



**Tulsa Metropolitan Area  
Planning Commission**

**CPA-131 Staff Report (Related to Z-7860)**

**Hearing Date:** June 3, 2026 (Continued from 5/6/26 and 5/20/26)

**Prepared by:** Jeremy Banas

jbanes@cityoftulsa.org

918-596-7646

**Owner and Applicant Information**

Applicant: Darnell Blackmon

Property Owner: Phoenix 65 LLC, Darnell Blackmon

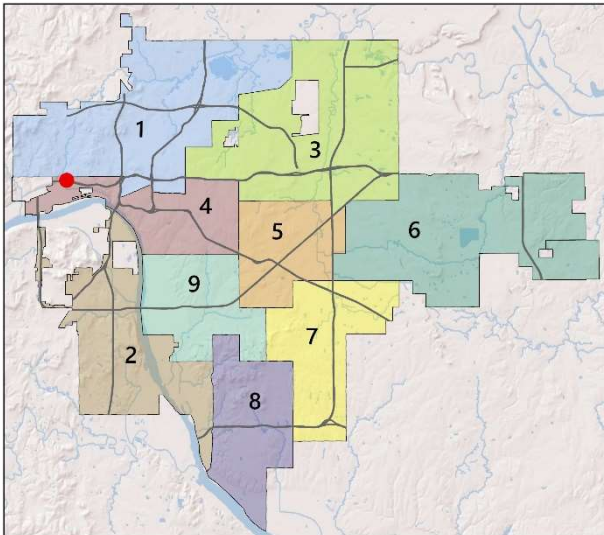
**Property Location**

East of the southeast corner of West Edison Street and North 41st West Avenue

Tract Size: ± 3.81 acres

**Location within the City of Tulsa**

*(shown with City Council districts)*



**Elected Representatives**

City Council: District 4, Laura Bellis

County Commission: 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 Multiple Use land use designation.

**Request Summary**

Amend land use designation from Neighborhood to Multiple Use, concurrent with Z-7860 for commercial development.

**Land Use Plan Designation**

Existing: Neighborhood

Proposed: Multiple Use

**Zoning**

Existing Zoning: Commercial Shopping (CS) and Residential Single-family 3 (RS-3)

Existing Overlays: None

Proposed Zoning: Commercial Shopping (CS)

**Use**

Current: Vacant

Proposed: Commercial

**Considerations**

Small Area Plans: Charles Page Boulevard Area

Development Era: Streetcar Era

Major Street & Highway Plan:

W Edison Street is classified as a Secondary Arterial.

N 41st West Avenue and S 41st East Avenue nearby are classified as Residential Collectors.

N 39th West Avenue is unclassified.

planitulsa Street Type: None

## **Detailed Staff Recommendation**

The applicant is proposing a comprehensive plan amendment for ± 3.81 acres to be changed from Neighborhood to Multiple Use.

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:

*"The subject site already holds partial CS zoning, and the area along Edison St is primed for Commercial, with new facilities opening (ie John 3:16) and street widening underway. Adjusting the comp plan to allow for CS use of the property is a natural progression of the current flow."*

Staff Response:

The subject site is partially zoned Commercial Shopping; however, the land use designation is entirely Neighborhood. The subject site is a large and unusually shaped parcel with structures that appear to have been unoccupied for many years. North of the subject property is an area designated as Local Center and Neighborhood designations exist to the west, south, and north. Houses have been constructed across N 39th W Ave from the east side of the subject property.

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

Applicant:

*"They have positioned this site, along Edison, as a CS use case first and foremost."*

Staff Response:

The lot is large compared to others in the immediate area and has an unusual configuration with frontage on both the secondary arterial of W Edison St to the north and the unclassified N 39th W Ave to the east and a large area on the interior of the block. A MetroLink bus route crosses the nearby intersection of W Edison St and N 41st W Avenue.

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

Applicant:

*"The unification to CS zoning and approval of Multiple Use will enrich the opportunity for the area to see new development, bring fresh interest to the area, and grow the taxable income of the district to allow for further improvements in the future."*

Staff Response:

Future Land Use

- GOAL LU 3 - Economic development is facilitated at the neighborhood, city, and regional scales.
  - 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.
  - STRATEGY LU 3.6 - Encourage development that fills existing market gaps and provides for the necessities of life.
- GOAL LU 4 - Redevelopment, revitalization, and enhancement programs are focused in areas that have been economically disadvantaged.
  - STRATEGY LU 4.4 - Promote the adaptive reuse and rehabilitation of vacant or underutilized structures and buildable land to aid the revitalization of area neighborhoods and development of affordable housing.
- GOAL LU 5 - Tulsa's neighborhoods are recognized for distinct characteristics, and development occurs with sensitivity to local context.
  - STRATEGY LU 5.3 - Ensure appropriate transitions are provided between nonresidential and residential uses.
    - ACTION LU 5.3.1 - Encourage infill development that adds complementary uses and is compatible in form and scale to the immediate surrounding development.
  - STRATEGY LU 5.3.2 - Promote building and massing guidance for commercial and office uses adjacent to neighborhoods to ensure they are neighborhood scale, well designed, appropriately located, and consistent with the existing development context.
  - STRATEGY LU 5.3.5 - Encourage landscape design and site improvements that complement the appearance of surrounding land uses.
- GOAL LU 6 - Commercial areas and activity centers complement their surrounding uses.
  - STRATEGY LU 6.1 - Accommodate reasonable commercial development along Main Streets and other commercial corridors.
    - ACTION LU 6.1.3 - Incorporate design guidelines into development plans to minimize negative impacts on adjoining neighborhoods by blending edge conditions through the diversification of land uses and housing choices.
- GOAL LU 7 - Residential and mixed-use areas are well connected to surrounding land uses.
  - STRATEGY LU 7.4 - Incorporate appropriate uses that support residents' daily needs into predominantly residential areas.
- GOAL 10 - Future growth is balanced with the ability to provide public services and infrastructure.
  - STRATEGY LU 10.2 - Prioritize compact development and infill development for more efficient use of existing infrastructure and services.

#### Transportation

- STRATEGY TR 5.2 - Ensure land use decisions are reflective of and responsive to the transportation infrastructure context.
  - ACTION HN 5.2.1 - Encourage compact and infill development to optimize the use of existing infrastructure.

#### Economic Development

- GOAL ED 4 - New development supports vibrant, sustainable, transit-oriented communities.
  - STRATEGY ED 4.1 - Encourage infill development in areas served by public transportation.
  - STRATEGY ED 4.2 - Ensure that new employment development is well-connected to multimodal transportation networks.
    - ACTION ED 4.2.5 - Encourage business expansion along transit routes to increase the amount of goods and services available to riders.

#### Housing & Neighborhoods

- STRATEGY HN 1.2 - Address dilapidated structures, vacancy, and abandonment as priorities for improving the quality of neighborhoods.
- STRATEGY HN 3.2 - Ensure housing is well connected to basic services and land uses that support residents’ daily needs.
  - ACTION HN 3.2.1 - Incentivize property owners to pursue zoning that permits residential density and infill in well-connected centers and corridors that is consistent in scale with surrounding property.

Public Services

- GOAL PS 1 - Tulsa’s land use pattern enables efficient and cost-effective distribution of public services.
  - STRATEGY PS 1.3 - Encourage infill development or development that is currently served by existing City services and infrastructure.

The Comprehensive Plan supports infill development and land uses that supply the daily needs of nearby residential areas, and the proximity of public transit lends support to the greater intensity of uses the Multiple Use designation will allow. Other guidance from the Comprehensive plan recommends transitions of appropriate form and scale with the surrounding neighborhood context.

Concluding Statement:

With consideration given to the factors listed herein, staff recommends **approval** of the proposed land use designation.

**Land Use Plan Designation**

Existing:

**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.

Proposed:

**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.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	CS	Local Center/Neighborhood	Commercial/Vacant
East	CS/RS-3	Neighborhood	Residential/Commercial
South	RS-3	Neighborhood	Residential
West	CS/RS-3	Neighborhood	Residential/Commercial

**Small Area Plans**

The subject property is in the Charles Page Boulevard Small Area Plan which is only applicable for development review.

**Development Era**

The subject property is in an area developed during the Streetcar Era (1910s-30s), prior to the proliferation of automobiles, when streetcars facilitated growth beyond downtown. Land uses range from fully integrated to somewhat separated, on a half-mile grid, with a mix of housing options. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, transit-oriented development, commercial districts, and well-designed streetscapes.

**Transportation**Major Street & Highway Plan:

W Edison Street is classified as a Second Arterial. N 41st West Avenue and S 41st East Avenue are classified as Residential Collectors. N 39th West Avenue is unclassified.

Comprehensive Plan Street Designation:

none

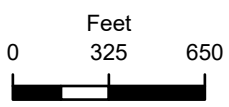
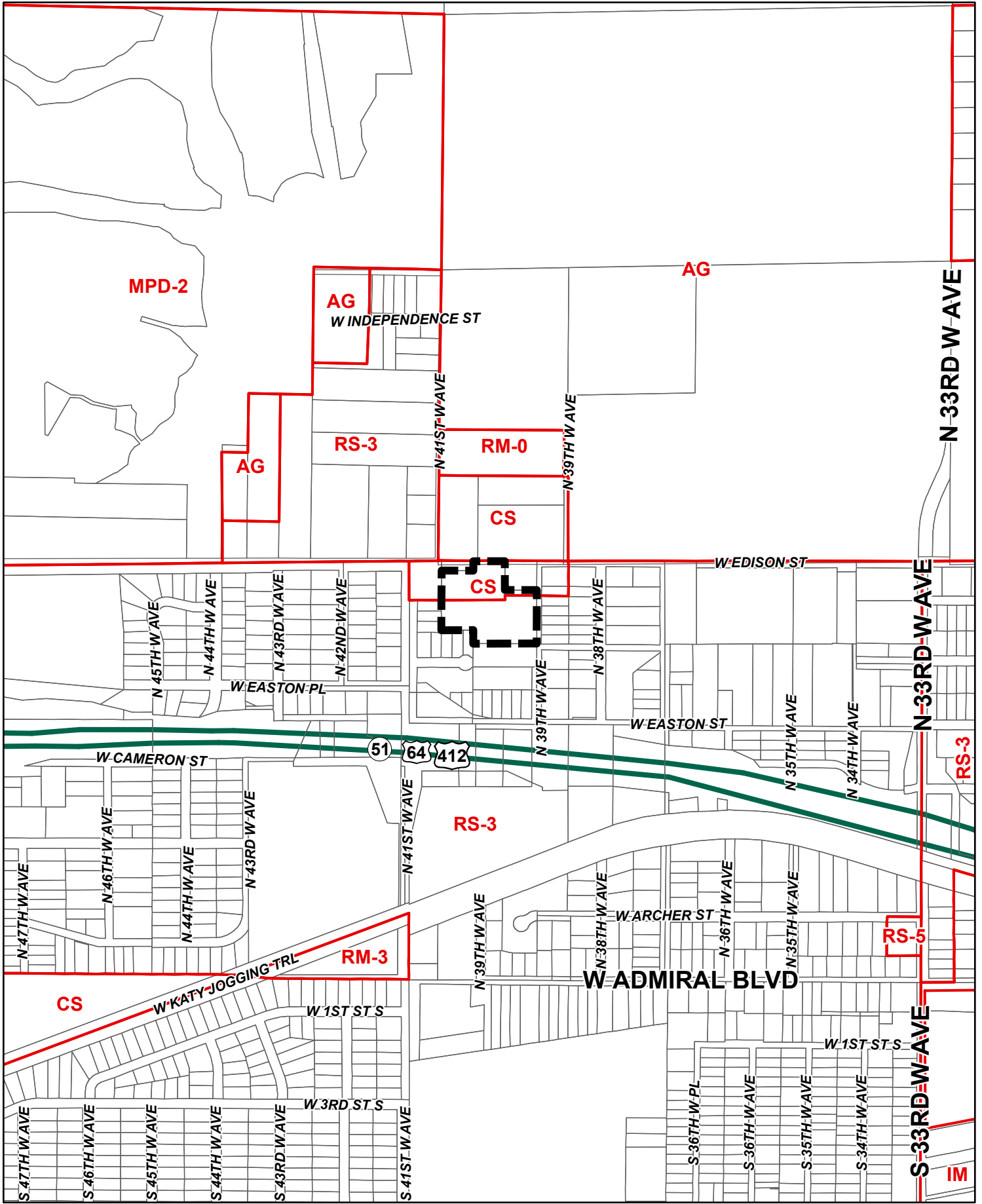
**Exhibits**

Case map

Aerial (small scale)

Aerial (large scale)

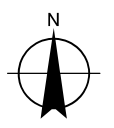
Tulsa Comprehensive Plan Land Use Plan Map

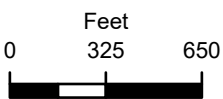


 Subject Tract

# CPA-131

19-12 04





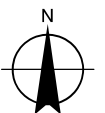
 Subject Tract

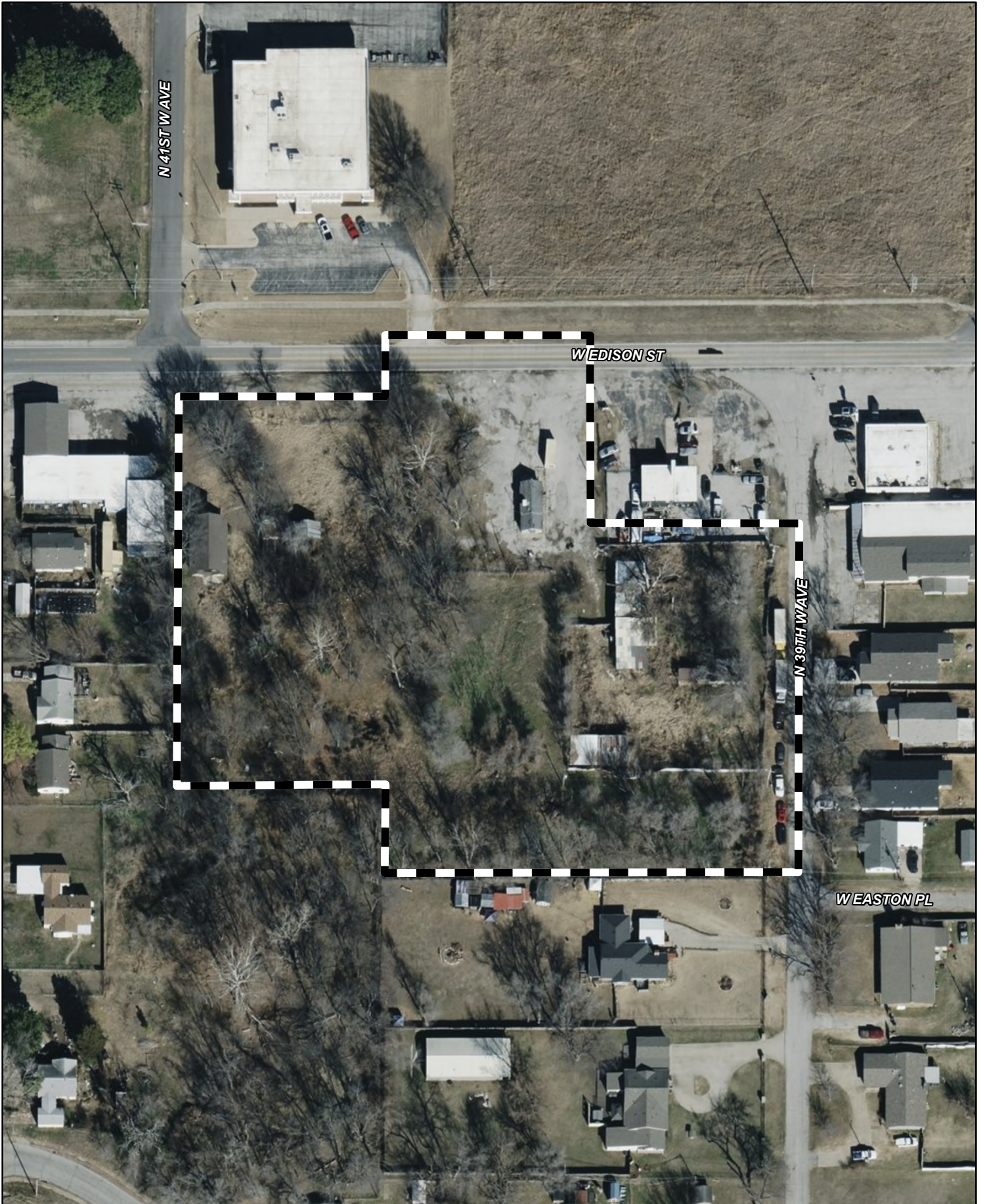
**CPA-131**

19-12 04

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

Aerial Photo Date: 2025



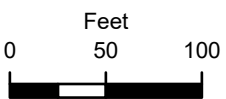


N 41ST W AVE

W EDISON ST

N 39TH WAVE

WEASTON PL



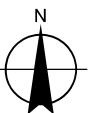
Subject Tract

**CPA-131**

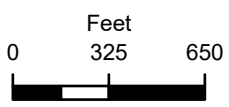
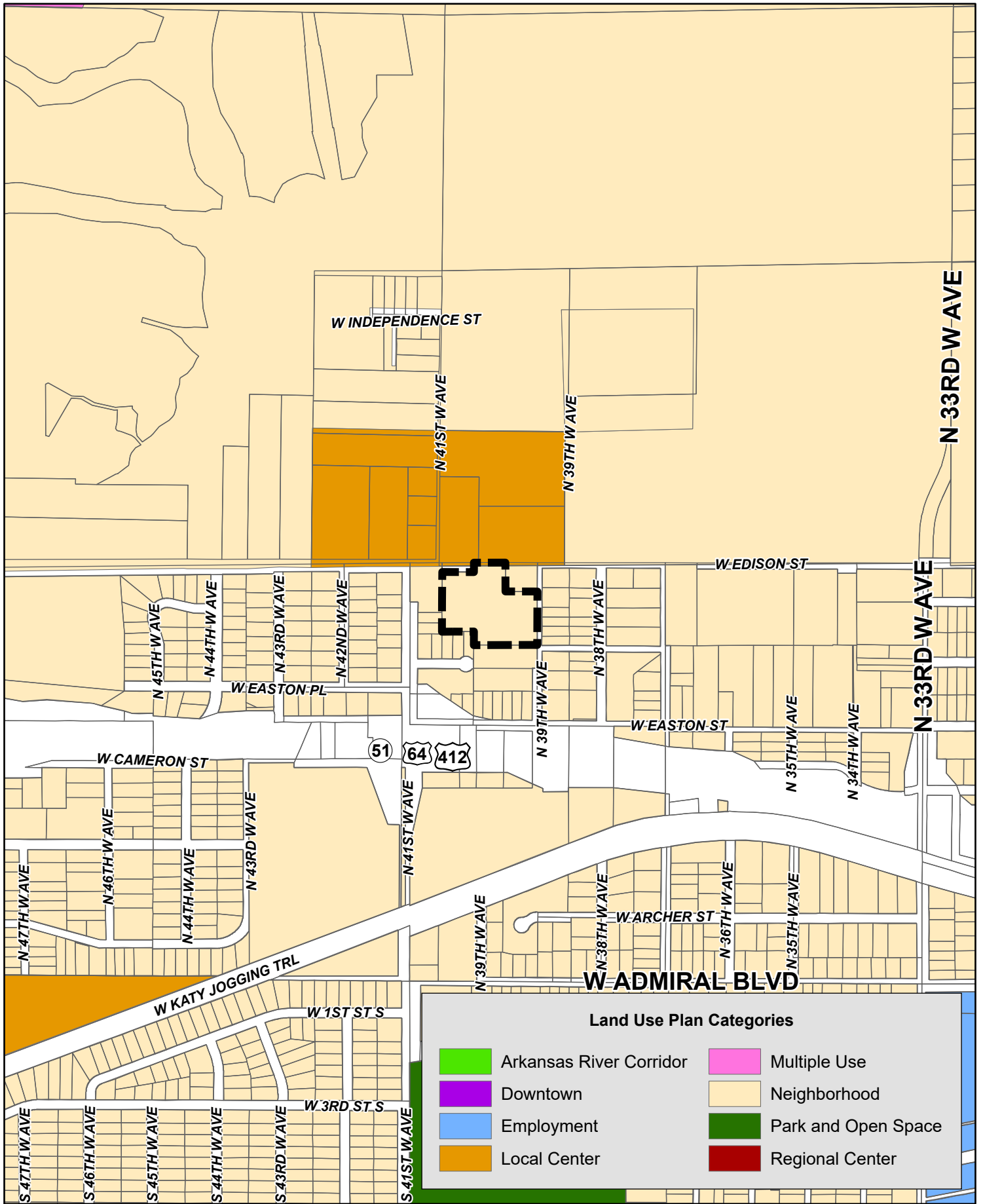
19-12 04

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

Aerial Photo Date: 2025



4.8



 Subject Tract

**CPA-131**

19-12 04

