



Board of Adjustment

**Staff Report
BOA-24056**

Hearing Date: June 9, 2026
Prepared by: Christopher Willis
ctwillis@cityoftulsa.org
918-596-7620

Owner and Applicant Information

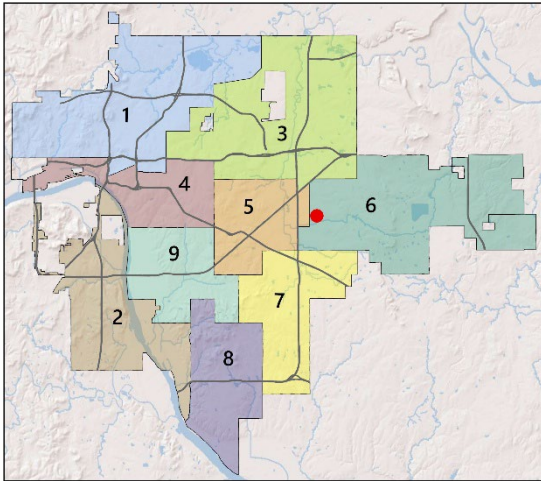
Applicant: Mayra Ramos
Property Owner: Mayra Ramos

Property Location

11405 East 27th Street South
Tract Size: ±0.17 acres

Location within the City of Tulsa

(shown with City Council districts)



Elected Representatives

City Council: District 6, Christian Bengel
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

Special Exception to allow a carport in the street yard and street setback with modifications to the dimension and 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: East Tulsa
Development Era: Late Automobile

Transportation

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

Environment

Flood Area: N/A
Tree Canopy Coverage: 10-19%
Parks & Open Space: McCullough Park

Staff Analysis

The applicant is requesting a special exception to allow a carport in the street yard and street setback with modifications to the dimension and setback requirements (Section 90.090-C.1).

Carports may not exceed 20 feet by 20 feet. The proposed carport is 21-feet by 25-feet. The applicant is requesting 1 foot of relief for the width and 4 feet of relief for the length.

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. The proposed height within 10 feet of a side lot line is 13 feet,4 inches, which requires 5 feet,4 inches of relief.

Finally, a carport may project into the required street setback by a maximum distance of 20 feet. The proposed carport projects into the street setback up to 25 feet.

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

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	AG	Multiple Use	Library
East	RS-3	Neighborhood	Residential
South	RS-3	Neighborhood	Residential
West	RS-3	Neighborhood	Residential

Small Area Plans

The subject property is included in the East Tulsa Phase 1 Planning Area. The East Tulsa Community Detailed Implementation Plan was adopted in 2005 with the intention to realize East Tulsa’s vision of a prosperous, diverse community that supports and provides businesses, employment centers, neighborhoods, centers of faith, educational and community facilities, and recreational and leisure facilities for its area residents, workers, students, shoppers, and visitors. Phase I consists of approximately 5 square miles of East Tulsa along Skelly Drive.

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: N/A

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: Sidewalks are present along street frontages.

Planned Bike/Ped Facilities: The 2015 GoPlan recommends a signed route to run along East 27th Street South, parallel to the south of the subject property.

Arterial Traffic per Lane: N/A

Environmental Considerations

Flood Area: The subject property is not located within a designated flood area.

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: McCullough Park is located nearby to the north of the subject property.

Site Photos



View north from East 27th Street, May 2025 (Image from Google Street View)

Sample Motion

Special Exception

I move to *approve or deny* a special exception to allow a carport in the street yard and street setback with modifications to the dimension *of allowable size from 20 by 20 feet to 21 by 25 feet, allowable height within 10 feet of the side property line from 8 feet to 13 feet, 4 inches, and allowable projection into the street setback from 20 feet up to 25 feet* (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 17 BK 8, SHANNON PARK FIFTH ADDITION, City of Tulsa, Tulsa County, State of Oklahoma

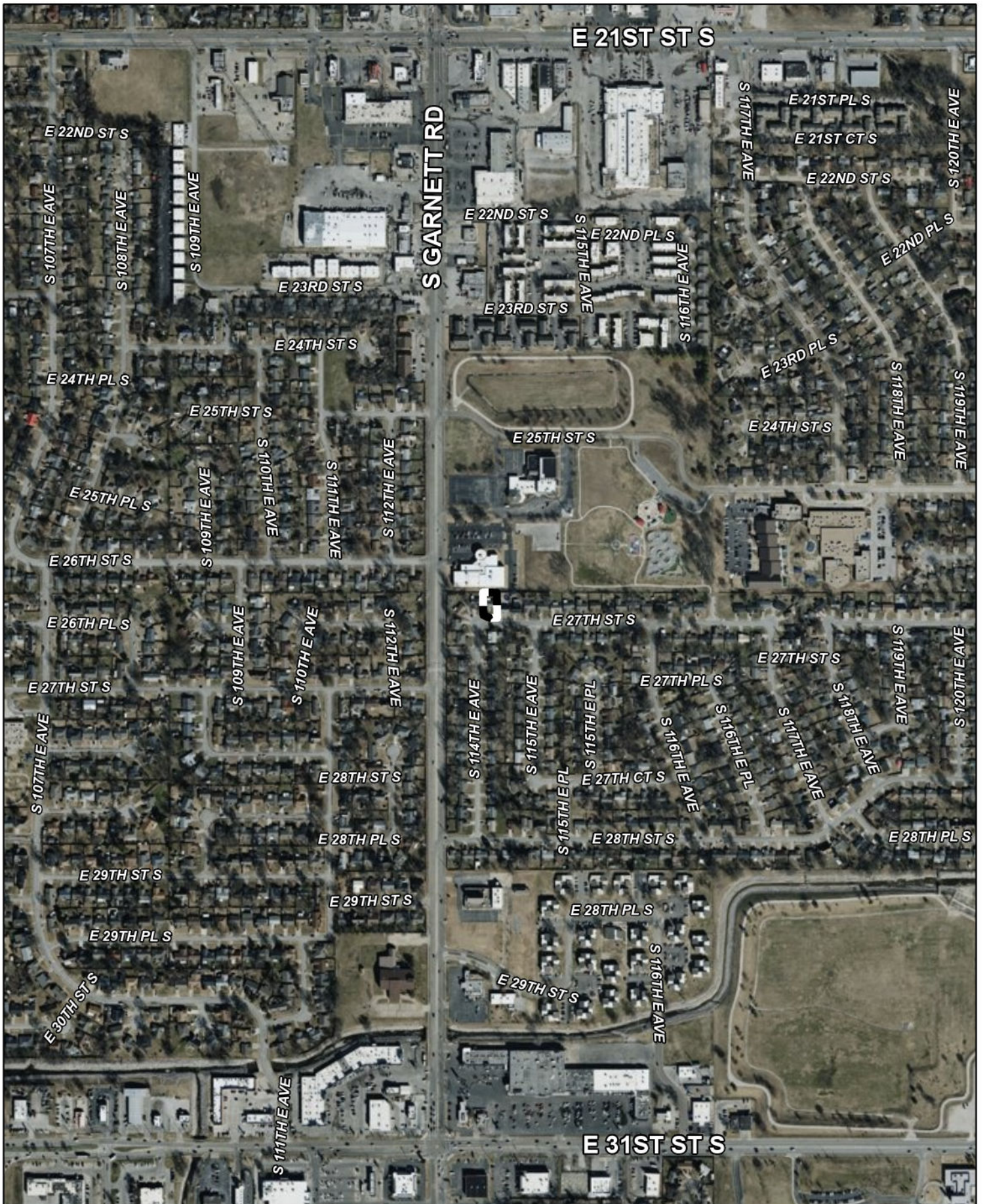
Exhibits

Case map

Aerial (small scale)

Aerial (large scale)

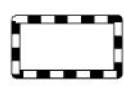
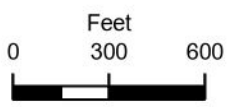
Tulsa Comprehensive Plan Land Use Map



E 21ST ST S

S GARNETT RD

E 31ST ST S



Subject Tract

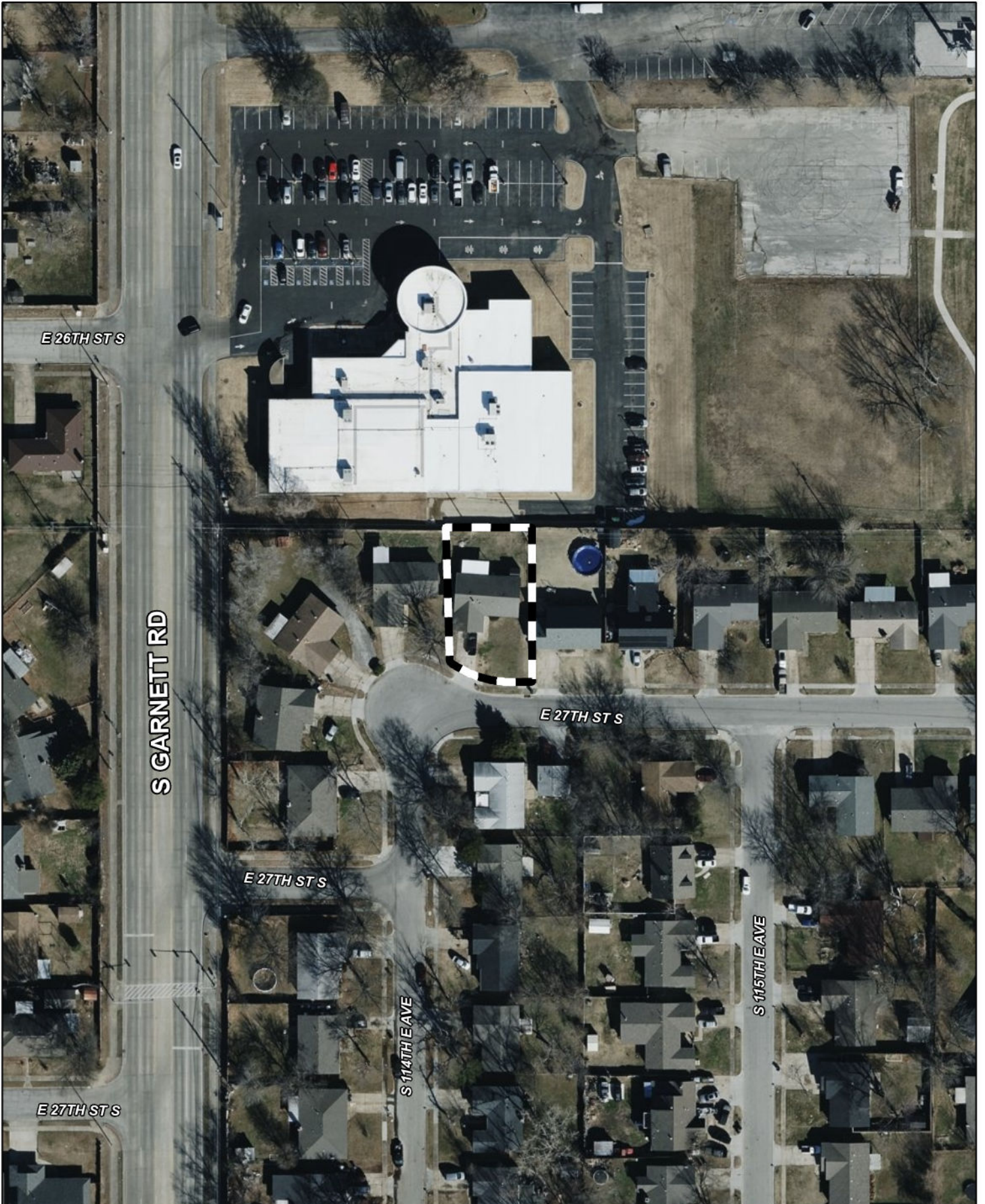
BOA-24056

19-13 02

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

Aerial Photo Date: 2025





E 26TH ST S

S GARNETT RD

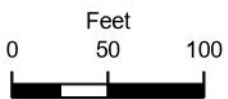
E 27TH ST S

E 27TH ST S

E 27TH ST S

S 114TH AVE

S 115TH AVE



Subject Tract

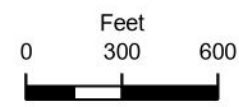
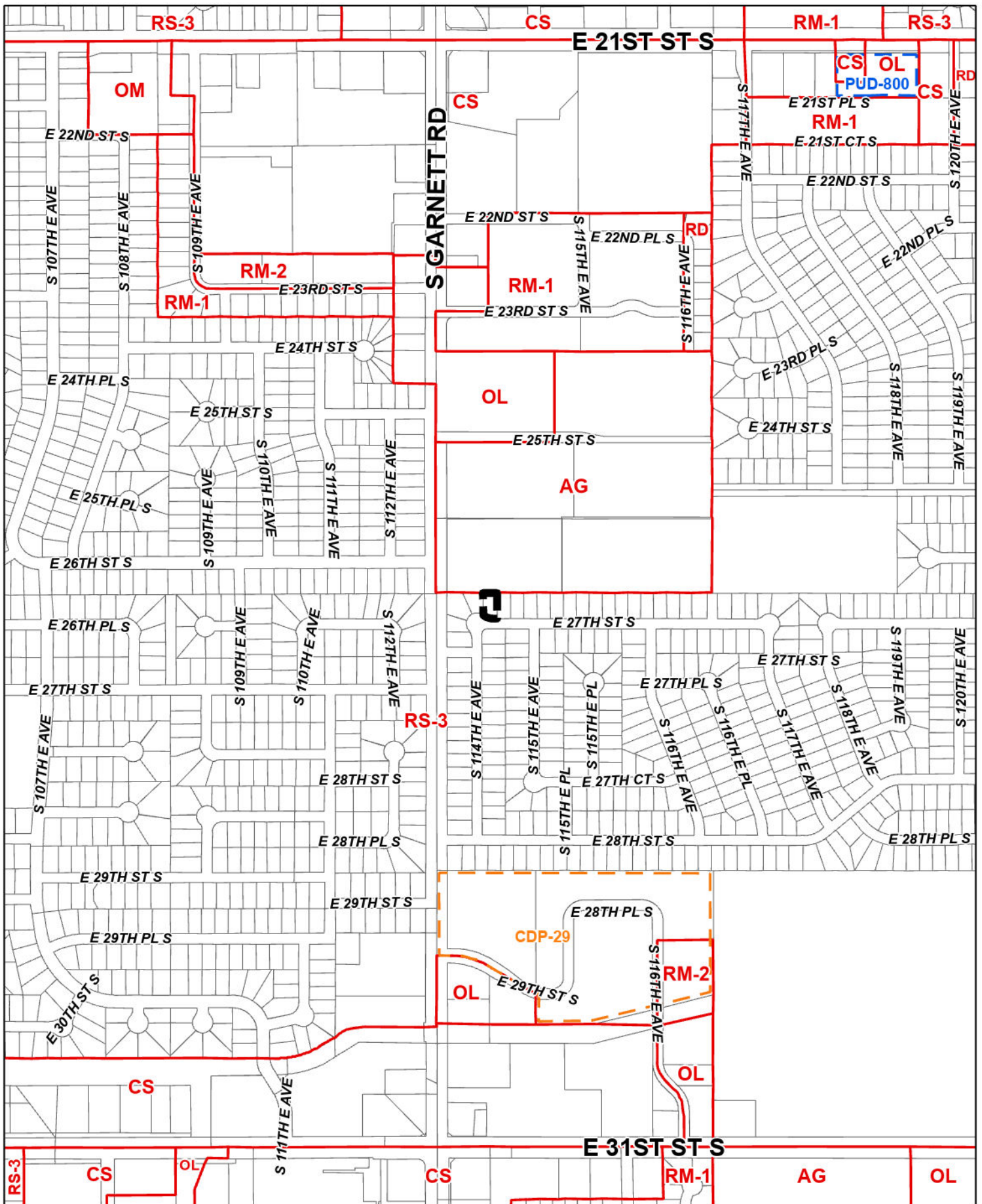
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19-13 02

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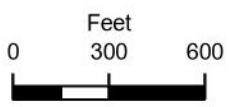
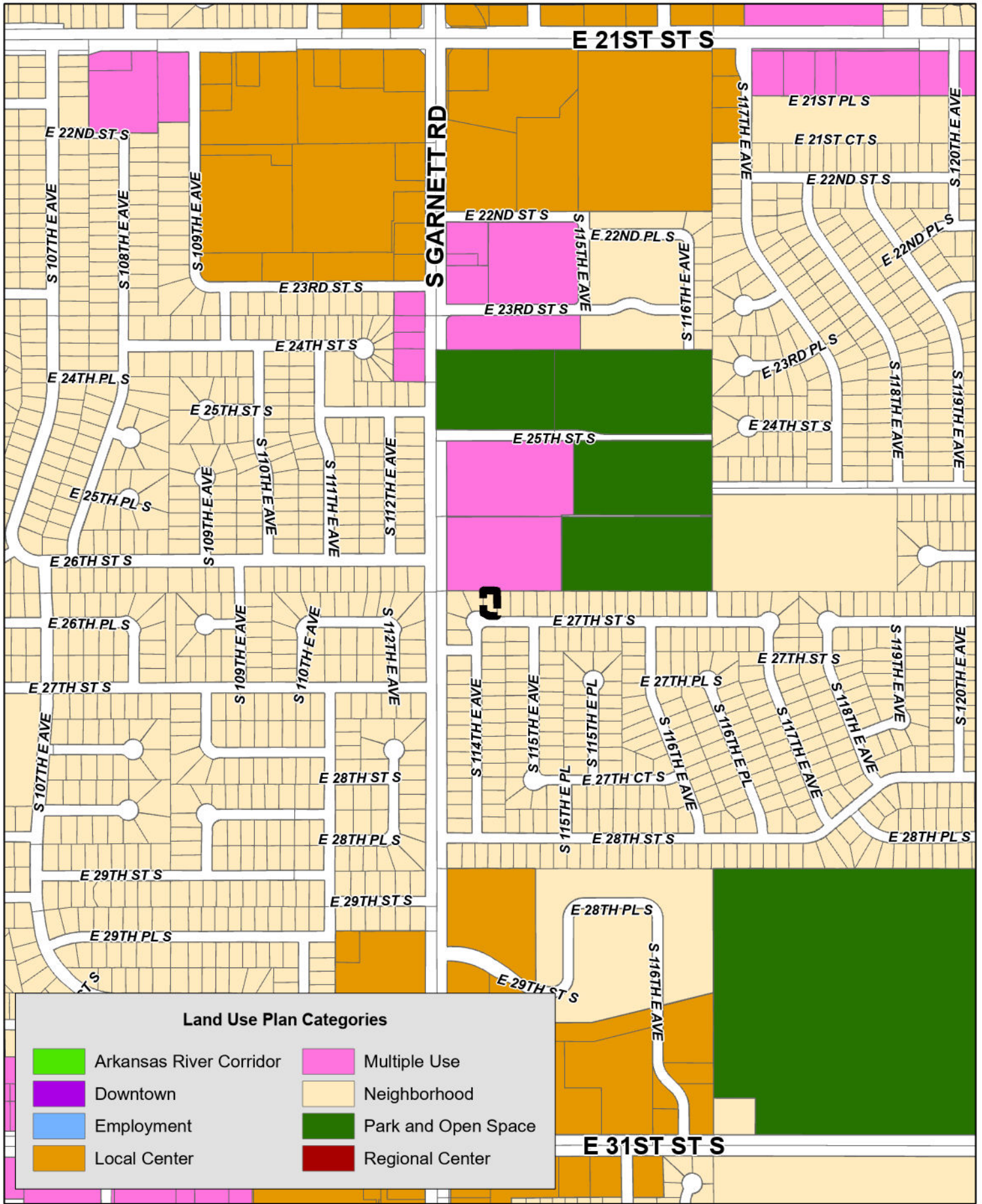


 Subject Tract

BOA-24056

19-13 02





Subject Tract

BOA-24056

19-13 02





DEVELOPMENT SERVICES


175 E 2ND ST., STE 405
TULSA, OK 74103
918-596-9456

CITY OF TULSA

PLAN CORRECTIONS SUMMARY

Zoning Review (1)



Subject: Zoning Review
Page Label: 1
Author: DWhiteman
Date: 4/30/2026 12:34:16 PM
Status:
Color: 
Layer:
Space:

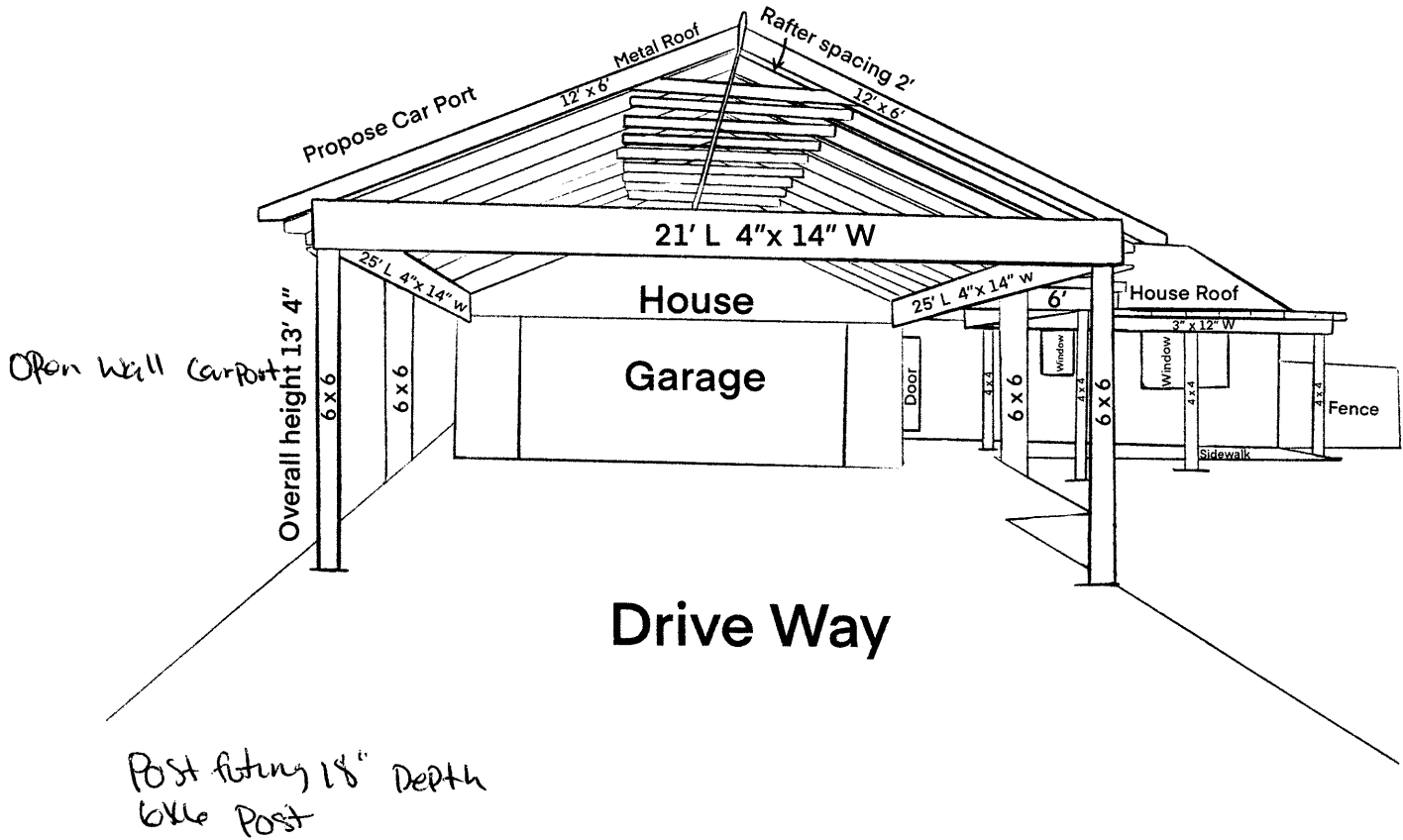
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REVIEW COMMENT: The proposed carport is located in the street setback area, is greater than 20' x 20', exceeds 8' in height within 10' of a side lot line, is set back from the side lot line less than the house, and projects into the required street setback by over 20'. This carport requires a special exception granted by the Board of Adjustment. Please contact a Tulsa Planning Office representative at 918-596-7526 for further assistance. If approved, submit a copy of the approved special exception as a revision to your application.

Name: Lizeth Carrillo
Project: House project
Date: May 4, 2026 at 10:52:29 AM
Email: alinalopez15r@gmail.com

Front Porch View



into U/E

