



**Tulsa Metropolitan Area  
Planning Commission**

**CPA-122 Staff Report (Related to Z-7826)**

**Hearing Date:** August 6, 2025

**Prepared by:** Dezmond J. Harris

djharris@cityoftulsa.org

918-596-7656

**Owner and Applicant Information**

Applicant: Austin Bond, o/b/o Hydrasource

Property Owner: CARS-DB10 LP

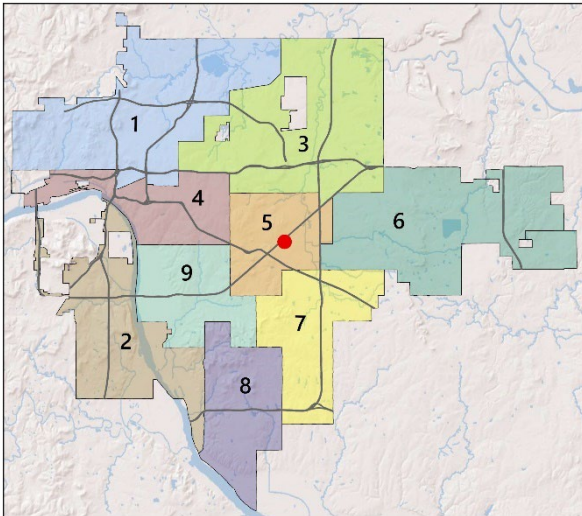
**Property Location**

Southeast corner of East Skelly Drive and South Memorial Drive

Tract Size: ± 11.483 acres

**Location within the City of Tulsa**

*(shown with City Council districts)*



**Elected Representatives**

City Council: District 5, Karen Gilbert

County Commission (Tulsa): District 2, Lonnie Sims

**Public Notice Required**

Newspaper Notice – min. 15 days in advance  
Mailed Notice to 300’ radius – min. 20 days in advance  
Posted Sign – min. 20 days in advance

**Staff Recommendation**

Staff recommends **approval** of the proposed Employment Land Use designation.

**Request Summary**

Amend land use designation from Multiple Use to Employment, concurrent with Z-7826 for Light Industrial.

**Land Use Plan Designation**

Existing: Multiple Use

Proposed: Employment

**Zoning**

Existing Zoning: Commercial Shopping (CS)

Existing Overlays: None

Proposed Zoning: Light Industrial (IL)

**Use**

Current: Vacant Car Dealership

Proposed: Hose and Tube Assembly Facility

**Considerations**

Small Area Plans: None

Development Era: Early Automobile

Major Street & Highway Plan:

- East Skelly Drive: Residential Collector
- South Memorial Drive : Primary Arterial
- East 31<sup>st</sup> Street South: Secondary Arterial
- Interstate-44: Freeway

planitulsa Street Type:

- South Memorial Drive: Commuter Corridor
- East 31<sup>st</sup> Street South: Multi-Modal Street

## **Detailed Staff Recommendation**

The applicant is proposing a comprehensive plan amendment for ± 11.483 acres to be changed from Multiple Use to Employment.

As part of the application, applicants are asked the following questions: how conditions on the subject site, adjacent properties, and the immediate area have changed; how changes have affected the subject site to warrant the proposed amendment; and how the proposed change will further other City of Tulsa goals, strategies, and actions as outlined in the Comprehensive Plan. The applicant's responses are attached as an exhibit to the staff report; staff responses are below.

- 1) How conditions on the subject site, adjacent properties, and the immediate area have changed?

Applicant: (see exhibit)

Staff Response:

There has been no change to the subject site, adjacent properties, and immediate area; however, the existing conditions support the requested amendment change.

- 2) How have changes affected the subject site to warrant the proposed amendment?

Applicant: (see exhibit)

Staff Response:

The proximity to highway and arterial infrastructure and the buffering of the subject site from surrounding sensitive land uses supports the proposed change in the land use designation.

- 3) How will the proposed change further other City of Tulsa goals, strategies, and actions as outlined in the Comprehensive Plan?

Applicant: (see exhibit)

Staff Response:

### Future Land Use

- STRATEGY LU 3.2 – Focus regional investments along major transportation corridors, including highways and public transit routes.
  - ACTION LU 3.2.1 – Direct the majority of employment growth and change to areas of the city with access to major transportation infrastructure, such as highways, railroads, public transportation, the airport, and the Tulsa Ports.
  - ACTION LU 3.2.3 - Locate industrial uses in areas that are most economically suitable and have minimal negative impact on sensitive land uses.

### Economic Development

- GOAL ED 4 – New development supports vibrant, sustainable, transit-oriented communities.

- STRATEGY ED 4.2 - Ensure that new employment development is well-connected to multimodal transportation networks.
- STRATEGY ED 5.4 – Establish economic development plans for rail, highway, and turnpike corridors.
  - ACTION ED 5.4.1 – Prioritize commercial, retail, and industrial uses along highways to capitalize on the high level of transportation access and to mitigate against the negative health impacts of sensitive land uses being exposed to highway pollution.

The Comprehensive Plan contains Goals, Strategies, and Actions that encourage strategic placement of Industrial sites for the purposes of land use and economic development. The area has New Market Tax Credit incentives, adequate infrastructure that supports industrial usage, access to Interstate 44, and a sufficient commercial buffer between residential areas. The proposed amendment would provide for more protection to sensitive land areas such as surrounding Neighborhood Land Use designations, due to zoning requirements within Industrial Light (IL).

Concluding Statement:

With consideration given to the factors listed herein, staff recommends **approval** of the proposed comprehensive plan amendment.

## **Land Use Plan Designation**

### Existing:

**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.

### Proposed:

**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.

### Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	ROW	Interstate 44
East	CS/PUD-564-A	Multiple Use	Various Commercial Uses including personal vehicle sales.
South	RS-3	Neighborhood	Residential subdivision separated by East 31 <sup>st</sup> street South
West	CS	Multiple Use	Retail

### **Small Area Plans**

The subject property is not included 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 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**

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

### **Exhibits**

Applicant's Justification Statement  
Case map  
Aerial (small scale)  
Aerial (large scale)  
Land Use Plan Map

**APPLICANT'S JUSTIFICATION STATEMENT:**

The subject property and abutting property are zoned CS and included a regional automobile dealership. That user has vacated the property, and the site is now available for redevelopment. The proposed IL zoning with the optional development plan for the site allows most of the uses that were previously allowed but removes maximum floor area ratios that limited multiple use density.

An important part of the proposed development plan includes the requirement that any industrial use will be light industrial category and must be located inside a building. The prospective developer intends to repurpose existing buildings and provide aesthetic and landscape improvements. The redevelopment and rezoning will allow for a wide variety of opportunities for employment and commercial users that are consistent with Multiple Use and Employment land use designations.

It is unlikely that the total number of employees will exceed what would normally be expected in the car dealership and other allowed uses in a CS zoning district.

It is our belief that the IL district with the optional development plan standards will not significantly change the character of the site or surrounding properties. It is important to note that we have worked closely with the Tulsa Planning Office Staff and our goal is to be part of the long-range sustainable solutions for redevelopment in the City of Tulsa, especially along the important I-44 Skelly Drive Corridor.

**PLAN CHANGE QUESTIONS:**

- 1) How have conditions on the subject site, adjacent properties and the immediate area changed?

**Applicant response**

From a land use perspective, the CS zoning and IL zoning with the optional development plan are similar. The comprehensive plan was adopted in 2023 at that time this area was designated as Multiple Use. CS zoning was part of that land use designation. When the automotive dealership closed it provided a redevelopment opportunity for consideration of changing the land use designation to Employment.

The surrounding area has not significantly changed except that the large Vehicle Sales and Service use on the site is no longer operational. That facility provided showroom, maintenance and personal vehicle display for decades. The automotive dealership provided employment opportunities for hundreds of sales staff, maintenance staff and administrative staff. The proposed uses that can be allowed in the IL district with the provisions in the optional development plan will not be significantly different from the casual observer. The Employment Land Use Designation supports the redevelopment opportunity.

- 2) How have changes affected the subject site to warrant the proposed amendment.

**Applicant response:**

The abandonment of the car dealership has created an opportunity to reconsider the land use designation on this site. The redevelopment opportunities at this location are excellent because of the abundant public infrastructure and surrounding private development patterns. The Employment designation discussed with the Planning Office staff may open up the idea of larger scale employment along the I-44 Corridor. The proposed low impact industrial use along with the allowable uses in the optional development plan are consistent with the Employment land use designation and would work well with the surrounding properties.

- 3) How will the proposed change further other City of Tulsa goals, strategies and actions as outlined in the comprehensive plan.

**Applicant comment:**

Among other sections of the Comprehensive Plan, the Employment land use designation aligns with Goal 3 and 10 as outlined below:

Goal 3: The land use framework for economic development is facilitated at the neighborhood, city and regional scales.

Goal 10: Future growth is balanced with the ability of the City to provide public services, utilities, and infrastructure.

The scale of the future development is consistent with the current land use pattern and efficiently uses exiting transportation corridors.

This request is adjacent to a transit-oriented development area near 31<sup>st</sup> and Memorial where the future development will include compact and sufficient density to support transit ridership and easy walking distance to transit stops. Employment opportunities near that development concept are essential.

Existing street and highway infrastructure abutting the property meets the major street and highway plan standards.

Utility infrastructure is adequate for the existing and anticipated future development.

Allows future site development and creates an opportunity for pad ready sites.

Existing Land Use designation:

**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 new er parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

Applicant comment:

The idea of small format employment uses is integrated into the Multiple Use Category. Commercial and retail uses that are part of the Multiple Use Land use category should be located on arterial streets or existing streets easily accessed by the arterial street grid. This redevelopment plan may be consistent with the Multiple Use category and allows many commercial uses

Proposed land use designation:

**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 use to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

Applicant comment:

Redevelopment of this site consists of the goals of the employment land use designation. The site is serviceable by infrastructure and public services and is co located near regional center and other business development areas.

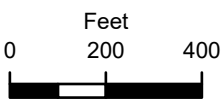
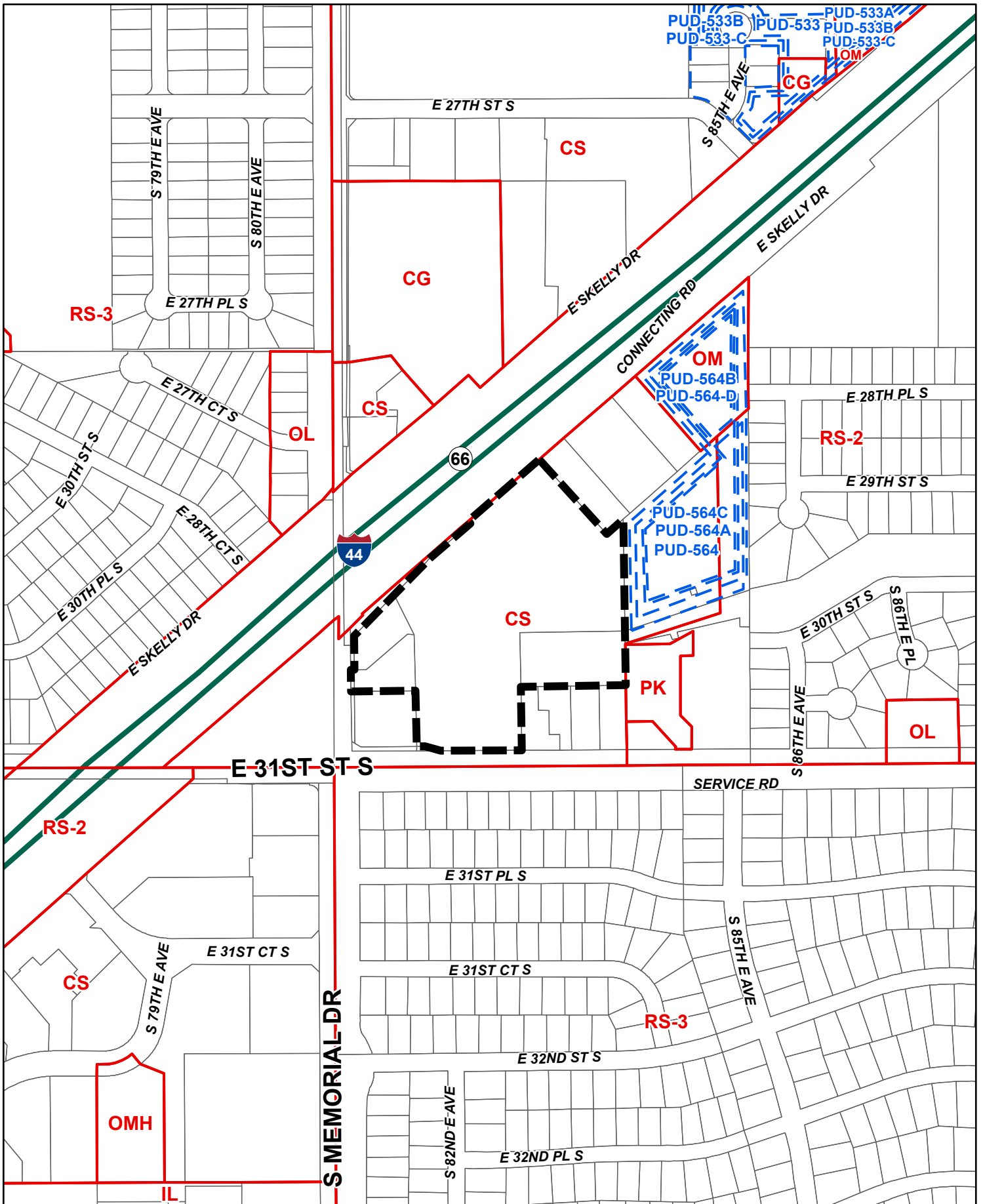
This area is not part of the Industrial Employment Suitability area identified in the comprehensive plan but in this instance the redevelopment of the site is an important and visible part of the City of Tulsa Continued growth. This site can provide employment opportunities that will benefit the surrounding land uses.

This redevelopment will help provide commercial and employment opportunities that will encourage full use existing transit infrastructure and provide employment opportunities near the Metrolink Memorial Midtown station west of the near East 33<sup>rd</sup> Street and South Memorial Drive.

APPLICANT SUMMARY:

On the surface of the application it is apparent that normal IL zoning uses are best suited to the employment land use designation however in this instance the low impact industrial uses that are proposed will be inside existing buildings that are intended to be used in a way that is not significantly different than the Vehicle Sales and Service uses that have been on the property for decades.

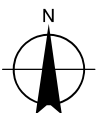
While we believe that the staff at the Tulsa Planning Office has provided good advice regarding possible land use designation change to Employment it can also be argued that the Multiple Use category may also be appropriate for the redevelopment opportunity on this site. In fact, "appropriate smaller format employment" uses are recognized as an integral component of the Multiple Use land use category.

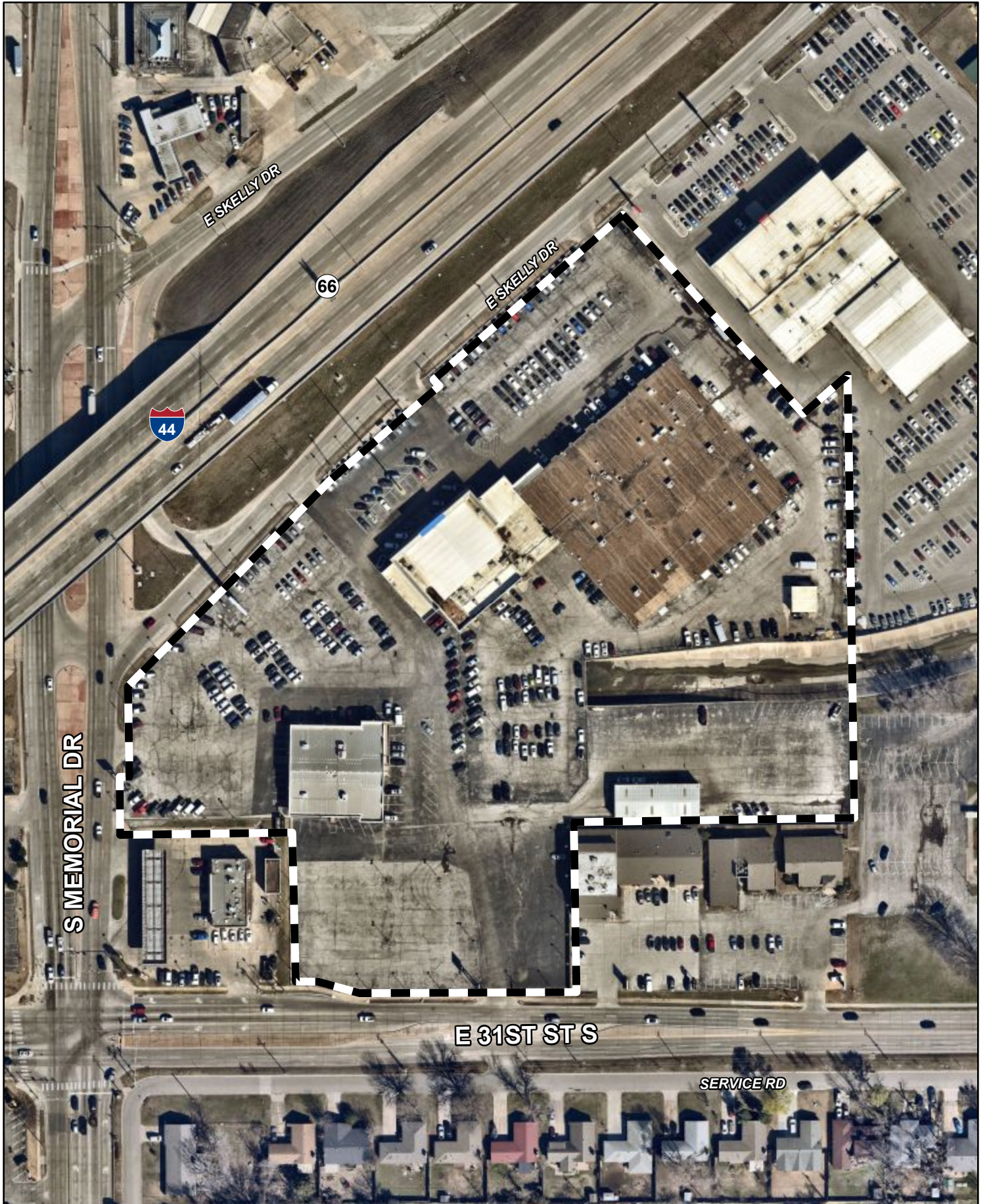


 Subject Tract

**CPA-122**

19-13 13





E SKELLY DR

66

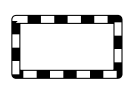
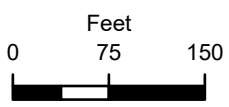
E SKELLY DR

44

S MEMORIAL DR

E 31ST ST S

SERVICE RD



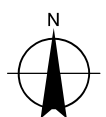
Subject Tract

**CPA-122**

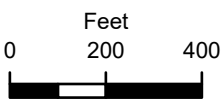
19-13 13

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

Aerial Photo Date: 2025



10.9



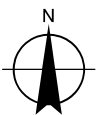
 Subject Tract

**CPA-122**

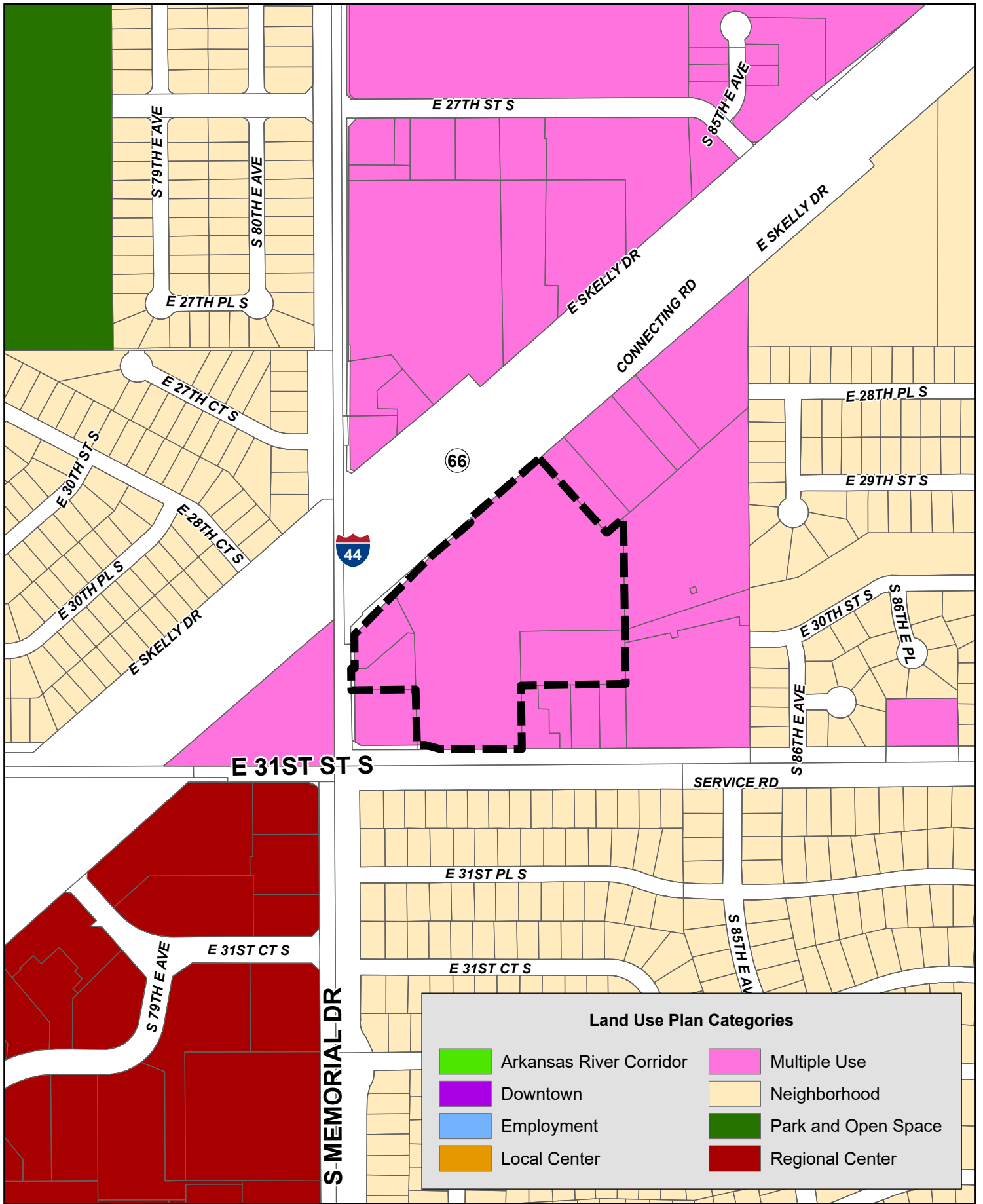
19-13 13









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

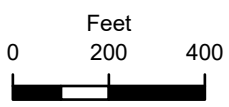
Aerial Photo Date: 2025



10.10

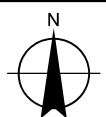


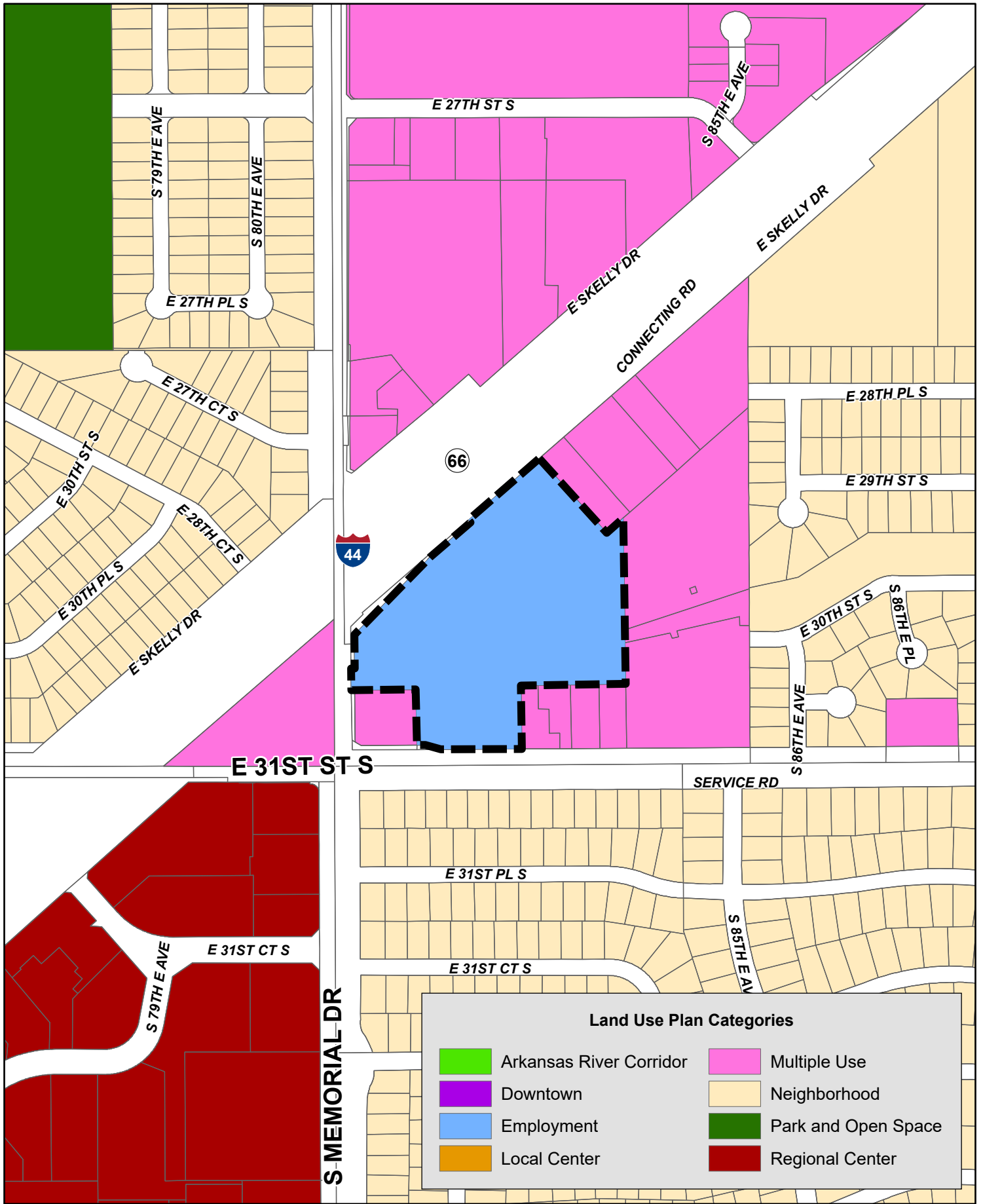
Land Use Plan Categories	
	Arkansas River Corridor
	Downtown
	Employment
	Local Center
	Multiple Use
	Neighborhood
	Park and Open Space
	Regional Center











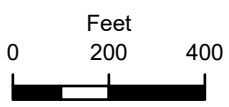
 Subject Tract

**CPA-122**  
19-13 13





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



 Subject Tract

**CPA-122**  
19-13 13

