



**Tulsa Metropolitan Area
Planning Commission**

Z-7821 Staff Report (Related to CPA-120)

Hearing Date: August 6, 2025
Prepared by: Austin Chapman
achapman@cityoftulsa.org
918-596-7597

Owner and Applicant Information

Applicant: Robert Bell, Bell Land Use LLC
Property Owners: Chris Shrout

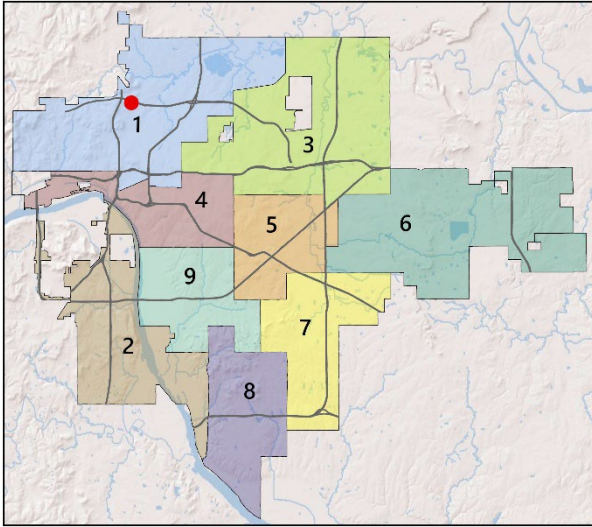
Property Location

North and East of the northeast corner of North
Martin Luther King Jr. Boulevard and East 31st Street
North

Tract Size: ± 1.93 acres

Location within the City of Tulsa

(shown with City Council districts)



Elected Representatives

City Council: District 1, Vanessa Hall-Harper
County Commission (Tulsa): District 1, Stan Sallee

Public Notice Required

Newspaper Notice – min. 20 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.

Request Summary

Rezoning request from RS-3 to CS for commercial
development.

Zoning

Existing Zoning: Residential Single-Family (RS-3)

Existing Overlays: Healthy Neighborhood Overlay (HNO)

Proposed Zoning: Commercial Shopping (CS)

Use

Current: Vacant

Proposed: Not listed

Comprehensive Plan Considerations

Land Use

Existing: Neighborhood

Proposed: Local Center

Small Area Plans: Unity Heritage

Development Era: Early Automobile

Transportation

Major Street & Highway Plan:

- Martin Luther King Jr. Boulevard: Secondary Arterial

- Gilcrease Expressway: Freeway

planitulsa Street Type:

- Martin Luther King Jr. Blvd: Multi-Modal Corridor

Transit: N/A

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: Signed Route on Martin Luther
King Jr. Blvd.; Shared Use Path is recommended on the
South side of the Gilcrease Expressway.

Environment

Flood Area: Regulatory floodplain.

Tree Canopy Coverage: 20-30%

Parks & Open Space: N/A

Detailed Staff Recommendation

The applicant is proposing to rezone the subject property from RS-3 and CS to permit commercial development. The subject property is near the intersection of Martin Luther King Jr. Boulevard and the Gilcrease Expressway.

These properties are a part of the Chevy Chase subdivision that was platted in 1948, the remainder of the subdivision contains two detached houses and a church. The majority of the Chevy Chase subdivision was acquired as right-of-way for the Gilcrease Expressway.

CS is the lowest intensity commercial zoning district. Approval of the comprehensive plan amendment (CPA-120) would establish an appropriate land use for the proposed CS zoning.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

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:

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3/HNO	N/A	Gilcrease Expressway
East	RS-3/HNO	Regional Center	Gilcrease Expressway
South	RS-3/HNO	Neighborhood	Religious Assembly, Residential, Salvation Army/Boys & Girls Club
West	AG/HNO	Park and Open Space	City of Tulsa Stormwater Facility

Small Area Plans

The subject property is located within the Unity Heritage Neighborhoods Plan.

Development Era

The subject property is located in an area designated as Early Automobile 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: All right-of-way is in place to serve the following street designations:

- Martin Luther King Jr. Blvd.: Secondary Arterial Secondary Arterial (100-foot ROW) ---
- Gilcrease Expressway: Freeway (as per Department of Transportation Standards)

Comprehensive Plan Street Designation:

Martin Luther King Boulevard:

Multi-Modal Street

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.

Transit: None.

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: Signed Route on Martin Luther King Jr. Blvd.; Shared Use Path is recommended on the South side of the Gilcrease Expressway

Arterial Traffic per Lane:

- Arterial Traffic - North (E 36th St N - 1,809 Vehicles per Lane)
- Arterial Traffic - East (N Peoria Ave - 2,851 Vehicles per Lane)
- Arterial Traffic - South (Mohawk Blvd - 1,114 Vehicles per Lane)
- Arterial Traffic - West (Martin Luther King Jr Blvd - 1,541 Vehicles per Lane)

Environmental Considerations

Flood Area: The subject properties contain minimal amounts of City of Tulsa regulatory floodplain. The graphic below is taken from the City of Tulsa Engineering Atlas.



Tree Canopy Coverage: Tree canopy in the area is 23%. 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.

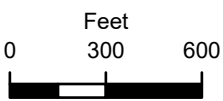
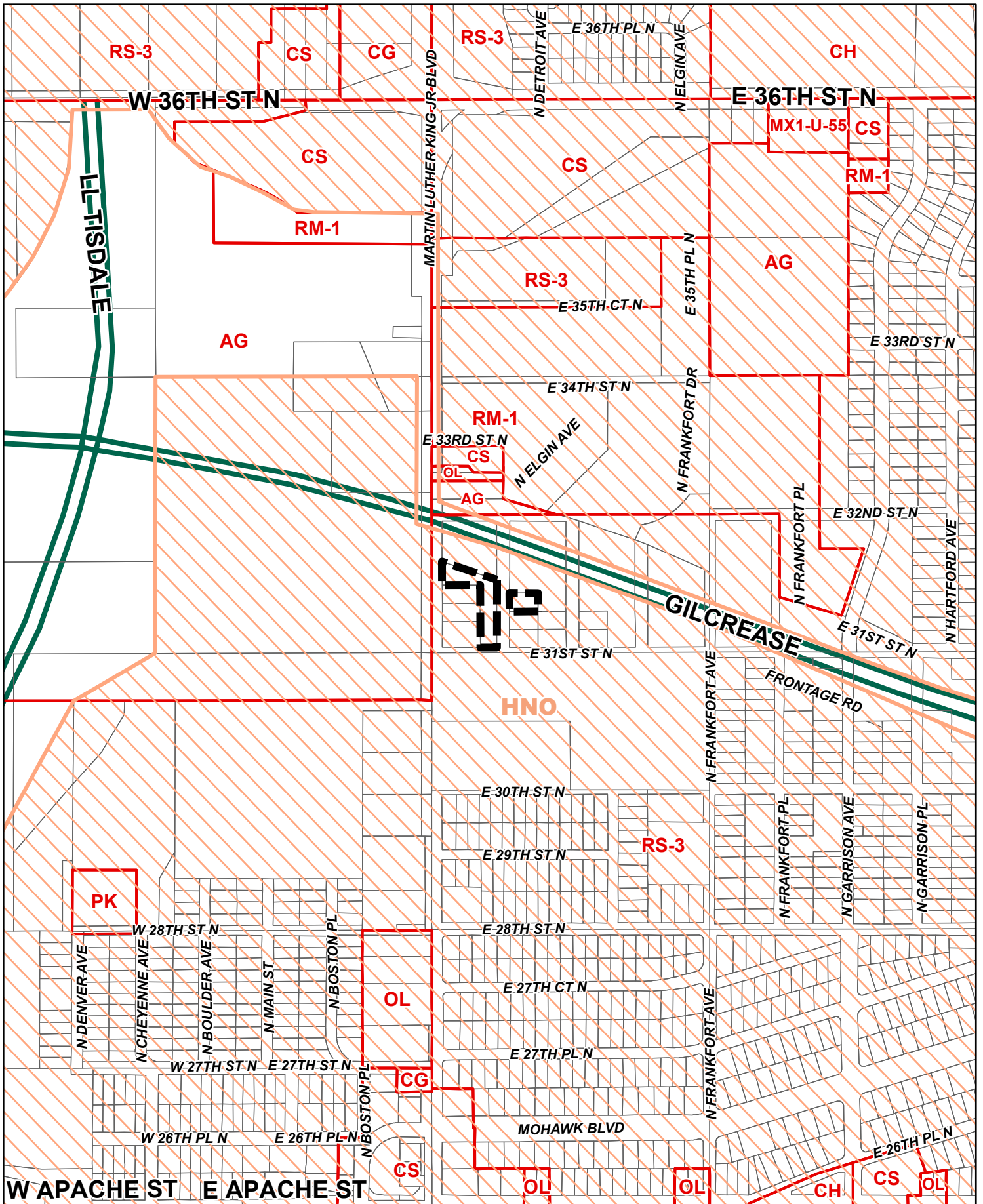
Parks & Open Space: N/A.

Zoning History

Ordinance 11918, dated September 1, 1970, established zoning for the subject property.

Exhibits

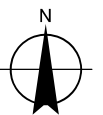
- Case map
- Aerial (small scale)
- Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map



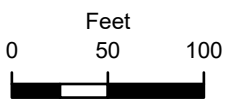
 Subject Tract

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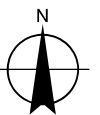
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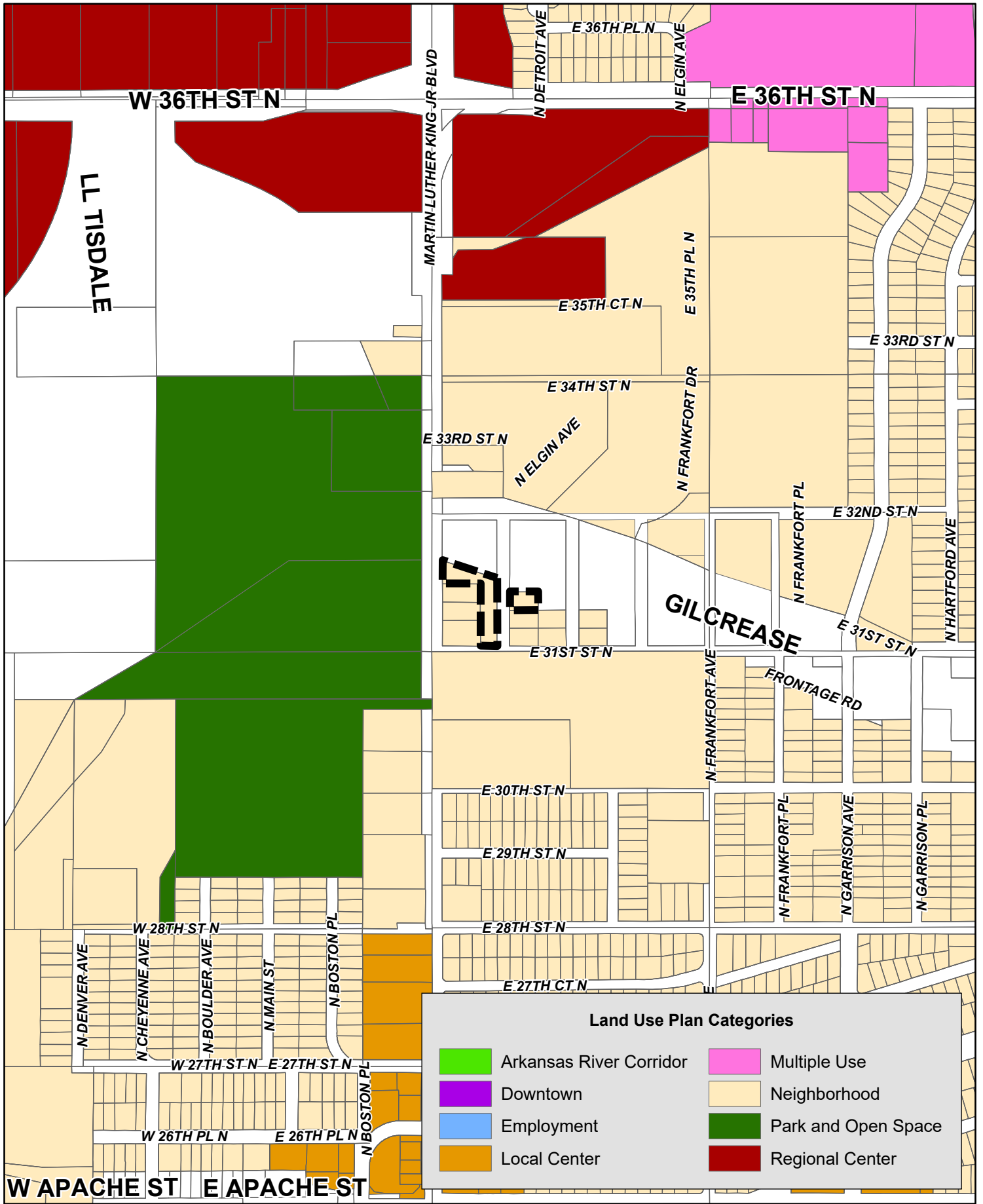
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





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

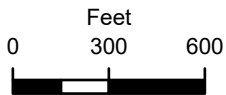
Aerial Photo Date: 2025



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



 Subject Tract

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