 90.090-C.1),

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

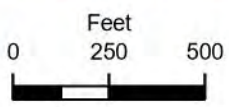
The Board finds that the requested Special Exception will be in harmony with the spirit and intent of the Code and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

Property Description

LT 10 BLK 1, ADAMS ESTATES, City of Tulsa, Tulsa County, State of Oklahoma

Exhibits

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



 Subject Tract

BOA-23972

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

Aerial Photo Date: 2025



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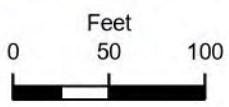
E 34TH ST S

E 34TH ST S

S YORKTOWN AVE

S YORKTOWN PL

E 35TH ST S



Subject Tract

BOA-23972

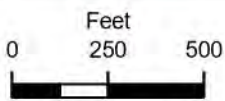
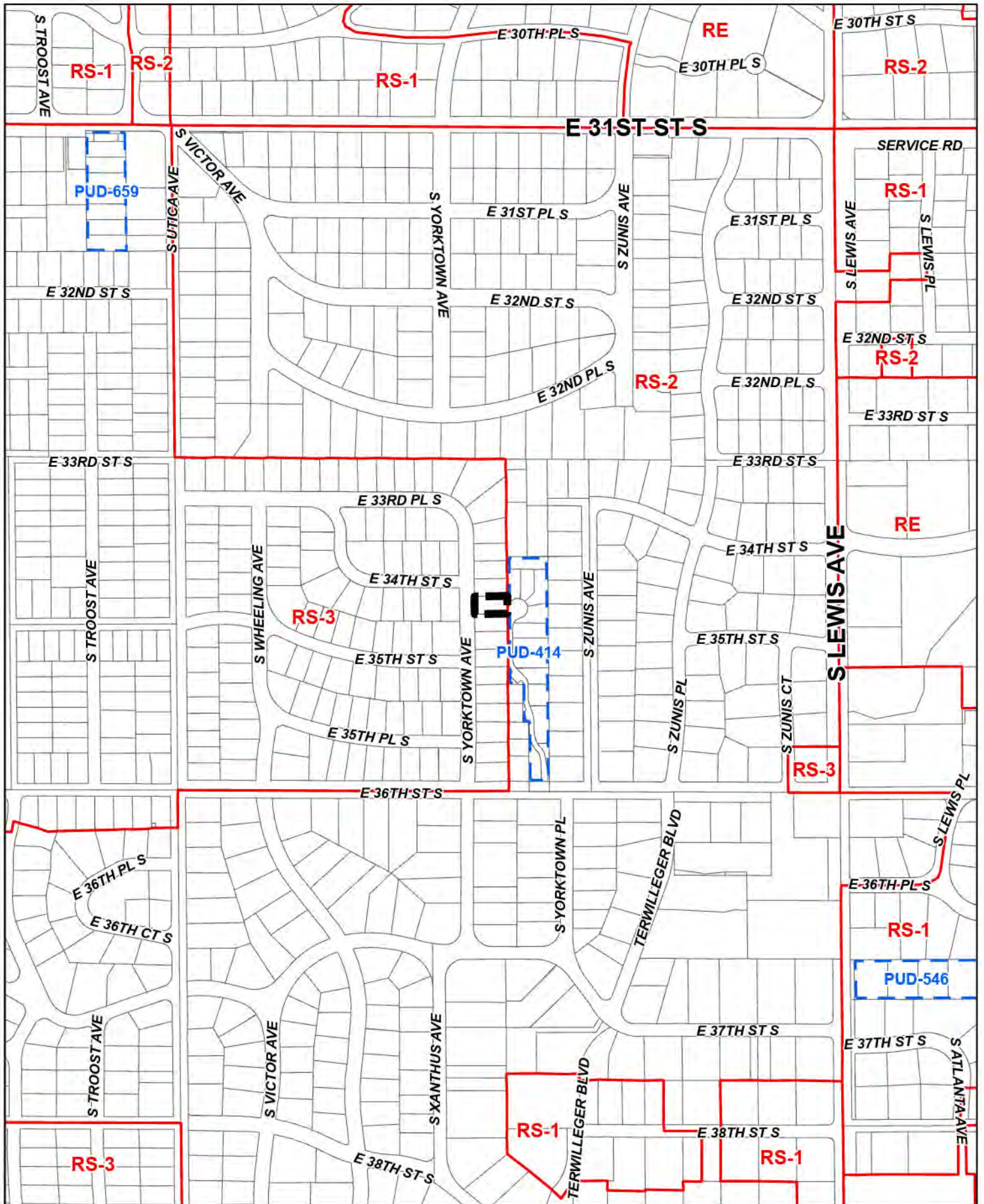
19-13 19

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

Aerial Photo Date: 2025



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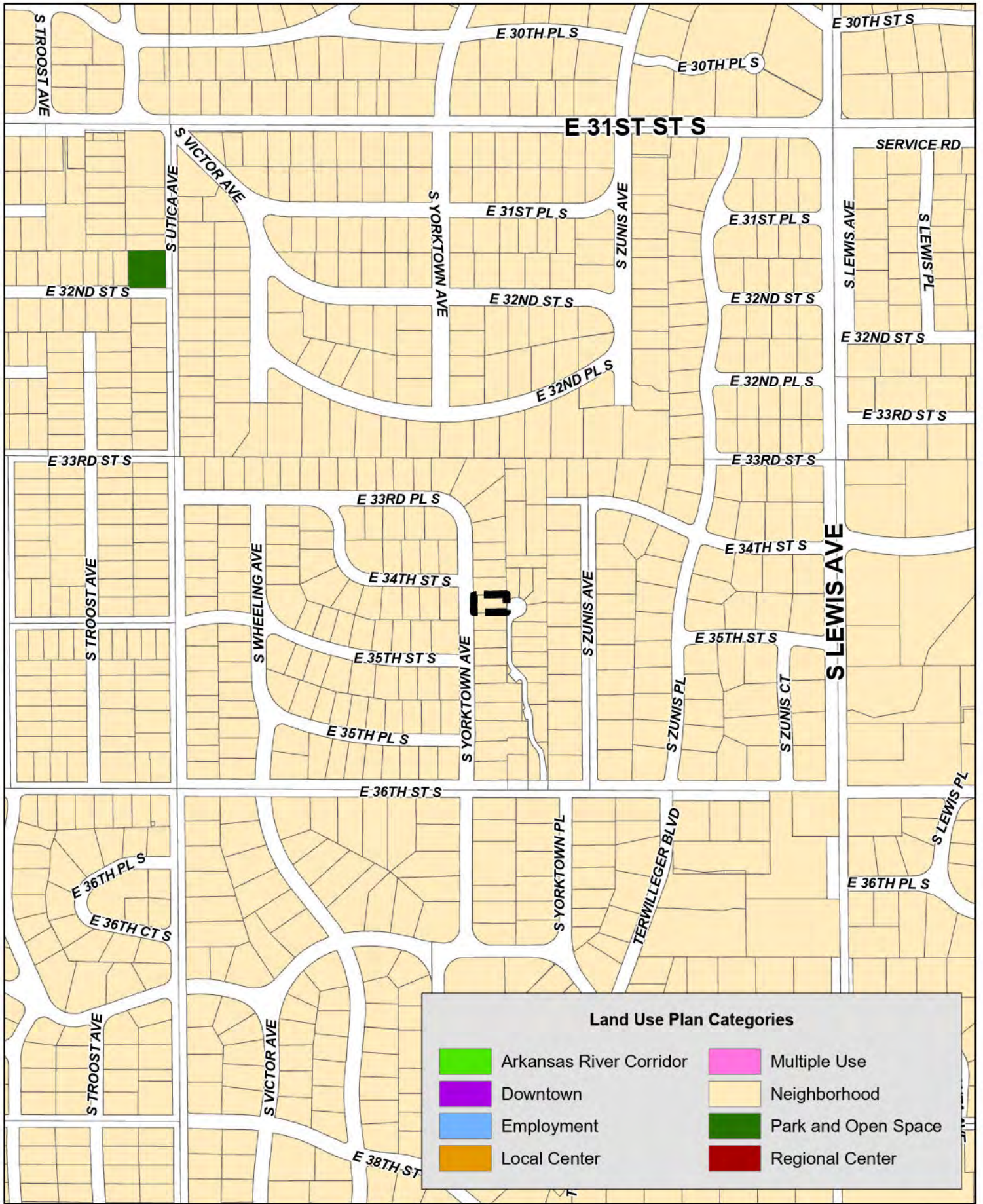
Subject Tract

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



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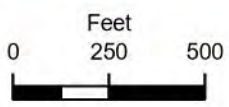


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Land Use Plan Categories

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



 Subject Tract

BOA-23972

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Special Exceptions

The Board of Adjustment is allowed to approve special exceptions only after determining that the following conditions exist. Below, explain how your requests satisfy these conditions:

1. The special exception will be in harmony with the spirit and intent of the Zoning Code; and

The zoning code allows for modest intrusion of a carport, if it meets other size requirements, into the required street yard.

2. The special exception will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

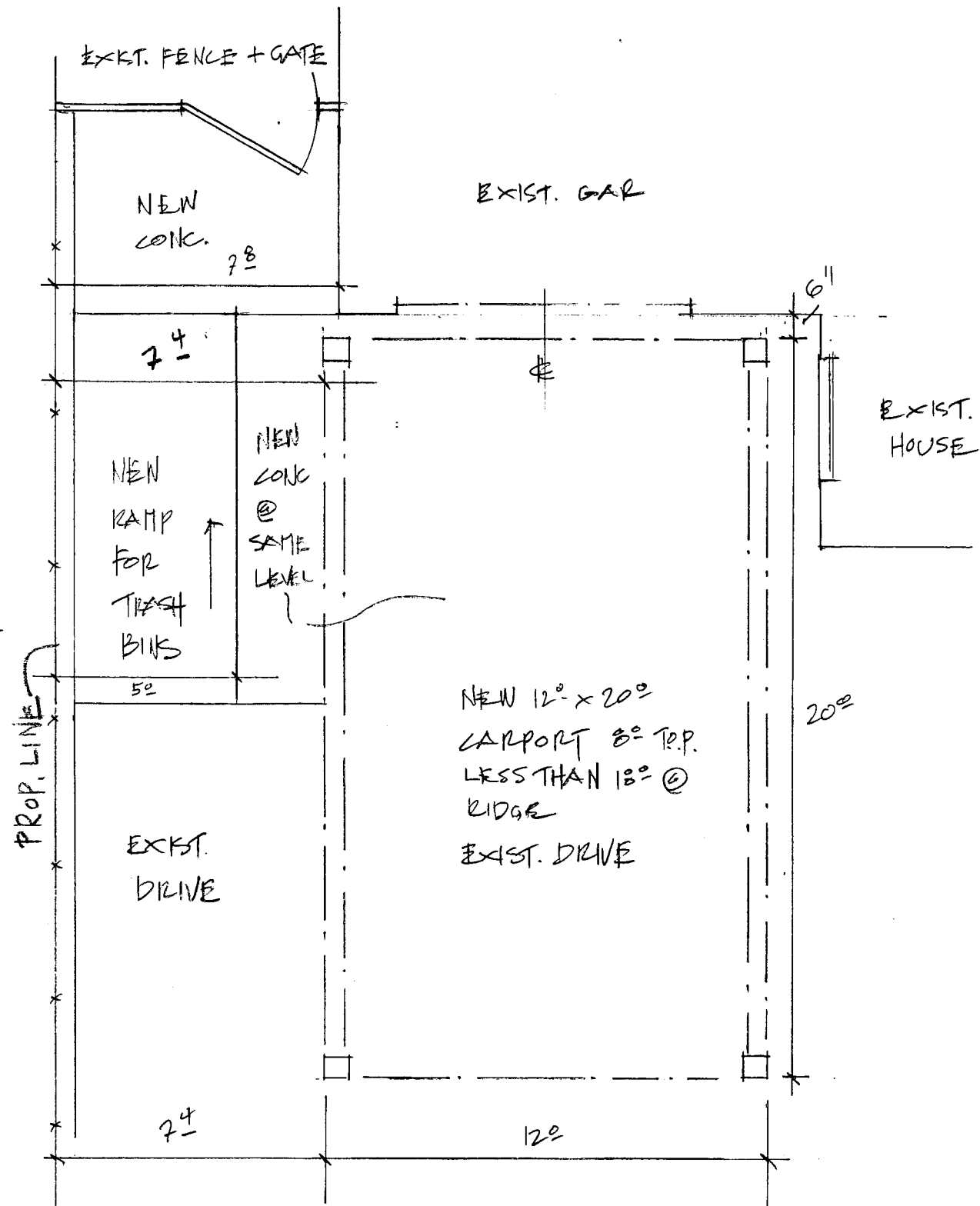
There are other larger carports nearby and this one is smaller and more less intrusive.

Conditions

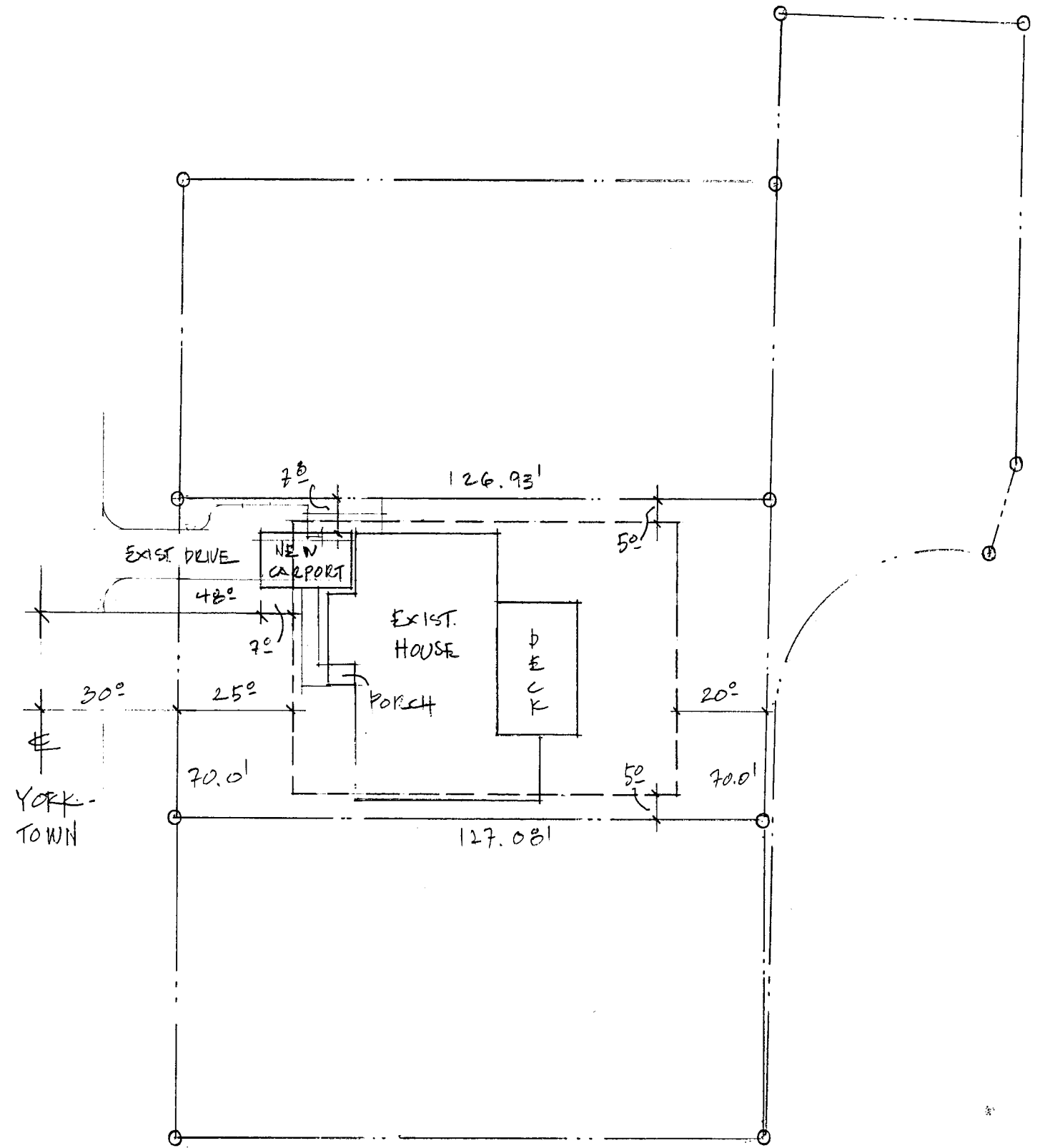
In granting any special exception, the Board may make appropriate conditions or safeguards, may limit the approval to a specified period of time and may require a bond or other guarantee necessary to enforce compliance with the conditions.

If your application is approved, you will likely need additional permits.

Call 918.596.9456 to speak with the Permit Center or Development Services Plans Review.



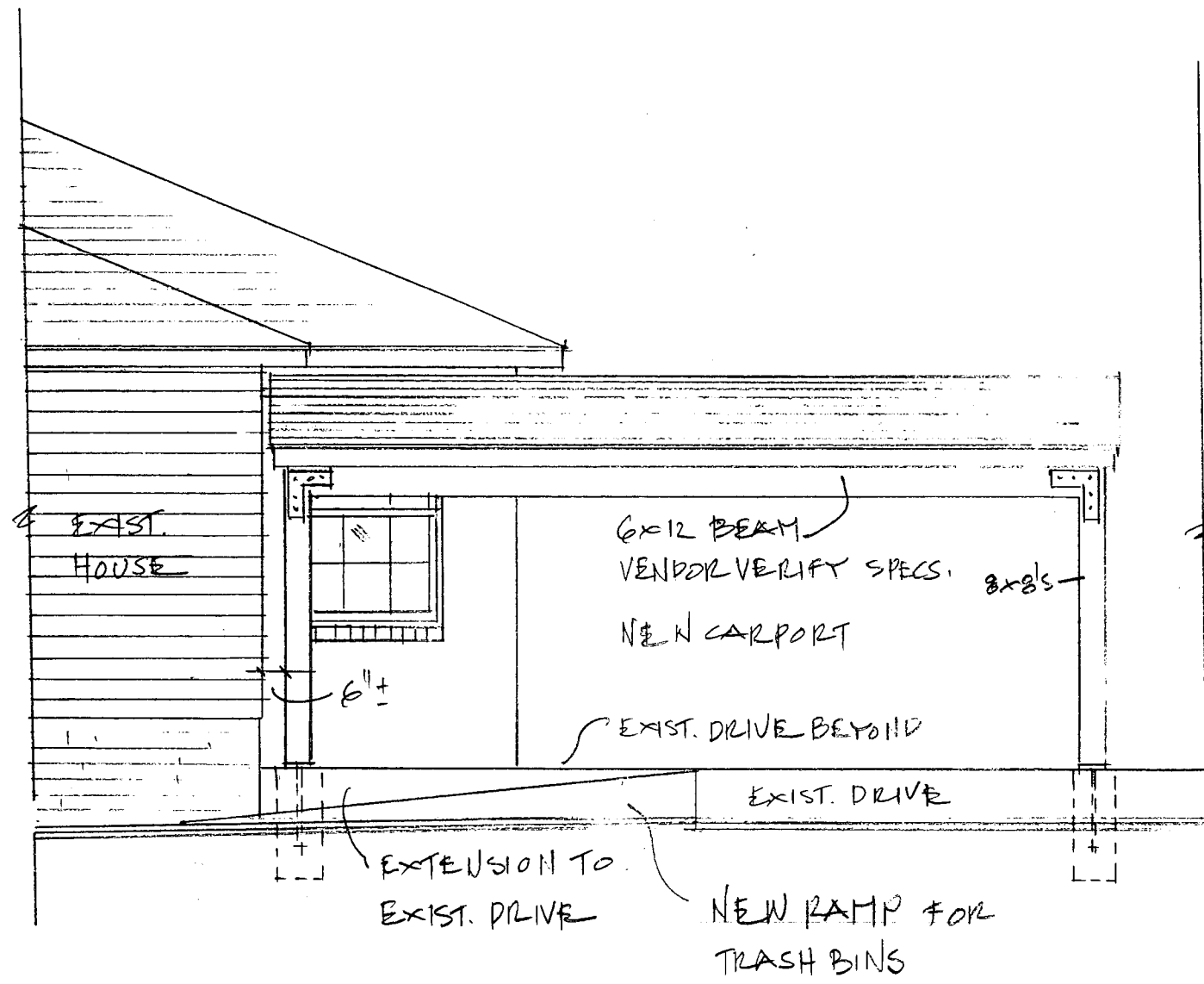
PLAN 1/4" = 1'-0" ← NORTH



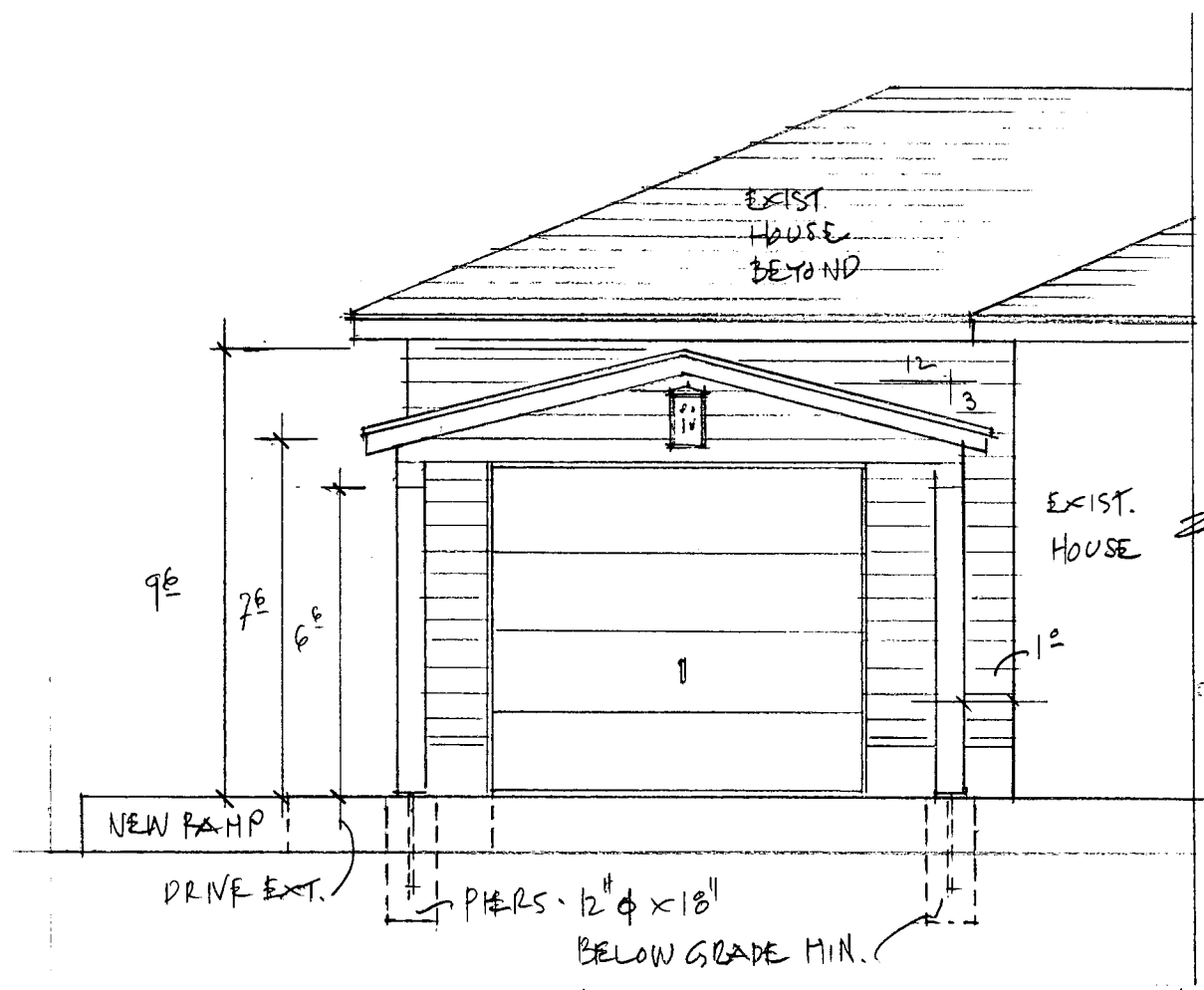
SITE DRAINAGE PLAN 1" = 30' ↑ NORTH

LALONDE 10-2025
 3407 SO. YORKTOWN
 TULSA-OKLA

TOM NEAL
 DESIGN
 Associate member, American Institute of Architects



NORTH 1/4" = 1'-0"



WEST

LALONDE 10-2025
3407 SO. YORKTOWN
TULSA, OKLA

TOM NEAL
DESIGN
Associate member, American Institute of Architects

918.231.1372 6.12