

**AGENDA
JENKS PLANNING COMMISSION
THURSDAY, MAY 7, 2026, 6:00 PM
JENKS CITY HALL, 211 NORTH ELM**

If you require special accommodations pursuant to the Americans with Disabilities Act, please notify the City Clerk's Office at (918) 299-5883 or email agendas@jenksok.org.

CALL TO ORDER

ROLL CALL

INVOCATION

PLEDGE OF ALLEGIANCE

BUSINESS

Official action can only be taken on items which appear on the agenda. The Planning Commission may adopt, approve, ratify, deny, defer, recommend, amend, strike, or continue any agenda item (except for Item 1).

1. Consideration and appropriate action relating to a request for approval of the Consent Agenda. (All matters listed under "Consent" are considered by the Commission to be routine and will be enacted by one motion. Any Commissioner may, however, remove an item from the Consent Agenda by request. A motion to adopt the Consent Agenda is non-debatable.)
 - A. Approve minutes of the regular meeting held on April 09, 2026
 - B. Approve JL 26-418, a request for a lot split near 12901 S 27th St E. [Frazier Lake Estates]
 - C. Approve JZ 26 PUD 104.mil - a request for a minor amendment to amend lot lines. [Frazier Lake Estates]
 - D. Approve JZ 26 PUD 106.mil - a request for a Minor Amendment to PUD 106 to amend the requirements for Permitted Yard Obstructions on Lot 9 Block 5 to allow for a pool. General Location: 723 E 129th Pl S. [Estates at Forest Hills]
2. Consideration and appropriate action relating to items removed from the Consent Agenda
3. JZ 26 PUD 156 - a request for a rezoning from AG (Agriculture) to CS (Commercial Shopping) and RM2 (Residential Multifamily) with PUD 156 (Planned Unit Development 156) overlay and amend the Comprehensive Plan Future Land Use Map from Business Park to High Intensity Single Family and Regional Commercial. General Location: N of 121st St, E of 33rd W Ave.
4. Recommend approval of the Downtown Master Plan to Jenks City Council

OTHER BUSINESS

1. Planning Updates

ADJOURNMENT

MINUTES
JENKS PLANNING COMMISSION
THURSDAY, APRIL 9, 2026, 6:00 PM
JENKS CITY HALL, 211 NORTH ELM

CALL TO ORDER

The Agenda for the Jenks Planning Commission was posted on the City's website at 3:14 PM on April 07, 2026. The meeting was called to order at 06:00 PM on the above date with Chair Scott West presiding at Jenks City Hall.

ROLL CALL

Present

Gina Wilson
Amy Bors
Craig Bowman
Greg Nixon
Dakota Williams
Chair Scott West

Absent

Rob Sellers

INVOCATION

Dr. Mike Shaw from Beaver Street Baptist Church provided the invocation.

PLEDGE OF ALLEGIANCE

Was conducted.

BUSINESS

1. Consideration and appropriate action relating to a request for approval of the Consent Agenda. (All matters listed under "Consent" are considered by the Commission to be routine and will be enacted by one motion. Any Commissioner may, however, remove an item from the Consent Agenda by request. A motion to adopt the Consent Agenda is non-debatable.)
 - A. Approve minutes of the regular meeting held on March 05, 2026.
 - B. Approve JZ 26 PUD 97.mi3, a Minor Amendment to PUD 97 to amend landscaping requirements. General Location: South of 111th S on Union Ave.
 - C. Approve JL 26-417, a lot split on the Gateway Plaza Plat.

Greg Nixon made a motion to approve Item 1. Gina Wilson seconded the motion. A roll call vote of members was taken as follows:
Yes: Amy Bors, Craig Bowman, Gina Wilson, Greg Nixon, Scott West, Dakota Williams
No: None
Motion Carried.
2. Consideration and appropriate action relating to items removed from the Consent Agenda

Withdrawn.
3. JZ 26 PUD 155 - request for a zone change from AG (Agriculture) to RE (Residential

Estate) and PUD 155 overlay. General Location: E of the NE corner of 141st & Elm St
Planning Director Marcae Hilton introduced Item 3 and answered questions. Erik Enyart from Tanner Consulting (applicant) addressed the Commission and answered questions, along with other members from Tanner Consulting. Bruce Heine (1801 E 141st St) provided a public comment and gave a handout to the Commissions (attached at end of minutes). Amy Bors made a motion to approve Item 3 with clear information added about the fence agreement on the eastern boundary. Gina Wilson seconded the motion. A roll call vote of members was taken as follows:

Yes: Amy Bors, Craig Bowman, Gina Wilson, Greg Nixon, Scott West, Dakota Williams

No: None

Motion Carried.

4. Discussion and update on the Downtown Master Plan.

Anthony Meave from Beck Design provided an update on the Downtown Master Plan and answered questions. Planning Director Marcae Hilton also answered questions.

OTHER BUSINESS

1. Planning Updates

No update provide.

ADJOURNMENT

Jenks Planning Commission adjourned at 07:15 PM.



To	Chair, Dr. Scott West and Planning Commission
Hearing Date	May 7, 2026
Case Number	JL 26-418 Frazier Lake Estates
Request	Lot Split/Lot Combination (Minor Subdivision)
Location	12901 S 27 th Street (west side of Frazier Lake Estates)
Applicant	Robert Bell

Staff Report

Preparer | Karl Fritschen/MH

Attachments

☐ Lot Split Exhibit and Legal Descriptions

Preparer

Robert Bell & Fritz

Background Information

STAFF COMMENTARY | The applicant is requesting approval for a lot split (minor subdivision plat) on unplatted property located just west of Frazier Lake Estates. The proposal would divide the land into two separate tracts. One tract would be created by combining three existing areas identified in the legal description and survey as Tracts “B”, “C”, and “D”.

As part of this process, portions of Tracts “C” and “D” will be removed from the Frazier Lake Estates Reserve area. This change will require a minor amendment to the Planned Unit Development (PUD), which will be addressed through a separate application. The applicant has indicated that the Frazier Lake Estates neighborhood supports the proposed lot split.

Following the split, Tracts “B”, “C”, and “D” will be combined into a single tract totaling 10.03 acres, while Tract “A” will consist of 7.09 acres. To ensure proper access, a 25-foot mutual access easement (MAE) will be established to serve the combined “B”, “C”, and “D” tracts via South 28th Place. Tract A will have direct access to South 27th Street. The property is zoned AG and the resulting tracts will meet the frontage and area requirements for the AG District. Sanitary sewer and water service is available to each of the proposed tracts.

Frazier Lakes Estates was established in 2018 as Planned Unit Development (PUD) 104. The proposed lot split and combination will alter Reserve Area “B” by introducing Tract “D” and a Mutual Access Easement (MAE). This action effectively removes a portion of the Reserve from the Homeowners Association's (HOA) maintenance jurisdiction. Consequently, Section 4.2 of the Covenants must be

amended to shift maintenance responsibilities for the combined tracts (“B”, “C”, and “D”) and the MAE to the new owner. Additionally, because these changes impact the original PUD, a minor amendment is required per JZ 26 PUD 104.

PLANNING DATA

Public Comment	None no notice is given to public for Lot Split cases
Zoning	AG Residential/Undeveloped (Part of PUD 104)
General Location	12901 S 27TH Street (West boundary of Frazier Lakes Estates)
Plat	Unplatted and a portion platted as Reserve “B” Frazier Lake Estates
Lot Split Data	Tract “A” See attached legal description 7.09 Acres Tract “B” See attached legal description 8.73 Acres Tract “C” See attached legal description 0.41 Acres Tract “D” See attached legal description 0.88 Acres Access Easement 0.18 Acres

Assessor Data

Account #	R97304730448320
Owner	Wollmershauser, Charles & Kathy A
Address	12901 S 27th St E
Zoning	AG - Agriculture

Staff Evaluation & Recommendation

EVALUATION

Staff believes the Lot Split is in compliance with all City requirements subject to addressing some additional conditions. TAC has not provided comments to date.

Sec. 16-8-4. Subdivision Procedures.

(C) Lot Splits. Subdivisions containing three or fewer lots defined as “lot splits” in these regulations, may be excepted by City Council from all or part of the procedural provisions applicable for Major or Minor Subdivisions. The number of lots for purposes of determination of status as a lot split shall be counted cumulatively from the date of adoption of these regulations with respect to each parcel, provided that for the preservation of the spirit of these regulations, any and all parcels that have been similarly divided upon review of the Planning Commission under the provisions of previous subdivision regulations shall be counted into the cumulative total for the determination of eligibility for consideration of a request for treatment as a lot split.

(1) Lot Split Review Requirements.

- ☐ *Lot split application is complete.*
- ☐ *Lot split fees paid.*
- ☐ *Scaled drawing of lot split(s) provided.*
- ☐ *Drawing shows all existing and proposed lot lines.*
- ☐ *Drawing shows adjacent streets and street widths.*
- ☐ *Drawing shows existing access limitations.*
- ☐ *Drawing shows a north arrow and map scale.*
- ☐ *Lot dimensions and area conform with UDO requirements of Variance of zoning code requirements have been obtained by Jenks Board of Adjustment.*

- *If public water and/or sanitary sewer is not available (appropriate tests shall be conducted by health department of its assigns to determine the proposed lots' suitability for a private sewer disposal device).*
- *If the lot split results in inadequate access to utility easements, dedication of easement has been provided.*
- *If the lot split results in inadequate access to public street, dedication of right-of-way has been provided.*

(2) *Procedure.*

(a) *Application for Lots Splits.* Applications for lots splits shall include a scaled drawing showing:

- *All existing and proposed lot lines,*
- *All existing buildings, and*
- *All improvements and their distances from lot lines, adjacent streets and street widths, existing access limitations,*
- *A north arrow, and map scale.*

(b) *City Action on Lot Splits.* The City Planner, upon receiving a lot split application shall visually inspect the tract being split, notify the Planning Commission of the proposed lot split, review the proposed lot split in regard to the requirements of this UDO, prepare a recommendation concerning the proposed lot split and submit the matter for Planning Commission review and approval. If the lot split is approved by the Planning Commission and if a conveyance of interest of the created parcels is presented, the "Lot Split Approval Stamp" shall be affixed to the instrument of the transfer of interest and signed by the City Planner. Should the Planning Commission recommend that a lot split proposal be denied, the applicant may appeal to the Board of Adjustment for relief. Such appeal shall be by written petition and shall be accompanied by a fee as prescribed by ordinance.

(3) *Approval Guidelines.* Approval or denial of lot splits shall be based on the following conditions:

(a) *Lot Characteristics.*

- *Lot dimensions and area shall either conform with UDO requirements or a Variance must be obtained from the Board of Adjustment. The Lot dimensions do conform.*
- *Where public water and/or public sanitary sewer is not available, appropriate tests shall be conducted by the health department or its assigns to determine the proposed lots suitability for a private sewage disposal device. Each proposed lot shall meet the minimum standards of the health department. Confirmed on the site plan where the new lot is located, which side are the utilities located and are they adequate and substantially meet the requirements.*

(b) *Easements.* Where a lot split will result in a lot having inadequate access to utility easements, dedication of easements will be required in accordance with the requirements of the Planning Commission.

(c) *Access and Streets.*

- *Where a tract to be split is controlled by non-access provisions, no lot shall be approved where such provision will preclude access for said lot.*
- *The splitting of land shall provide each lot with access to a public street or highway, so that the convenience of the lot owner or user is assured. Each lot has access to a public street.*
- *Where land to be split contains, within its boundaries, areas designated for street right-of-way on the Jenks City-County Major Street and Highway Plan, the split shall not be approved where street rights-of-way fail to conform to said plan except, upon a finding that:*
 - (i) *All utilities are in place and the additional right-of-way is not required for utility placement and,*
 - (ii) *The public has, by virtue of statutory easement suitable roadway dedication, right-of-way sufficient to allow the placement of pavement of a width necessary to meet the standards of the street plan for the particular street involved.*

CONDITIONS

- 1.) Submit Deeds to be stamped by City Planner before applicant files Deeds with Tulsa County.
- 2.) Deeds will not be stamped by Planning Staff without providing copies of the amended HOA documents regarding maintenance of Reserve Area "B" and any necessary required amendments to the language of Section 4.2 of the Deeds of Dedication of the filed plat of Frazier Lakes Addition.
- 3.) Approval of a minor PUD amendment of Frazier Lakes Estates for the removal of a portion of Reserve Area "B" affected by Tract "D" and the MAE (Case JZ 26).
- 4.) Show the force main sewer easement along the "panhandle" portion of tract "B" and note the book and page number on the subsequent deed and exhibit for Tract "B".
- 5.) Any new construction on either of new tracts shall be required to secure a building permit.
- 6.) Addressing any remaining TAC comments.
- 7.) Correct the water line easement referenced as DOC. # 2018012312 to reflect in-ground conditions. The actual water line does not follow the alignment shown in the survey exhibit provided. This should be reflected in the new deeds and exhibits.
- 8.) Provide City Planner with copy of recorded Deeds

RECOMMENDATION:

Staff recommends approval of JL 26-418 subject to the above conditions.

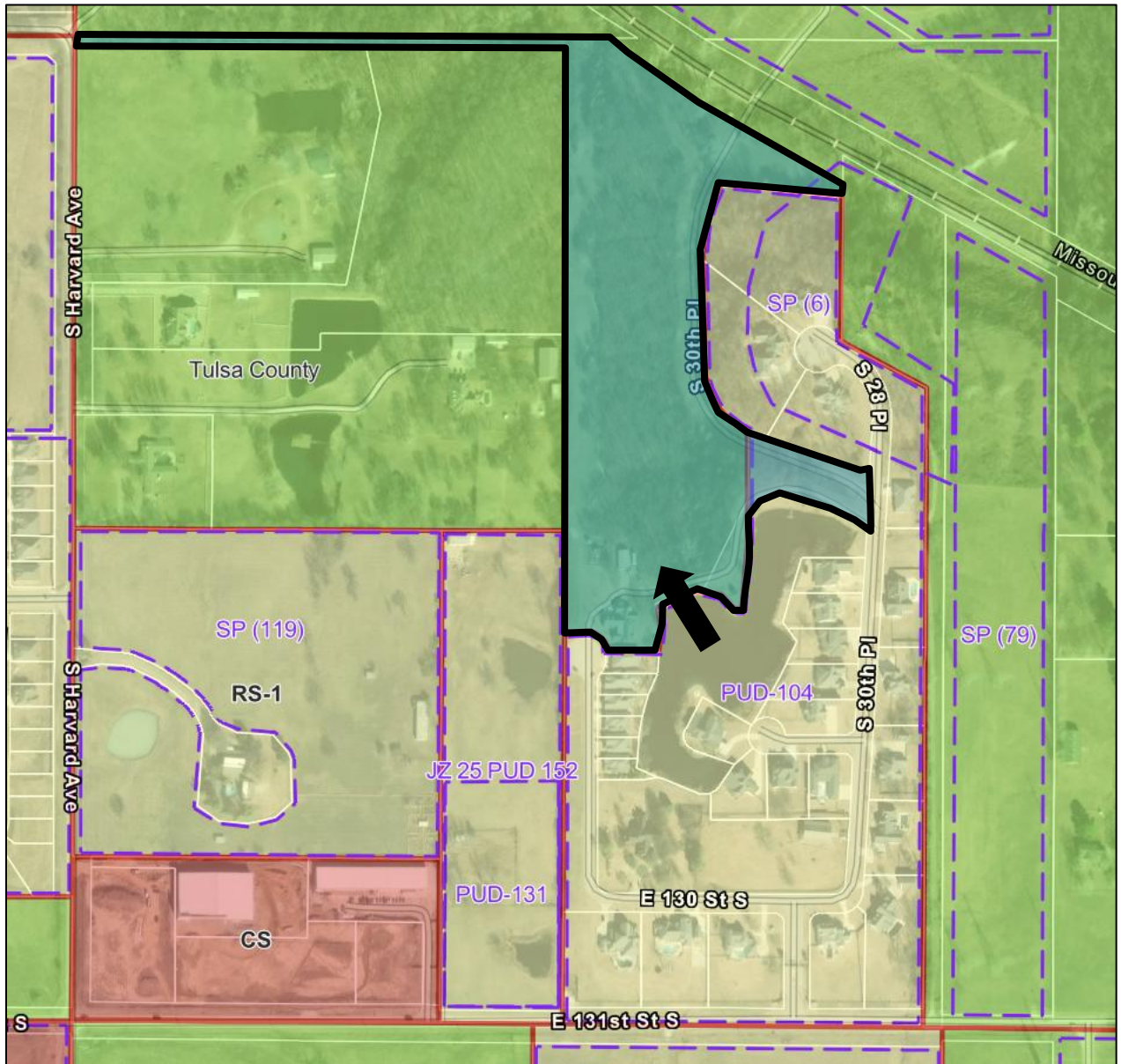


Figure 1: Zoning Map | INCOG

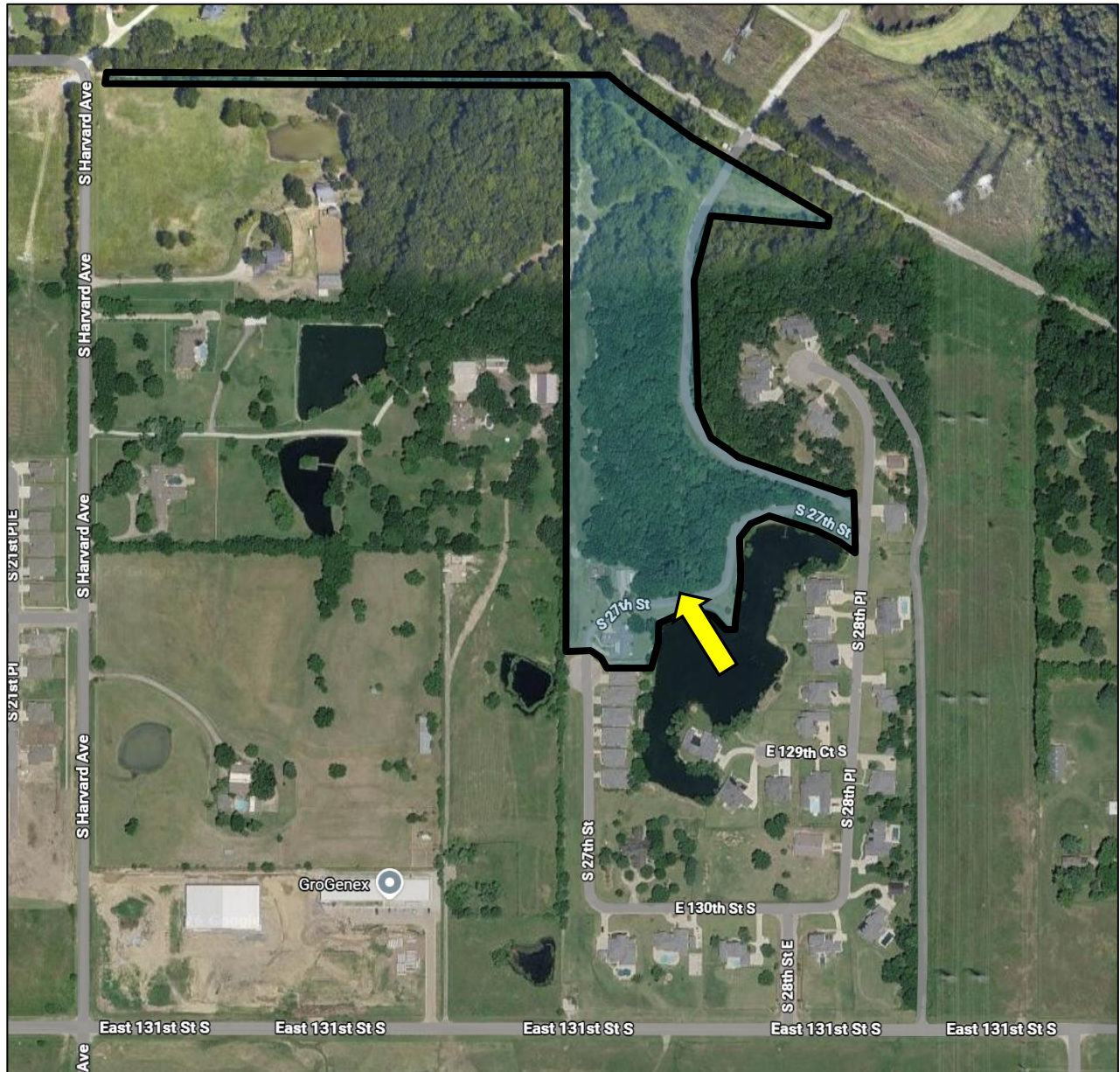
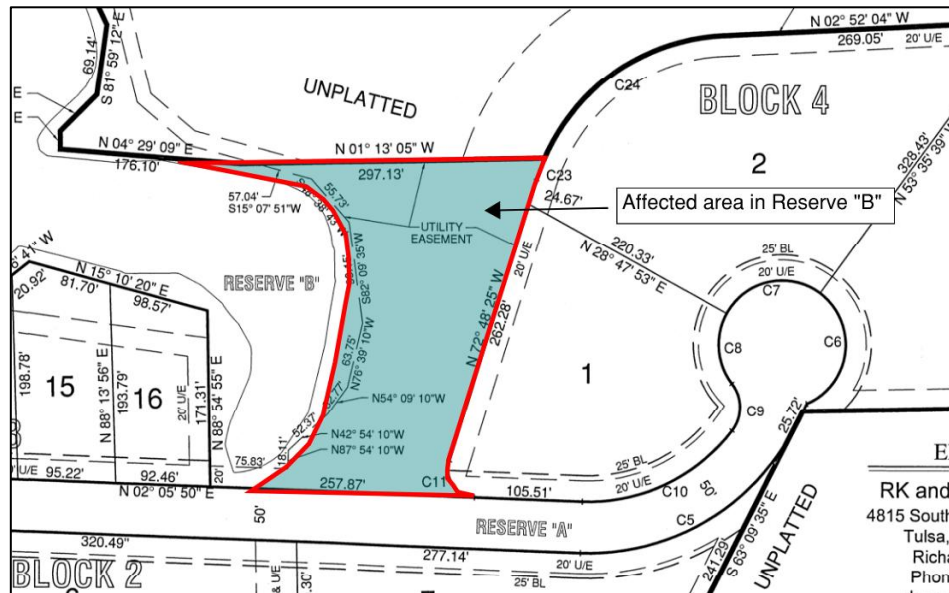


Figure 2: Aerial Map



Figure 3: Water and Sewer Service



4.2 Reserve Area "B"

4.2.1 For the common use and benefit of the owners of lots within the subdivision and for the benefit of the City of Jenks, OK, the owner/developer does hereby establish and grant perpetual overland drainage easement on, over, and across Reserve "B" including the purpose of permitting the flow, conveyance, retention/detention and discharge of storm water runoff from the various lots within Frazier Lake Estates and from properties not included in Frazier Lake Estates.

4.2.2 Detention and other drainage facilities constructed within Reserve "B" shall be in accordance with standards and specifications approved by the City of Jenks, Oklahoma.

4.2.3 Detention and other drainage facilities constructed within Reserve "B" shall be conveyed to and maintained by the Owner/Developer or the Homeowners Association comprised of the owners of residential lots within the subdivision. Maintenance shall be performed to the extent necessary to achieve the intended drainage and detention function including repair of erosion and appurtenances and removal of debris, obstructions, and siltation, and performance of routine and customary grounds maintenance within the storm water detention easement area. Maintenance shall be at the cost of the applicable Owner/Developer or Homeowners Association as set forth under Section 6, and shall be in accordance with the following standards:

- i) The detention easement area shall be kept free of litter.
- ii) The detention easement area shall be mowed during the growing season at intervals not exceeding 2 weeks.

4.2.4 In the event the drainage/detention easement areas should fail to be properly maintained as above provided, the City of Jenks, Oklahoma, or its designated contractor, may enter the drainage/detention easement area and perform such maintenance, and the cost thereof shall be paid by the Owner/Developer or the Homeowners Association.

4.2.5 In the event the Owner/Developer or the Homeowners Association, after receipt of a statement of costs, fails to pay the cost of maintenance applicable to Reserve "B" as above set forth, the City of Jenks, OK, may file of record a copy of the statement of costs. Thereafter, the costs shall be a lien against each residential lot within Frazier Lake Estates. Provided however, the lien against each residential lot shall be limited to 1/29 of the costs. The City of Jenks or the Jenks Public Works Authority may then collect such costs by adding such costs to residential lot owner's water billing fees within Frazier Lake Estates.

4.2.6 A lien established as above provided may be foreclosed by the City of Jenks, Oklahoma.

4.2.7 In addition to above described purposes and restrictions of Reserve "B", this area shall additionally serve as recreational open space for residents of Frazier Lake Estates, and for access by the City of Jenks.

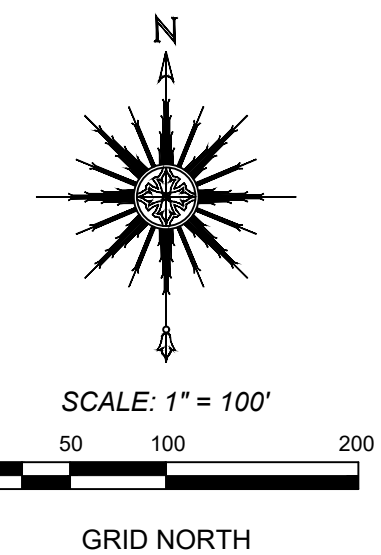
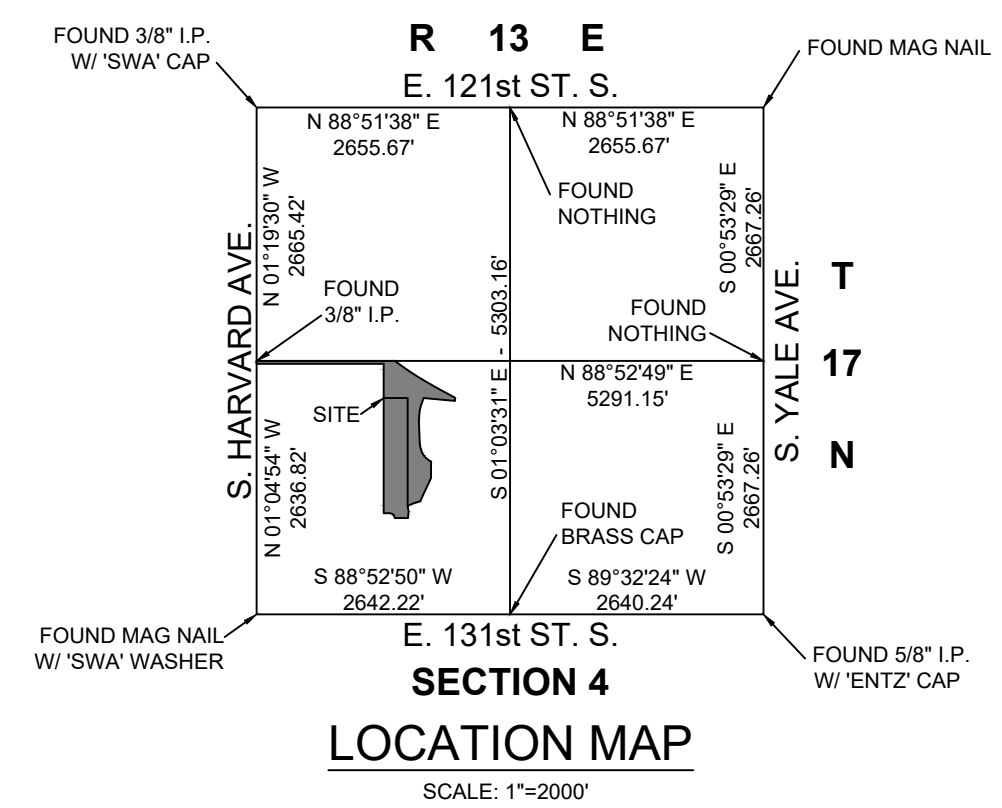
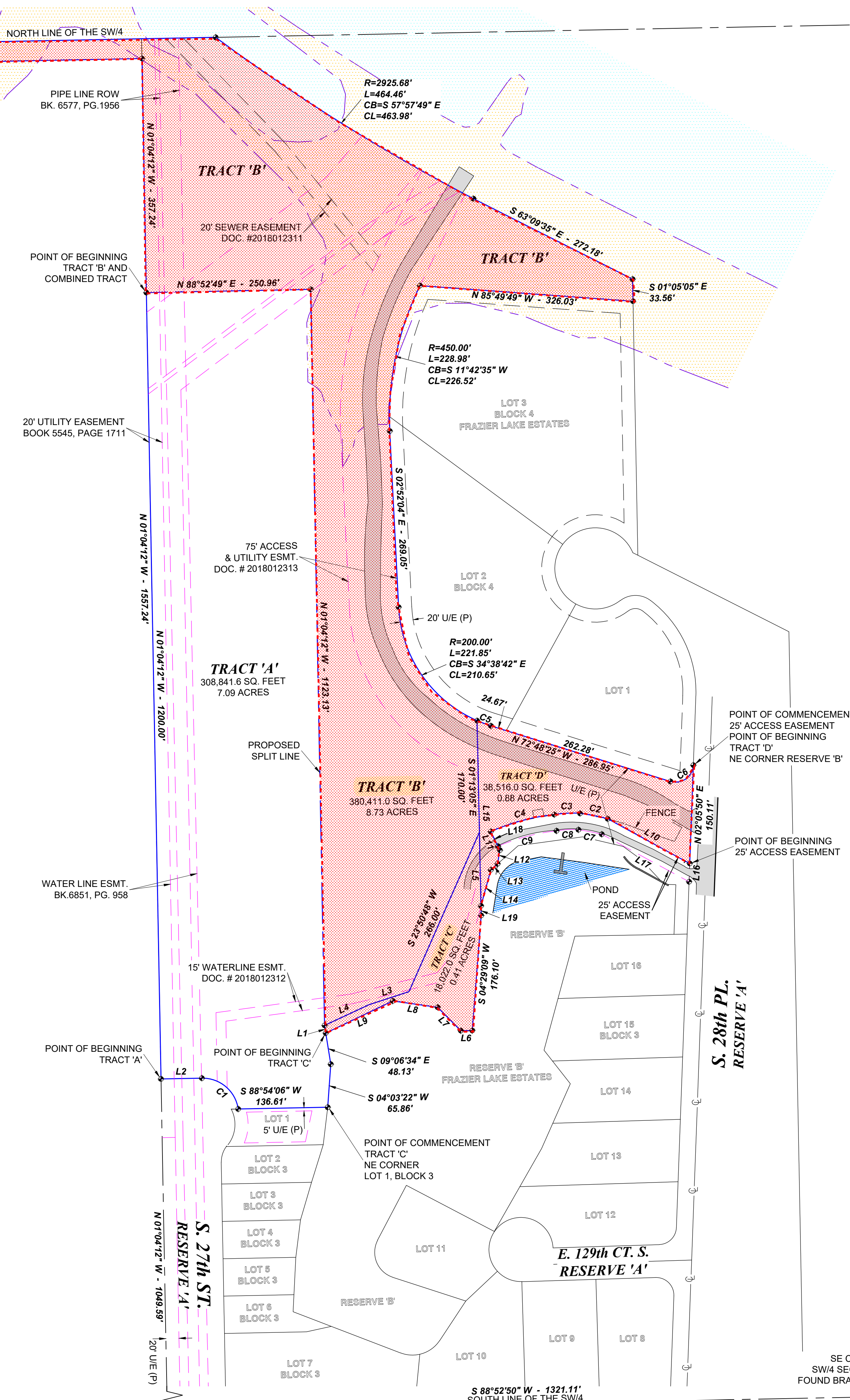
Figure 4: Frazier Lakes Estates Reserve Area and Covenant Language

LEGEND

AC	=	AIR CONDITIONER
AD	=	AREA INLET
ASP	=	AUTO SPRINKLER
BC	=	BOTTOM OF CURB
B/L	=	BUILDING LINE
BM	=	BENCHMARK
BWF	=	BARBED WIRE FENCE
CATV	=	CABLE TV PEDESTAL
CL	=	CENTERLINE
CLB	=	CLIMB BARRIER
CLF	=	CHAIN LINK FENCE
CMU	=	CONCRETE MASONRY UNIT
CO	=	CLEAN OUT
CPS	=	COX POWER SUPPLY
CMP	=	CORRUGATED METAL PIPE
CPP	=	CORRUGATED PLASTIC PIPE
DGDI	=	DOUBLE GRATE DROP INLET
DIP	=	DUCTILE IRON PIPE
EJB	=	ELECTRIC JUNCTION BOX
EM	=	ELECTRIC METER
EO	=	ELECTRIC OUTLET
EPED	=	ELECTRIC PEDESTAL
ET	=	ELECTRIC TRANSFORMER
FF	=	FINISH FLOOR
FG	=	FINISH GRADE
FH	=	FIRE HYDRANT
FOM	=	FIBER OPTIC MARKER
FOV	=	FIBER OPTIC VAULT
FP	=	FLAG POLE
FL	=	FLOWLINE
GLM	=	GAS LINE MARKER
GM	=	GAS METER
GR	=	GAS REGULATOR
GV	=	GAS VALVE
GL	=	GROUND LIGHT
GP	=	GUARD POST
GUY	=	GUY ANCHOR
HDWL	=	HEADWALL
HPP	=	HIGH POWER POLE
HPS	=	HANDICAP PARKING SIGN
HWF	=	HOG WIRE FENCE
ICV	=	IRRIGATION CONTROL VALVE
I.P.	=	IRON PIN
(L)	=	PER LEGAL DESCRIPTION
LP	=	LIGHT POLE
(M)	=	MEASURED DATA
MAVE	=	MUTUAL ACCESS EASEMENT
MB	=	MAILBOX
MRK	=	UTILITY MARKER
MW	=	MONITORING WELL
(P)	=	PER PLAT
P/E	=	PIPELINE EASEMENT
PLF	=	PLASTIC FENCE
PLM	=	PIPELINE MARKER
PM	=	PARKING METER
PP	=	POWER POLE
PPD	=	POWER POLE W/ DROP SERVICE
PPDT	=	POWER POLE W/ DROP & TRANSFORMER
PPDLT	=	POWER POLE W/ DROP, LIGHT & TRANSFORMER
PPLT	=	POWER POLE W/ LIGHT & TRANSFORMER
PPM	=	POWER POLE W/ ELECTRIC METER
PPNS	=	POWER POLE / NO SERVICE
PPT	=	POWER POLE W/ TRANSFORMER
RCB	=	REINFORCED CONCRETE BOX
RCP	=	REINFORCED CONCRETE PIPE
RD	=	ROOF DRAIN
ROW	=	RIGHT-OF-WAY
SSLH	=	SANITARY SEWER LAMP HOLE
SSMH	=	SANITARY SEWER MANHOLE
S/B	=	SETBACK
SGDI	=	SINGLE GRATE DROP INLET
SH	=	SPRINKLER HEAD
SP	=	SIGN POST
STMH	=	STORM SEWER MANHOLE
STJB	=	STORM SEWER JUNCTION BOX
TM	=	TELEPHONE MANHOLE
TPED	=	TELEPHONE PEDESTAL
TC	=	TOP OF CURB
TD	=	TOP OF DECK
TG	=	TOP OF GRATE
TH	=	THRESHOLD
TP	=	TOP OF PAVEMENT
TR	=	TOP OF RIM
TS	=	TRAFFIC SIGN
TSPL	=	TRAFFIC SIGNAL LIGHT POLE
TSPB	=	TRAFFIC SIGNAL PULL BOX
TSMH	=	TRAFFIC SIGNAL MANHOLE
TVLT	=	TELEPHONE VAULT
TW	=	TOP OF WALL
U/E	=	UTILITY EASEMENT
UM	=	UTILITY MARKER
VP	=	VENT PIPE
WF	=	WATER FAUCET
WM	=	WATER METER
WSE	=	WATER SURFACE ELEVATION
WV	=	WATER VALVE
WDF	=	WOOD FENCE
YL	=	YARD LIGHT
(Z)	=	ZONING
—	=	CENTERLINE
-x-	=	FENCE LINE
-oo-	=	OVERHEAD COMMUNICATION
-oe-	=	OVERHEAD ELECTRIC
-ss-	=	SANITARY SEWER
-st-	=	STORM SEWER
-TOP/TOE-	=	TOP/TOE OF GROUND SLOPE
-uc-	=	UNDERGROUND COMMUNICATION
-ue-	=	UNDERGROUND ELECTRIC
-ug-	=	UNDERGROUND GAS
-ut-	=	UNDERGROUND TELEPHONE
-wl-	=	WATERLINE
—	=	ZONE AE
—	=	1.0% CHANCE OF FLOOD
—	=	ZONE SHADED "X"
—	=	0.2% CHANCE OF FLOOD

LINE	BEARING	DISTANCE
L1	N 09°06'34" W	11.88'
L2	N 88°54'06" E	62.27'
L3	S 71°56'02" W	64.00'
L4	S 65°02'53" W	74.99'
L5	S 01°13'05" E	127.13'
L6	S 89°36'05" W	17.45'
L7	N 44°46'03" W	50.22'
L8	N 81°59'12" W	69.14'
L9	S 64°21'50" W	113.30'
L10	S 61°25'42" E	142.41'
L11	N 25°54'52" W	31.58'
L12	N 09°14'52" E	21.20'
L13	N 48°38'43" E	13.89'
L14	N 15°07'51" E	57.01'
L15	S 01°13'05" E	282.58'
L16	S 02°05'50" W	27.93'
L17	N 61°25'42" W	151.71'
L18	N 25°54'52" W	25.02'
L19	S 01°13'05" E	14.55'

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	55.00'	79.44'	S 49°43'21" E	72.71'
C2	371.21'	43.20'	S 78°52'32" E	43.18'
C3	177.55'	39.34'	N 67°25'25" E	39.26'
C4	334.45'	100.68'	N 75°03'14" E	100.30'
C5	200.00'	22.29'	N 68°36'55" W	22.28'
C6	27.00'	49.53'	S 54°38'25" W	42.87'
C7	346.21'	36.36'	N 79°03'12" W	36.34'
C8	152.55'	33.50'	S 87°09'27" W	33.44'
C9	309.45'	92.71'	S 75°12'07" W	92.36'



SURVEYOR'S NOTES

PREPARED FOR: ROBERT BELL

PHYSICAL ADDRESS: 12901 S. 27th ST., JENKS, TULSA COUNTY, OKLAHOMA 74037

BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) AS FIELD MEASUREMENTS AND ARE INTENDED TO BE RELATIVE TO DEED DESCRIPTION. MEASUREMENTS SHOWN ARE GRID DISTANCES IN U.S. SURVEY FEET.

EASEMENT AND BUILDING SETBACK LINES SHOWN ON THE RECORDED PLAT ARE SHOWN HEREON. EASEMENTS MAY EXIST THAT ARE NOT SHOWN.

REFER TO CURRENT ZONING FOR NEW CONSTRUCTION GUIDELINES.

SET 3/8" IRON PIN W/ GREEN "FRITZ CA5848" CAP OR MAG NAIL W/ "FRITZ CA5848" WASHER AT ALL CORNERS UNLESS OTHERWISE NOTED AND SHOWN HEREON.

GROSS LAND AREA: 436,949.0 SQ. FEET OR 10.03 ACRES.

WE HAVE EXAMINED A MAP BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, CITY OF JENKS, OKLAHOMA, COMMUNITY PANEL NO. 40143C0431L - OCTOBER 16, 2012, WHICH INDICATES THE NORTHERN PORTION OF THE SUBJECT PROPERTY TO BE WITHIN SHADED ZONE X (AREAS DETERMINED TO BE WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND ZONE AE (AREAS DETERMINED TO BE WITHIN THE 1% ANNUAL CHANCE FLOODPLAIN).

LAST SITE VISIT: JANUARY 6, 2026.

UNDERGROUND UTILITIES SHOWN HEREON WERE DERIVED FROM OBSERVABLE FIELD EVIDENCE AND CITY OF JENKS ENGINEERING ATLAS. ALL UTILITIES MAY NOT BE SHOWN - CALL OKIE 1-800-522-6543!



LOT LINE ADJUSTMENT			
PART OF THE SW/4 OF SEC.04, T17N, R13E			
12901 S. 27th ST., JENKS, TULSA COUNTY, OKLAHOMA 74037			
SURVEY: M/L	DATE: 01.06.2026	PREPARED BY: FRITZ LAND SURVEYING, LLC 524 E. MAIN ST., JENKS, OK 74037 PH: 918-528-5121 FRITZLANDSURVEYING@GMAIL.COM C.A. # 5848 EXPIRES: 6-30-2026	
DRAFT: R/L	DATE: 04.07.2026		
APPROVED: P/L	DATE: 04.07.2026		
SHEET 1 OF 2	PROJECT NO.: 25588		

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

APRIL 7, 2026
FLS #25588

LEGAL DESCRIPTION - TRACT 'A'

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SW/4 OF SAID SECTION 4;
THENCE SOUTH 88°52'50" WEST ALONG THE SOUTH LINE THEREOF 1321.11 FEET TO THE SOUTHWEST CORNER OF THE EAST HALF (E/2) OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 01°04'12" WEST ALONG THE WEST LINE THEREOF 1049.59 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°04'12" WEST ALONG SAID WEST LINE 1200.00 FEET;
THENCE NORTH 88°52'49" EAST 250.96 FEET;
THENCE SOUTH 01°04'12" EAST 1123.13 FEET;
THENCE SOUTH 09°06'34" EAST 60.01 FEET;
THENCE SOUTH 04°03'22" WEST 65.86 FEET TO THE NORTHEAST CORNER OF LOT ONE (1), BLOCK THREE (3), FRAZIER LAKE ESTATES, RECORDED AS PLAT NO. 6781;
THENCE SOUTH 88°54'06" WEST ALONG THE NORTH LINE THEREOF 136.61 FEET TO A POINT OF CURVATURE;
THENCE NORTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 55.00 FEET, AN ARC LENGTH OF 79.44 FEET, A CHORD BEARING OF NORTH 49°43'21" WEST AND A CHORD LENGTH OF 72.71 FEET;
THENCE SOUTH 88°54'06" WEST 62.27 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 308,841.6 SQ. FEET OR 7.09 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE SOUTH LINE OF THE SW/4 OF SEC.04, T17N, R13E AS SOUTH 88°52'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

LEGAL DESCRIPTION - TRACT 'B'

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SW/4 OF SAID SECTION 4;
THENCE SOUTH 88°52'50" WEST ALONG THE SOUTH LINE THEREOF 1321.11 FEET TO THE SOUTHWEST CORNER OF THE EAST HALF (E/2) OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 01°04'12" WEST ALONG THE WEST LINE THEREOF 2249.59 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°04'12" WEST 357.24 FEET;
THENCE SOUTH 88°52'49" WEST 1321.63 FEET TO THE WEST LINE OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 01°04'54" WEST ALONG SAID WEST LINE 30.00 FEET TO THE NORTHWEST CORNER OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 88°52'49" EAST ALONG THE NORTH LINE THEREOF 1434.66 FEET TO A POINT OF CURVATURE;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2925.68 FEET, AN ARC LENGTH OF 464.46 FEET, A CHORD BEARING OF SOUTH 57°57'49" EAST AND A CHORD LENGTH OF 463.98 FEET;
THENCE SOUTH 63°09'35" EAST 272.18 FEET;
THENCE SOUTH 01°05'05" EAST 33.56 FEET TO THE NORTHEAST CORNER OF LOT THREE (3), BLOCK FOUR (4), FRAZIER LAKE ESTATES, RECORDED AS PLAT NO. 6781;
THENCE NORTH 85°49'49" WEST ALONG THE NORTH LINE THEREOF 326.03 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, BLOCK 4;
THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 450.00 FEET, AN ARC LENGTH OF 228.98 FEET, A CHORD BEARING OF SOUTH 11°42'35" WEST AND A CHORD LENGTH OF 226.52 FEET;
THENCE SOUTH 02°52'04" EAST 269.05 FEET;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 200.00 FEET, AN ARC LENGTH OF 221.85 FEET, A CHORD BEARING OF SOUTH 34°38'42" EAST AND A CHORD LENGTH OF 210.65 FEET;
THENCE SOUTH 01°13'05" EAST 170.00 FEET;
THENCE SOUTH 23°50'48" WEST 266.00 FEET;
THENCE SOUTH 71°56'02" WEST 64.00 FEET;
THENCE SOUTH 65°02'53" WEST 74.99 FEET;
THENCE NORTH 01°04'12" WEST AND PARALLEL WITH THE WEST LINE OF THE E/2 SW/4 OF SAID SECTION 4 A DISTANCE OF 1123.13 FEET;
THENCE SOUTH 88°52'49" WEST 250.96 FEET TO THE WEST LINE OF THE E/2 SW/4 OF SAID SECTION 4 AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 380,411.0 SQ. FEET OR 8.73 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE SOUTH LINE OF THE SW/4 OF SEC.04, T17N, R13E AS SOUTH 88°52'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

LEGAL DESCRIPTION - TRACT 'C'

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF LOT ONE (1), BLOCK THREE (3), FRAZIER LAKE ESTATES, RECORDED AS PLAT NO. 6781;
THENCE NORTH 04°03'22" EAST 65.86 FEET;
THENCE NORTH 09°06'34" WEST 48.13 FEET TO THE POINT OF BEGINNING;

THENCE NORTH CONTINUING 09°06'34" WEST 11.88 FEET;
THENCE NORTH 65°02'53" EAST 74.99 FEET;
THENCE NORTH 71°56'02" EAST 64.00 FEET;
THENCE NORTH 23°50'48" EAST 266.00 FEET TO THE WEST LINE OF RESERVE 'B' OF SAID FRAZIER LAKE ESTATES;

THENCE ALONG THE WESTERLY LINE OF SAID RESERVE 'B' THE FOLLOWING SIX (6) COURSES:

THENCE SOUTH 01°13'05" EAST 127.13 FEET;
THENCE SOUTH 04°29'09" WEST 176.10 FEET;
THENCE SOUTH 89°36'05" WEST 17.45 FEET;
THENCE NORTH 44°46'03" WEST 50.22 FEET;
THENCE NORTH 81°59'12" WEST 69.14 FEET;
THENCE SOUTH 64°21'50" WEST 113.30 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 18,022.0 SQ. FEET OR 0.41 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE SOUTH LINE OF THE SW/4 OF SEC.04, T17N, R13E AS SOUTH 88°52'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

LEGAL DESCRIPTION - TRACT 'D'

A TRACT OF LAND THAT IS PART OF RESERVE 'B', FRAZIER LAKE ESTATES, AN ADDITION TO THE CITY OF JENKS, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHERNMOST NORTHEAST CORNER OF SAID RESERVE 'B':
THENCE SOUTH 02°05'50" WEST ALONG THE EAST LINE THEREOF 150.11 FEET;
THENCE NORTH 61°25'42" WEST 142.41 FEET TO A POINT OF CURVATURE;
THENCE NORTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 371.21 FEET, AN ARC LENGTH OF 43.20 FEET, A CHORD BEARING OF NORTH 78°52'32" WEST AND A CHORD LENGTH OF 43.18 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 177.55 FEET, AN ARC LENGTH OF 39.34 FEET, A CHORD BEARING OF SOUTH 87°25'25" WEST AND A CHORD LENGTH OF 39.26 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE CONTINUING SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 334.45 FEET, AN ARC LENGTH OF 100.68 FEET, A CHORD BEARING OF SOUTH 75°03'14" WEST AND A CHORD LENGTH OF 100.30 FEET;
THENCE SOUTH 25°54'52" EAST 31.58 FEET;
THENCE SOUTH 09°14'52" WEST 21.20 FEET TO THE SOUTH LINE OF A PLATTED UTILITY EASEMENT;
THENCE SOUTH 48°38'43" WEST ALONG SAID SOUTH LINE 13.89 FEET;
THENCE SOUTH 15°07'51" WEST AND CONTINUING ALONG THE SOUTH LINE OF SAID UTILITY EASEMENT 57.01 FEET TO THE WEST LINE OF SAID RESERVE 'B';
THENCE NORTH 01°13'05" WEST ALONG SAID WEST LINE 282.58 FEET TO THE SOUTH LINE OF LOT TWO (2), BLOCK FOUR (4) OF SAID FRAZIER LAKE ESTATES;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 200.00 FEET, AN ARC LENGTH OF 22.29 FEET, A CHORD BEARING OF SOUTH 69°36'55" EAST AND A CHORD LENGTH OF 22.28 FEET;
THENCE SOUTH 72°48'25" EAST ALONG THE SOUTH LINE OF LOTS ONE (1) AND 2 OF SAID BLOCK 4 A DISTANCE OF 286.95 FEET TO A POINT OF CURVATURE;
THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 27.00 FEET, AN ARC LENGTH OF 49.53 FEET, A CHORD BEARING OF NORTH 54°38'25" EAST AND A CHORD LENGTH OF 42.87 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 38,516.0 SQ. FEET OR 0.88 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE EAST LINE OF RESERVE 'B', FRAZIER LAKE ESTATES AS SOUTH 02°05'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

LEGAL DESCRIPTION - COMBINED TRACTS 'B', 'C' & 'D'

A TRACT OF LAND THAT IS PART OF RESERVE 'B', FRAZIER LAKE ESTATES, AN ADDITION TO THE CITY OF JENKS, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF AND PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION FOUR (4), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SW/4 OF SAID SECTION 4;
THENCE SOUTH 88°52'50" WEST ALONG THE SOUTH LINE THEREOF 1321.11 FEET TO THE SOUTHWEST CORNER OF THE EAST HALF (E/2) OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 01°04'12" WEST ALONG THE WEST LINE THEREOF 2249.59 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 01°04'12" WEST ALONG SAID WEST LINE 357.24 FEET;
THENCE SOUTH 88°52'49" WEST 1321.63 FEET TO THE WEST LINE OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 01°04'54" WEST ALONG SAID WEST LINE 30.00 FEET TO THE NORTHWEST CORNER OF THE SW/4 OF SAID SECTION 4;
THENCE NORTH 88°52'49" EAST ALONG THE NORTH LINE THEREOF 1434.66 FEET TO A POINT OF CURVATURE;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 2925.68 FEET, AN ARC LENGTH OF 464.46 FEET, A CHORD BEARING OF SOUTH 57°57'49" EAST AND A CHORD LENGTH OF 463.98 FEET;
THENCE SOUTH 63°09'35" EAST 272.18 FEET;
THENCE SOUTH 01°05'05" EAST 33.56 FEET TO THE NORTHEAST CORNER OF LOT THREE (3), BLOCK FOUR (4) OF SAID FRAZIER LAKE ESTATES;
THENCE NORTH 85°49'49" WEST 326.03 FEET TO THE NORTHWEST CORNER OF SAID LOT 3, BLOCK 4;
THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 450.00 FEET, AN ARC LENGTH OF 228.98 FEET, A CHORD BEARING OF SOUTH 11°42'35" WEST AND A CHORD LENGTH OF 226.52 FEET;
THENCE SOUTH 02°52'04" EAST 269.05 FEET TO A POINT OF CURVATURE;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 200.00 FEET, AN ARC LENGTH OF 244.14 FEET, A CHORD BEARING OF SOUTH 37°50'16" EAST AND A CHORD LENGTH OF 229.26 FEET;
THENCE SOUTH 72°48'25" EAST 286.95 FEET TO A POINT OF CURVATURE;
THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 27.00 FEET, AN ARC LENGTH OF 49.53 FEET, A CHORD BEARING OF NORTH 54°38'25" EAST AND A CHORD LENGTH OF 42.87 FEET TO THE NORTHERNMOST NORTHEAST CORNER OF SAID RESERVE 'B';
THENCE SOUTH 02°05'50" WEST ALONG THE EAST LINE THEREOF 150.11 FEET;
THENCE NORTH 61°25'42" WEST 142.41 FEET TO A POINT OF CURVATURE;
THENCE NORTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 371.21 FEET, AN ARC LENGTH OF 43.20 FEET, A CHORD BEARING OF NORTH 78°52'32" WEST AND A CHORD LENGTH OF 43.18 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 177.55 FEET, AN ARC LENGTH OF 39.34 FEET, A CHORD BEARING OF SOUTH 87°25'25" WEST AND A CHORD LENGTH OF 39.26 FEET;
THENCE CONTINUING SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

RADIUS OF 334.45 FEET, AN ARC LENGTH OF 100.68 FEET, A CHORD BEARING OF SOUTH 75°03'14" WEST AND A CHORD LENGTH OF 100.30 FEET;
THENCE SOUTH 25°54'52" EAST 31.58 FEET;
THENCE SOUTH 09°14'52" WEST 21.20 FEET;
THENCE SOUTH 48°38'43" WEST 13.89 FEET;
THENCE SOUTH 15°07'51" WEST 57.01 FEET TO THE WEST LINE OF SAID RESERVE 'B';

THENCE ALONG THE WESTERLY LINE OF SAID RESERVE 'B' THE FOLLOWING SIX (6) COURSES:

THENCE SOUTH 01°13'05" EAST 14.55 FEET;
THENCE SOUTH 04°29'09" WEST 176.10 FEET;
THENCE SOUTH 89°36'05" WEST 17.45 FEET;
THENCE NORTH 44°46'03" WEST 50.22 FEET;
THENCE NORTH 81°59'12" WEST 69.14 FEET;
THENCE SOUTH 64°21'50" WEST 113.30 FEET;
THENCE NORTH 09°06'34" WEST 11.88 FEET;
THENCE NORTH 01°04'12" WEST AND PARALLEL WITH THE WEST LINE OF THE EAST HALF (E/2) OF THE SW/4 OF SAID SECTION 4 A DISTANCE OF 1123.13 FEET;
THENCE SOUTH 88°52'49" WEST 250.96 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 436,949.0 SQ. FEET OR 10.03 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE SOUTH LINE OF THE SW/4 OF SEC.04, T17N, R13E AS SOUTH 88°52'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

FRITZ LAND SURVEYING, LLC

Professional Land Surveying Services

LEGAL DESCRIPTION - 25' ACCESS EASEMENT

A TRACT OF LAND THAT IS PART OF RESERVE 'B', FRAZIER LAKE ESTATES, AN ADDITION TO THE CITY OF JENKS, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHERNMOST NORTHEAST CORNER OF SAID RESERVE 'B':
THENCE SOUTH 02°05'50" WEST ALONG THE EAST LINE THEREOF 150.11 FEET TO THE
POINT OF BEGINNING;

THENCE CONTINUING SOUTH 02°05'50" WEST ALONG SAID EAST LINE 27.93 FEET;
THENCE NORTH 61°25'42" WEST 151.71 FEET TO A POINT OF CURVATURE;
THENCE NORTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 346.21
FEET, AN ARC LENGTH OF 36.36 FEET, A CHORD BEARING OF NORTH 79°03'12" WEST
AND A CHORD LENGTH OF 36.34 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 152.55
FEET, AN ARC LENGTH OF 33.50 FEET, A CHORD BEARING OF SOUTH 87°09'27" WEST
AND A CHORD LENGTH OF 33.44 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE CONTINUING SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A
RADIUS OF 309.45 FEET, AN ARC LENGTH OF 92.71 FEET, A CHORD BEARING OF
SOUTH 75°12'07" WEST AND A CHORD LENGTH OF 92.36 FEET;
THENCE NORTH 25°54'52" WEST 25.02 FEET TO A POINT OF CURVATURE;
THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 334.45
FEET, AN ARC LENGTH OF 100.68 FEET, A CHORD BEARING OF NORTH 75°03'14" EAST
AND A CHORD LENGTH OF 100.30 FEET TO A POINT OF COMPOUND CURVATURE;
THENCE CONTINUING NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A
RADIUS OF 177.55 FEET, AN ARC LENGTH OF 39.34 FEET, A CHORD BEARING OF
NORTH 87°25'25" EAST AND A CHORD LENGTH OF 39.26 FEET TO A POINT OF
COMPOUND CURVATURE;
THENCE SOUTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 371.21
FEET, AN ARC LENGTH OF 43.20 FEET, A CHORD BEARING OF SOUTH 78°52'32" EAST
AND A CHORD LENGTH OF 43.18 FEET;
THENCE SOUTH 61°25'42" EAST 142.41 FEET TO THE EAST LINE OF SAID RESERVE 'B'
AND THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINS 7,998.9 SQ. FEET OR 0.18 ACRES.
BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501
OK N), NORTH AMERICAN DATUM 1983 (NAD83) USING THE EAST LINE OF RESERVE 'B',
FRAZIER LAKE ESTATES AS SOUTH 02°05'50" WEST.

524 E. MAIN ST., JENKS, OK 74037

Ph: 918.528.5121

Email: fritzlandsurveying@gmail.com

www.fritzlandsurveying.com

To	Chair, Scott West and Planning Commission
Hearing Date	May 7, 2026
Case Number	JZ 26 PUD 104
Request	Minor Amendment No. 1 to PUD 104 (Planned Unit Development Overlay District)
Location	¼ Mile east of South 33 rd E. Ave. on the north side of East 131 st St S
Applicant	Robert Bell

Staff Report

Preparer | Karl Fritschen/MH

Attachments

- ✓ PUD 104 Document
- ✓ Public Notice

Preparer

Robert Bell
INCOG

Background Information

STAFF COMMENTARY | Robert Bell has submitted a request for a minor amendment to PUD 104 (Frazier Lakes Estates). In conjunction with the lot combination case JL 26-418, the applicant seeks to remove a portion of Reserve Area “B”, the applicant may bring a rezoning case in the future to revert the property zoning to Agriculture (AG). While this request is a companion to JL 26-418, it requires independent action.

Established in 2018, Frazier Lakes Estates will see changes to Reserve Area “B” through the addition of Tract “D” and a Mutual Access Easement (MAE). Because this removes a section of land from the HOA’s jurisdiction, Section 4.2 of the Covenants must also be amended to transfer maintenance responsibilities for that area to the new property owner.

PLANNING DATA

ZONING	RS1(Single-family Residential) & PUD 104 (Overlay District)
REQUEST	Removal of 0.88 acres from Reserve Area “B” from the original PUD 104, amendment of Section 4.2, Reserve Area “B” of the Deeds of Dedication and Restrictive Covenants and any HOA language thereto related to maintenance responsibilities.
PLAT DATA	29 Lots, 1 Block, 2 Reserves, No. 6781, Date 02-21-2018
STR	Section 04, Township, 17, Range 13
ACRES	0.88

COMMENT No Public Comment at the time of this report

LAND USE MAP Parks and Open Space

COUNCIL WARD 5 | Donna Ogez

Staff Evaluation & Recommendation

EVALUATION

Staff anticipates no issues with the request, provided that specific measures are implemented as referenced below to ensure clear titles for the impacted properties.

- 1.) Amend Section 4.2, Reserve Area “B” of the Deeds of Dedication and Restrictive Covenants and any HOA language thereto related to maintenance responsibilities.
- 2.) Tract “B” as part of JL 26-418 may be rezoned back to AG zoning.

Accordingly, staff recommends approval of the minor amendment.

(3) Minor Amendment. A minor amendment is any proposed change to an approved Planned Unit Development that is consistent with the standards and conditions upon which the Planned Unit Development was approved, which does not alter the concept or intent of the Planned Unit Development and is not considered a major amendment as detailed in section 16-9-8(J)(2).

(4) Approval Processes. A major amendment to an approved Planned Unit Development shall follow the procedure set in section 16-9-8(E)(F), and (G). A minor amendment to an approved Planned Unit Development may be approved by the Planning Commission.

(K) Expiration. For any Planned Unit Development in which there has been no Building Permit issued nor any portion of the property platted after five years since approval by the City Council, the Planned Unit Development shall be considered null and void and shall be brought back before the Planning Commission and the City Council for consideration prior to any development on the property. The underlining zoning of the PUD shall not expire, only the PUD overlay shall expire.

(1) Conformance with Current Regulations. Expired Planned Unit Developments are required to meet the most recently adopted regulations, ordinances, and development standards.

(Ord. No. 1581 , § II, 4-5-2022; Ord. No. 1624 , § VII, 10-17-2023)

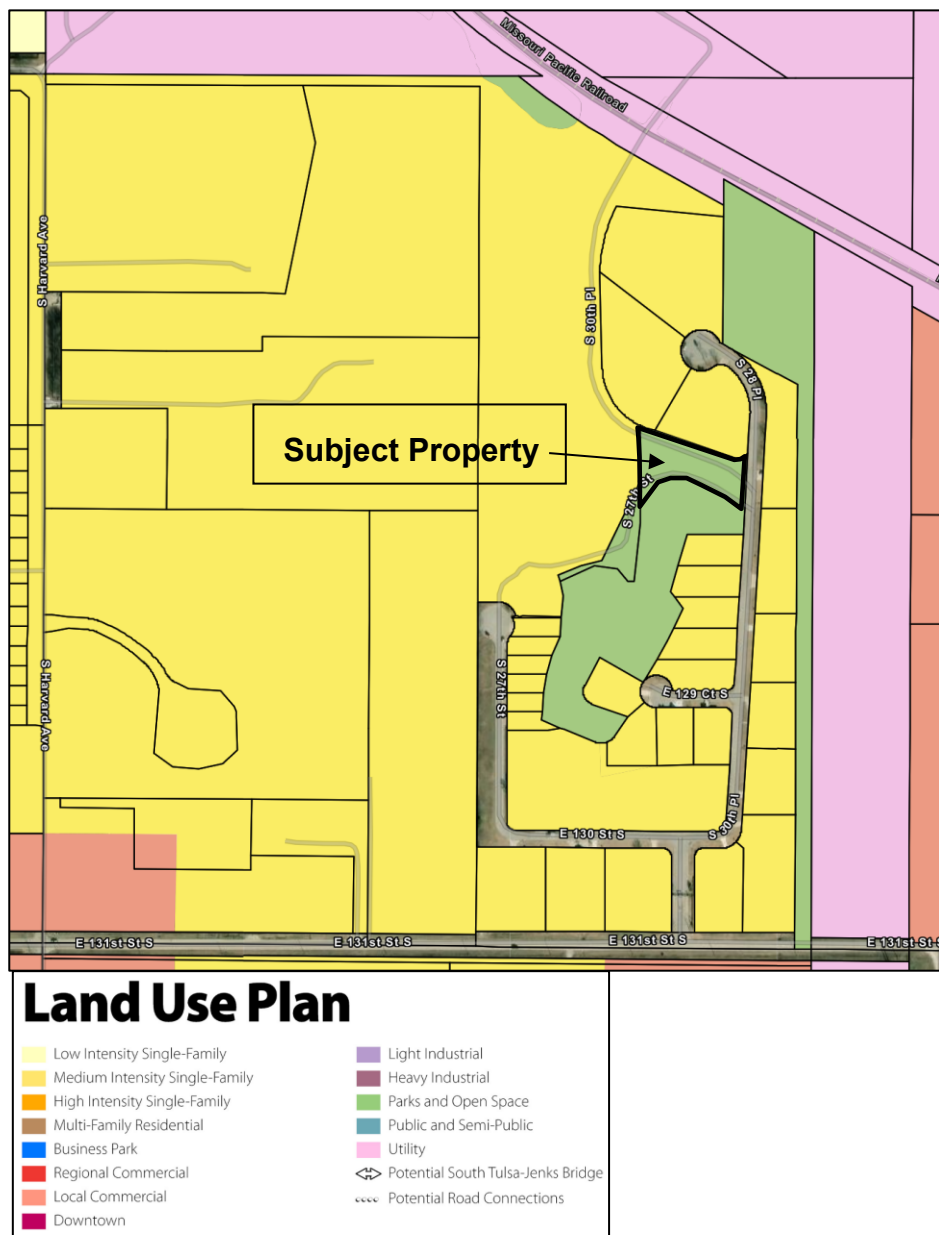


Figure 1: Land Use Plan, Parks and Open Space

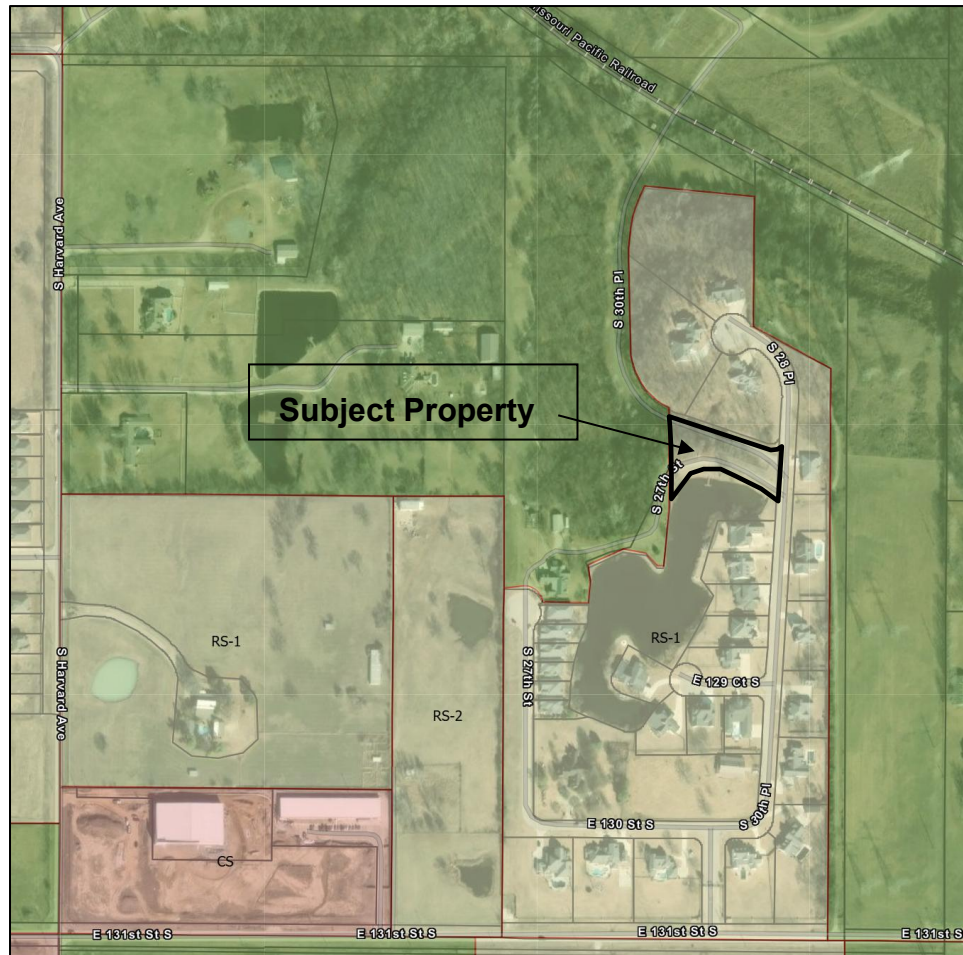
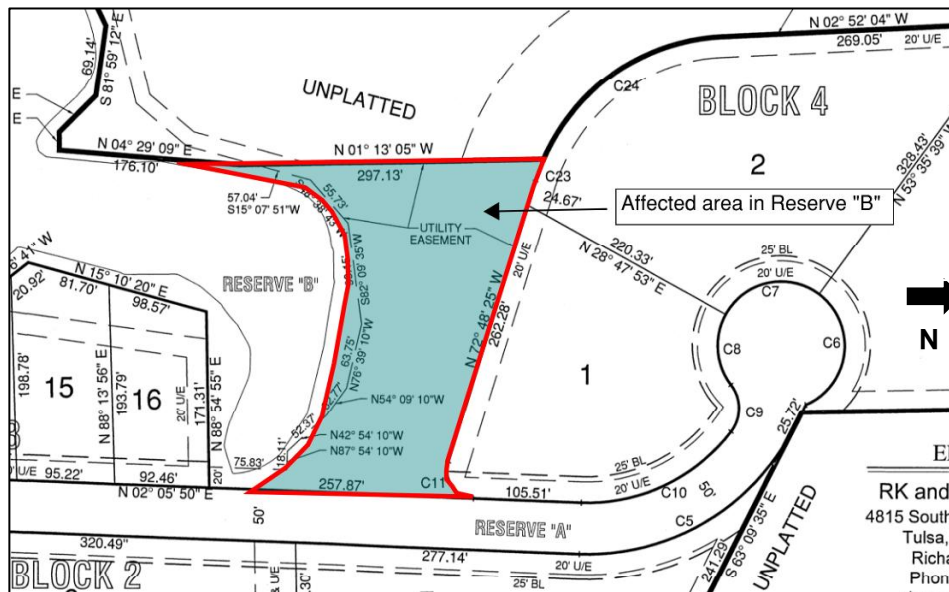


Figure 2 | Zoning map(s) of the parcel(s) in question



4.2 Reserve Area "B"

4.2.1 For the common use and benefit of the owners of lots within the subdivision and for the benefit of the City of Jenks, OK, the owner/developer does hereby establish and grant perpetual overland drainage easement on, over, and across Reserve B including the purpose of permitting the flow, conveyance, retention/detention and discharge of storm water runoff from the various lots within Frazier Lake Estates and from properties not included in Frazier Lake Estates.

4.2.2 Detention and other drainage facilities constructed within Reserve "B" shall be in accordance with standards and specifications approved by the City of Jenks, Oklahoma.

4.2.3 Detention and other drainage facilities constructed within Reserve "B" shall be conveyed to and maintained by the Owner/Developer or the Homeowners Association comprised of the owners of residential lots within the subdivision. Maintenance shall be performed to the extent necessary to achieve the intended drainage and detention function including repair of erosion and appurtenances and removal of debris, obstructions, and siltation, and performance of routine and customary grounds maintenance within the storm water detention easement area. Maintenance shall be at the cost of the applicable Owner/Developer or Homeowners Association as set forth under Section 6, and shall be in accordance with the following standards:

- i) The detention easement area shall be kept free of litter.
- ii) The detention easement area shall be mowed during the growing season at intervals not exceeding 2 weeks.

4.2.4 In the event the drainage/detention easement areas should fail to be properly maintained as above provided, the City of Jenks, Oklahoma, or its designated contractor, may enter the drainage/detention easement area and perform such maintenance, and the cost thereof shall be paid by the Owner/Developer or the Homeowners Association.

4.2.5 In the event the Owner/Developer or the Homeowners Association, after receipt of a statement of costs, fails to pay the cost of maintenance applicable to Reserve "B" as above set forth, the City of Jenks, OK, may file of record a copy of the statement of costs. Thereafter, the costs shall be a lien against each residential lot within Frazier Lake Estates. Provided however, the lien against each residential lot shall be limited to 1/29 of the costs. The City of Jenks or the Jenks Public Works Authority may then collect such costs by adding such costs to residential lot owner's water billing fees within Frazier Lake Estates.

4.2.6 A lien established as above provided may be foreclosed by the City of Jenks, Oklahoma.

4.2.7 In addition to above described purposes and restrictions of Reserve "B", this area shall additionally serve as recreational open space for residents of Frazier Lake Estates, and for access by the City of Jenks.

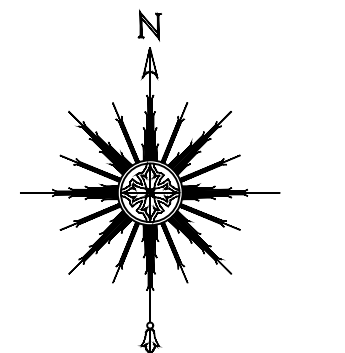
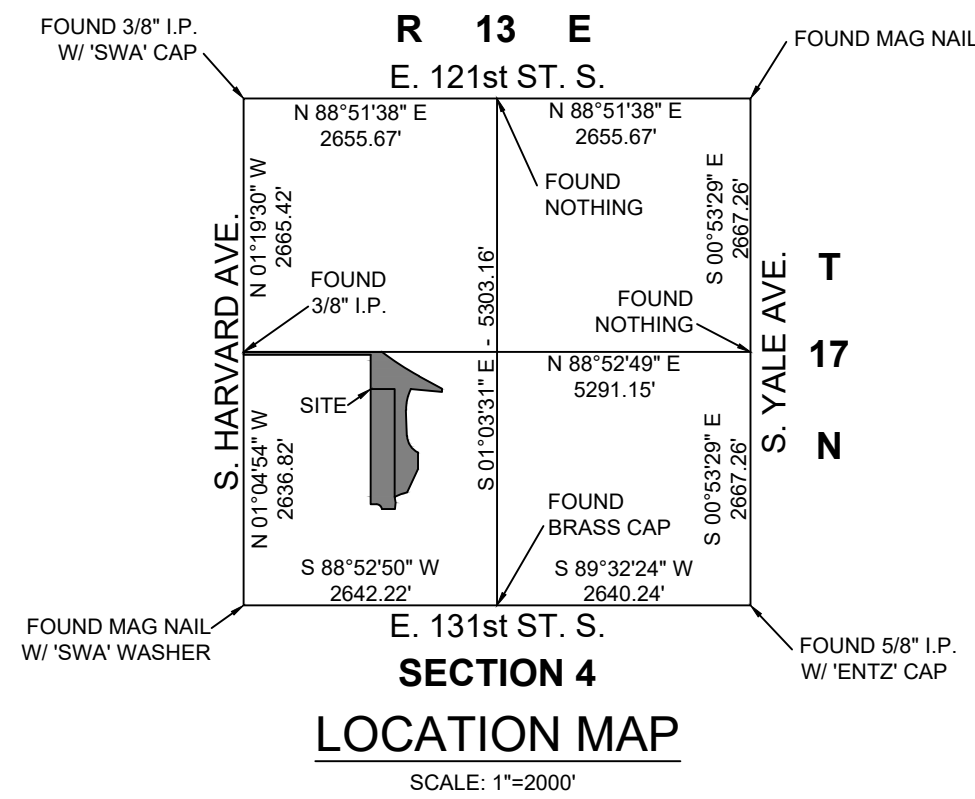
Figure 4: Frazier Lakes Estates Reserve Area and Covenant Language

LEGEND

AC	=	AIR CONDITIONER
AD	=	AREA INLET
ASP	=	AUTO SPRINKLER
BC	=	BOTTOM OF CURB
B/L	=	BUILDING LINE
BM	=	BENCHMARK
BWF	=	BARBED WIRE FENCE
CATV	=	CABLE TV PEDESTAL
CL	=	CENTERLINE
CLB	=	CLIMB BARRIER
CLF	=	CHAIN LINK FENCE
CMU	=	CONCRETE MASONRY UNIT
CO	=	CLEAN OUT
CPS	=	COX POWER SUPPLY
CMP	=	CORRUGATED METAL PIPE
CPP	=	CORRUGATED PLASTIC PIPE
DGDI	=	DOUBLE GRATE DROP INLET
DIP	=	DUCTILE IRON PIPE
EJB	=	ELECTRIC JUNCTION BOX
EM	=	ELECTRIC METER
EO	=	ELECTRIC OUTLET
EPED	=	ELECTRIC PEDESTAL
ET	=	ELECTRIC TRANSFORMER
FF	=	FINISH FLOOR
FG	=	FINISH GRADE
FH	=	FIRE HYDRANT
FOM	=	FIBER OPTIC MARKER
FOV	=	FIBER OPTIC VAULT
FP	=	FLAG POLE
FL	=	FLOWLINE
GLM	=	GAS LINE MARKER
GM	=	GAS METER
GR	=	GAS REGULATOR
GV	=	GAS VALVE
GL	=	GROUND LIGHT
GP	=	GUARD POST
GUY	=	GUY ANCHOR
HDWL	=	HEADWALL
HPP	=	HIGH POWER POLE
HPS	=	HANDICAP PARKING SIGN
HWF	=	HOG WIRE FENCE
ICV	=	IRRIGATION CONTROL VALVE
I.P.	=	IRON PIN
(L)	=	PER LEGAL DESCRIPTION
LP	=	LIGHT POLE
(M)	=	MEASURED DATA
MAVE	=	MUTUAL ACCESS EASEMENT
MB	=	MAILBOX
MRK	=	UTILITY MARKER
MW	=	MONITORING WELL
(P)	=	PER PLAT
P/E	=	PIPELINE EASEMENT
PLF	=	PLASTIC FENCE
PLM	=	PIPELINE MARKER
PM	=	PARKING METER
PP	=	POWER POLE
PPD	=	POWER POLE W/ DROP SERVICE
PPDT	=	POWER POLE W/ DROP & TRANSFORMER
PPDLT	=	POWER POLE W/ DROP, LIGHT & TRANSFORMER
PPLT	=	POWER POLE W/ LIGHT & TRANSFORMER
PPM	=	POWER POLE W/ ELECTRIC METER
PPNS	=	POWER POLE / NO SERVICE
PPT	=	POWER POLE W/ TRANSFORMER
RCB	=	REINFORCED CONCRETE BOX
RCP	=	REINFORCED CONCRETE PIPE
RD	=	ROOF DRAIN
ROW	=	RIGHT-OF-WAY
SSLH	=	SANITARY SEWER LAMP HOLE
SSMH	=	SANITARY SEWER MANHOLE
S/B	=	SETBACK
SGDI	=	SINGLE GRATE DROP INLET
SH	=	SPRINKLER HEAD
SP	=	SIGN POST
STMH	=	STORM SEWER MANHOLE
STJB	=	STORM SEWER JUNCTION BOX
TM	=	TELEPHONE MANHOLE
TPED	=	TELEPHONE PEDESTAL
TC	=	TOP OF CURB
TD	=	TOP OF DECK
TG	=	TOP OF GRATE
TH	=	THRESHOLD
TP	=	TOP OF PAVEMENT
TR	=	TOP OF RIM
TS	=	TRAFFIC SIGN
TSLP	=	TRAFFIC SIGNAL LIGHT POLE
TSPB	=	TRAFFIC SIGNAL PULL BOX
TSMH	=	TRAFFIC SIGNAL MANHOLE
TVLT	=	TELEPHONE VAULT
TW	=	TOP OF WALL
U/E	=	UTILITY EASEMENT
UM	=	UTILITY MARKER
VP	=	VENT PIPE
WF	=	WATER FAUCET
WM	=	WATER METER
WSE	=	WATER SURFACE ELEVATION
WV	=	WATER VALVE
WDF	=	WOOD FENCE
YL	=	YARD LIGHT
(Z)	=	ZONING
—C—	=	CENTERLINE
-x-	=	FENCE LINE
-OC-	=	OVERHEAD COMMUNICATION
-OE-	=	OVERHEAD ELECTRIC
-SS-	=	SANITARY SEWER
-ST-	=	STORM SEWER
-TOP/TOE-	=	TOP/TOE OF GROUND SLOPE
-UC-	=	UNDERGROUND COMMUNICATION
-UE-	=	UNDERGROUND ELECTRIC
-UG-	=	UNDERGROUND GAS
-UT-	=	UNDERGROUND TELEPHONE
-WL-	=	WATERLINE
[Blue Shaded]	=	ZONE AE
[Orange Shaded]	=	1.0% CHANCE OF FLOOD
[Yellow Shaded]	=	ZONE SHADED "X"
[Pink Shaded]	=	0.2% CHANCE OF FLOOD

LINE	BEARING	DISTANCE
L1	N 09°06'34" W	11.88'
L2	N 88°54'06" E	62.27'
L3	S 71°56'02" W	64.00'
L4	S 65°02'53" W	74.99'
L5	S 01°13'05" E	127.13'
L6	S 89°36'05" W	17.45'
L7	N 44°46'03" W	50.22'
L8	N 81°59'12" W	69.14'
L9	S 64°21'50" W	113.30'
L10	S 61°25'42" E	142.41'
L11	N 25°54'52" W	31.58'
L12	N 09°14'52" E	21.20'
L13	N 48°38'43" E	13.89'
L14	N 15°07'51" E	57.01'
L15	S 01°13'05" E	282.58'
L16	S 02°05'50" W	27.93'
L17	N 61°25'42" W	151.71'
L18	N 25°54'52" W	25.02'
L19	S 01°13'05" E	14.55'

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	55.00'	79.44'	S 49°43'21" E	72.71'
C2	371.21'	43.20'	S 78°52'32" E	43.18'
C3	177.55'	39.34'	N 87°25'25" E	39.26'
C4	334.45'	100.68'	N 75°03'14" E	100.30'
C5	200.00'	22.29'	N 68°36'55" W	22.28'
C6	27.00'	49.53'	S 54°38'25" W	42.87'
C7	346.21'	36.36'	N 79°03'12" W	36.34'
C8	152.55'	33.50'	S 87°09'27" W	33.44'
C9	309.45'	92.71'	S 75°12'07" W	92.36'



SURVEYOR'S NOTES

PREPARED FOR: ROBERT BELL

PHYSICAL ADDRESS: 12901 S. 27th ST., JENKS, TULSA COUNTY, OKLAHOMA 74037

BEARINGS ARE BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, (3501 OK N), NORTH AMERICAN DATUM 1983 (NAD83) AS FIELD MEASUREMENTS AND ARE INTENDED TO BE RELATIVE TO DEED DESCRIPTION. MEASUREMENTS SHOWN ARE GRID DISTANCES IN U.S. SURVEY FEET.

EASEMENT AND BUILDING SETBACK LINES SHOWN ON THE RECORDED PLAT ARE SHOWN HEREON. EASEMENTS MAY EXIST THAT ARE NOT SHOWN.

REFER TO CURRENT ZONING FOR NEW CONSTRUCTION GUIDELINES.

SET 3/8" IRON PIN W/ GREEN "FRITZ CA5848" CAP OR MAG NAIL W/ "FRITZ CA5848" WASHER AT ALL CORNERS UNLESS OTHERWISE NOTED AND SHOWN HEREON.

GROSS LAND AREA: 436,949.0 SQ. FEET OR 10.03 ACRES.

WE HAVE EXAMINED A MAP BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, CITY OF JENKS, OKLAHOMA, COMMUNITY PANEL NO. 40143C0431L - OCTOBER 16, 2012, WHICH INDICATES THE NORTHERN PORTION OF THE SUBJECT PROPERTY TO BE WITHIN SHADED ZONE X (AREAS DETERMINED TO BE WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND ZONE AE (AREAS DETERMINED TO BE WITHIN THE 1% ANNUAL CHANCE FLOODPLAIN).

LAST SITE VISIT: JANUARY 6, 2026.

UNDERGROUND UTILITIES SHOWN HEREON WERE DERIVED FROM OBSERVABLE FIELD EVIDENCE AND CITY OF JENKS ENGINEERING ATLAS. ALL UTILITIES MAY NOT BE SHOWN - CALL OKIE 1-800-522-6543!



LOT LINE ADJUSTMENT

PART OF THE SW/4 OF SEC.04, T17N, R13E

12901 S. 27th ST., JENKS, TULSA COUNTY, OKLAHOMA 74037

SURVEY: MLL	DATE: 01.06.2026
DRAFT: RLL	DATE: 04.07.2026
APPROVED: PLS	DATE: 04.07.2026
SHEET 1 OF 2	PROJECT NO.: 25588

PREPARED BY: FRITZ LAND SURVEYING, LLC
524 E. MAIN ST., JENKS, OK 74037
PH: 918-528-5121
FRITZLANDSURVEYING@GMAIL.COM
C.A. # 5848 EXPIRES: 6-30-2026

To	Dr. Scott West, Chair and Planning Commission
Hearing Date	May 07, 2026
Case	JZ 26 PUD 106 Minor Amendment No. 1 No Change in Zoning
Request	Approve JZ 26-PUD 106.MI1, amending Permitted Yard Obstruction requirements
Location	723 E 129 th Pl Lot 9 Block 5, Estates at Forest Hills
Applicant	Rhett Burton

Staff Report

Preparer | Brandon Macy, MH

Attachments

☐ Pool Build Area

Preparer

Sisemore & Associates

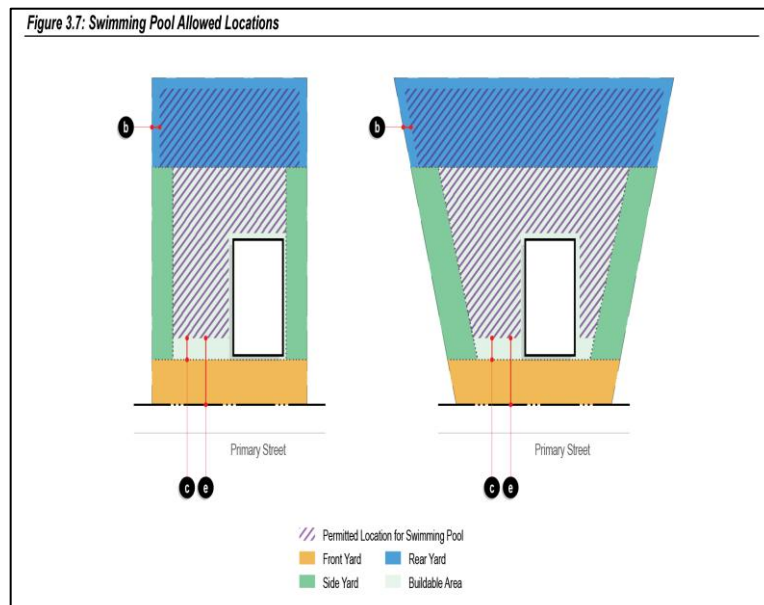
Background Information

BACKGROUND | This request is from Rhett Burton, the owner of the property. They are trying to install a pool in their side yard, but are unable to put it in the rear yard due to the gas line.

Per the UDO | Sec. 16-3-3. - Exceptions to Bulk and Dimensional Standards.

(C) Permitted Yard Obstructions. Obstructions are permitted in required yards as follows:

(6) Swimming Pools and Associated Equipment. In the AG District or any residential district, swimming pools and associate equipment shall be located:



- (a) In a rear yard and/or within the buildable area of the lot,*
- (b) A minimum of five feet from property lines,*
- (c) A minimum of ten feet from the nearest front elevation of the primary building,*
- (d) Outside of any utility easement or drainage easement, and*
- (e) At least 25 feet from any street right-of-way.*

The Burton's lot is a corner lot in the Estates at Forest Hills, with the entrance facing the cul-de-sac. As such, it does not allow room for the pool to be built in the back yard of the house.

Figure 1 | Allowable Pool Locations

There is ample room in the side yard of the house, but it is unusable per requirement in the UDO for a 25' setback from a street.

The Proposed layout for the pool would have the closest portion be 16'8" from the property line, and the furthest at 23'. The pool will also be 8' from the elevations of the house, which will also require relief.

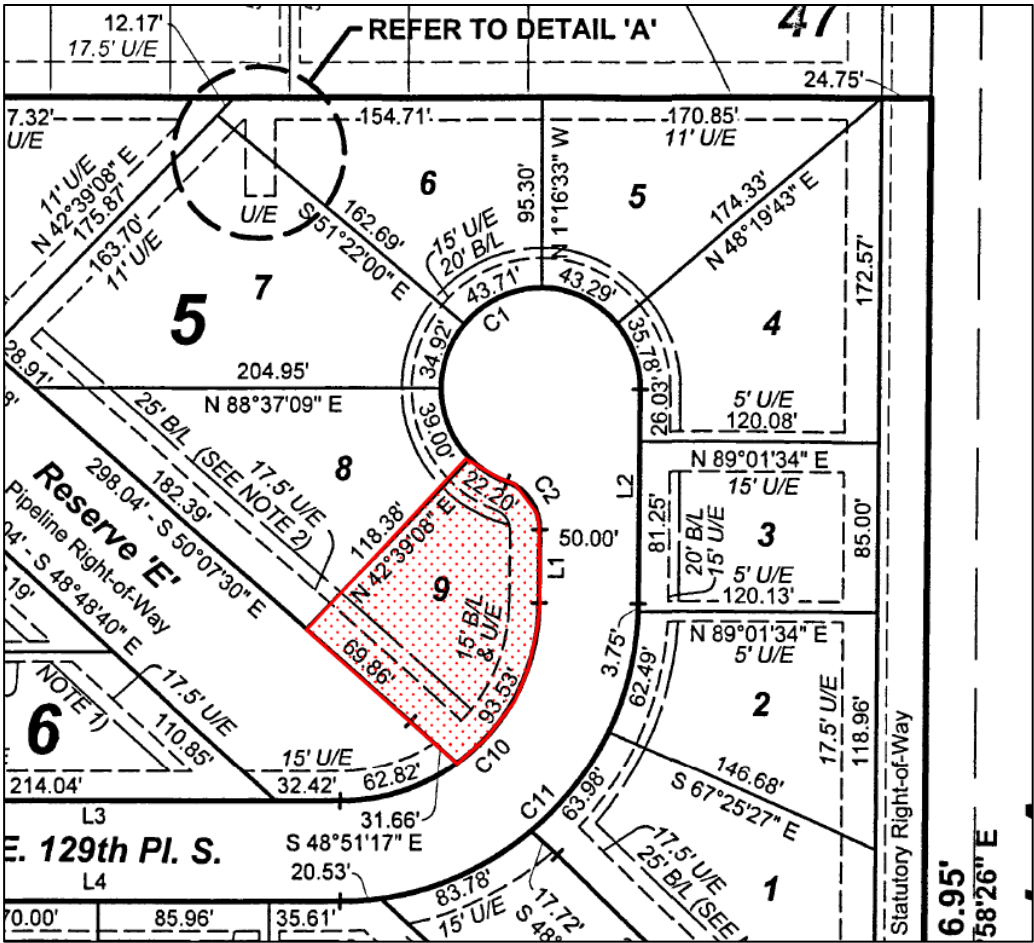


Figure 2 | Estates at Forest Hills Plat

Current Zoning	PUD 106 RS-2
Use	Single-family Residential
Parcel ID	Account #R 60424730666880
Owner	BURTON, RHETT & HEATHER
Property Address	723 E 129 th Pl S
Zoning	RS-2, Residential Single-Family
Development Plan	PUD-106
Land Area	0.24 acres / 10,363 sq ft
School District	JK-4A (Jenks)
Subdivision	ESTATES AT FOREST HILLS
Legal	LOT 9 BLOCK 5
STR	Section: 06 Township: 17 Range: 13
Comprehensive Plan	Medium Intensity Single-family
General Location	NW of 131 st & Lewis
Public Comment	None No notice sent out for a Minor Amendment.



Figure 3: Location and Zoning on INCOG map.

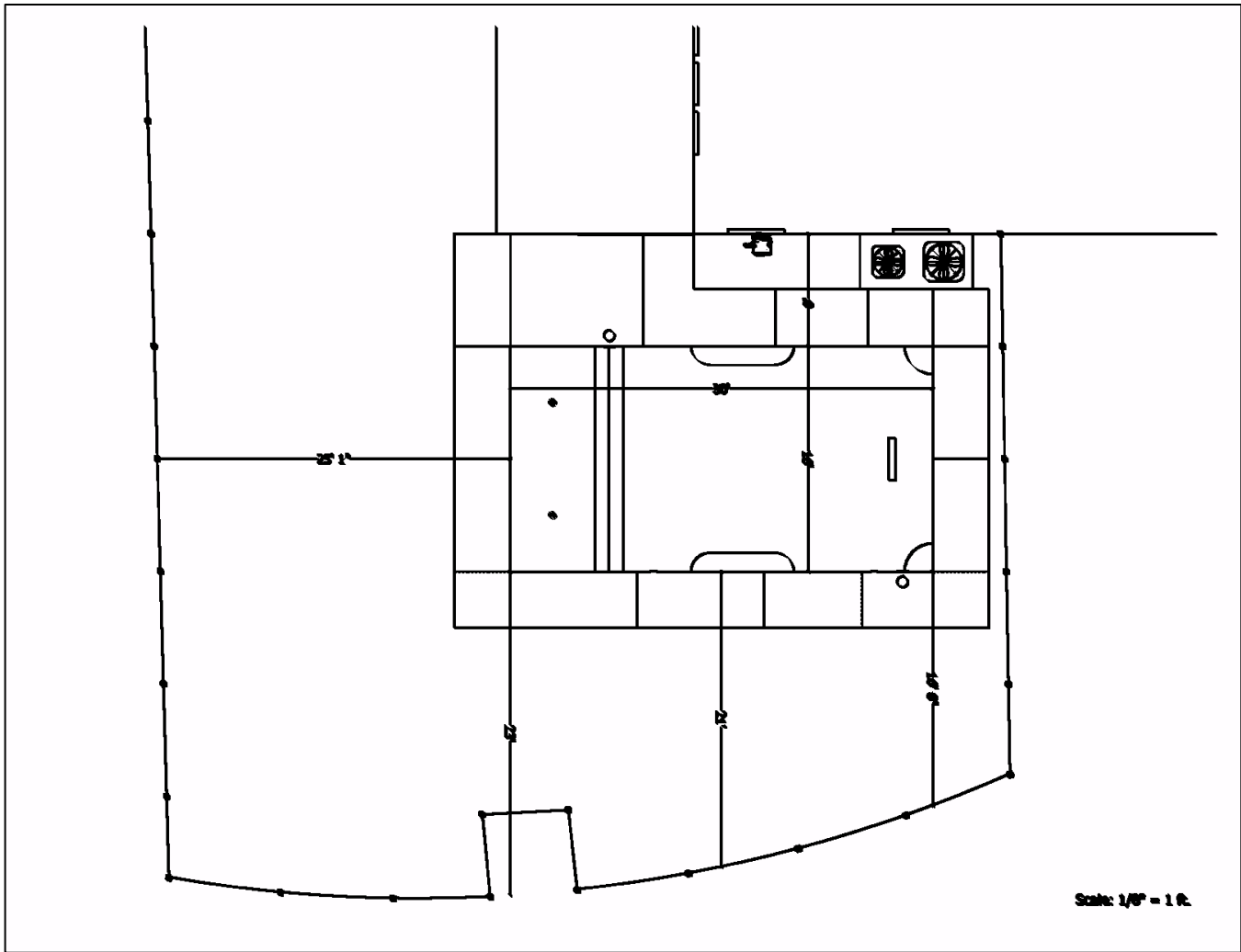


Figure 4 | Proposed Pool Location

Staff Evaluation & Recommendation

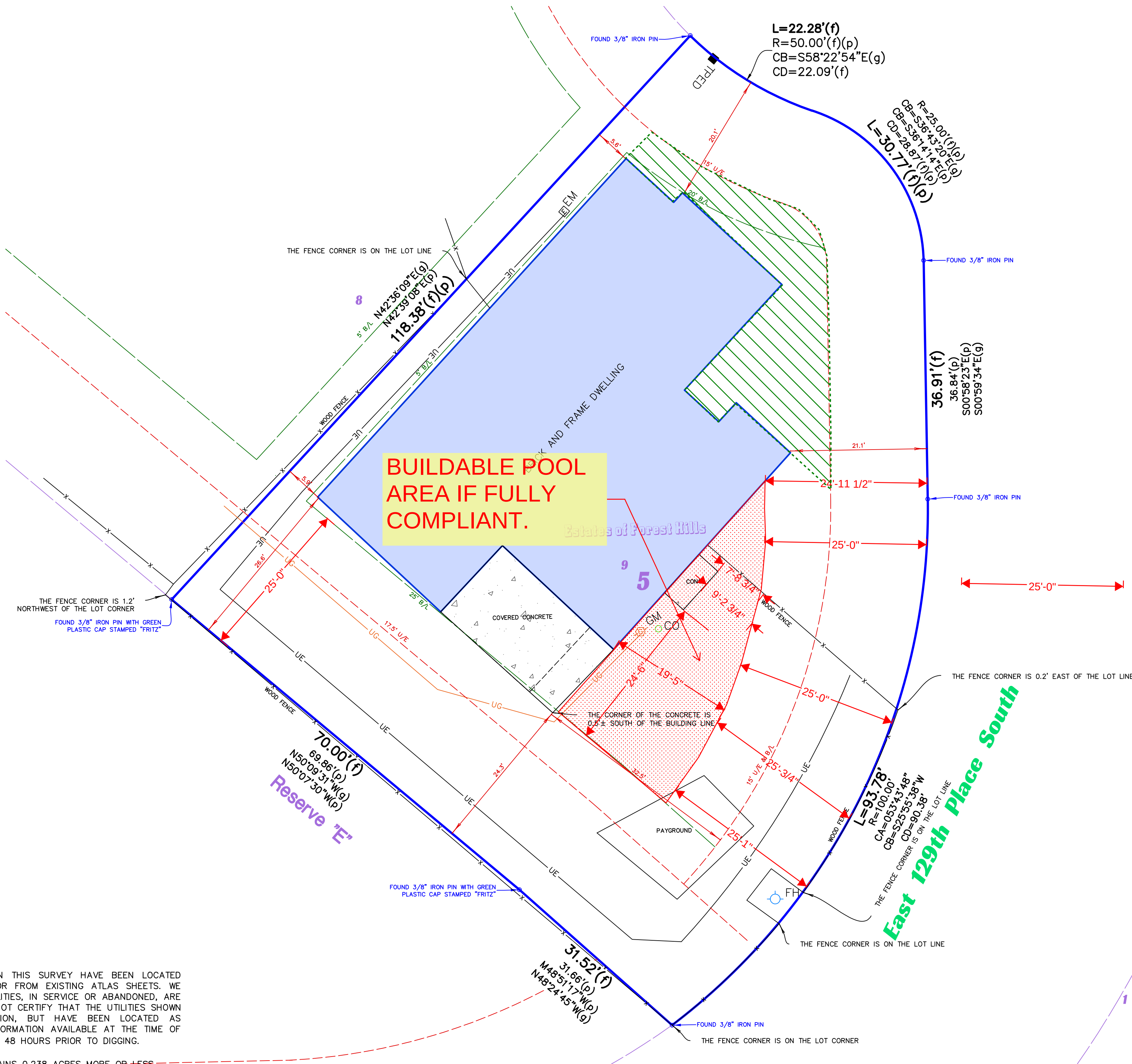
EVALUATION | Staff does not see any issues with allowing the pool to be in the side yard of this home due to the nature of the lot and remaining buildable area. The side yard is more than capable of fitting the pool on the lot and would normally fit if not for the lot in question being a corner lot. As a result, staff recommends approval of the minor amendment.

RECOMMENDATION & CONDITIONS

1. Grant Lot 9 Block 5 of Estates at Forest Hills a Minor Amendment to PUD 106 to allow for the following changes:
 - Reducing the requirement listed in Sec. 16-3-3(C)(6)(c) that the pool must be 10' from the building elevation to 7'
 - Reducing the requirement listed in Sec. 16-3-3(C)(6)(e) that the pool must be 25' from the street ROW to 16'.
2. Require the applicant to adjust their fence location to meet the requirements of the UDO and to remedy the obstruction of the fire hydrant on the SE corner of their lot.

Legal Description

LOT NINE (9) BLOCK FIVE (5), THE ESTATES OF FOREST HILLS, A SUBDIVISION IN THE CITY OF JENKS, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO RECORDED PLAT NO. 6796



Legend

ACC	ACCESS
A/C	AIR CONDITIONER
AS	AUTO SPRINKLER
BLDG	BUILDING
B/L	BUILDING SETBACK LINE
BW	BOTTOM OF WALL
CA	CENTRAL ANGLE
CB	CHORD BEARING
CD	CHORD DISTANCE
COMP	CORRUGATED METAL PIPE
CL	CENTERLINE
CO	SEWER CLEAN-OUT
CONC	CONCRETE
CPED	CABLE TELEVISION PEDESTAL
DGI	DOUBLE GRATE DROP INLET
DS	DOWNSPOUT
EB	ELECTRIC BOX
EM	ELECTRIC METER
EPED	ELECTRIC PEDESTAL
ESMT	EASEMENT
FDC	FIRE DIRECT CONNECTION
FF	FINISH FLOOR
FH	FIRE HYDRANT
FL	FLOWLINE (INVERT)
FNC	FENCE
FND	FOUND
FP	FLAGPOLE
G	GUTTER
GL	GROUND LIGHT
GM	GAS METER
GO	GATE OPENER
GP	GUARD POST
GR	GAS RISER
GUY	GUY DOWN
GV	GAS VALVE
ICV	IRRIGATION CONTROL VALVE
IP	IRON PIN
LNA	LIMITS OF NO ACCESS
LP	LIGHT POLE
MA/E	MUTUAL ACCESS EASEMENT
MB	MAIL BOX
ML	METAL LID
MW	MONITOR WELL
OC	OVERHEAD CABLE
OE	OVERHEAD ELECTRIC
OT	OVERHEAD TELEPHONE
OU	OVERHEAD UTILITIES
P	POWER POLE
PPT	POWER POLE W/ TRANSFORMER
PVC	POLYVINYL CHLORIDE PIPE
RCP	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
RR	RAILROAD
R/W	RIGHT-OF-WAY
SC	SUPPORT COLUMN
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SGDI	SINGLE GRATE DROP INLET
SPHD	SPRINKLER HEAD
SS	SANITARY SEWER
SSLH	SANITARY SEWER LAMPHOLE
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CURB
TOP	TRaverse CONTROL POINT
TOI	TOP OF INLET GRATE
TODI	TOP OF INLET GRATE
TH	TOP OF HEADWALL
TP	TOP OF PAVING
TPED	TELEPHONE PEDESTAL
TR	TOP OF MANHOLE RIM
TSMH	TRAFFIC SIGNAL MANHOLE
TRSL	TRAFFIC SIGNAL
TW	TOP OF WALL
TYP	TYPICAL
UC	UNDERGROUND CABLE
UG	UNDERGROUND GAS LINE
UE	UNDERGROUND ELECTRIC
U/E	UTILITY EASEMENT
UGM	UNDERGROUND LINE MARKER
UT	UTILITY MANHOLE
UTM	UTILITY MANHOLE
WL	WATERLINE
WM	WATER METER
WMH	WATER MANHOLE
WV	WATER VALVE
WS	WATER SPIGOT
XFR	TRANSFORMER
(f)	FIELD BEARING/DISTANCE
(i)	LEGAL BEARING/DISTANCE
(p)	PLAT BEARING/DISTANCE
(g)	GRID BEARING

Location Map

SCALE: 1"=200'

Surveyor's Certification

WE, SISEMORE & ASSOCIATES, INC. HEREBY CERTIFY THAT THE ABOVE REPRESENTS A SURVEY PERFORMED UNDER OUR DIRECT SUPERVISION AND IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF AS OF THIS DATE.

THIS PLAT OF SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS, AS ADOPTED BY THE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS FOR THE STATE OF OKLAHOMA.

DATE OF LAST FIELD VISIT: MARCH 02, 2026.

WITNESS MY HAND AND SEAL THIS 2ND DAY OF MARCH, 2026.



SISEMORE & ASSOCIATES, INC.

SHAWN A. COLLINS
PROFESSIONAL LAND SURVEYOR
OKLAHOMA NO. 1788
EMAIL: scollins@sw-assoc.com

Miscellaneous Notes

- ALL UNDERGROUND UTILITIES SHOWN ON THIS SURVEY HAVE BEEN LOCATED FROM FIELD SURVEY, "OKIE" REQUEST OR FROM EXISTING ATLAS SHEETS. WE CANNOT CERTIFY THAT ALL EXISTING UTILITIES, IN SERVICE OR ABANDONED, ARE SHOWN HEREON. FURTHERMORE, WE CANNOT CERTIFY THAT THE UTILITIES SHOWN HEREON ARE IN THEIR EXACT LOCATION, BUT HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE WITH THE INFORMATION AVAILABLE AT THE TIME OF SURVEY. CALL "OKIE" (1-800-522-6543) 48 HOURS PRIOR TO DIGGING.
- THE PROPERTY DESCRIBED HEREON CONTAINS 0.238 ACRES MORE OR LESS.
- THE BEARING BASE FOR THIS SURVEY IS GRID BEARINGS, BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM. (NORTH ZONE 3501)
- WE HAVE EXAMINED A MAP BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP, TULSA COUNTY, OKLAHOMA AND INCORPORATED AREAS, MAP NO. 40143C0427L, MAP EFFECTIVE: OCTOBER 16, 2012, WHICH SHOWS THE PROPERTY DESCRIBED HEREON AS LOCATED IN ZONE (X)(UNSHADED) WHICH IS CLASSIFIED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN. (PER: <https://msc.fema.gov/portal/>)

Plat of Survey

of
Lot 9 Block 5

The Estates of Forest Ridge

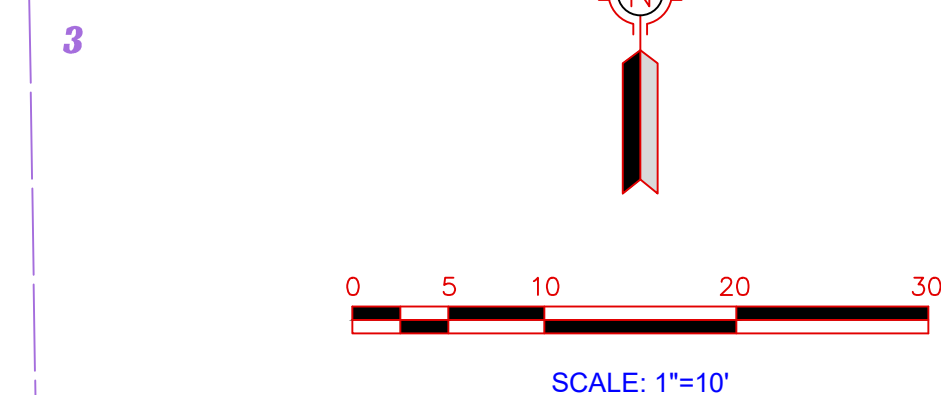
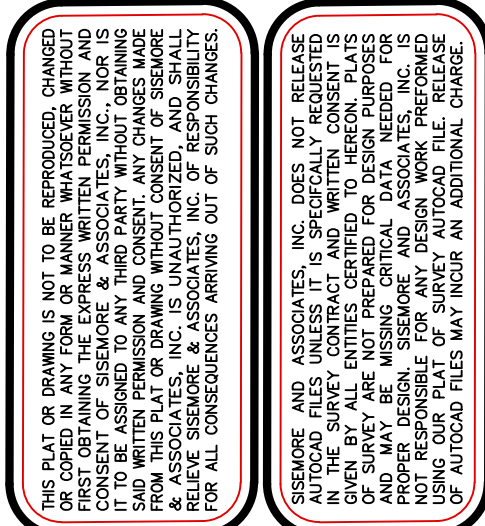
City of Jenks, Tulsa County, Oklahoma

SISEMORE & ASSOCIATES
Surveying - Civil Engineering - Land Planning

Phone: (918) 685-3600
Fax: (918) 685-3600
C.A. No. 2421
Exp. Date 6/30/27
www.sisemoreandassociates.com

SHEET
1 OF 1

LOT NINE (9) BLOCK FIVE (5), THE ESTATES OF FOREST HILLS, A SUBDIVISION IN
THE CITY OF JENKS, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO
RECORDED PLAT NO. 6796



ACC ACCESS
A/C AIR CONDITIONER
AS AUTO SPRINKLER
B/B BUILDING
BLDG BUILDING SETBACK LINE
B/E BOTTOM OF CURB
C/C CENTRAL ANGLE
C/D CHORD DRAINAGE
C/D CHORD DIRECTION
COMP CORRUGATED METAL PIPE
CS CURB
C/S SEWER CLEAN-OUT
CONC CONCRETE
CCTV CABLE TELEVISION PEDESTAL
D/D DOUBLE GATE DROP INLET
DS DOWNSPOUT
EB ELECTRIC BOX
E/E ELECTRIC BOX
EMER EMERGENCY PEDESTAL
ESMT EASEMENT
F/F FIRE
F/F FIRE EJECT CONNECTION
FF FINISH FLOOR
FH FIRE HYDRANT
FL FLOWLINE (INVERT)
FN FENCE
FND FOUND
FP FLAGPOLE
G/G GUTTER
GL GROUND LIGHT
GM GAS METER
GO GATE OPENER
GP GUARD POST
GR GRASS
GUY GUY DOWN
GV GAS VALVE
ICV INTERCUT CONTROL VALVE
IR IRON PIPE
L/L LIMITS OF NO ACCESS
LP LIGHT POLE
MA/E MUTUAL EASEMENT
M/B MAIL BOX
M/L METAL LID
MW MONITOR WELL
O/O OVERHEAD CABLE
OE OVERHEAD ELECTRIC
OT OVERHEAD TELEPHONE
O/U OVERHEAD UTILITIES
PP POWER POLE
P/P POWER POLE W/ TRANSFORMER
PVC POWER PIPE, FLORIDE PIPE
RCB REINFORCED CONCRETE BOX
RCD REINFORCED CONCRETE PIPE
RR RAILROAD
R/W RIGHT-OF-WAY
S/S SINGLE CURE COLUMN
SD STORM DRAIN
SDM STORM DRAIN MANHOLE
S/D SINGLE GATE DROP INLET
SPH SPRINKLER HEAD
S/S SANITARY
SS/SANITARY SEWER LAMPHOLE
S/S SANITARY SEWER MANHOLE
T/T TRAP
TC TRAP/CROSS CONTROL POINT
TG TOP OF INLET GATE
TD TOP OF GATE DROP INLET
TP TOP OF HEADWALL
TPD TELEPHONE/POSTAL
TR TOP OF MANHOLE RIM
TSM TRAFFIC SIGNAL MANHOLE
TRSL TRAFFIC SIGNAL
TW TOP OF WALL
TYP TYPICAL
UG UNDERGROUND CABLE
UG UNDERGROUND GAS LINE
UG UNDERGROUND ELECTRIC
U/E UTILITY EASEMENT
U/L UNDERGROUND LINE MARKER
UT UNDERGROUND TELEPHONE
UTMH UTILITY MANHOLE
W/W WATERLINE
WM WATER METER
WMH WATER MANHOLE
WV WATER VALVE
WS WATER SPIGOT
X/MR TRANSFORMER
(F) FIELD BEARING/DISTANCE
(I) LEGAL BEARING/DISTANCE
(P) PLAT BEARING/DISTANCE
QB QUARRY BEARING

REVISION	BY	DATE

FILE:	1713.06	SURVEY BY:	EOT
ORDER:	19923	DRAWN BY:	EOT
BOOK:		CHECKED BY:	SAC
DATE:	3/2/2026	SCALE:	1"=10'

**SISEMORE
& ASSOCIATES**

Surveying - Civil Engineering - Land Planning

5660 South Sheridan Road
Suite 210 - Tulsa, Oklahoma 74133
P.O. Box (918) 695-3900
Fax (918) 695-8668
Evo. Date 6/30/27
(www.sisemoreandassociates.com)

A. ALL UNDERGROUND UTILITIES SHOWN ON THIS SURVEY HAVE BEEN LOCATED FROM FIELD SURVEY, "OKIE" REQUEST OR FROM EXISTING ATLAS SHEETS. WE CANNOT CERTIFY THAT ALL EXISTING UTILITIES, IN SERVICE OR ABANDONED, ARE SHOWN HEREON. FURTHERMORE, WE CANNOT CERTIFY THAT THE UTILITIES SHOWN HEREON ARE IN THEIR EXACT LOCATION, BUT HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE WITH THE INFORMATION AVAILABLE AT THE TIME OF SURVEY. CALL "OKIE" (1-800-522-6543) 48 HOURS PRIOR TO DIGGING.

- B. THE PROPERTY DESCRIBED HEREON CONTAINS 0.238 ACRES MORE OR LESS. —
- C. THE BEARING BASE FOR THIS SURVEY IS GRID BEARINGS, BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM. (NORTH ZONE 3501)
- D. WE HAVE EXAMINED A MAP BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, TULSA COUNTY, OKLAHOMA AND INCORPORATED AREA MAP NO. 401630D. THE MAP EFFECTIVE DATE OCTOBER 15, 2012, SHOWS THE PROPERTY DESCRIBED HEREON AS LOCATED IN ZONE (X)UNSHADED WHICH IS CLASSIFIED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN. (PER: <https://msc.fema.gov/portal/>)

WE, SISEMORE & ASSOCIATES, INC. HEREBY CERTIFY THAT THE ABOVE REPRESENTS A SURVEY PERFORMED UNDER OUR DIRECT SUPERVISION AND IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF AS OF THIS DATE.

THIS PLAT OF SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS, AS ADOPTED BY THE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS FOR THE STATE OF OKLAHOMA.

DATE OF LAST FIELD VISIT: MARCH 02, 2026.

WITNESS MY HAND AND SEAL THIS 2ND DAY OF MARCH, 2026.



BY: _____
SHAWN A. COLLINS
PROFESSIONAL LAND SURVEYOR
OKLAHOMA NO. 1788
EMAIL: scollins@sw-assoc.com

SHEET
1 OF 1

To	Chair, Dr. Scott West and Planning Commission
Hearing Date	May 07, 2026
Case Number	JZ 26-PUD 156
Requests	Minor Amendment Land Use Plan from Business Park to High Intensity Single-Family and Regional Commercial Rezoning AG (Agriculture) and CS (Commercial Shopping) & PUD 156 overlay
Applicant	Mark Grubbs
Location	North of 121 st Street and west of HWY 75 near South 33 rd W. Ave

Staff Report

Preparer | Marcaé Hilton

Attachments

- ☐ PUD Document and Exhibits
- ☐ Public Comment
- ☐ Legal Notice

Preparer

Grubbs Consulting
City of Jenks
City of Jenks

Background Information

SITE SUMMARY | This is a large Mixed-Use development north of Glenpool's 121st Commercial District including the Glenpool Conference Center, hotels, Walmart super center, and other similar development. The area is located in a rapidly developing area of Jenks where urban commercial and office uses along with a mix of residential densities, and residential products have been expected to develop. The property is primarily vacant but encumbered with several pipelines and oil and gas well heads, tanks and other related accessories. The property consists of approximately 105 acres; with the approximate northeast 40 acres proposed for a mixture of residential uses consisting of single family attached and detached homes and high-density multi-family development with a transition area of multi-family development acting as a buffer to the mixed-use office/commercial development proposed within the south approximate 65 acres.

Elements of PUD 156

Total Acres	105 Acres
Tract 1	CS (Commercial Shopping) 65 Acres
Tract 2	RM2 (Residential Multi-Family) 40 Acres

Development Areas

Commercial	56+/- Acres
------------	-------------

	53% dedicated to Commercial/office
Multi-Family	25+/- Acres
	25% high density residential/office (buffer area/town homes)
Utilities	Under review subject to City of Jenks and DEQ requirements

PUBLIC COMMENT | Over 12 residents of Timber Park to the west contacted the City of Jenks with comments and concerns.

GENERAL INFORMATION ON THE COMPREHENSIVE PLAN | The [Horizon Jenks Plan](#) was adopted by Resolution 712, September 1, 2020. The process, which began in May of 2019, took over a year and provided the citizens of Jenks the ability to partner with staff on creating community vision of Jenks to guide the City in its decision making for the next 20 years. The Comprehensive Plan is a set of policies that direct future growth and development for the City of Jenks.

Below are the summaries of the three areas on the Land Use Map (Exhibit C, Conceptual Plan). These districts match the uses requested:

REGIONAL COMMERCIAL (Aligns with CS Commercial Shopping):

The regional commercial land use designation is concentrated at the northern and southern interchanges of Highway 75 as well as the Riverfront. High traffic volumes and easy access make these areas suitable for the development of large-scale lifestyle shopping centers that would act as a regional draw. The City should ensure that new development of this type integrates the environmental features existing in the area as amenities and public gathering spaces.

HIGH INTENSITY SINGLE-FAMILY (Minor Amendment from Business Park to High Intensity Single-Family) Aligns with transition area for townhomes and live work setting:

The high intensity single-family land use designation includes areas that should have a combination of single-family detached homes, duplexes, brownstones, and/or limited intensity multi-family buildings integrated in a seamless and complimentary manner. The neighborhoods should be comprised of small lots that average six to ten homes per acre. The City should promote the development of this land use type in areas near higher intensity multi-family and nonresidential uses.

MULTI-FAMILY (Aligns with RM-2 development area to north):

Areas designated for multi-family residential should consist of apartments, condominiums and senior housing. Multi-family development areas should be in a master planned, complex setting like the Reserve and Riverwalk Apartments. This land use type can act to separate and transition single-family land use areas from higher intensity nonresidential development and busy streets. The City should promote new multi-family development to include lifestyle supportive amenities targeted to empty-nesters and millennials such as universal design.

LAND USE MAP AMENDMENT LANGUAGE:

Amendments to this Comprehensive Plan

may be initiated by the City or may be requested by private individuals or agencies.

Amendments shall be classified as major or minor:

MAJOR AMENDMENTS

Major amendments include:

- ~ A change in the Future Land Use Map consisting of 100 acres or more;
- ~ Any request for Industrial or Residential Manufactured Home Park;
- ~ A change in the Future Land Use Map from a residential category to a nonresidential category
- ~ A change in the Future Land Use Map from one residential category to another that jumps two density ranges (Example: Low Intensity Residential to Medium Intensity Residential).
- ~ Text changes that are in conflict with, or significantly alter the goals and policies of the Plan.

Major amendments may only be considered on a quarterly basis or as designated by the Council. Amendment applications must be submitted to the Planning Office and received prior to the cutoff date for the designated Planning Commission hearing. Amendment site location must have a sign posted for 20 days prior to the Planning Commission hearing with the following information:

- ~ Date of Hearing
- ~ Time
- ~ Location
- ~ Request

Planning Commission may make a recommendation of:

- ~ Approve,
- ~ Approve with conditions
- ~ Deny (stating the reason for denial)

The item will then move forward to the City Council as recommended. The request must receive an affirmative majority vote of the City Council for approval.

MINOR AMENDMENTS

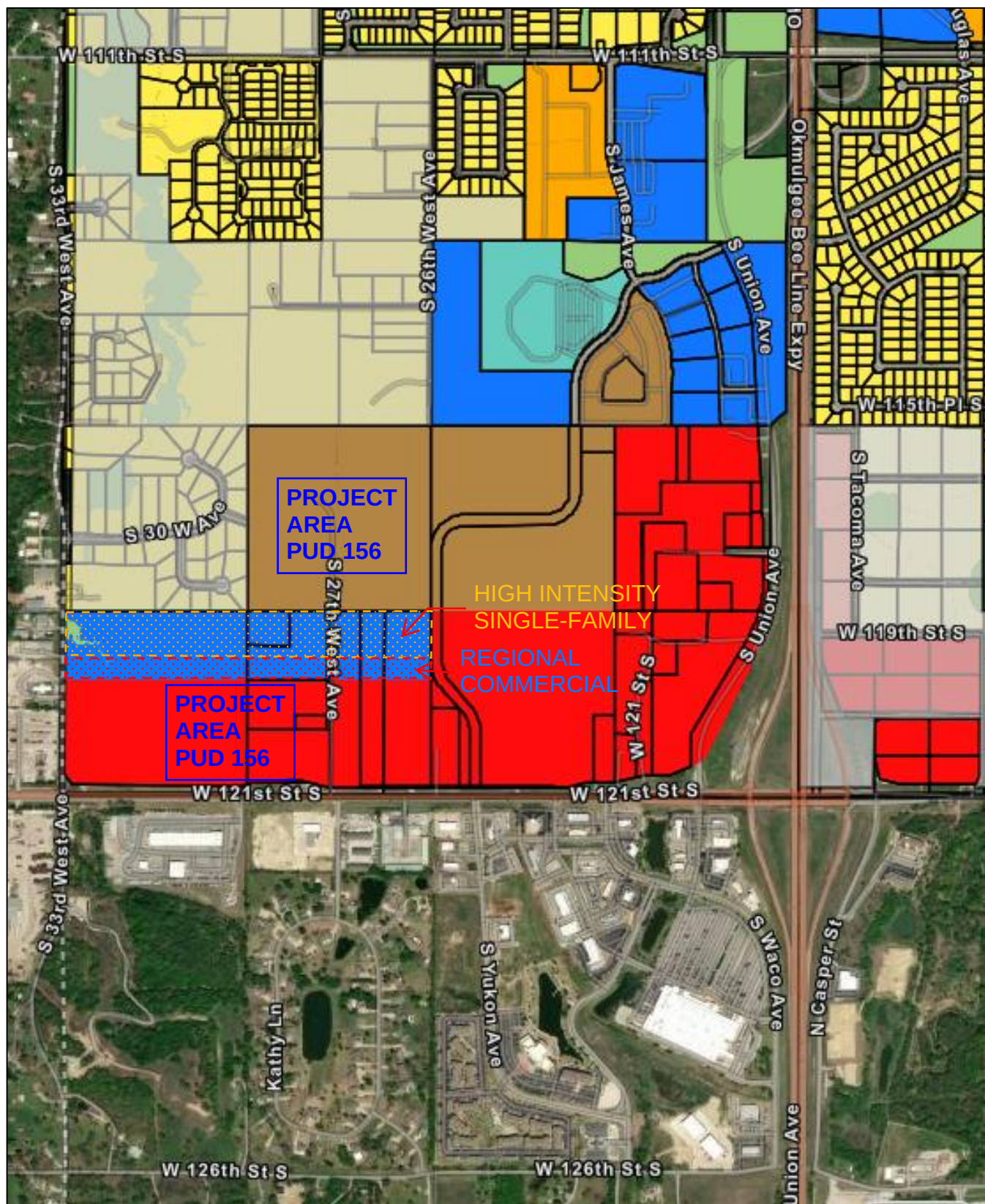
Minor amendments include:

- ~ Any change to the Transportation and Mobility Map
- ~ Any change that does not meet one of the criteria listed above for a Major amendment
- ~ Any change to the Implementation

Chapter of this Comprehensive Plan is considered a Minor Amendment and may be considered by the City Council throughout the calendar year according to the regularly scheduled review and hearing process Minor Amendments can be heard and considered by the Planning Commission and subsequently City Council at any time and must receive an affirmative simple majority vote of City Council for approval.

NO AMENDMENT

No amendment is required for changes to formatting, photos, graphics, tables, or maps other than the Future Land Use Map or the Transportation and Mobility Map



See Exhibit E of PUD for additional details

Table 16-3-1(A): Residential District Bulk and Dimensional Standards

Standard	RS3	PUD	RD	PUD	RTH	PUD	RM2	PUD 156
Lot Standards (Minimum)								
Lot Area (sqft)	5,500	4,800	6,900	3,000	6,900	2,000	6,000	
Lot Area/DU (sqft)	5,500	4,800	3,450	3,000	2,300	1,250	1,500	As noted in PUD
Lot Width (ft)	50	40	60	NC	60	25 (platted)	50	As noted in PUD
Yard Setbacks (Minimum)								
Front (ft)	20 (3)	NO CHANGE (NC)	20	NC	15	10	10	20
Exterior Side (ft)	15 (3)	NC	20	NC	15	5	10	10
Interior Side (ft)	5	5	10 (2)	5*	10 (2)	5*	10 (2)	5*
Rear (ft)	20	NC	20	NC	20	NC	10	10
Building Standards (Maximum)								
Height (ft)	35	NC	35	NC	35	NC	45	45
Impervious Surface Coverage	60%	75%	60%	75%	60%	75%	70%	75%
Notes *(Interior Side) Party-walls shall have a zero feet setback								
(1) The cumulative interior side yard setback shall be 15 feet. No interior side yard setback shall be less than 5 feet.								
(2) If a parti-wall exists, the interior side yard setback shall be 0 feet.								
(3) Garages shall be setback a minimum of 25 feet from the front property line.								

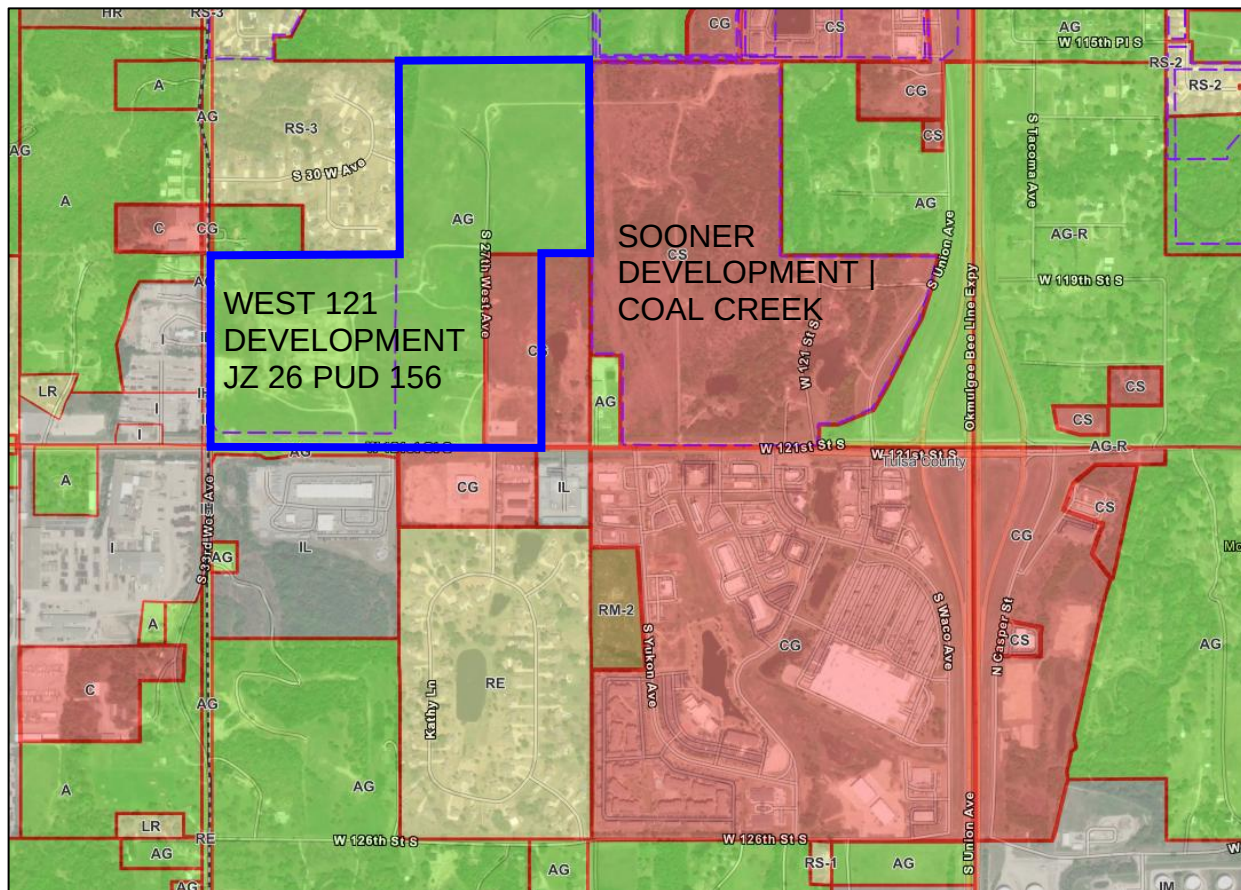


Figure 2: INCOG Map

Zoning:

- North: (AG) Agriculture Undeveloped and Large Single-Family residential estate size lots
- South: (IL) Industrial Light, (CG) Commercial General
- West: (RS3) Single-Family Residential | (Tulsa County | Timber Park Residential Subdivision)
(I) Industrial | Creek County
- East: (CS) Commercial Shopping & JZ 23 PUD 141 (Coal Creek Development)

STAFF COMMENTS | *The PUD as submitted meets the intent and spirit of the UDO. (TAC) Technical Advisory Committee provided no initial comments.*

Sec. 16-9-8. Planned Unit Development.

- (A) *Purpose. In order to establish an alternate zoning procedure under which land can be developed or redeveloped with innovation, imagination, and creative architectural design when sufficiently justified under the provisions of this UDO, the Planned Unit Development process is established. The objective of the Planned Unit Development process is to encourage a higher level of design and amenity than is possible to achieve under otherwise applicable UDO regulations. The end result can be a product which fulfills the objectives of the Comprehensive Plan and planning policies of the City while departing from the strict application of the regulations as detailed in this UDO. The Planned Unit Development process is intended to permit and encourage such flexibility and to accomplish the following purposes:*
- (1) *To stimulate creative approaches to the commercial, residential, and mixed-use development of land,*
 - (2) *To provide more efficient use of land,*
 - (3) *To preserve natural features and provide open space areas and recreation areas in excess of that required under conventional zoning regulations,*
 - (4) *To develop new approaches to the living environment through variety in type, design, and layout of buildings, transportation systems, and public facilities,*
 - (5) *To unify building and structures through design,*
 - (6) *To promote long-term planning pursuant to the City of Jenks' Comprehensive Plan, which will allow harmonious and compatible land uses or combinations of uses with surrounding areas.*
- (B) *General Provisions.*
- (1) *Any residential development greater than 20 acres shall be approved as a Planned Unit Development.*
 - (2) *Developments including only single-family detached residential uses, are discouraged, and may not be approved. .Amenity packages may be used to offset "only" single-family. (3) Each Planned Unit Development should be presented and judged on its own merits. It shall not be sufficient to base justification for approval of a Planned Unit Development solely upon an already existing Planned Unit Development.*
 - (4) *The burden of providing evidence and persuasion that any planned unit development is necessary and desirable shall rest with the applicant.*
 - (5) *The planned unit development application shall specify the rules by which the parcel or parcels shall be developed and the site plan that specifies the development proposed.*
- (C) *Site Development Allowances and Modification Standards.*
- (1) *Site Development Allowances.*
 - (a) *Site development allowances are deviations from the standards of the underlying zoning district set forth outside of this article.*
 - (b) *Notwithstanding any limitations on variations which can be approved as contained elsewhere in this UDO, site development allowances may be approved provided the applicant specifically identifies each*

site development allowance on the approved site plan and demonstrates how each site development allowance would be compatible with surrounding development; is necessary for proper development of the site; and is aligned with a minimum of one of the modification standards detailed in section 16-9-8(C)(2) below.

- (2) *Modification Standards. In addition to the Standards for Review established in section 16-9-8(D), the following modification standards shall be utilized in the consideration of site development allowances. These standards shall not be regarded as inflexible but shall be used as a framework by the City to evaluate the quality of amenities, benefits to the community, and design and desirability of the proposal.*

- (a) *Public Gathering Space. The Planned Unit Development includes public gathering space, the amount of which is proportional to the size of buildings or number of dwelling units. The public gathering space is activated through the use of moveable tables and chairs, a fountain or other water feature, a sculpture or other public art feature, benches, seat walls, raised landscape planters, pedestrian scale, and celebratory lighting such as string or Tivoli lights, and/or other features. The public gathering space is integrated into the overall design of the Planned Unit Development and has a direct functional or visual relationship to the main building(s) and is not of an isolated or leftover character.*
- (b) *Sustainable Design. The Planned Unit Development is designed with consideration given to various methods of site design and building location, architectural design of individual buildings, and landscaping design capable of reducing energy consumption and improving onsite stormwater management.*
- (c) *Landscape Conservation and Visual Enhancement. The Planned Unit Development preserves and enhances existing landscape, trees, and natural features such as rivers, streams, ponds, groves, and landforms.*
- (d) *Mix of Uses. The Planned Unit Development is comprised of a mix of nonresidential uses and a mix of housing types.*
- (e) *Affordability. The Planned Unit Development includes residential dwellings that are deed restricted for households that make less than or equal to 80 percent of the area median income.*
- (f) *Universal Design. The Planned Unit Development includes buildings designed with accessible features such as level access from the street and/or zero entry thresholds.*
- (g) *High Quality Building Materials. The Planned Unit Development utilizes time and weather tested building materials that are of a higher quality than what is otherwise required by this UDO, including, but not limited to, masonry or wood.*

- (D) *Standards for Review. Approval of development through the use of the Planned Unit Development process will be considered by the City only in direct response to the accrual of tangible benefits from the Planned Unit Development to the City or the neighborhood in which it would be located. These benefits shall be in the form of exceptional amenities; outstanding environmental, landscape, architectural, and/or site design; or the conservation of special man-made or natural features of the site. Modifications to the conventional zoning and subdivision regulations shall be considered a privilege except when encouraged by the modification standards in section 16-9-8(C)(2). No application for a Planned Unit Development shall be approved unless the City Council finds that the application meets all of the following standards:*

- (1) *Comprehensive Plan Alignment. The Planned Unit Development is consistent with the goals, objectives, and policies set forth in the Comprehensive Plan and other adopted plans and policy documents of the City.*
- (2) *Placemaking. The Planned Unit Development has a distinctive identity and brand that is utilized in the signs, streetscape, architecture, public gathering spaces, open spaces.*
- (3) *Integrated Design with Identifiable Centers and Edges. The Planned Unit Development shall be laid out and developed as a unit in accordance with an integrated overall design, in which the various land uses included function as a cohesive whole and support one another. The design shall provide identifiable centers, which form focus areas of activity in the development, and edges, which define the outer borders of the development, through the harmonious grouping of buildings, uses, facilities, public gathering spaces, and open space.*

- (4) *Public Welfare. The Planned Unit Development is designed, located, and proposed to be operated and maintained so that it will not impair an adequate supply of light and air to adjacent property and will not substantially increase the danger of fire or otherwise endanger the public health, safety, and welfare.*
- (5) *Compatibility with Adjacent Land Uses. The Planned Unit Development includes uses which are generally compatible and consistent with the uses of adjacent parcels. If the uses are not generally compatible, all adverse impacts have been mitigated through screening, landscaping, public open space, and other buffering features that protect uses within the development and surrounding properties.*
- (6) *Impact on Public Facilities and Resources. The Planned Unit Development is designed so that adequate utilities, road access, drainage, and other necessary facilities will be provided to serve it. The planned unit development shall include such impact fees as may be reasonably determined by the City Council or the City Engineer. These required impact fees shall be calculated in reasonable proportion to impact of the planned development on public facilities and infrastructure.*
- (7) *Archaeological, Historical or Cultural Impact. The Planned Unit Development does not substantially adversely impact an archaeological, historical, or cultural resource, included on the local, state, or federal register, located on or off the parcel(s) proposed for development.*
- (8) *Drives, Parking and Circulation. The Planned Unit Development has or makes adequate provision to provide necessary parking. Principal vehicular access is from dedicated public streets, and access points shall be designed to encourage smooth traffic flow with controlled turning movements and minimum hazards to vehicular or pedestrian traffic. With respect to vehicular and pedestrian circulation (including walkways, interior drives, and parking), special attention has been given to the location and number of access points to public streets, the width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, adequate provision for service by emergency vehicles, and arrangement of parking areas that are safe, convenient, and do not detract from the design of proposed buildings and structures and the neighboring properties. Access points are limited through the use of cross access connections.*
- (E) *Pre-Application Public Meeting. The applicant, after conducting the required pre-application conference, as detailed in section 16-9-4(C)(1), and prior to application submittal, as detailed in section 16-9-4(C)(2), is encouraged to conduct a public meeting to discuss the proposed Planned Unit Development and its impact on adjoining properties and area residents. If held, the applicant is encouraged to submit a written summary of comments made at the meeting with the application.*
- (F) *Hearing and Recommendation by the Planning Commission. The Planning Commission shall hold a public hearing on the proposed Planned Unit Development, and, at the close of the public hearing and after consideration of the City planner report and public comment, make a recommendation to the City Council to approve, approve with modifications, or deny the Planned Unit Development based on the applicable review criteria. The City Planner, on behalf of the Planning Commission, shall transmit a report containing its recommendation to approve, approve with modifications, or deny the PUD application to the City Council.*
- (G) *Action by the City Council. The City Council shall hear the proposed Planned Unit Development, and, at the close of the meeting and after consideration of the recommendation of the Planning Commission, City Planner Report, and public comment either:*
 - (1) *Approve the application,*
 - (2) *Approve the application with modifications,*
 - (3) *Deny the application,*
 - (4) *Refer the application back to the Planning Commission for further review, or*
 - (5) *Postpone further consideration pending the submittal of additional information, including any application requirement previously waived.*
- (H) *Zoning Map Amendment. Upon approval of the Planned Unit Development by the City Council, the zoning map shall be amended to reflect the PUD Overlay.*

- (I) *Additional Application Requirements. A Planned Unit Development application shall satisfy the application requirements and review criteria for other review procedures established in this chapter, as applicable to the application, including those for Site Plan Review in section 16-9-3(C), Conditional Use Permits in section 16-9-3(D), Specific Use Permits in section 16-9-7, and Sign Permits in section 16-9-3(F).*
- (J) *Amendments to Approved Planned Unit Development.*
 - (1) *Determination of Level of Change. Upon receiving a Planned Development Amendment application, the City Planner shall determine whether the amendment is a major amendment, or a minor amendment based on the criteria detailed in section 16-9-8(J)(2) and section 16-9-8(J)(3) below.*
 - (2) *Major Amendment. A major amendment is any proposed change to an approved major or minor planned development that results in one or more of the following changes:*
 - (a) *Increase density,*
 - (b) *Increase the height of buildings,*
 - (c) *Reduce open space by more than five percent,*
 - (d) *Modify the proportion of housing types,*
 - (e) *Change parking areas in a manner that is inconsistent with this UDO,*
 - (f) *Increase the approved gross floor area by more than 500 square feet,*
 - (g) *Alter alignment of roads, utilities, or drainage, or*
 - (h) *Result in any other change inconsistent with any standard or condition imposed by the City Council in approving the Planned Unit Development and/or the approved site plan, as determined by the City Planner.*
 - (3) *Minor Amendment. A minor amendment is any proposed change to an approved Planned Unit Development that is consistent with the standards and conditions upon which the Planned Unit Development was approved, which does not alter the concept or intent of the Planned Unit Development and is not considered a major amendment as detailed in section 16-9-8(J)(2).*
 - (4) *Approval Processes. A major amendment to an approved Planned Unit Development shall follow the procedure set in section 16-9-8(E)(F), and (G). A minor amendment to an approved Planned Unit Development may be approved by the Planning Commission.*
- (K) *Expiration. For any Planned Unit Development in which there has been no Building Permit issued nor any portion of the property platted after five years since approval by the City Council, the Planned Unit Development shall be considered null and void and shall be brought back before the Planning Commission and the City Council for consideration prior to any development on the property. The underlining zoning of the PUD shall not expire, only the PUD overlay shall expire.*
 - (1) *Conformance with Current Regulations. Expired Planned Unit Developments are required to meet the most recently adopted regulations, ordinances, and development standards.*

RECOMMENDATION | *Staff recommends conditional approval of the request for a mixed-use development allowing for a minor amendment to the land use plan, rezoning and PUD 156 Overlay:*

- *The applicant will continue to work with staff throughout the process of platting and implementation of the subdivision.*
- *Design an E/W street for traffic in Tract 2.*
- *All regulations in the UDO will be met; any exceptions will require an approved amendment to the Planned Unit Development.*

Planned Unit Development of Jenks West 121 Mixed Use

PUD-156

PREPARED FOR:

*JZM Investments LLC
5200 W. I-40 Service Road
Oklahoma City, OK 73128*

PREPARED BY:



Table of Contents

I.	Introduction.....	3
II.	Property Description	3
III.	Topography, Drainage and Utilities	3
IV.	Development Concept.....	3
V.	Zoning and Comprehensive Plan	4
VI.	Use and Development Area Standards.....	5
VII.	Platting Requirements	8
VIII.	Exhibits	9

I. Introduction

The Planned Unit Development (PUD) of Jenks West 121 Mixed Use is located in a rapidly developing area where urban commercial and office uses along with a mix of residential densities, and residential products will be compatible with the surrounding landscape and convenience of vehicular access.

II. Property Description

The subject property is primarily vacant but burdened with several pipelines and oil and gas well heads, tanks and other related accessories. The property consists of approximately 105 acres, with the approximate northeast 40 acres proposed for a mixture of residential uses consisting of single family attached and detached homes and high density multi-family development with a transition area of multi-family development acting as a buffer to the mixed use office/commercial development proposed within the south approximate 65 acres. The property is located on the north side of West 121st Street South (State Hwy 117), approximately one-half mile west of State Highway 75. The property also abuts South 33rd West Avenue on the west and West 117th Place South, in Timber Park Addition to the west. The legal description of the property is provided in Exhibit A, Legal Description. A map depicting the development area is attached hereto as Exhibit B, Master Development Plan.

III. Topography, Drainage and Utilities

The subject property drains westerly and northeasterly from a ridge line located on the property. Public sanitary sewer is located east of the site and will require a lift station to serve the site with public sanitary sewer. Water lines are readily available to the property. Both public water and sanitary sewer will be extended throughout the site in accordance with City of Jenks and DEQ requirements. Appropriate on-site storm water detention will be provided with a drainage analysis report prepared and submitted for approval during site engineering review and the approval process. The property boundary and topographic survey map is provided in Exhibit D, Boundary and Topographic Survey Map.

IV. Development Concept

The concept for this development is to provide a diverse mix of retail, office, restaurant, and medium and high density residential uses as depicted on Exhibit C, Conceptual Plan. Development of these mixed uses will be coordinated to utilize common public infrastructure and storm water management.

Development Areas:

1. Commercial: (56+/- Acres) 53% dedicated to commercial/office
2. Multi-Family Residential: (26+/- Acres) 25% high density residential/office (buffer area/town homes)

3. High Intensity Residential (24+/- Acres) 23% attached and detached high density residential

V. Zoning and Comprehensive Plan

The property is currently zoned AG Agricultural District and CS Commercial Shopping Center District. It is the intent of the developer to develop the property in accordance with the CS Commercial Shopping Center and RM2 Residential Multi-Family, and PUD-156 Planned Unit Development 156 overlay Districts in order to accommodate residential, retail, office and service uses that serve the daily needs of residents within and surrounding the property.

The Horizon Jenks Comprehensive Plan designates the subject area as Regional Commercial, Business Park and Multi-Family Residential. A Minor Amendment to replace the Business Park designation with High Intensity Single-Family to match the conceptual site plan is part of the Land Use request. In addition to advancing the objectives of the comprehensive plan, this proposal maintains consistency with the development patterns across West 121st Street in Glenpool, ensuring a cohesive transition in land use and density.

Below are the summaries of the three areas on the Land Use Map (Exhibit C, Conceptual Plan). These districts match the uses requested:

REGIONAL COMMERCIAL (Aligns with CS Commercial Shopping):

The regional commercial land use designation is concentrated at the northern and southern interchanges of Highway 75 as well as the Riverfront. High traffic volumes and easy access make these areas suitable for the development of large-scale lifestyle shopping centers that would act as a regional draw. The City should ensure that new development of this type integrates the environmental features existing in the area as amenities and public gathering spaces.

HIGH INTENSITY SINGLE-FAMILY (*Minor Amendment from Business Park to High Intensity Single-Family*) Aligns with transition area for townhomes and live work setting:

The high intensity single-family land use designation includes areas that should have a combination of single-family detached homes, duplexes, brownstones, and/or limited intensity multi-family buildings integrated in a seamless and complimentary manner. The neighborhoods should be comprised of small lots that average six to ten homes per acre. The City should promote the development of this land use type in areas near higher intensity multi-family and nonresidential uses.

MULTI-FAMILY (Aligns with RM-2 development area to north):

Areas designated for multi-family residential should consist of apartments, condominiums and senior housing. Multi-family development areas should be in a master planned, complex setting like the Reserve and Riverwalk Apartments. This land use type can act to separate and transition single-family land use areas from higher intensity nonresidential development and busy streets. The City should promote new

multi-family development to include lifestyle supportive amenities targeted to empty-nesters and millennials such as universal design.

VI. Use and Development Area Standards:

The property is divided into two tracts, as illustrated on the Master Development Plan (Exhibit B). The boundaries of said tracts may be permitted to increase or decrease by not more than 20%. An approved preliminary plat shall establish tract boundaries.

1. TRACT 1 USES:

All uses designated as “Permitted (P)” uses in the CS Commercial Shopping Center District pursuant to Sec. 16-3-4 of the City of Jenks Unified Development Ordinance (UDO) shall be allowed within Tract 1, except as otherwise provided in Exhibit E - UDO vs PUD 156 Base District Specific Standards {Table 16-3-4(C)}.

The following uses identified in the UDO as allowed through the Specific Use Permit (S) process shall be “Permitted” upon satisfaction of the respective “Additional Regulation” as noted in Table 16-3-4(C) of the UDO. The regulations of Section 16-9-7 of the UDO shall not apply.

Multi-family building, 8 units or more
Multi-family building, less than 8 units
Multi-family complex

The following uses shall also be designated as “Permitted” uses within Tract 1 and subject to the RM2 District development regulations as amended for Tract 2 where applicable:

Senior Housing, dependent
Senior Housing, independent
Townhome

2. TRACT 2 USES:

All uses allowed for RM2 Residential Multifamily Medium Density District pursuant to Exhibit E - UDO vs PUD 156 Base District Specific Standards {Table 16-3-4(B)} shall be allowed on the property.

3. TRACT 1 DEVELOPMENT STANDARDS

The Nonresidential District Bulk and Dimensional Standards for CS Commercial Shopping Center District set forth in Exhibit E - UDO vs PUD 156 Base District Specific Standards {Table 16-3-1(B)} shall be applied to development within Tract 1; and adhere to ARTICLE 5. - USE SPECIFIC STANDARDS, except as otherwise noted herein.

Individual platted lots in the CS Commercial Shopping Center District area shall each have a maximum impervious surface coverage of 91% subject to required landscape areas.

4. TRACT 2 DEVELOPMENT STANDARDS

The residential District Bulk and Dimensional Standards for RM2 District set forth in Exhibit E - UDO vs PUD 156 Base District Specific Standards {Table 16-3-1(A)} shall be applied to development within Tract 2, except for the following modified regulations:

- a) Single family development shall be permitted a minimum lot size of 4,800 square feet and a minimum lot width of 40 feet at the platted building limit line.
- b) Townhome development (single family attached) shall be permitted a minimum lot size of 2,000 square feet, a density (intensity of use) of 1,250 square feet, and a minimum lot width of 25 feet at the platted building limit line. Front building setback shall be ten feet.
- c) Interior side yard setbacks for all residential uses shall maintain a minimum distance of five feet, except in the instance of party-walls, the interior side yard setback shall be zero feet.
- d) Maximum impervious surface coverage shall not exceed 75%.
- e) Lot standards shall adhere to ARTICLE 5. - USE SPECIFIC STANDARDS, except as otherwise noted here:
 1. Multifamily Building, All Units.(due to site constraints from existing oil and gas easements, the streets will be a combination of public and private.)
 2. Multifamily buildings shall be oriented with their primary façades toward the public and/or private street/private drive. Due to the nature of the site the primary façade will face other primary facades or public and/or private streets/drives as follows:
 - (a) The primary and secondary façade shall include the primary building entrance and shall be oriented towards the following (listed in priority order):
 - (i) Perimeter Streets/Drives,
 - (ii) Primary Internal Streets/Drives,
 - (iii) Parks or other common open space, or
 - (iv) Secondary internal streets.
 - (v) Primary façades may be oriented towards off-street parking lots, garages, or carports.
 3. Multifamily buildings shall incorporate design elements that create visual interest and avoid large blank façades.

Such elements should be used to create a façade rhythm that is consistent with surrounding attached or detached single-family buildings.

Appropriate elements include protruding or recessed patios, vertical and horizontal design elements, planar variations, varied roof lines, dormers, and others.

4. When a multifamily building is located at the end of a block, the building shall be oriented toward the intersecting side street.

Where existing alleys exist and intersect with the side street, the alley must either be accommodated by new development, or reconfigured and dedicated as part of the new development in order to preserve alley access to other properties on the block.

5. Seventy percent (70%) of all off-street parking, as required in section 16-6-1(E) of this UDO, shall be located in the rear and/or interior side yard.

Off-street parking located in the interior side yard shall be set back a minimum of one foot from the front elevation of the primary building.

6. For multifamily development areas, a maximum of one curb cut shall be permitted per street frontage unless otherwise approved by the City Planner due to site specific constraints. A Conceptual Site Plan approval is required prior to the release of the building permit, the City Planner will determine and approve curb cuts during the site plan process. This requirement does not apply to the existing streets abutting the perimeter of the PUD property.
7. ADA compliant pedestrian walkways shall be provided to all building entries and parking areas and shall connect to the sidewalk at the street frontage.
8. Exterior building materials shall be time-and weather-tested materials and techniques such as, but not limited to, masonry, stone veneer systems, stucco, precast panels with inlaid or stamped brick texture, and those included in the City of Jenks Preferred Building Materials List.

In order to provide for primary façade articulation, primary façades shall step back a maximum of two feet and shall step forward a maximum of one foot from the build-to-line for a minimum of 40 percent and maximum of 70 percent of the primary façade.

5. PARKING STANDARDS

Parking for all uses within the PUD shall comply with Article 6, Development Standards, of the UDO. Platted lots in both tracts shall be permitted to share parking, provided that each individual lot meets the minimum parking requirement for such use as set forth in the UDO.

6. SIGNAGE

All uses shall be regulated by the Comprehensive Sign Plan pursuant to Sec. 16-7-9 and 16-7-10 of the UDO. A comprehensive sign plan package shall be submitted for review and approval at the time of submittal of a building permit.

7. AMENITIES AND LANDSCAPING

The PUD property will be designed with multiple ponds that will provide landscaped green space areas and water features complementing the surrounding commercial and residential uses. The ponds shall also serve as storm water management areas.

There shall also be a landscaped green space area separating the commercial development in Tract 1 from the residential development in Tract 2. This area is currently occupied with pipelines and will also function as storm water detention area.

Landscaping for all uses will comply with Sec. 16-6-3 of the UDO.

8. ACCESS AND CIRCULATION

Access shall be limited to no more than three access points from West 121st Street South (State Hwy 117) and three access points along South 33rd West Avenue on the west. A gated access point will also be provided at the west boundary of Tract 2.

Interior public streets and/or private drives will be provided throughout the development to provide suitable and safe circulation.

VII. Platting Requirements

Subdivision of the property shall be governed by Article 8 of the UDO. Any subdivision plat shall include covenants of record implementing the development standards of the approved Planned Unit Development and the City of Jenks shall be a beneficiary thereof.

VIII. Exhibits

Exhibit A-1 & A-2 – PUD Legal Description & Tract Boundary Legal Descriptions

Exhibit B – Master Development Plan

Exhibit C – Conceptual Plan

Exhibit D – Boundary and Topographic Survey Map

Exhibit E – UDO vs PUD 156 Base District Specific Standards

Exhibit "A-1"

LEGAL DESCRIPTION

Jenks West 121 Mixed Use
Jenks, Tulsa County, Oklahoma

Total Tract

March 30, 2026

A tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-four (34), Township Eighteen (18) North, Range Twelve (12) East of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, being more particularly described as follows:

COMMENCING at the Southwest corner of said Southwest Quarter (SW/4);

THENCE North 01°02'12" West, along the West line of said Southwest Quarter (SW/4), a distance of 183.80 feet to the **POINT OF BEGINNING**;

THENCE continuing North 01°02'12" West along said line, a distance of 1,138.20 feet;

THENCE North 88°54'46" East, along the North line of the Southwest Quarter (SW/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,322.59 feet to the **POINT OF BEGINNING**;

THENCE North 01°04'54" West, along the West line of the Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.90 feet;

THENCE North 88°55'01" East, along the North line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.55 feet;

THENCE South 01°07'37" East, along the East line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.81 feet;

THENCE South 88°54'46" West, along the South line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 330.65 feet;

THENCE South 01°06'56" East, along the East line of the East Half, West Half, East Half, Southeast Quarter, Southwest Quarter, (E/2, W/2, E/2, SE/4, SW/4) of said Section, a distance of 1,251.79 feet to the North Right of Way line of West 121st Street South;

THENCE along said North Right of Way line for the following ten (10) courses:

Prepared by Durham Surveying, Inc.
Damon K. Durham, PLS No. 1521

1. South 88°54'31" West, a distance of 164.11 feet;
2. South 01°07'37" East, a distance of 10.00 feet;
3. South 88°54'31" West, a distance of 236.28 feet;
4. North 79°47'29" West, a distance of 204.04 feet;
5. South 88°54'31" West, a distance of 95.12 feet;
6. South 67°06'26" West, a distance of 26.93 feet;
7. South 88°54'31" West, a distance of 229.83 feet;
8. South 77°35'31" West, a distance of 102.01 feet;
9. South 88°54'31" West, a distance of 1,200.00 feet;
10. North 31°05'29" West, a distance of 131.40 feet to the **POINT OF BEGINNING**.

Said tract of land containing 4,633,760 square feet or 106.3765 acres, more or less.

The basis of bearings for the above-described tract of land is North 01°02'12" West along the West line of said Southwest Quarter (SW/4) and is based on State Plane Coordinates NAD-83 (U.S. Survey Foot), Oklahoma North Zone.

Prepared by Durham Surveying, Inc.
Damon K. Durham, PLS No. 1521

Exhibit "A-2"

TRACT 1 LEGAL DESCRIPTION

Jenks West 121 Mixed Use
Jenks, Tulsa County, Oklahoma

March 30, 2026

A tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-four (34), Township Eighteen (18) North, Range Twelve (12) East of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, being more particularly described as follows:

COMMENCING at the Southwest corner of said Southwest Quarter (SW/4);

THENCE North 01°02'12" West, along the West line of said Southwest Quarter (SW/4), a distance of 183.80 feet to the **POINT OF BEGINNING**;

THENCE continuing North 01°02'12" West along said line, a distance of 1,138.20 feet;

THENCE North 88°54'46" East, along the North line of the South Half (S/2) of the Southwest Quarter (SW/4) of said Section, a distance of 2,314.53 feet;

THENCE South 01°06'56" East, along the East line of the East Half, West Half, East Half, Southeast Quarter, Southwest Quarter, (E/2, W/2, E/2, SE/4, SW/4) of said Section, a distance of 1,251.79 feet to the North Right of Way line of West 121st Street South;

THENCE along said North Right of Way line for the following ten (10) courses:

1. South 88°54'31" West, a distance of 164.11 feet;
2. South 01°07'37" East, a distance of 10.00 feet;
3. South 88°54'31" West, a distance of 236.28 feet;
4. North 79°47'29" West, a distance of 204.04 feet;
5. South 88°54'31" West, a distance of 95.12 feet;
6. South 67°06'26" West, a distance of 26.93 feet;
7. South 88°54'31" West, a distance of 229.83 feet;
8. South 77°35'31" West, a distance of 102.01 feet;
9. South 88°54'31" West, a distance of 1,200.00 feet;
10. North 31°05'29" West, a distance of 131.40 feet to the **POINT OF BEGINNING**.

Said tract of land containing 2,886,178 square feet or 66.2575 acres, more or less.

The basis of bearings for the above-described tract of land is North 01°02'12" West along the West line of said Southwest Quarter (SW/4) and is based on State Plane Coordinates NAD-83

Prepared by Durham Surveying, Inc.
Damon K. Durham, PLS No. 1521

(U.S. Survey Foot), Oklahoma North Zone.

TRACT 2 LEGAL DESCRIPTION

Jenks West 121 Mixed Use
Jenks, Tulsa County, Oklahoma

March 30, 2026

A tract of land being the Northeast Quarter (NE/4), of the Southwest Quarter (SW/4) of Section Thirty-four (34), Township Eighteen (18) North, Range Twelve (12) East of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, being more particularly described as follows:

COMMENCING at the Southwest corner of said Southwest Quarter (SW/4);

THENCE North $01^{\circ}02'12''$ West, along the West line of said Southwest Quarter (SW/4), a distance of 1,322.00 feet;

THENCE North $88^{\circ}54'46''$ East, along the North line of the Southwest Quarter (SW/4) of the Southwest Quarter (SW/4), of said Section, a distance of 1,322.59 feet to the **POINT OF BEGINNING**;

THENCE North $01^{\circ}04'54''$ West, along the West line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.90 feet;

THENCE North $88^{\circ}55'01''$ East, along the North line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.55 feet;

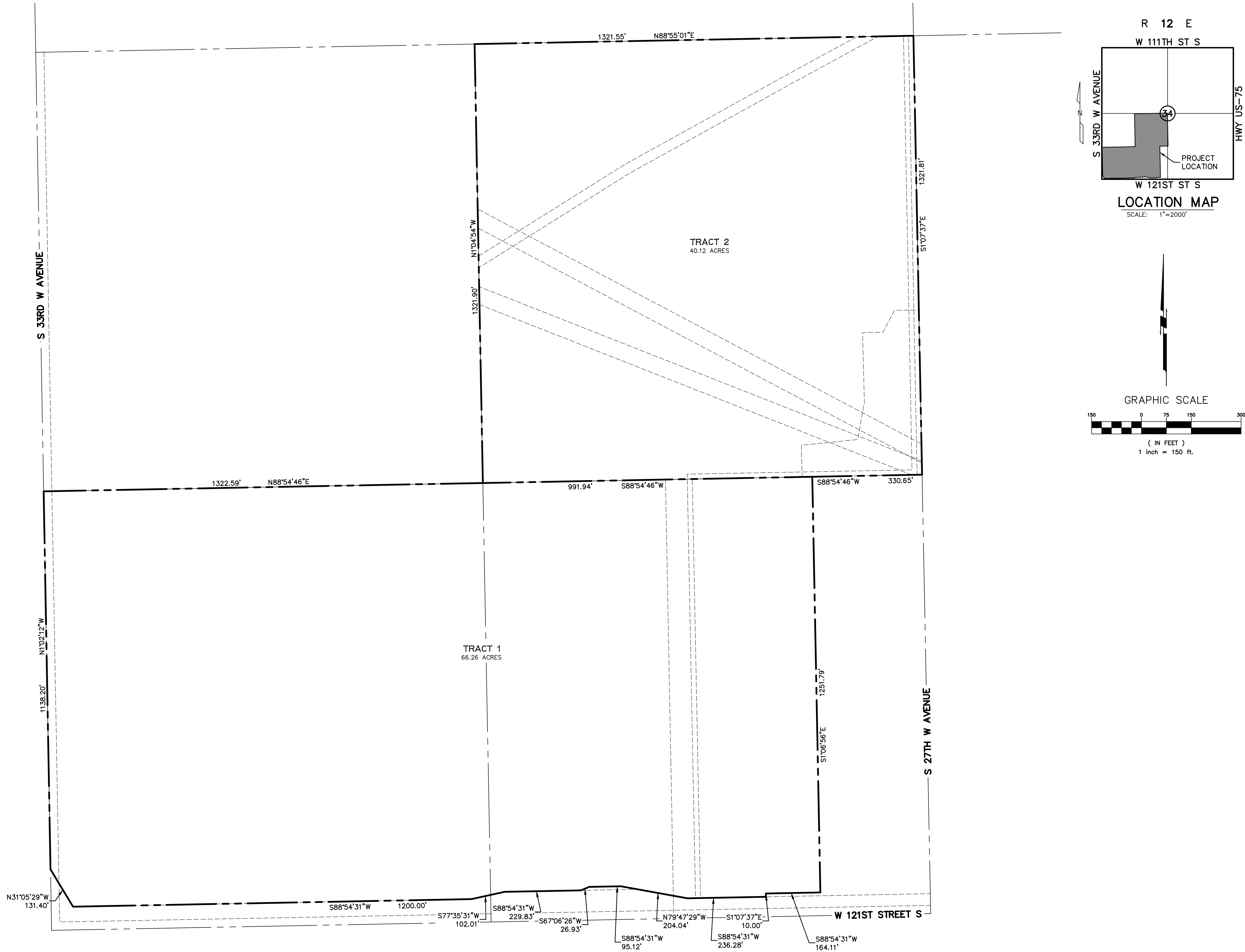
THENCE South $01^{\circ}07'37''$ East, along the East line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,321.81 feet;

THENCE South $88^{\circ}54'46''$ West, along the South line of said Northeast Quarter (NE/4) of the Southwest Quarter (SW/4) of said Section, a distance of 1,322.59 feet to the **POINT OF BEGINNING**.

Said tract of land containing 1,747,582 square feet or 40.1190 acres, more or less.

The basis of bearings for the above-described tract of land is North $01^{\circ}02'12''$ West along the West line of said Southwest Quarter (SW/4) and is based on State Plane Coordinates NAD-83 (U.S. Survey Foot), Oklahoma North Zone.

Prepared by Durham Surveying, Inc.
Damon K. Durham, PLS No. 1521

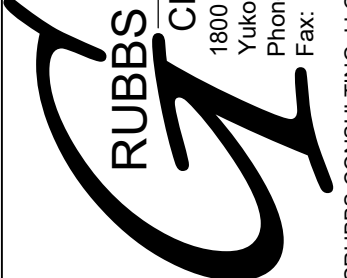


JENKS WEST 121 MIXED USE
W 121ST STREET & S 33RD WEST AVENUE
JENKS, OKLAHOMA
MASTER DEVELOPMENT PLAN

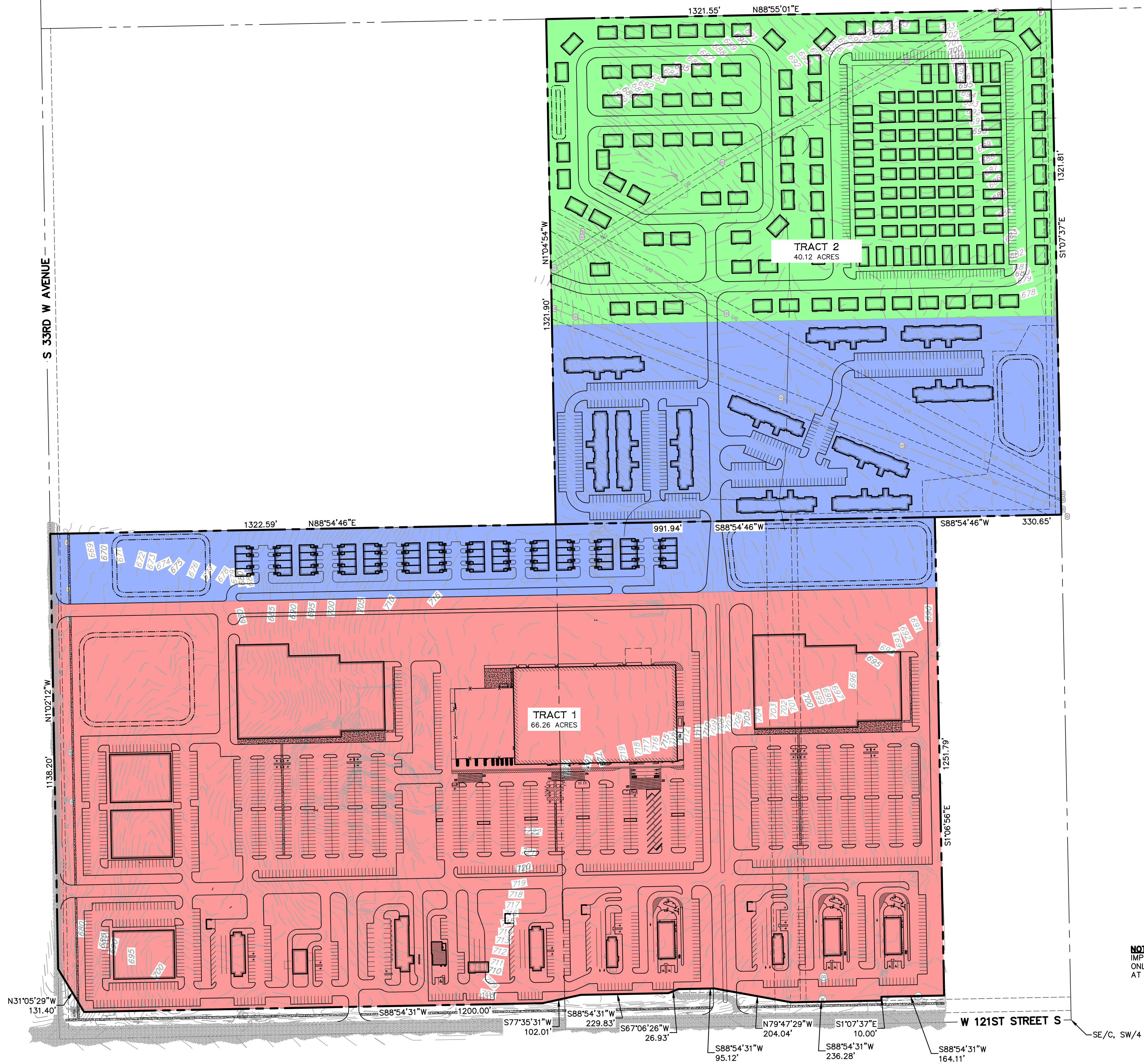
REVISIONS		
NO.	DESCRIPTION	DATE

Proj. No.: 25-027
Date: 3/20/26
Scale: (Horiz.) 1"=150'
(Vert.) N/A
Drawn By: JCB
Checked By: JCB
Approved By: MGS

SHEET NUMBER
EXH B



RUBBS CONSULTING, LLC
CIVIL ENGINEERING & LAND PLANNING
1800 S. W. 10th Ave.
Yukon, OK 73099
Phone: (405) 265-0641
Fax: (405) 265-0649
GRUBBS CONSULTING, LLC. CERTIFICATE OF AUTHORIZATION NO. CA-5115 EX-063026



DEVELOPMENT USE LEGEND

[Red Box]	COMMERCIAL
[Blue Box]	MULTI-FAMILY
[Green Box]	HIGH-INTENSITY RESIDENTIAL

NOTE: NOT ALL SYMBOLS MAY BE SHOWN ON THIS PLAN.

NOTE:
IMPROVEMENTS SHOWN ARE CONCEPTUAL ONLY. FINAL DESIGN TO BE DETERMINED AT PERMIT STAGE.

LOCATION MAP
SCALE: 1"=2000'

GRAPHIC SCALE
(IN FEET)
1 inch = 150 ft.



JENKS WEST 121 MIXED USE
W 121ST STREET & S 33RD WEST AVENUE
JENKS, OKLAHOMA
CONCEPTUAL PLAN

REVISIONS		
NO.	DESCRIPTION	DATE

Proj. No.: 25-027
Date: 3/30/26
Scale: (Horiz.) 1"=150'
(Vert.) N/A
Drawn By: JCB
Checked By: JCB
Approved By: MGS

SHEET NUMBER
EXH C

RUBBS CONSULTING, LLC
CIVIL ENGINEERING & LAND PLANNING
1800 S. Lincoln Blvd.
Yukon, OK 73099
Phone: (405) 265-0641
Fax: (405) 265-0649
GRUBBS CONSULTING, LLC. CERTIFICATE OF AUTHORIZATION NO. CA-5115 EXP. 09/30/26

EXHIBIT E

UDO VS PUD 156 | ARTICLE 3. BASE DISTRICT SPECIFIC STANDARDS

Sec. 16-3-4. Permitted, Conditional, Special Exception, and Specific Uses.

- (A) The following key is to be used in the interpretation of Table 16-3-4(B) and Table 16-3-4(C) below:
- (1) *Permitted Uses.* Uses which are marked as "P" in the tables shall be allowed subject to all applicable regulations of this UDO.
 - (2) *Conditional Uses.* Uses which are marked as "C" in the tables shall be allowed upon the approval of a Conditional Use Permit as detailed in section 16-9-3(D).
 - (3) *Special Exception Uses.* Uses which are marked as "SE" in the tables shall be allowed upon the approval of a Special Exception as detailed in section 16-9-6.
 - (4) *Specific Use Permits.* Uses which are marked as "S" in the tables shall be allowed upon the approval of a Specific Use Permit (SUP) as detailed in section 16-9-7. Should the project deviate from development standards of the UDO a PUD would be required in lieu of the SUP.
 - (5) *Planned Unit Development.* Uses which are marked as "PUD" in the tables shall be allowed upon the approval of a Planned Unit Development as detailed in section 16-9-8.
 - (6) *Temporary Uses.* Uses which are marked "T" in the tables shall be allowed upon the approval of a Temporary Use Permit as detailed in section 16-9-3(G).
 - (7) *Prohibited Uses.* A blank space in the tables indicates that a use type is not allowed in the respective zoning district unless it is otherwise expressly allowed by other regulations of this UDO.
 - (8) *Uses Not Listed.* If a proposed use is not listed in the tables, the City Planner shall determine if the use is substantially similar to a use listed on the tables. If it is, they shall treat the use in the same manner as the substantially similar use. If not, the use shall be regarded as prohibited.
 - (9) *Additional Regulation.* If a use has use specific standards they are referenced in this column. Use specific standards shall apply to permitted, special exception, and specific uses.
 - (10) *Site Plan Review Requirements.* The site plan review requirements shall be required for applications as specified in section 16-9-3(C).

Table 16-3-1(A): Residential District Bulk and Dimensional Standards								
Standard	RS3	PUD	RD	PUD	RTH	PUD	RM2	PUD 156
Lot Standards (Minimum)								
Lot Area (sqft)	5,500	4,800	6,900	3,000	6,900	2,000	6,000	
Lot Area/DU (sqft)	5,500	4,800	3,450	3,000	2,300	1,250	1,500	As noted in PUD
Lot Width (ft)	50	40	60	30	60	25 (platted)	50	As noted in PUD
Yard Setbacks (Minimum)								
Front (ft)	20 (3)	NO CHANGE (NC)	20	NC	15	10	10	20
Exterior Side (ft)	15 (3)	NC	20	NC	15	5	10	10
Interior Side (ft)	5	5	10 (2)	5*	10 (2)	5*	10 (2)	5*
Rear (ft)	20	NC	20	NC	20	NC	10	10
Building Standards (Maximum)								
Height (ft)	35	NC	35	NC	35	NC	45	45
Impervious Surface Coverage	60%	75%	60%	75%	60%	75%	70%	75%
Notes *(Interior Side) Party-walls shall have a zero feet setback								
(1) The cumulative interior side yard setback shall be 15 feet. No interior side yard setback shall be less than 5 feet.								
(2) If a parti-wall exists, the interior side yard setback shall be 0 feet.								
(3) Garages shall be setback a minimum of 25 feet from the front property line.								

Table 16-3-4(B) Residential District Permitted, Conditional, Special Exception, and Specific Uses							
Use	Additional Regulation	RS3	RD	RTH	RM1	RM2	PUD 156
Agricultural Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Community Garden	16-5-1(A)	P	P	P	P	P	Allowed
Residential Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Duplex	16-5-2(A)		P	P	P	P	Allowed
Group Living Arrangements		P	P	P	P	P	Allowed
Multifamily Building, all units	16-5-2(C)				P	P	Allowed
Multifamily Building, less than 8 units	16-5-2(C)			PUD	P	P	Allowed
Multifamily Complex	16-5-2(D)						NOT ALLOWED
Residential Clubhouse		C	C	C	C	C	Allowed
Residential Facility/Persons w Disability	16-5-2(B)	P	P	P	P	P	Allowed
Single-Family Detached	16-9-8 (B)	P	P	P	P	P	Allowed
Townhome	16-5-2(E)		PUD	P	P	P	Allowed
Institutional and Utility Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Government Uses, indoor		P	P	P	P	P	Allowed
Government Uses, outdoor	16-5-3(A)	S	S	S	S	S	Allowed
Wireless Communication Facility	16-5-3(B)	S	S	S	S	S	Allowed
Wireless Communication, Small Cell	16-5-3(B)	S	S	S	S	S	Allowed
Place of Assembly		S	S	S	S	S	Allowed
School, elementary/middle		S	S	S	S	S	Allowed
School, high		S	S	S	S	S	Allowed
Retail Uses		RS3	RD	RTH	RM1	RM2	PUD 156
General Retail, less than 10,000 sq. ft.	16-5-4(B)		PUD	PUD	C	C	Allowed
Service Uses		RS3	RD	RTH	RM1	RM2	PUD 156
General Service, less than 10,000 sq. ft.	16-5-5(C)		PUD	PUD	C	C	Allowed
Lodging Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Bed and Breakfast	16-5-6(A)						
Short-Term Rental	16-5-6(B)	C	C	C	C	C	Allowed
Eating/Drinking Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Coffee/Tea Shop	16-5-7(A)		PUD	PUD	C	C	Allowed
Accessory Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Accessory Building	16-5-12(A)	P	P	P	P	P	Allowed
Accessory Dwelling	16-5-12(B)	P					
Accessory Structure	16-5-12(D)	P	P	P	P	P	Allowed
Home Based Child Care	16-5-12(G)	SE	SE	SE	SE	SE	SE
Home Based Business	16-5-12(H)	C	C	C	C	C	Allowed
Solar Energy Collection System, roof	16-5-12(N)	P	P	P	P	P	Allowed
Temporary Uses		RS3	RD	RTH	RM1	RM2	PUD 156
Construction Related		T	T	T	T	T	Allowed
Farmers' Market					T	T	Allowed
Garage/Estate Sale		T	T				
Outdoor Dining	16-5-13(B)		T	T	T	T	Allowed
Portable Outdoor Storage Device	16-5-13(D)	T	T				

Table 16-3-1(B): Nonresidential District Bulk and Dimensional Standards		
Standard	CS	PUD 156 Tract 1
Lot Standards (Minimum)		
Lot Area (acres)	n/a	n/a
Lot Width (ft)	n/a	n/a
Yard Setbacks (Minimum, unless otherwise stated)		
Front (ft)	0	0
Front, maximum (ft)	n/a	n/a
Exterior Side (ft) (3)	0	0
Exterior Side, maximum (ft)	n/a	n/a
Interior Side (ft) (3)	10 (1)	10
Rear (ft) (3)	10 (1)	10
Building Standards (Maximum)		
Height (ft)	60	60
Impervious Surface Coverage	70%	91%
Notes		
(1) Add one additional foot of setback for each one foot of building height exceeding 18 feet, if the abutting property is within an RE, RS, or RD District.		
(2) Minimum setback shall be 75 feet if the abutting property is within an AG, R, or O District.		
(3) Transition yards, as specified in section 16-6-3(F), may apply and may result in greater yard setback requirements than specified in this table.		
(4) Minimum setback shall be 75 feet if the abutting property is within an AG, R, or O District.		
(5) This minimum setback only applies to new construction. Setbacks for existing structures shall be those established under the governing zoning code at the time of construction or an approved development plan, as applicable.		

Table 16-3-4(C) Nonresidential District Permitted, Conditional, Special Exception, and Specific Uses			
Use	Additional Regulation	CS	PUD 156
Agricultural Uses None		CS	PUD 156
Residential Uses		CS	PUD 156
Multifamily Building, 8 units or more	16-5-2(C)	S	Allowed (PER PUD)
Multifamily Building, less than 8 units	16-5-2(C)	S	Allowed (PER PUD)
Multifamily Complex	16-5-2(D)	S	Allowed (PER PUD)
Residential, above ground floor		P	Allowed
Residential Facility for Persons with a Disability	16-5-2(B)	S	
Single Family Detached			
Institutional and Utility Uses		CS	PUD 156
Government Uses, indoor		P	Allowed
Government Uses, outdoor	16-5-3(A)	S	Allowed
Place of Assembly		S	Allowed
Wireless Communication Facility	16-5-3(B)	S	Allowed
Wireless Communication Facility, Small Cell	16-5-3(B)	C	Allowed
Retail Uses		CS	PUD 156
Adult Uses	16-5-4(A)		
Convenience Store		P	Allowed
General Retail, less than 10,000 sq. ft.	16-5-4(B)	P	Allowed
General Retail, 10,000 sq. ft.—49,999 sq. ft.	16-5-4(C)	P	Allowed
General Retail, 50,000 or more sq. ft.	16-5-4(D)	P	Allowed
Multitenant Shopping Center	16-5-4(E)	P	Allowed

Pawn Shop			
Service Uses		CS	PUD 156
Acute Care Center		P	Allowed
Business Park	16-5-5(A)		NOT ALLOWED
Check Cashing/Pay Day Loan Store			
Commercial Animal Boarding	16-5-5(B)		NOT ALLOWED
General Service, less than 10,000 sq. ft.	16-5-5(C)	P	Allowed
General Service, 10,000—49,999 sq. ft.	16-5-5(D)	P	Allowed
General Service, 50,000 sq ft or more	16-5-5(E)	P	Allowed
Hospital		S	
Medical/Dental Office		P	Allowed
Personal Storage Facility	16-5-5(F)	S	
Professional Office		P	Allowed
Professional Office, above ground floor		P	Allowed
Tattoo Parlor			
Veterinary Clinic/Animal Hospital		P	Allowed
Lodging Uses		CS	PUD 156
Hotel		P	Allowed
Motel		S	
Short-Term Rental	16-5-6(B)		
Eating/Drinking Uses		CS	PUD 156
Bar/Tavern			
Brewery/Winery/Distillery, micro		P	Allowed
Brewery/Winery/Distillery, tasting room		P	Allowed
Coffee/Tea Shop	16-5-7(A)	P	Allowed
Food Truck Court	16-5-7(B)	S	Allowed
Restaurant, delivery/carry out only		P	Allowed
Restaurant, fast casual		P	Allowed
Restaurant, sit down		P	Allowed
Entertainment Uses		CS	PUD 156
Archery/Gun Range			
General Entertainment, indoor, less than 10,000 sq. ft.	16-5-8(A)	P	Allowed
General Entertainment, indoor, 10,000 sq. ft.—49,999 sq. ft.	16-5-8(B)	P	Allowed
General Entertainment, indoor, more than 50,000 sq. ft.	16-5-8(C)	P	Allowed
General Entertainment, outdoor	16-5-8(D)	S	Allowed
Vehicle Related Uses		CS	PUD 156
Autobody Repair		S	Allowed
Car Wash	16-5-9(A)	S	
Fuel Sales	16-5-9(B)	P	Allowed
Gas Station With Mini-Mart		P	Allowed
Service Station		P	Allowed
Trucking Establishment	16-5-9(C)		
Vehicle Sales and Rental			
Industrial Uses		CS	PUD 156
Brewery/Winery/Distillery		S	Allowed
Laboratory			
Manufacturing, Artisan		S	
Manufacturing, Heavy			

Manufacturing, Light			
Mining and Mineral Processing and Oil and Gas	Municipal Code		
Warehouse, distribution			
Warehouse, office	16-5-10(A)		
Warehouse, storage			
Medical Marijuana Uses		CS	PUD 156
Medical Marijuana Commercial Grower	16-5-11(A)		
Medical Marijuana Education Facility	16-5-11(A)		
Medical Marijuana Dispensary	16-5-11(A)	P	NOT ALLOWED
Medical Marijuana Research Facility	16-5-11(A)		
Medical Marijuana Testing Laboratory	16-5-11(A)		
Medical Marijuana Processing Facility, Heavy	16-5-11(A)		
Medical Marijuana Processing Facility, Light	16-5-11(A)		
Accessory Uses		CS	PUD 156
Accessory Building	16-5-12(A)	P	Allowed
Accessory Dwelling	16-5-12(B)		
Accessory Retail	16-5-12(C)		
Accessory Structure	16-5-12(D)	P	Allowed
Donation Drop Box	16-5-12(E)	P	Allowed
Drive Through	16-5-12(F)	P	Allowed
Home Based Business	16-5-12(H)	C	Allowed
Outdoor Activity/Operation, permanent	16-5-12(I)	S	Allowed
Outdoor Display/Sale of Merchandise, permanent	16-5-12(J)	S	Allowed
Outdoor Storage, permanent	16-5-12(K)		
Solar Energy Collection System, canopy	16-5-12(L)	P	Allowed
Solar Energy Collection System, ground	16-5-12(M)	P	Allowed
Solar Energy Collection System, roof	16-5-12(N)	P	Allowed
Temporary Uses		CS	PUD 156
Carnival/Fair		T	Allowed
Construction Related		T	Allowed
Farmers Market		T	Allowed
Flea Market		T	Allowed
Outdoor Dining	16-5-13(B)	T	Allowed
Outdoor Activity/Operation, temporary		T	Allowed
Outdoor Display/Sale of Merchandise, temporary	16-5-13(C)	T	Allowed
Outdoor Storage, temporary			
Seasonal Sales	16-5-13(E)	T	Allowed

SUMMARY OF PUBLIC COMMENTS REGARDING CASE JZ 26 PUD 156 *Per COPILOT*

Residents of the Timber Creek neighborhood and surrounding areas (12 emails at the time of this report) submitted numerous letters expressing strong concerns and opposition to the proposed rezoning and PUD (PUD 156), which would allow multifamily housing and commercial development near 121st St and 33rd W Ave. Several emails are copy/paste format and language.

Overall Theme

Residents overwhelmingly argue that the proposed development threatens their safety, quality of life, property values, and the integrity of local infrastructure. They contend that existing rural or limited-capacity systems cannot support high-density development without significant upgrades.

Key Concerns Raised by Residents

1. Traffic & Road Safety

- Roads (33rd, 121st, and nearby streets) are narrow, winding, lacking sidewalks, and already congested.
- Increased traffic creates child safety risks and potential cut-through traffic into Timber Creek.
- Residents request that no road connection be made from the development into their neighborhood.
- A neighborhood gate or other protections have been requested.

2. Water Supply, Drainage & Flooding

- Area relies on rural water, not City of Jenks water. Capacity is unclear.
- Increased impervious surface could worsen flooding, shift groundwater, impact natural springs, and damage structures.
- Residents want drainage studies, DEQ stormwater approvals, and a Clean Water Act Section 404 permit where required.

3. Utilities & Infrastructure Capacity

- Concerns include:
 - Gas pressure and potential need for new lines
 - Electric grid load
 - Sewer vs. septic capacity
 - Strain on police, fire, ambulance, and schools
- Residents demand that infrastructure upgrades occur **before** high-density development proceeds.

4. School Capacity

- Jenks West Elementary and Intermediate are already at or near capacity.
- No capacity study or impact assessment has been provided.

5. Oil Wells & Industrial Impacts

- Multiple active and inactive oil wells on-site raise safety, environmental, and long-term liability concerns.
- Past examples in the region show risks when wells are improperly addressed.

6. Property Value, Privacy & Noise

- Multifamily buildings overlooking backyards threaten privacy and reduce property value.
- Residents request berms, fencing, trees, or other buffers.
- Noise from construction and commercial uses is a recurring concern.

7. Crime & Neighborhood Safety

- Near absence of schools, churches, playgrounds, or daycare means multifamily housing may legally house registered sex offenders.
- Residents fear increased crime rates associated with large apartment complexes.

8. Comprehensive Plan & Planning Commission Duties

- Several letters argue the rezoning violates:
 - The City's Comprehensive Plan
 - Planning Commission duties to protect health, safety, environment, and prevent overcrowding
- Residents say the plan displaces agricultural/environmental land in favor of excessive commercial development.

9. Environmental, Topographic & Historical Factors

- Rocky terrain, steep slopes, stormwater channels, and tree-lined natural drainage areas may complicate development.
- Site proximity to the Glenn Pool Oil Reserve adds historic significance residents want preserved.

Requests from Residents

Across the letters, residents ask the City to require:

1. **Full traffic, drainage, water, sewer, environmental, and utility studies** before rezoning approval.
 2. **Infrastructure upgrades** (roads, utilities, stormwater) before any increase in density.
 3. **No road connections** between the development and Timber Creek.
 4. **Buffers** (berms, fencing, green space, tree lines) between multifamily buildings and existing homes.
 5. **Height transitions** so taller buildings are placed farther from single-family homes.
 6. **Lighting controls** and limits on signage to protect residential privacy.
 7. **Proof of DEQ permits**, stormwater approvals, and other regulatory compliance.
 8. **Review of alignment with the Jenks Comprehensive Plan.**
-

References

[1] [PUD 156 COMPILATION OF COMMENTS](#)

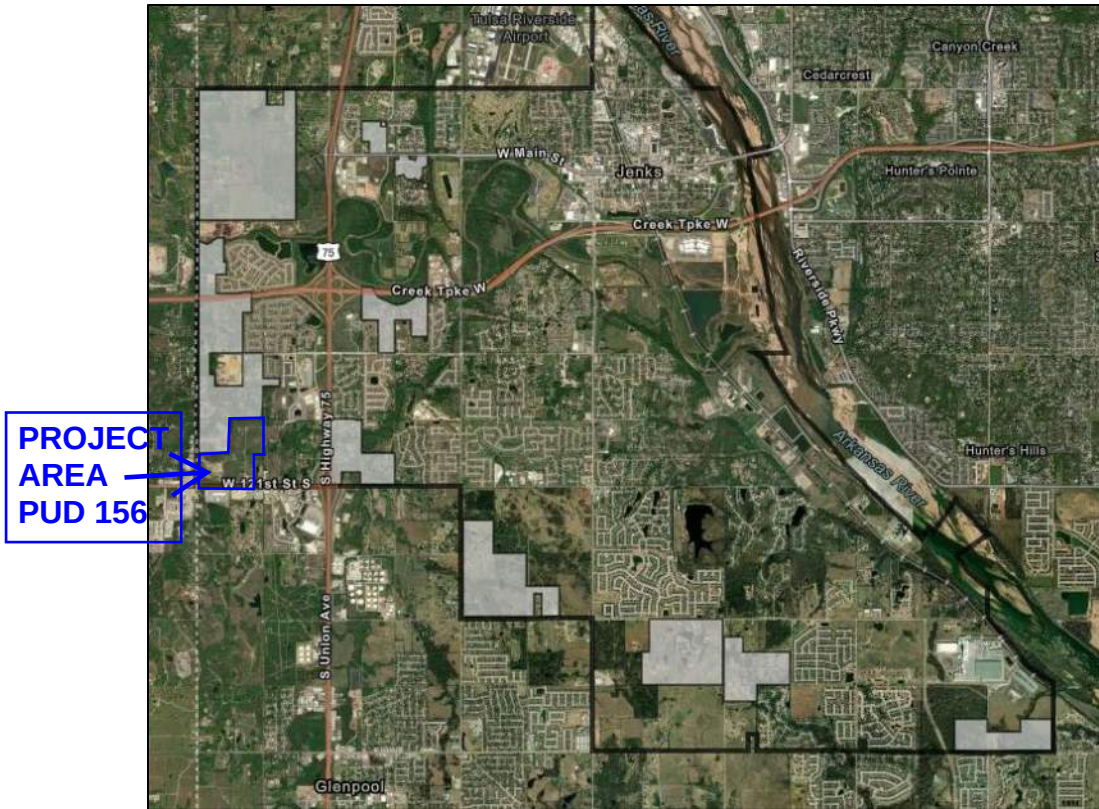


Figure 5: Jenks VS County Properties.

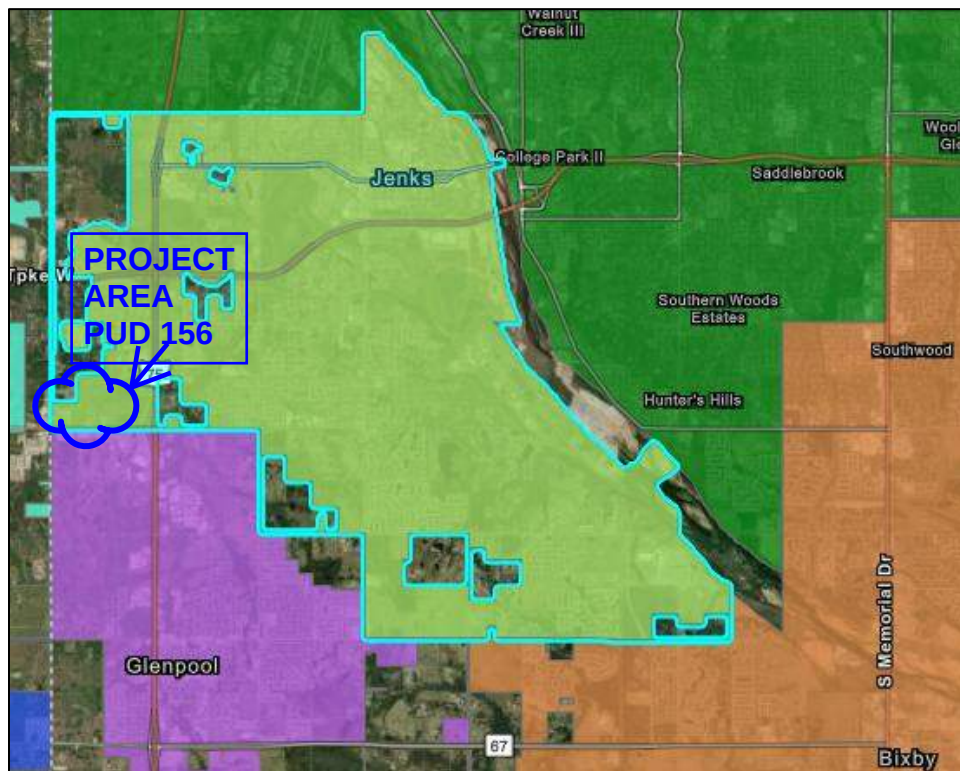


Figure 6: Corporate Limits of Jenks

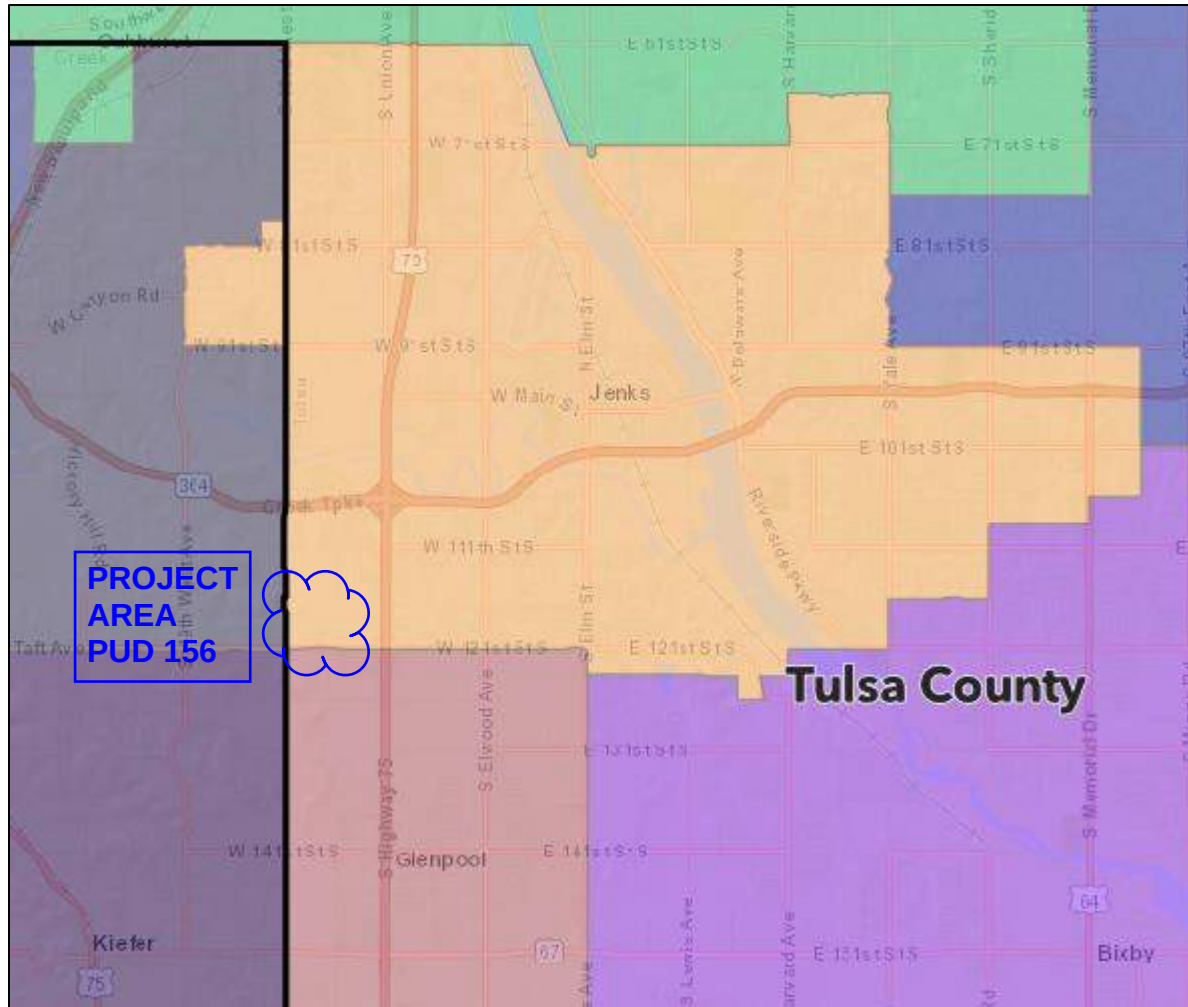
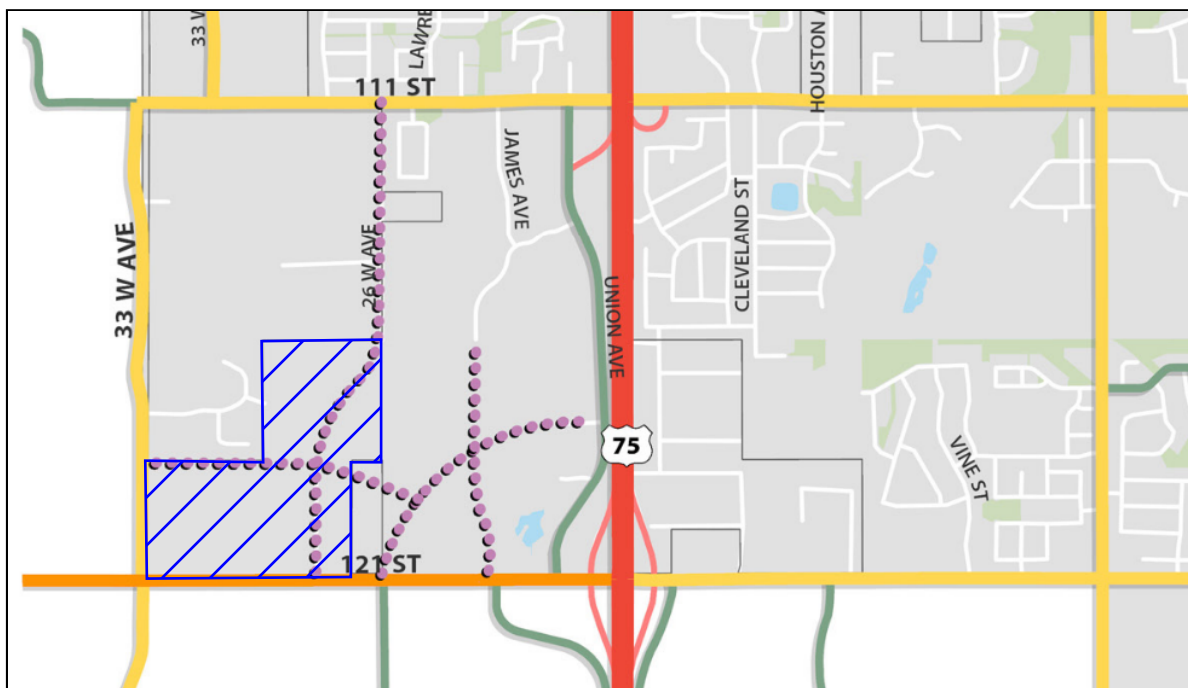


Figure 7: Public School Districts



JENKS COMPREHENSIVE PLAN SNAPSHOT OF FUTURE STREET CONNECTION

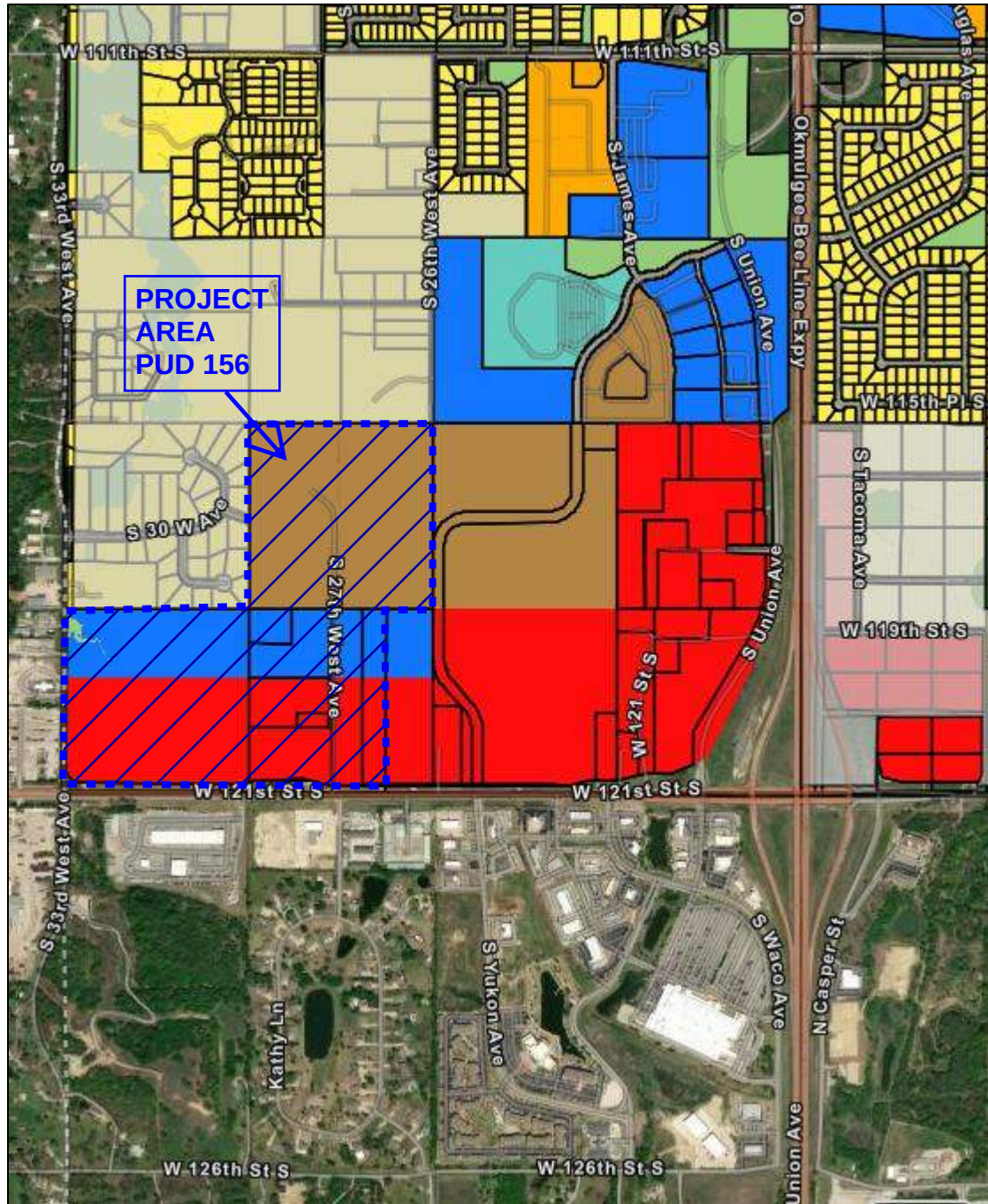


Figure 8: Comprehensive Land Use Map | Horizon Jenks

Marcae Hilton

From: cassiemartin48@gmail.com
Sent: Thursday, April 23, 2026 9:30 PM
To: Marcae Hilton; Cory Box; Jason Jackson; Jenks Storm Water; Anthony Wilkins; Code Enforcement; lsims@tulsacounty.org; mvancuren@tulsacounty.org
Subject: Case JZ 26 PUD 156 Development Concerns

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Case JZ 26 PUD 156 is a request for zone change and PUD overlay (apartment and condominium development), submitted by Grubbs Consulting to the City of Jenks, and adjacent to our neighborhood.

Why My Email Matters

The location, density, and infrastructure demand of the proposed development could significantly impact safety, utilities, property values, and quality of life for a lot of people who live and visit Jenks.

Many existing systems are rural or assumed to be at capacity because no data has been shown to prove otherwise, and from our perspective there are several outstanding infrastructure tasks need to be executed to support such a large developmental change to Jenks.

Key Concerns

Traffic & Road Safety: Increased traffic on 33rd Street and 121st Street; lack of sidewalks; child safety risks; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.

Water Supply, Drainage & Flooding: The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, impact natural springs, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city. Has a DEQ report been conducted? This is required in OK for land disturbance of 1 acre or more.

Utilities & Infrastructure Capacity: Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.

Oil & Industrial Impacts: How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.

Property Value, Privacy & Noise: Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.

Crime Rates/Neighborhood Safety: Apartment complexes are known to increase crime in the area. Also, if low housing is available, this increase the likelihood of registered sex offenders in our area because there is not a nearby school, daycare, church, or playground.

Requests/Commissions

1. Our HOA's top priority is to reframe traffic from the massive complex from flowing through our neighborhood. We will do everything in our power to stop the flow of public traffic coming through our HOA neighborhood to ensure the safety of family's and property. We do not have sidewalks, and most of us have small children that play outside in this neighborhood. Plus, apartment complexes have proven to increase the crime rate.
2. Some type of berms, green space, or physical buffers for privacy. This ties back to our safety/crime rate concerns.
3. Geological reports providing proof that the land is stable enough to develop.
4. Comprehensive water, drainage, sewage, oil rig management, traffic, and utility studies and approvals before permits are approved.
 - a. Proof of DEQ permits before building permits.
 - b. Proof of DEQ approved stormwater plans as parts of the land will be disturbed significantly.
 - c. Proof of a Clean Water Act 404 permit since there is underground water streams.
5. Widen and update 33rd street to comply with current code(s). Specially 33rd street between Hwy 117 and 111th street.

Brian and Cassie Dean

Marcae Hilton

From: Matt Spradlin <m.spradlin@boulevard.com>
Sent: Thursday, April 23, 2026 9:57 AM
To: Marcae Hilton; Cory Box; Jason Jackson; Jenks Storm Water; Anthony Wilkins; Code Enforcement; lsims@tulsacounty.org; mvancuren@tulsacounty.org; Adam Abel
Cc: Spradlin, Emily
Subject: Case JZ 26 PUD 156 Development Concerns

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

Case JZ 26 PUD 156 is a request for zone change and PUD overlay (apartment and condominium development), submitted by Grubbs Consulting to the City of Jenks, and adjacent to our neighborhood.

Why My Email Matters

The location, density, and infrastructure demand of the proposed development could significantly impact safety, utilities, property values, and quality of life for a lot of people who live and visit Jenks.

Many existing systems are rural or assumed to be at capacity because no data has been shown to prove otherwise, and from our perspective there are several outstanding infrastructure tasks need to be executed to support such a large developmental change to Jenks.

Key Concerns of Jenks Citizens

1. **Traffic & Road Safety**
 1. Increased traffic on 33rd Street and 121st Street; lack of sidewalks; **child safety risks**; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.
2. **Water Supply, Drainage & Flooding**
 1. The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, **impact natural springs**, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city.
 2. **Has a DEQ report been conducted? This is required in OK for land disturbance of 1 acre or more.**
3. **Utilities & Infrastructure Capacity**
 1. Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.
4. **Oil & Industrial Impacts**
 1. How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.
5. **Property Value, Privacy & Noise**
 1. **Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.**
6. **Crime Rates/Neighborhood Safety**
 1. **Because there are no nearby schools, churches, or playgrounds, apartments may legally house registered sex offenders, raising safety concerns.**

Our Requests

1. Our top priority is for public traffic to not flow through our neighborhood. We will do everything in our power to stop the flow of public traffic coming through our HOA neighborhood to ensure the safety of family's and property. We

do not have sidewalks, and most of us have small children that play outside in this neighborhood. Plus, apartment complexes have proven to increase the crime rate.

2. Geological reports providing proof that the land is stable enough to develop.
3. Comprehensive water, drainage, sewage, environment oil wells management, traffic, and utility studies and approvals before permits are approved.
 1. Proof of DEQ permits before building permits.
 2. Proof of DEQ approved stormwater plans as parts of the land will be disturbed significantly.
 3. Proof of a Clean Water Act 404 permit since there is underground water streams.
4. Widen and update 33rd street to comply with current code(s). Specially 33rd street between Hwy 117 and 111th street.

Timber Creek residents are ADAMANTLY OPPOSED AGAINST THIS ZONING CHANGE FOR THE ABOVE REASONS AND OUR OVERALL QUALITY OF LIFE. We didn't move to this area, buy a half million dollar house only to be surrounded by apartments, and commercial structures. I have lived in Jenks since 4th grade, graduated from Jenks, my daughter goes to Jenks, built two houses here over the past 18yrs. This is not the right way to do things, we are tired of Jenks not updating or improving road/flood mitigation infrastructure instead prioritizing the all mighty dollar over everything else. It isn't right and we will fight this to the end.

Sincerely

Matt Spradlin
Market Manager – Oklahoma
Certified Cicerone®
m.spradlin@boulevard.com
918-519-2737

DUVEL USA | CRAFT



Marcae Hilton

From: cassiemartin48@gmail.com
Sent: Thursday, April 23, 2026 9:30 PM
To: Marcae Hilton; Cory Box; Jason Jackson; Jenks Storm Water; Anthony Wilkins; Code Enforcement; lsims@tulsacounty.org; mvancuren@tulsacounty.org
Subject: Case JZ 26 PUD 156 Development Concerns

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Case JZ 26 PUD 156 is a request for zone change and PUD overlay (apartment and condominium development), submitted by Grubbs Consulting to the City of Jenks, and adjacent to our neighborhood.

Why My Email Matters

The location, density, and infrastructure demand of the proposed development could significantly impact safety, utilities, property values, and quality of life for a lot of people who live and visit Jenks.

Many existing systems are rural or assumed to be at capacity because no data has been shown to prove otherwise, and from our perspective there are several outstanding infrastructure tasks need to be executed to support such a large developmental change to Jenks.

Key Concerns

Traffic & Road Safety: Increased traffic on 33rd Street and 121st Street; lack of sidewalks; child safety risks; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.

Water Supply, Drainage & Flooding: The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, impact natural springs, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city. Has a DEQ report been conducted? This is required in OK for land disturbance of 1 acre or more.

Utilities & Infrastructure Capacity: Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.

Oil & Industrial Impacts: How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.

Property Value, Privacy & Noise: Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.

Crime Rates/Neighborhood Safety: Apartment complexes are known to increase crime in the area. Also, if low housing is available, this increase the likelihood of registered sex offenders in our area because there is not a nearby school, daycare, church, or playground.

Requests/Commissions

1. Our HOA's top priority is to reframe traffic from the massive complex from flowing through our neighborhood. We will do everything in our power to stop the flow of public traffic coming through our HOA neighborhood to ensure the safety of family's and property. We do not have sidewalks, and most of us have small children that play outside in this neighborhood. Plus, apartment complexes have proven to increase the crime rate.
2. Some type of berms, green space, or physical buffers for privacy. This ties back to our safety/crime rate concerns.
3. Geological reports providing proof that the land is stable enough to develop.
4. Comprehensive water, drainage, sewage, oil rig management, traffic, and utility studies and approvals before permits are approved.
 - a. Proof of DEQ permits before building permits.
 - b. Proof of DEQ approved stormwater plans as parts of the land will be disturbed significantly.
 - c. Proof of a Clean Water Act 404 permit since there is underground water streams.
5. Widen and update 33rd street to comply with current code(s). Specially 33rd street between Hwy 117 and 111th street.

Brian and Cassie Dean

Marcae Hilton

From: Natalie Meek <nataliemeek01@gmail.com>
Sent: Saturday, April 11, 2026 9:47 PM
To: Marcae Hilton
Subject: Opposition to JZ 26 PUD 156 – Infrastructure & Capacity Concerns

Follow Up Flag: Follow up
Flag Status: Completed

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Ms. Hilton,

I am writing to formally oppose Case Number JZ 26 PUD 156, the proposed rezoning and Planned Unit Development allowing for commercial and multi-family use near 121st Street and 33rd West Avenue.

My opposition is based on capacity constraints in schools, transportation infrastructure, and cumulative residential growth already underway in this area.

1. School Capacity Constraints

Jenks West Elementary and Jenks West Intermediate are already operating at or near capacity. Multi-family developments typically generate higher student density per acre than single-family housing. Without a published capacity study or a school impact analysis tied to this development, approving additional high-density housing introduces a foreseeable and immediate strain on these schools. At this time, there has been no communicated plan for accommodating additional students.

2. Traffic Volume & Roadway Limitations

The surrounding road network, specifically 33rd West Avenue and 111th Street between Union and 33rd, consists largely of two lane roads that are already experiencing congestion.

The intersection at 111th & Union is currently a known bottleneck, with consistent peak hour delays and accident's around 5:00 p.m. Existing conditions already indicate capacity strain.

Based on standard Institute of Transportation Engineers (ITE) trip generation data, multi-family developments produce a significant number of daily and peak hour vehicle trips per unit. This type of development introduces continuous traffic flow throughout the day, not just during peak commuting hours.

At this time, no traffic impact study has been publicly presented demonstrating that the existing roadway network, or planned improvements, can adequately absorb the additional traffic volume this development would generate.

3. Cumulative Development Impact

This project must be evaluated in the context of existing and approved growth. There are already 95 new single-family homes under development off 111th Street. That development alone will increase traffic and school enrollment. Adding a multi-family complex compounds these impacts and accelerates strain on shared infrastructure.

4. Infrastructure Timing & Readiness

Sound planning principles require that infrastructure improvements precede or at minimum coincide with increased density. Currently, there is no clearly defined or funded plan for:

- Road widening or capacity improvements along 111th or 33rd
- Intersection upgrades, particularly at 111th & Union
- Traffic mitigation strategies
- School capacity expansion

Approving this rezoning without these elements in place shifts the burden onto existing residents and already strained public systems.

I respectfully request that the Planning Commission deny or defer this application until comprehensive impact studies are completed and enforceable infrastructure solutions are identified.

Thank you for your time and consideration.

Sincerely,

Natalie Meek

Jenks Resident

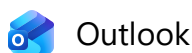
Marcae Hilton

From: Kristi Richison <kristi@fencetrac.com>
Sent: Thursday, April 23, 2026 11:33 AM
To: Marcae Hilton
Subject: JZ26 PUD 156

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I'm writing in reference to zoning for the above case. This land sits around our quiet neighborhood. My concerns are the following about this being made for commercial and multi family use. We moved here for the quiet as well as not having neighbors so close. With this becoming potentially all the above it will have large building overlooking our back yards. It will increase traffic flow through this 2 lane road as well. I'm concerned about crime that could come with the additions so close to our back yards. Some renderings have us concerned for the growth around us and the noise and traffic levels that will also come and safety concerns.

Sent from my iPhone



Outlook

Vote 'no' on apartments.....

From Sarah Koehling <sarah@tulsaspeech.com>**Date** Sun 4/12/2026 7:18 PM**To** Marcae Hilton <mhilton@jenksok.org>; Brandon Macy <bmac@jenksok.org>

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I received notice of the proposed apartment complex off 121st and 33rd W Ave adjacent to a neighborhood. I would like to express my concerns on behalf of myself and others in the community.

While I understand the need for growth and development, we (myself and many neighbors) believe this particular project raises several important issues. First, the increased traffic that would accompany a development of this size could significantly impact road safety and daily commute times in an area that is not currently designed to handle that level of congestion.

Additionally, there are concerns about the strain on existing infrastructure, schools and emergency services. Of particular concern is the impact on our local schools. Jenks Public enrollment is down as a whole, however JWI and JWE are over full. Any additional student enrollment from a large development could lead to overcrowded classrooms, stretched resources, and a decline in the quality of education.

We are also concerned about the potential impact on neighborhood and area character. This area has been built around a certain level of density and design, and a large apartment complex may not be consistent with that established environment.

Furthermore, issues such as parking overflow, increased noise and the loss of green space are important considerations that affect the quality of life for current residents.

We respectfully ask that these concerns be carefully evaluated and that alternative solutions or modifications be considered that better align with the needs and character of the community.

Thank you for your time and consideration.

3219 West 113th Street South

Jenks, OK 74037

Sarah Koehling, MS CCC-SLP

Speech Language Pathologist
Owner, Speech & Beyond, LLC
(p) 918-409-0157
(f) 918-209-4788
www.tulsaspeech.com

Marcae Hilton

From: Monique R. S. <mraymond119@gmail.com>
Sent: Wednesday, April 22, 2026 3:35 PM
To: Marcae Hilton
Cc: Jake
Subject: Concern Regarding Proposed Rezoning Near Timber Creek Neighborhood

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

City of Jenks/Planning Commission,

We are residents of the Timber Creek neighborhood, and wanted to share several concerns regarding the proposed rezoning of the property adjacent to our neighborhood (Case Number: JZ 26 PUD 156).

Our neighborhood is made up of single-family homes, and this proposal would represent a significant shift from the existing character of the area. I am concerned about how this type of transition would impact the surrounding neighborhood.

Traffic and safety are also major concerns. 121st Street already carries a substantial amount of traffic, and S 33rd W Ave is a narrow, winding road with multiple blind curves, no sidewalks, and regular school bus traffic. It does not appear to be designed to safely accommodate additional traffic volume, and increased use could create safety risks for residents. There is also concern about potential cut-through traffic if additional access points are introduced.

In addition, there are already noticeable stormwater runoff and ponding issues in our neighborhood due to the slope of the land. After moderate rainfall, our yard regularly experiences standing water and soggy conditions. Because the proposed development would sit uphill, I am concerned that additional impervious surfaces could increase runoff and worsen these existing drainage issues. Given these conditions, I would ask that a thorough stormwater analysis be conducted, along with a clearly defined mitigation plan, to ensure this development does not negatively impact downstream properties.

I am also concerned about whether existing infrastructure systems are equipped to support this level of development. Our area relies on systems that appear to be more limited in capacity, and it is unclear whether water supply, sewer, gas, and electrical infrastructure can accommodate increased demand without upgrades. I would strongly encourage that any necessary infrastructure improvements be clearly identified and completed prior to any increase in density.

Additionally, I would appreciate clarity on how any existing site conditions, including oil wells or other industrial elements, will be addressed to ensure long-term safety and avoid potential impacts to nearby homes.

Where residential properties directly border the proposed development, I would also ask that thoughtful buffering measures such as berms, fencing, or landscaping be considered to help protect privacy and reduce noise impacts.

Given the range of potential impacts, I would ask that comprehensive traffic, drainage, and infrastructure studies be completed and made available prior to any rezoning decision.

I would also appreciate clarification on whether this proposed rezoning aligns with the city's Comprehensive Plan for this area.

Thank you for your time and consideration.

Sincerely,

Jacob & Monique Scraper

3101 W 118th St S, Jenks OK 74037

Marcae Hilton

From: Sixkiller, Jennifer <jsixkiller@bokf.com>
Sent: Wednesday, April 15, 2026 1:11 PM
To: Marcae Hilton
Cc: jensixkiller31@gmail.com
Subject: RE: Case Number JZ 26 PUD 156

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Ms. Hilton and members of the Planning Commission:

My name is Jennifer Sixkiller and I'm a homeowner in the Timber Creek Subdivision located at 118th St S and 33rd West Ave in Jenks. I received a notice regarding a request to rezone the tract that fronts Highway 117 and will essentially encircle our neighborhood. I'd like to share my strong concerns regarding the proposed rezoning in advance of the May 7th meeting date. Rather than simply sharing my distaste for a commercial/MF/PUD development literally steps from my back door, I chose to research the duties of the Planning Commission to hopefully come to understand why such a notion would even be considered for approval. In my examination, I failed to see how this zoning change would align with the commission's primary purposes, and in my review of the Jenks Comprehensive Plan, I found this document to be in direct conflict with the duties the commission are sworn to help regulate.

Duties

The Jenks Planning Commission with support of the City of Jenks Planning Staff administers the City's development regulations for the following purposes:

1. Promoting the health, safety, peace, morals, comfort, convenience, prosperity, order, and general welfare,
2. Reducing danger and congestion of public transportation,
3. Providing adequate light and air, public utilities, facilities and service, and other public requirements,
4. Promoting productive and enjoyable harmony between man and his environment; to achieve a balance between population and resource use which will permit high standards of living and a wide sharing of amenities,
5. Preventing overcrowding of land and undue encroachment thereon,
6. Promoting efforts which will prevent or eliminate damage to the environment and biosphere,
7. Stimulating and assuring for all citizens safe, healthful, productive, and aesthetically and culturally pleasing surroundings,
8. Encouraging the residential, commercial, and industrial growth of the community as well as the most appropriate use of land, and
9. Encouraging the development of the community in accordance with the Jenks Comprehensive Plan, and as amended.

Comprehensive Plan

The land use plan, if carried out, appears to eliminate ALL land currently zoned for Agricultural/Environmentally Sustainable use, along with decreasing residential zones in favor of commercial and business park development. Similarly, the current vacant land in the City which helps soundly align with duties #1-7 of the Commission, seems to be significantly reduced from the ~25% in 2020, leading to overdevelopment,

overcrowding, and eventually, the push for residents to relocate OUT of Jenks to safer and healthier areas. As an enduring resident of this area, the thought of looking into my backyard and instead of seeing the rolling hills, rocky soil, native wildlife and oil pumpjacks on the other side of my fence, a view of parking lots, high-density multifamily developments, and low quality commercial structures fills me with dread should this zoning change occur.

Looking beyond myself and the wellbeing of my young son (a current Jenks Middle School student and lifelong Jenks Trojan), the following are additional drawbacks/concerns I'd like the Planning Commission to strongly consider when weighing this zone change request.

1. The cost of infrastructure to support any future development on the site – access is limited, and the terrain is rolling and rocky, with multiple active and inactive oil wells on the site, leading to possible environmental impacts to surrounding residents.
2. Ability to provide adequate utilities to the site. Residents in this area rely on water from neighboring Creek county, NOT the City of Jenks or Tulsa County. Septic systems are required.
3. Public safety issues:
 - Arterial and local roads in the area are congested and are not designed to ensure safety or support the current activity levels. Local roads do not appear to be maintained by City of Jenks/Tulsa County.
 - Police/Fire/Ambulatory concerns – City of Jenks police & fire have not historically provided primary services to the area. Residents have relied on neighboring cities/counties.
 - Likely increases in violent and non-violent crime.
4. Submarket dynamics, rent growth, and visibility do not appear to support development of the subject site at this time. Multifamily development in the area indicates slow absorption, somewhat elevated vacancy rates and <1% rent growth. A number of retail space remains vacant within a one mile radius of the site. CoStar listings indicate more desirable land tracts for sale with better access/visibility from Highway 75 & Highway 117, and are already zoned for Commercial use.
5. Historical and cultural significance of the site – proximity to the “Glenn Pool Oil Reserve” and the historic surrounding oil towns of Sapulpa, Kiefer, and Jenks, the site should remain untouched as a reminder of how our great state was built.

I appreciate your time and consideration in reading my correspondence. I will be in attendance at the May 7th public hearing and would welcome an opportunity to share my concerns in person.

With sincere thanks,
Jennifer Sixkiller

The company reserves the right to amend statements made herein in the event of a mistake. Unless expressly stated herein to the contrary, only agreements in writing signed by an authorized officer of the Company may be enforced against it.

Marcae Hilton

From: Brandon Macy
Sent: Tuesday, April 14, 2026 11:24 AM
To: asmith@tulsacounty.org
Cc: Marcae Hilton
Subject: RE: PUD for the case number JZ 26 PUD 156.
Attachments: PUD Design Statement_Jenks West 121 Mixed Use_20260330.pdf

Amy,

I received the following email from Councilor Abel. Please see the attached draft for the PUD. This has not been fully vetted by staff and is still subject to change. If you need anything else, please let me know.

Thank you,

Brandon Macy, CMC | City Clerk | Planning Assistant

City of Jenks | City Hall

211 North Elm | P.O. Box 2007 | Jenks, OK 74037

(918)209-4903 Direct | (918)299-5883 Main

Begin forwarded message:

From: Amy Smith <>
Date: April 14, 2026 at 11:15:03 AM EDT
To: Adam Abel <aabel@jenksok.org>
Cc: Nick Smith <nsmith@blueprint-risk.com>
Subject: PUD for the case number JZ 26 PUD 156.

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning counselor,

Thank you for your service as the Jenks Ward 4 councilor. I am reaching out to request the PUD for the case number JZ 26 PUD 156.

Thank you

Have a Blessed Day,

Amy Smith

Executive Assistant to

County Commissioner Lonnie Sims

Tulsa County HQ

218 West 6th Street, Room 912

Tulsa, OK 74119-1004

(918) 596-5016
Fax: 918-596-8500
asmith@tulsacounty.org

[FIND YOUR COMMISSIONER](#)
[SIGN UP FOR NEWSLETTER](#)



The information in this e-mail message (including any information contained in attachments hereto) is intended only for use of the addressee. This e-mail message may contain confidential or privileged information. If you receive this e-mail message unintentionally, please notify the sender promptly and then delete this message. E-mail transmission is not guaranteed to be secured or error free. The sender is in no way liable for any errors or omissions in the content of this e-mail message, which may arise as a result of e-mail transmission. E-mails, text messages, and other electronic communications made or received in connection with the conducting of public business, the expenditure of public funds, or the administration of public property are subject to the Oklahoma Open Records Act and the Records Management Act.

Marcae Hilton

From: Emily Spradlin <espradlin@ymail.com>
Sent: Friday, April 17, 2026 2:14 PM
To: Marcae Hilton; Cory Box; Jason Jackson; Jenks Storm Water; Anthony Wilkins; Code Enforcement; lsims@tulsacounty.org; mvancuren@tulsacounty.org
Subject: Case JZ 26 PUD 156 Development Concerns from Emily Spradlin
Attachments: Public Notice - JZ 26 PUD 156 - N of 121st E of 33rd.pdf; PUD Design Statement_Jenks West 121 Mixed Use_20260330.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Case JZ 26 PUD 156 is a request for zone change and PUD overlay (apartment and condominium development), submitted by Grubbs Consulting to the City of Jenks, and adjacent to our neighborhood.

Why My Email Matters

The location, density, and infrastructure demand of the proposed development could significantly impact safety, utilities, property values, and quality of life for a lot of people who live and visit Jenks. Many existing systems are rural or assumed to be at capacity because no data has been shown to prove otherwise, and from our perspective there are several outstanding infrastructure tasks need to be executed to support such a large developmental change to Jenks.

Key Concerns of Jenks Citizens

1. **Traffic & Road Safety**
 1. Increased traffic on 33rd Street and 121st Street; lack of sidewalks; **child safety risks**; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.
2. **Water Supply, Drainage & Flooding**
 1. The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, **impact natural springs**, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city.
 2. **Has a DEQ report been conducted? This is required in OK for land disturbance of 1 acre or more.**
3. **Utilities & Infrastructure Capacity**
 1. Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.
4. **Oil & Industrial Impacts**
 1. How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.
5. **Property Value, Privacy & Noise**
 1. Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.
6. **Crime Rates/Neighborhood Safety**
 1. Because there are no nearby schools, churches, or playgrounds, apartments may legally house registered **sex offenders**, raising safety concerns.

Our Requests

1. Our top priority is for public traffic to not flow through our neighborhood. We will do everything in our power to stop the flow of public traffic coming through our HOA neighborhood to ensure the safety of family's and property. We do not have sidewalks, and most of us have small children that play outside in this neighborhood. Plus, apartment complexes have proven to increase the crime rate.

2. Some type of berms, green space, or physical buffers for privacy. This ties back to our safety/crime rate concerns.
3. Geological reports providing proof that the land is stable enough to develop.
4. Comprehensive water, drainage, sewage, environment oil wells management, traffic, and utility studies and approvals before permits are approved.
 1. Proof of DEQ permits before building permits.
 2. Proof of DEQ approved stormwater plans as parts of the land will be disturbed significantly.
 3. Proof of a Clean Water Act 404 permit since there is underground water streams.
5. Widen and update 33rd street to comply with current code(s). Specially 33rd street between Hwy 117 and 111th street.

Marcae Hilton

From: Michael Such <msuch35@gmail.com>
Sent: Thursday, April 9, 2026 4:27 PM
To: Marcae Hilton
Subject: Resident Concerns Regarding Case JZ 26 PUD 156 – Timber Creek Adjacent Development

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mrs. Hilton,

My name is Michael Such and I am a resident of the Timber Creek neighborhood in Jenks. I recently received notice regarding Case JZ 26 PUD 156 and the proposed rezoning of the property located directly east and south of our neighborhood.

While I understand that growth and development are a natural part of a thriving community like Jenks, I wanted to respectfully share several concerns and considerations from residents whose homes directly border the proposed development area. Our goal is not to oppose thoughtful development, but rather to ensure that any future project includes appropriate transitions and protections for the existing single-family neighborhood.

One of the primary concerns among Timber Creek residents is the possibility of a vehicular street connection between the new development and our existing neighborhood streets. We strongly encourage the city to avoid creating a roadway connection into Timber Creek, as this would likely introduce cut-through traffic from 121st Street and surrounding commercial areas into what is currently a quiet residential neighborhood. Maintaining the existing separation between developments would help preserve neighborhood safety and traffic patterns.

Additionally, we ask that the city consider appropriate building height transitions where the new development meets the Timber Creek neighborhood. If multi-family housing is part of the proposal, we hope that taller apartment buildings would be located further south toward 121st Street and away from the existing homes. Limiting building height along the neighborhood edge would help preserve privacy and maintain compatibility with the surrounding single-family homes.

A substantial landscape buffer would also be very important along the boundary with Timber Creek. We would strongly encourage the inclusion of a berm and dense tree line or similar vegetative buffer that can provide visual screening, noise reduction, and a more gradual transition between the new development and the existing neighborhood.

Lighting and commercial signage are also important considerations for residents whose backyards may border the development. We respectfully ask that lighting be fully shielded and directed downward to minimize light spill into neighboring homes. Limiting the height, brightness, and placement of commercial signage near the residential boundary would also help maintain the character and nighttime environment of the neighborhood.

After reviewing publicly available survey information for the property, it also appears the site contains several existing infrastructure elements including oil wells, utility easements, and pipeline corridors such as gas transmission and hazardous liquid lines. Ensuring that appropriate setbacks, safety buffers, and maintenance access are preserved will be important considerations for both public safety and long-term planning of the site.

The survey information also suggests that portions of the property include natural drainage features and existing tree-lined corridors that may function as stormwater pathways. Preserving these areas, where possible, could provide important drainage infrastructure while also serving as a natural green buffer between the development and adjacent neighborhoods.

We understand that development will occur and appreciate the city's role in guiding responsible growth. Our hope is simply that the design of this project incorporates thoughtful planning elements that respect the existing Timber Creek neighborhood and provide an appropriate transition between new development and established homes.

Thank you for your time and consideration. I would welcome the opportunity to provide input or participate in any discussions or neighborhood meetings related to this proposal.

Sincerely,
Michael Such
Timber Creek Resident/VP of HOA
Jenks, Oklahoma

Marcae Hilton

From: Chresten Tomlin <chrestentomlin@gmail.com>
Sent: Wednesday, April 22, 2026 7:02 PM
To: Marcae Hilton
Subject: Proposed Project

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good evening, Marcae!

We are writing as residents of Jenks, living in Timber Creek residential neighborhood (33rd & 121st). We were recently informed of a proposed development that would greatly impact a home we've owned for less than three years. The primary reason we purchased this home was because of its proximity to retail, Jenks Public Schools (of which both of our daughters are "Jenks Lifers"), and the quietness of the agriculture zoning surrounding, which makes our daily living experience quiet and restful at the end of each day.

While we plan to attend the upcoming interest meeting, we wanted to voice our primary concerns in advance, in cooperation with the Timber Creek community, in hopes that the City of Jenks will place its citizens' quality of life above what seems to be a constant craving for more development, more taxes, and reduced quality of life. Please know we desire to remain in Jenks and we'd love to stay in our home. Jenks has been a great place to raise our family; please represent our voices well.

Key Concerns:

Traffic & Road Safety

o Increased traffic on 33rd Street and 121st Street; lack of sidewalks; child safety risks; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.

Water Supply, Drainage & Flooding

o The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, impact natural springs, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city.

Utilities & Infrastructure Capacity

o Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.

Oil & Industrial Impacts

o How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.

Property Value, Privacy & Noise

o Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.

Crime Rates/Neighborhood Safety

o Because there are no nearby schools, churches, or playgrounds, apartments may legally house registered sex offenders, raising safety concerns.

Sincerely,
Chresten & Bridgette Tomlin

From: Robert S Young <robert_s_young@att.net>
Sent: Thursday, April 23, 2026 4:25 PM
To: Marcae Hilton
Subject: JZ 26 PUD 156

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Why This Matters

The location, density, and infrastructure demand of the proposed development could significantly affect safety, utilities, property values, and quality of life. Many existing systems are rural or limited-capacity and may not support dense development without upgrades.

Key Concerns

- Traffic & Road Safety

- 0

Increased traffic on 33rd Street and 121st Street; lack of sidewalks; child safety risks; potential traffic cut-through from a 117th Street entrance; and need for a neighborhood gate for safety.

- Water Supply, Drainage & Flooding

- 0

The neighborhood is on rural water, not city water. Residents are concerned about whether the system can manage peak demand from apartments. Increased concrete and land disturbance may worsen flooding, shift underground water tables, impact natural springs, and damage foundations or pools. We need to see drainage studies and an approved mitigation plan by the city.

- Utilities & Infrastructure Capacity

- 0

Concerns include gas pressure and potential new gas lines, electric grid load on transformers or substations, uncertainty around sewer versus septic systems, and added

strain on police, fire, EMSA, utilities, and schools. Infrastructure upgrades should occur before higher density.

- Oil & Industrial Impacts

- 0

How will the active oil wells be managed. Nearby examples show homes becoming uninhabitable when wells are improperly addressed. We need to understand the long-term safety and liability.

- Property Value, Privacy & Noise

- 0

Homes bordering the development may experience reduced property values, loss of privacy, and increased construction and industrial noise. Residents request berms, fencing, buffers, or landscaping.

- Crime Rates/Neighborhood Safety

- 0

Because there are no nearby schools, churches, or playgrounds, apartments may legally house registered sex offenders, raising safety concerns.

What the Neighborhood Is Asking For

- Comprehensive water, drainage, traffic, and utility studies before approval. Infrastructure upgrades prior to increased density. Installation of a neighborhood gate. Berms or physical buffers for privacy. Clear plans addressing oil wells and sewer systems.

Sent from my Galaxy

CITY OF JENKS



JENKS DOWNTOWN MASTER PLAN



walter
p moore

swa



ACKNOWLEDGMENTS

CITY OF JENKS

MAYOR CORY BOX
VICE MAYOR JOHN BROWN
DONNA OGEZ
MATTHEW EMMONS
CRAIG MURRY
ADAM ABEL
KEVIN SHORT
CITY MANAGER CHRISTOPHER SHROUT
ASSISTANT CITY MANAGER ROBERT CARR

CITY OF JENKS STAFF

MARCAE HILTON
BRANDON MACY
KATIE BUTTERFIELD
TANNER RUSH
JARRETT DENTON
ANTHONY WILKINS
BARRY PARSONS, PUBLIC WORKS DIRECTOR
TERESA NOWLIN, CITY ATTORNEY

DEVELOPERS/ BROKERS

RED DOG CONSTRUCTION
FREEFORM
PAIN COMMERCIAL REAL ESTATE
COSTAR REPRESENTATIVES
HINES DEVELOPMENT
PRICE EDWARDS AND COMPANY

PARTICIPANT GROUPS

JENKS GARDEN CLUB
JENKS POLICE DEPARTMENT
JENKS FIRE DEPARTMENT
OKLAHOMA AQUARIUM
JENKS PUBLIC SCHOOLS
JENKS CHAMBER
ELEVATE JENKS
PLANNING COMMISSION
TECHNICAL ADVISORY

CONSULTANT TEAM

BECK DESIGN
SWA GROUP
HUNDEN PARTNERS
WALTER P. MOORE



A special than you to Downtown business owner, members of the community, and other stakeholders who provided meaningful input to guide this work.

TABLE OF CONTENTS

INTRODUCTION

PURPOSE.....X

VISION.....X

METRICS.....X

MARKETDEMANDANALYSIS.....X

FINANCIALFEASIBILITYANALYSIS.....X

ECONOMICIMPACTANALYSIS.....X

PARKINGANALYSIS.....X

KEY ZONES:

EVENTSCORRIDOR.....X

WALKOFFAME.....X

WESTGATEWAY.....X

MAINSTREET.....X

MASTER PLAN FRAMEWORK:

BUILDING STOCKX

PARKINGX

STREETSECTIONS.....X

DISTRICTCONNECTIVITY.....X

UTILITIES+INFRASTRUCTURE.....X

NEW PROJECTS:

WEST GATEWAY DEVELOPMENTX

MAIN STREET STREETSCAPESX

IMPLEMENTATION:

IMPLEMENTATION RECOMMENDATIONSX

PREVIOUS ANALYSISX

APPENDIX

URBAN DESIGN PRECEDENTSX

SITE FURNISHINGSX

PLANTING DESIGN GUIDELINESX

STREETSCAPEPRECEDENTS.....X

STREETSCAPE OPTIONSX

WESTGATEWAYLOTOPTIONS.....X



INTRODUCTION

PURPOSE

The purpose of the plan is to share a common vision for downtown and identify strategies for implementation. The JENKS downtown master plan builds upon previous studies for the revitalization of the city of JENKS including the 2020 horizon JENKS comprehensive plan, 2022 transportation master plan, and the 2015 incog JENKS go, by combining all the information and bringing forth ideas and recommendation relevant to the micro downtown district.

While the master plan absorbs familiar concepts from those previous studies, this plan takes a different approach to the revitalization of downtown. An economic and market demand study provided data outlining potential future developments, the master plan focuses on catalyzing transformation through investing in the public realm, upgrading utilities and infrastructure to support ongoing and future development, and formalizing a strategy for shared parking that unlocks development potential for future and existing businesses to thrive, while allowing for housing growth and other divers uses to energize the city of JENKS.





VISION

TO REPOSITION DOWNTOWN AS THE HEART AND SOUL OF JENKS

The desired outcome of the master plan is revitalization with focus on authenticity of place. Focused energy and investment in specific areas of downtown build upon the existing strengths and assets to leverage the energy building around current catalysts between first and third street.

The master plan framework is structured around strengthening four key zones;

Events Corridor
Walk of Fame
West Gateway Lot
Main Street

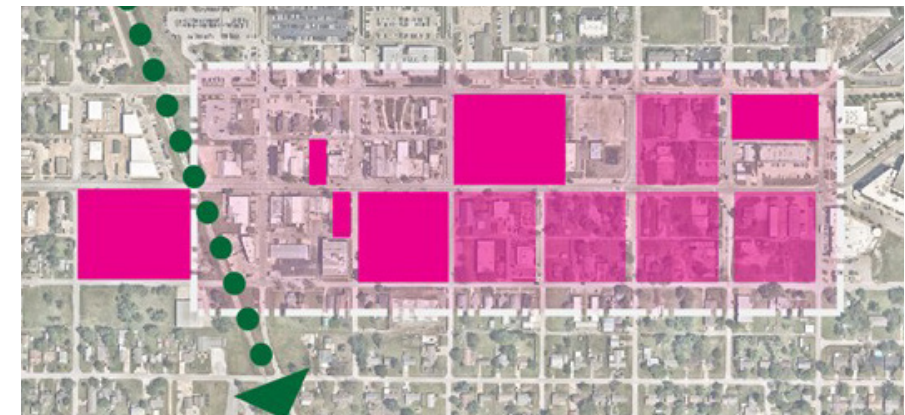
A central component to the framework is the development of the west gateway lot - creating a multi-use gathering space that serves as both a physical and visual transitions to the heart of downtown.

The vision is to position downtown JENKS as the community center of choice to experience a vibrant and diverse culture through living, working, shopping, dining and civic events. The vision is a vibrant downtown reminiscent of the past but looking to the future with families sitting, chatting, and strolling throughout.

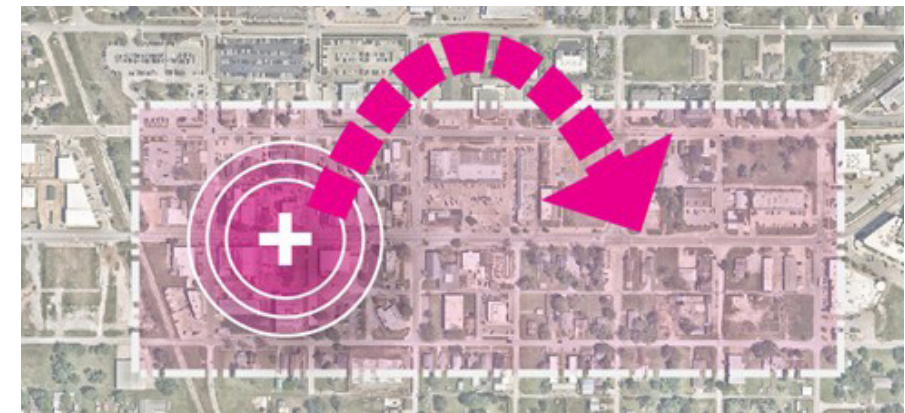
Enhance the west gateway into the downtown core.



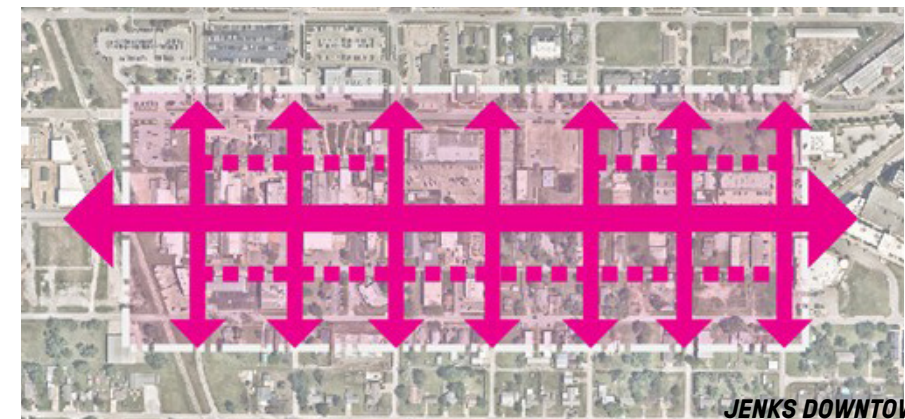
Strengthen key opportunity sites with all age amenities.



Build upon the existing high-quality character of Western downtown.



Create more vibrant pedestrian realm.



METRICS

Shaping Downtown

Urban planning and placemaking will respond to the area’s unique character, history and physical environment. Solutions will focus on capturing the imagination , while being realistic and manageable, but remaining flexible enough to adjust to changing conditions and needs over time.

Tools and data used:

- Market Demand Analysis
- Financial Feasibility Analysis
- Economic Impact Analysis
- Current Conditions Parking Analysis

Prior documentation reviewed

- Horizon JENKS Comprehensive Plan, September 20220
- Transportation Master plan, August 2022
- JENKS Code of Ordinances UDO, October 2023
- INCOG JENKS GO Plan, 2015 – Ongoing
- Library Lot RFP Responses

Managing Downtown

Maintaining a high-quality and welcoming physical environment requires regularly planned maintenance, in terms of hardscape and softscape elements, furnishings, infrastructure, as well as a continuous focus on making incremental improvements.

Tools and data used:

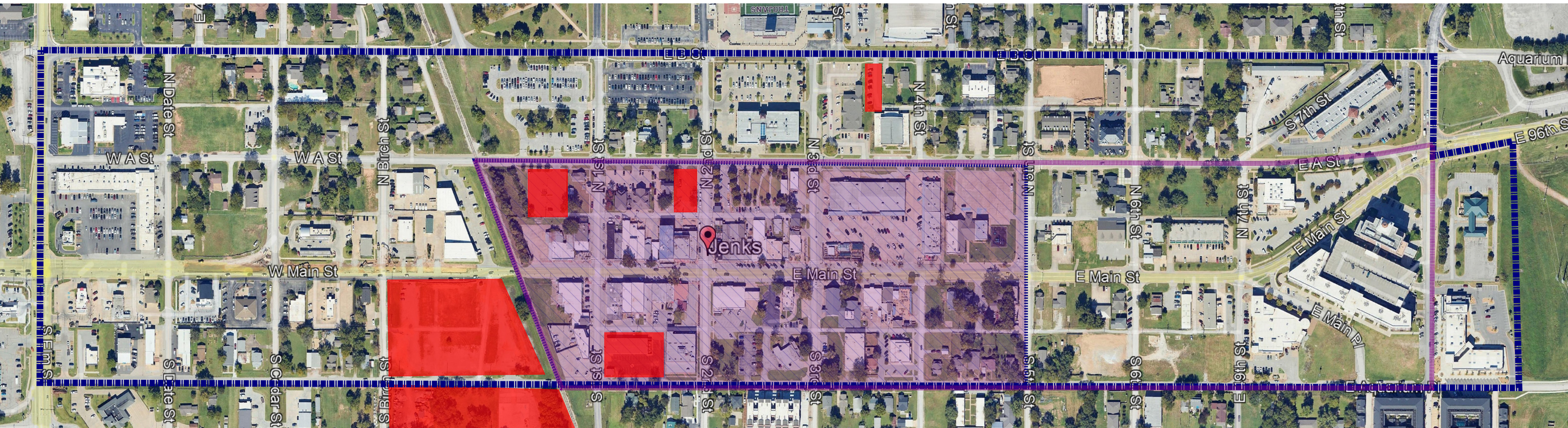
- Site Furnishing Selection
- Planting Design Guidelines
- Future Demand Parking Analysis
- Building Stock Analysis

Experiencing Downtown

The downtown user experience should be akin to serving as the city’s living room or backyard. Urban open space frameworks should promote community interaction, healthy lifestyles, and innovation exchange. Downtown will be rooted in the site, and focused on the resilience of the existing urban structure framework.

Tools and data used:

- Streetscape Precedents Analysis
- Benchmark Project Analysis
- Parking Preference Survey
- JENKS Block-By-Block Survey



MARKET DEMAND ANALYSIS

WHERE ARE YOU NOW?

This effort aims to generate economic growth, foster synergy with the surrounding Downtown District, and enhance the area’s appeal for residents and visitors alike. The analysis will assess current and future market conditions, identify demand opportunities for mixed-use development, and recommend priority projects and amenities that align with the City’s vision. The overarching goals include: Generate Economic Growth, Foster Vibrant Redevelopment, Strengthen Synergy with the District.

Where are you now?

Analyzed demographic and trade area data along with the current supply and demand for commercial, hospitality, residential, and conference/entertainment assets to identify gaps in the market that could potentially be addressed by new development within the Study Area.

	Office	Retail/ Restaurant	Residential	Entertainment	Conference/ Meeting Space	Supportive Hotel	Walkability/ Destination Appeal
Supply (Downtown)	Moderate	Good	Low	Moderate	Low	Low	Moderate
Low Moderate Good Rankings are based on feedback from key stakeholders, market research, and how Jenks Downtown District stacks up within the competitive market.	Increased demand for office space within the downtown area. Minimal projected office development over the next two years.	Retail assets are the top-performing properties in downtown Jenks, serving as the primary draw for visitors to the area. Unmet demand for additional retail and restaurant options downtown. Many retail spaces remain underutilized, presenting opportunities for growth.	Only 150 housing units are planned to deliver in the submarket within the next two years (located in Bixby). Additional multifamily development is crucial to meet population growth and rising housing demand as most housing supply is limited to single family.	Opportunities to expand year-round visitation by hosting more festivals and events downtown with a targeted marketing strategy. Growing need for additional entertainment anchors to encourage full-day downtown engagement.	Jenks is losing business to regional competitors due to lack of large event spaces. Inadequate hotel accommodations further limit the ability to host significant events.	Insufficient hotel accommodations for larger events and overall out-of-town visitation, only three hotel properties exist within city limits. The casino offers the most rooms at a single property but does not appeal to all visitor demographics.	Stronger walkability and higher density are needed to enhance the downtown. Rising safety concerns regarding traffic emphasize the need for improved traffic control measures.

As the local population increases within and surrounding the Study Area, the need for additional commercial development will increase to support the residential base. Family-friendly assets are needed in a more walkable, mixed-use environment that not only support residents, but also encourages tourism.

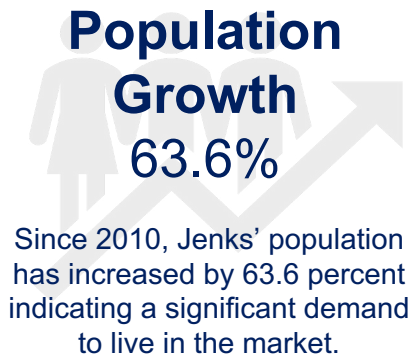


Available JENKS development assistance programs:
JENKS Development Project Assistance
JENKS Commercial Kitchen Loan Program
JENKS Retail recruitment
JENKS BIG Business Improvement Grant
Facade Improvements
Signage Improvements
Landscaping/ Public Space Enhancements

MARKET DEMAND ANALYSIS

WHAT ARE THE OPPORTUNITIES?

Key Market Indicators



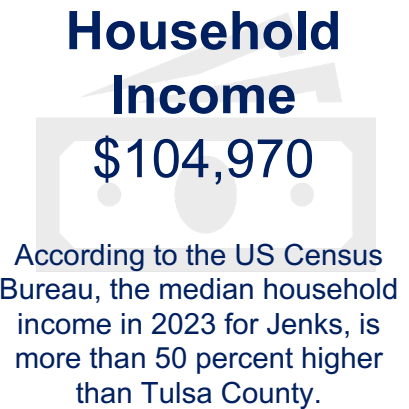
Population Growth
63.6%

Since 2010, Jenks' population has increased by 63.6 percent indicating a significant demand to live in the market.



Daily Traffic Volume
10,000+

Average daily traffic volume exceeds more than 10,000 cars on Main Street, showing a significant level of capturable visitors.



Household Income
\$104,970

According to the US Census Bureau, the median household income in 2023 for Jenks, is more than 50 percent higher than Tulsa County.



Drive-in Market
6.5M

The population within a three-hour drive from Jenks reaches approximately 6.5 million people across Oklahoma, Kansas, Arkansas, and Missouri.

JENKS population can be segmented into three categories: Workday Drive, Boomburbs, and Rustbelt Traditions. Together they comprise 83.6% of the total population. These population segments are typically family oriented and prefer convenience, but have commute to job centers.

Communities must collaborate with engaged municipalities to develop a downtown program that aligns with their unique identity, as well as the needs and aspirations of residents. Simply replicating another city's approach often falls short, as it may not address the specific needs or character of the community.

Workday Drive

Percent of Jenks: 52.5%
Median Household Income: \$90,500
Median Age: 37.0

Boomburbs

Percent of Jenks: 16.3%
Median Household Income: \$113,400
Median Age: 34.0

Rustbelt Traditions

Percent of Jenks: 14.8%
Median Household Income: \$51,800
Median Age: 39.0

Key Takeaways

Jenks has experienced a significant amount of growth over the past decade. The population has increased more than 60 percent largely predicated on the strength of the public school system as well as current and future development of the city.

Daily Traffic Volume

Jenks has significant major thoroughfare traffic with its proximity to State Highway 364, which reaches a daily traffic volume of 54,000. With that, Main Street Jenks exceeds 10,000 cars in daily traffic volume.

Key Visitation Assets

Jenks has numerous visitation assets that draw in visitors, most notably from the Oklahoma Aquarium and Premium Outlet Mall. The visitation generating assets in Jenks totaled approximately 7.3 million visits with an average across the seven attractions exceeding 640,000 visits each.

FINANCIAL FEASIBILITY ANALYSIS

HOW DO WE GET THERE?

Office Market

A strong opportunity exists for smaller-scale, high-end office spaces that can support local corporate tenant plans to reduce and relocate their headquarter offices. Co-working and shared office spaces have gained significant popularity nationwide, yet JENKS has not fully leveraged this expanding market opportunity.

Retail Market

A large development opportunity has emerged to create a walkable destination development with a diverse mix of retail offerings. There are market opportunities for experiential, location-based entertainment concepts, as well as diverse food & beverage options within the JENKS Downtown District.

Residential Market

As JENKS continues to grow and evolve, there is significant potential for the development of mixed-use multifamily units. This aligns with a shifting focus toward diversifying residential options in downtown JENKS. Currently, there is an emphasis on for-sale housing, however, the number of homes sold has, on average, decreased every year since the pandemic with the rise of home values.

Entertainment & Public Gathering space Market

JENKS experiences a disparity in visitation between its high-profile attractions, such as the Oklahoma Aquarium and Premium Outlet Mall, and the downtown area. This gap can be bridged through the development of additional complementary retail, dining, and entertainment offerings.

Meeting Space Market

Given current demand, it's important to focus on fully utilizing and promoting the existing event spaces in the area. Instead of building new venues, JENKS can maximize the potential of the current facilities through better marketing and outreach. This will help attract more events, support the local economy, and ensure the community remains a vibrant destination for meetings and events.

Hotel Market

As new commercial, residential, and meeting facilities are developed, the demand for quality hotel accommodations is likely to increase, providing a strong case for new hotel projects. This growth could enhance JENKS' appeal as a destination for both business and leisure travel, fostering a more robust hospitality sector and supporting the broader regional economy.

Case Studies

Local & Regional Examples
Bentonville Downtown Square
The Rose District

National Examples
Downtown Paducah
Downtown Summerville
The Woodlands Town Center

Aspirational
Carmel Arts & Design District
Downtown Chattanooga
Downtown Overland Park

FINANCIAL FEASIBILITY ANALYSIS

RECOMMENDATIONS

Timeline	Office	Restaurant and Retail	Housing (Multifamily & For-Sale)	Entertainment	Parks, Trails & Nature Assets	Hotels	Conference Center/Event Spaces
Short-Term (1–5 Years)	50,000 SF (4 – 6 tenants) with additional space for coworking	40,000 SF (10 – 12 tenants) Ground-floor retail Variety of dining options/boutique retail	150 Multifamily Units and 25 Townhomes	Maximize visitation and fully leverage the activation potential of the aquarium expansion	Public Plaza, Green Spaces, Charging Stations, Bike Stands	Unique Boutique hotel (80 – 110 rooms)	Maximize utilization of current spaces
Medium-Term (5–10 Years)	Flexible coworking & office spaces	50,000 SF (8 – 10 tenants) Upscale retail with continued focus on vertical development	200 Multifamily Units and 50 Townhomes	Additional family-friendly eatertainment attraction(s) designed to complement and enhance existing assets	Improved connectivity to the riverfront, along with infrastructure for water activations	Select-service branded hotel properties (120+ rooms)	Distinctive downtown event space capable of hosting 100 attendees
Long-Term (10–20 Years)	Enhanced corporate representation locally	Enhance density & entertainment anchors	Additional Multifamily Units as needed	Increase the frequency and diversity of events and festival activations	Create pedestrian-friendly walkways for seamless access	Full-service hotel with meeting space	Full-service hotel with meeting space
Total Build-Out	50,000+ SF	90,000+ SF	425+ Units	-	-	200+ Rooms	-

ECONOMIC IMPACT ANALYSIS

A transformative mixed-use development can serve as a catalyst for growth and modernization in JENKS, enhancing its role as a regional hub for business, tourism, and quality living. One large development or capitalizing on using vacant spaces provides economic and community impact in the following forms:

- Job creation*
- Increased tax revenue*
- Strengthened downtown core*
- Enhanced quality of life*
- Regional draw*

The analysis to the right evaluates the recommended development scenario by each asset type. The operating performance of the mixed-use components included in Phase One of the Project are summarized in the table below along with projected Phase One supportable private financing.

30-Year Summary of Impacts	
Spending	\$ (millions)
Direct	\$496
Indirect	\$159
Induced	\$121
Total	\$776
Earnings	\$ (millions)
Onsite Office	\$5
Direct	\$120
Indirect	\$35
Induced	\$32
Total	\$192
FTE Supported	Peak
Onsite Office	161
Direct	90
Indirect	16
Induced	15
Total	282
Fiscal City Impact	\$ (millions)
City Sales Taxes	\$18
City Hotel Taxes	\$7
City Property Taxes	\$30
Total	\$55

Average Annual Impact	
Spending	\$ (millions)
Direct	\$16
Indirect	\$5
Induced	\$4
Total	\$25
Earnings	\$ (millions)
Onsite Office	\$0.2
Direct	\$4
Indirect	\$1
Induced	\$1
Total	\$6.2
FTE Supported	Peak
Onsite Office	158
Direct	89
Indirect	15
Induced	15
Total	277
Fiscal City Impact	\$ (millions)
City Sales Taxes	\$0.6
City Hotel Taxes	\$1
City Property Taxes	\$0.2
Total	\$1.8

PARKING ANALYSIS

CURRENT INVENTORY

Parking Occupancy

Parking inventory and utilization was collected in October 2024 for weekday and weekend occupancy (Wednesday 10/9, Friday 10/11, Saturday 10/12) from 10AM to 10PM. ULI-based shared parking methodology is used to calculate current parking demand.

Findings for micro-boundary

Peak occupancy: Friday 12pm
Micro-boundary: 35% Occupied

Peak demand

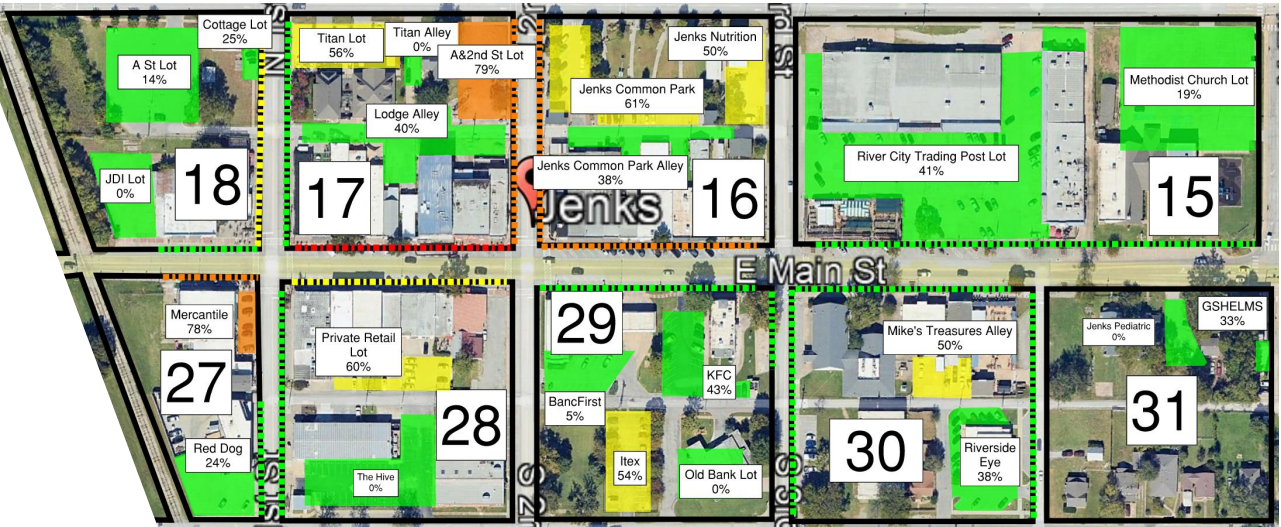
Date: December weekday, 1pm
Demand: 578
Inventory: 829
Percentage used: 70%

Observations

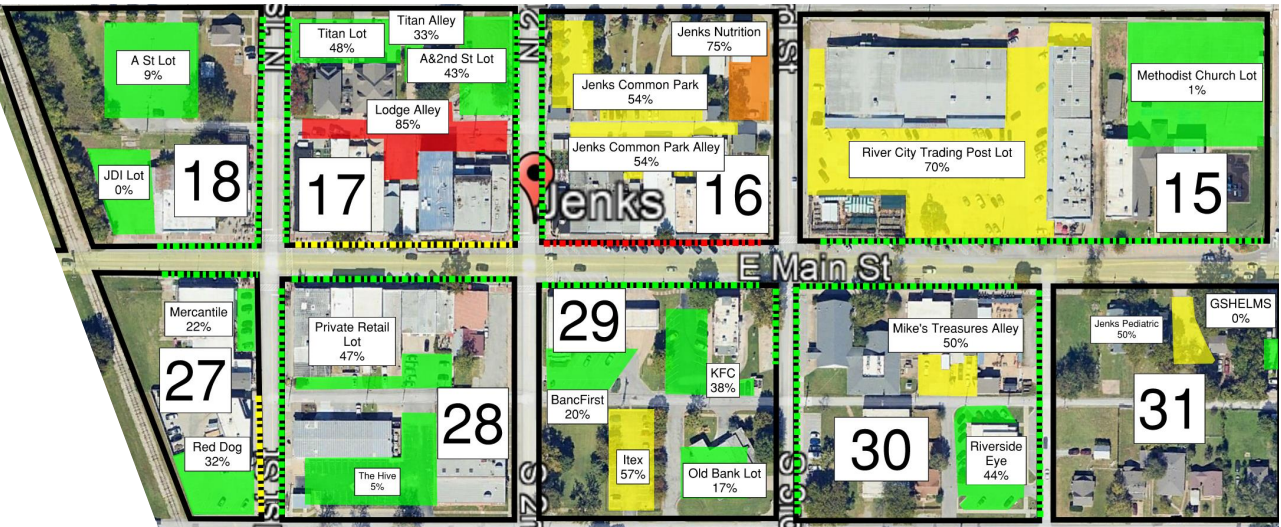
- There is no charge for parking throughout the study area
- The only time limits are on Main Street between the railroad tracks and S 2nd St where there is a two-hour time limit between 8am and 6pm
- The time limits are not enforced
- Merchants are parking in the on-street parking spaces in front of their businesses
- Pedestrians often cross in non-crosswalk areas and not in the dedicated pedestrian paths
- There is minimal way finding signage to parking locations

LEGEND

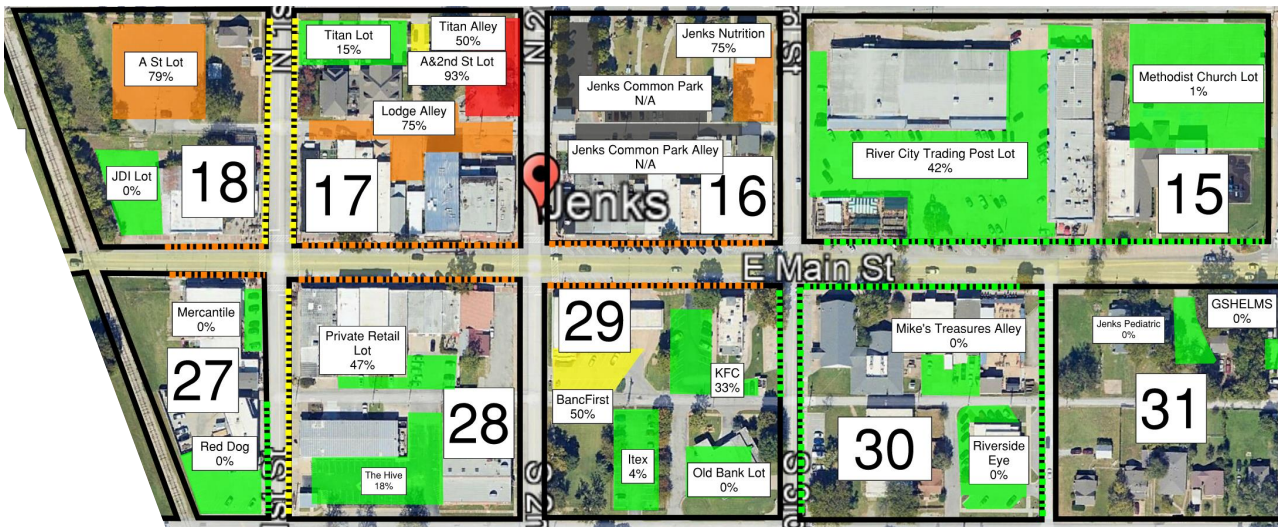
Legend	0-49%	50-69%	70-84%	85-100%	>100%
--------	-------	--------	--------	---------	-------



Peak Occupancy:
Wednesday 12pm



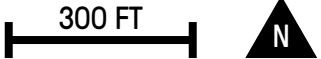
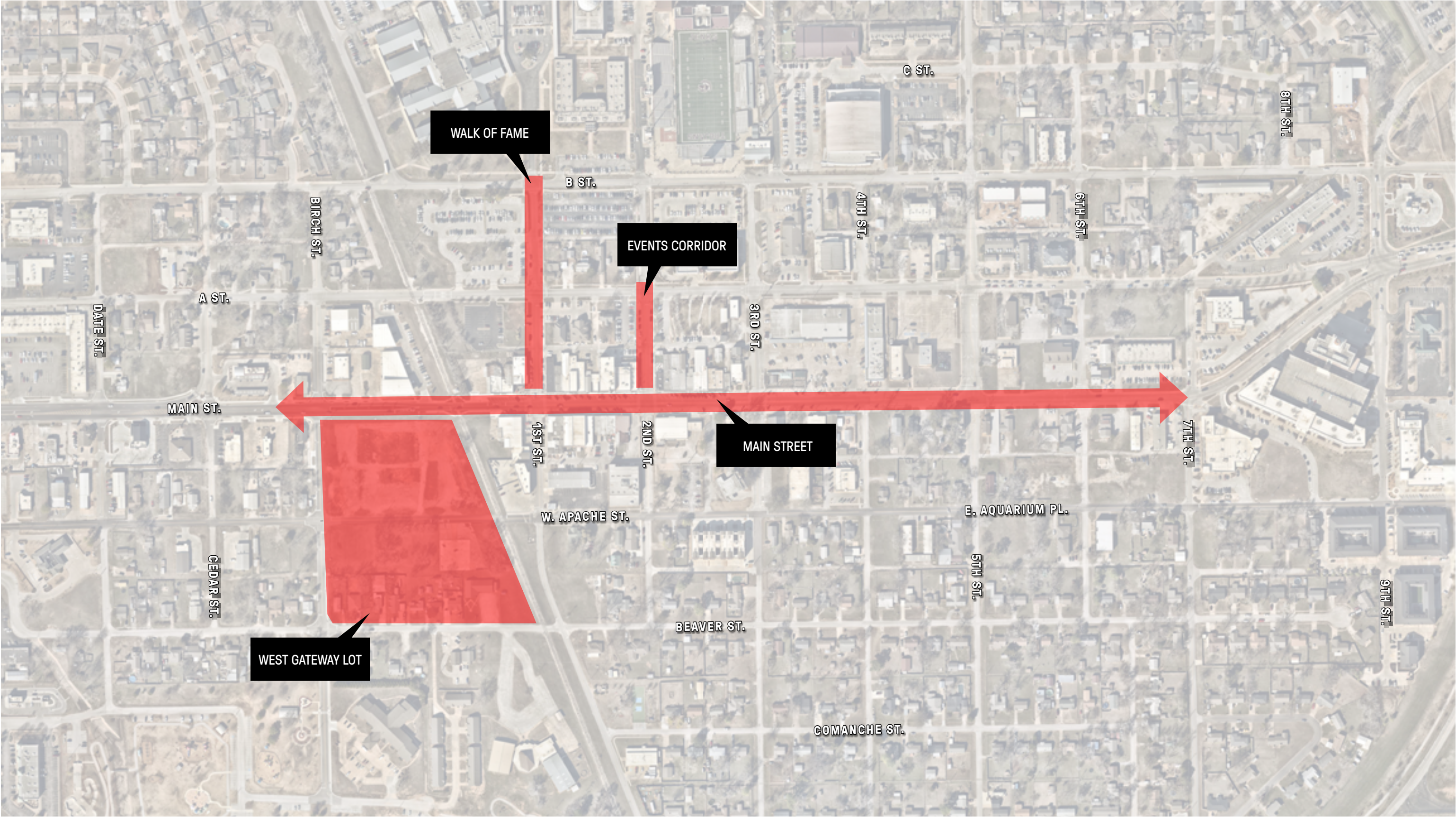
Peak Occupancy:
Friday 6pm



Peak Occupancy:
Saturday 6pm

KEY ZONES

FOUR KEY ZONES



EVENTS CORRIDOR

STRENGTHS:

- City-Owned public green space
- Energy from adjacent residential housing, businesses, and JENKS High School
- Walking distance to main street
- Easy access from multiple streets/alleys

CHALLENGES:

- Downtown Commons Park is underutilized
- Lacks programming for activation
- Lack of neighborhood-centric services
- Discontinuous pedestrian fabric

OPPORTUNITIES:

- Create larger framework of public gathering
- Relocate seasonal activities to 2nd Street in lieu of Main Street closure
- Promote infill development (large and small) in vacant lots surrounding park

Main street serves as the setting for multiple large community events throughout the year requiring closing off this main thorough-fair. A dedicated “event corridor” located on a secondary street would allow for more frequent temporary closure for such events.



WALK OF FAME

STRENGTHS:

- Partnership between the City of JENKS and JENKS Public Schools
- Walking connector between school and main street

CHALLENGES:

- Lack of energy/activity
- High degree of (school) parking lots
- Discontinuous sidewalks

OPPORTUNITIES:

- Strengthen connection to school/ school pride
- Mark northwest gateway to downtown
- Activate 1st street
- Promote creative development catering to families/ students
- Seek park-share strategies with school

Experiencing the walk from downtown to JENKS High School should first and foremost prioritize the pedestrian experience. Shifting the functional character from largely vehicular-oriented to a more walkable urban setting Accommodating non-vehicular transit will pay long-lasting dividends by drawing more people between school and downtown activities, achieving a more activated urban environment.



WEST GATEWAY

STRENGTHS:

- City-Owned lots
- Divers uses and building typologies around vacant lots
- Walking distance to main street
- Easy access from multiple streets

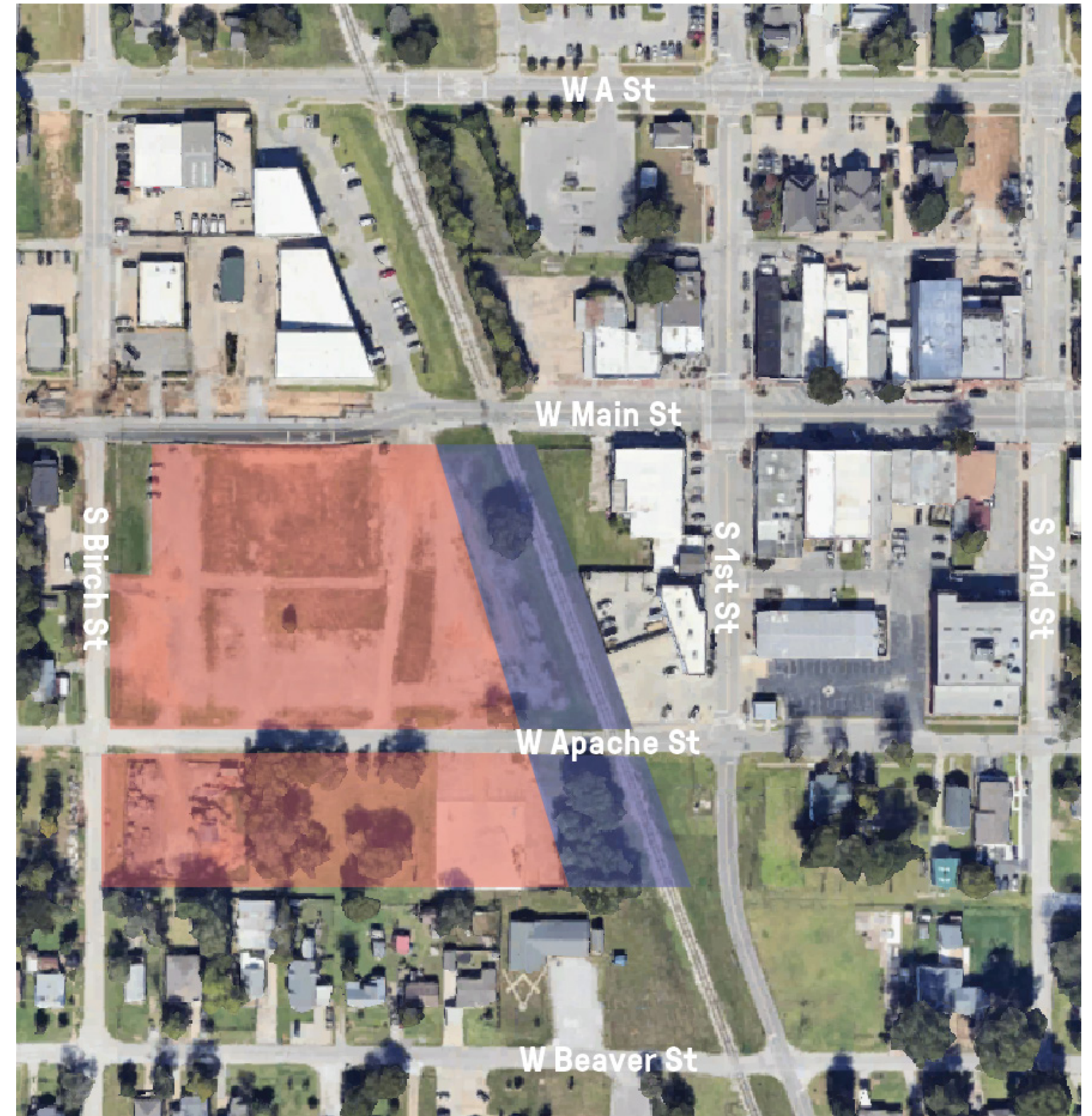
CHALLENGES:

- Existing active rail line creates barrier to the east
- Transition of street treatment from boulevard to typical street
- Discontinuous pedestrian fabric

OPPORTUNITIES:

- Create larger framework of public gathering
- Strengthen connection to adjacent neighborhood
- Mark west gateway to downtown
- Transition and extend downtown to the west
- Promote infill development (large and small) in vacant lot

The West Gateway currently provides an underwhelming access point into downtown. This key area should be re-shaped to afford a more compelling visual character, while also utilizing similar materials and aesthetic Character as the downtown core to create a unified identity and a focus on prioritizing the non-vehicular user experience.



MAIN STREET

STRENGTHS:

- Human-scale design
- Mix of shopping and dining options
- Charm and character
- Convenient access to local businesses

CHALLENGES:

- Sidewalks are narrow and need replacement in multiple areas
- No buffer between pedestrians and moving traffic
- Lack of green infrastructure
- Limited way finding signage and district identity
- Undersized parking stalls
- Limited/no visibility at intersections
- Pedestrian safety at crosswalks

OPPORTUNITIES:

- Create a framework that reinforces identity of downtown district
- Strengthen connection through entire district
- Add placemaking elements
- Promote multimodal access to downtown shops and restaurants
- Promote development (large and small) in vacant building stock

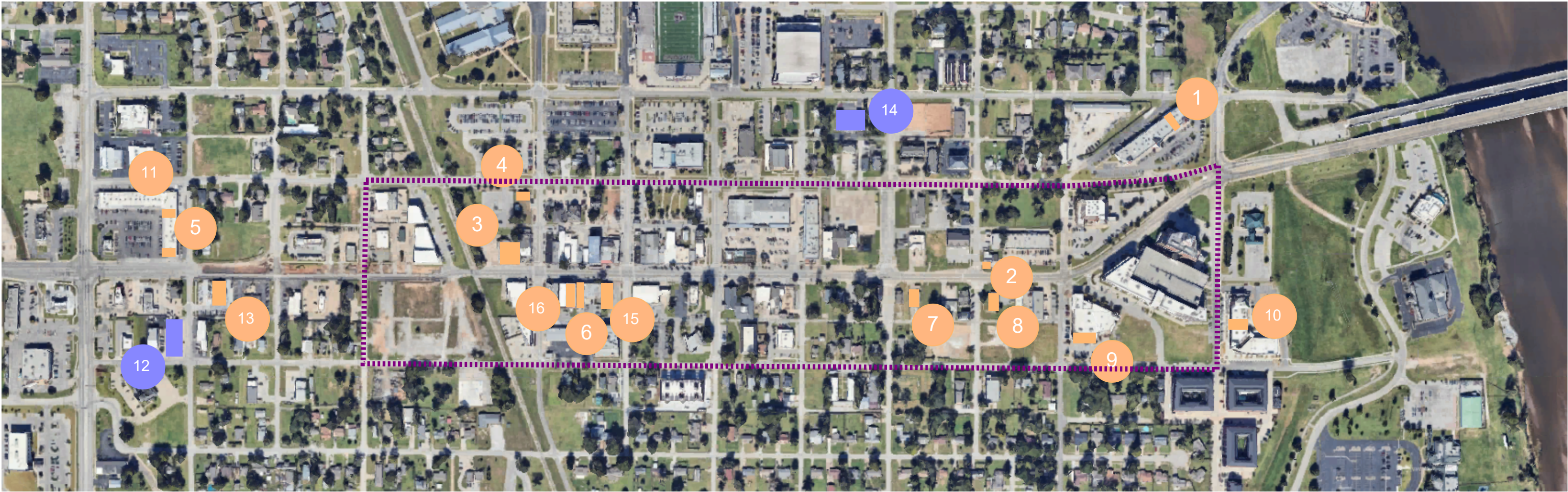
Downtown JENKS features a charming, human-scaled building proportions with active storefronts, string lighting, and convenient on-street parking that support the potential for a vibrant downtown atmosphere. However, the lack of greenery, narrow sidewalks, and limited pedestrian buffers reduce comfort and walkability. Minimal way finding signage and cohesive branding pose challenges for both safety and identity. Enhancements like trees, wider sidewalks, multi-modal infrastructure, and placemaking elements could significantly improve the street's functionality and appeal.



MASTER PLAN FRAMEWORK

WEST GATEWAY DEVELOPMENT

MAIN STREET VACANCIES



- 1 Retail 1,184 sf
- 2 Retail/Bar 2,731 sf
- 3 Retail 5,058 sf
- 4 Retail 1,040 sf
- 5 Retail 2,100 sf
- 6 Retail 2,694 sf

- 7 Retail 1,320 sf
- 8 Retail 2,890 sf
- 9 Retail 16,372 sf
- 10 Retail 10,247 sf
- 11 Retail 1,485 sf
- 12 Office 3,250 sf

- 13 Retail 4,112 sf
- 14 Office 7,117 sf
- 15 Retail 2,861 sf
- 16 Retail 4,061 sf

Vacant space is a challenge to the economic and social vitality of JENKS Downtown. Healthy downtown's typically have less than 5% storefront vacancy.

The vacancies within downtown would not absorb the current market gap, but revitalizing main street will have a great impact on activating those vacant storefronts.

Market gap recommendations:

	Demand	Vacancy	Deficit
Office	50,000 GLA		50,000 GFA
Retail	40,000 GLA	39,027 GFA	973 GFA
Residential Multifamily	150 UNITS		200,000 GFA
Residential Town-Homes	25 UNITS		73,333 GFA
Boutique Hotel	80 KEYS		106,667 GFA

PARKING

FOSTERING GREAT STREETS

A well-managed parking system is vital to the economic success of Downtown. The goal is to develop an efficient, cost-effective, and customer-focused parking management plan that will leverage Downtown's parking assets to support continued growth and development.

Counter to the perception that there is 'not enough parking' in Downtown, parking analysis shows there are 251 surplus parking spaces (in surface lots, on streets, and in parking garages). This equates to about 70% utilization. Much of the current supply is underutilized with a few pockets in high demand. Based on ULI projections, newly opened restaurants, additional office and retail spaces, and the planned reduction in inventory based on the proposed streetscapes will increase the occupancy to 95%. A parking system functions best when it is 85% or less occupied. An additional 92 spaces is needed for the micro-boundary to accommodate the projected future demand.

The blocks in and immediately surrounding the downtown core are primarily vehicular-oriented in nature, reducing the opportunity for greater vibrancy and activity in these areas. The downtown core should prioritize a more pedestrian-focused condition, including adding sidewalks where missing, promoting non-vehicular transportation, and utilizing traffic-calming measures to encourage more safe, welcoming pedestrian activity.

Experiencing downtown should first and foremost prioritize the pedestrian experience. Shifting the functional character from largely vehicular-oriented to a more walkable urban setting – with inviting outdoor areas. Spaces like plazas and promenades will provide the greatest benefit in both the near- and long-term future of downtown. Accommodating non-vehicular transit will pay long-lasting dividends by drawing more people, achieving a more activated urban environment. Adding new street trees and street furniture will similarly provide a more comfortable user experience and a greater sense of place.

Great Activity + Destination: Offering inside-outside quality where indoor activity spills onto the street.

Safe: Slow streets are not only a way to foster places that are more comfortable for people, they are also a way to make places safer.

Inviting: Great streets are the result of thousands of tiny details that involve the design of their buildings, landscaping, sidewalk features, and street layouts.

Spaces for lingering: People spend more time in places where they feel comfortable, where there are features that capture their attention or interest, and where their basic needs are met.

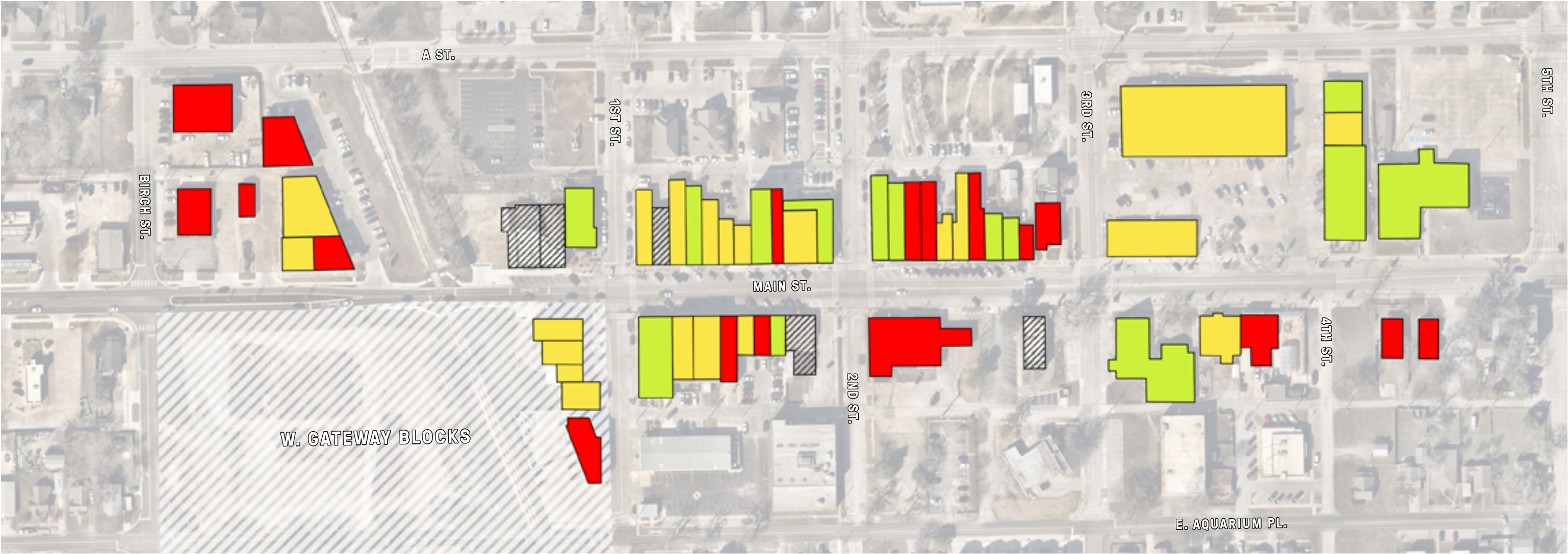
Unique/ Authentic: There are a multitude of ways to showcase a community's identity, history, or local assets. Fundamentally, it's up to local communities to figure out what story they want their streets to tell.

Accessible: Great streets are true meeting grounds of local society – where people of different ages, abilities, and income levels intersect and interact.

Flexible: Great streets need to work year round, even in challenging weather conditions. Streets have enormous capacity to be flexible spaces that can meet multiple community goals, especially when they are designed with that purpose in mind

PARKING
MAIN ST. POTENTIAL PARKING

EXISTING BUILDING USAGE ANALYSIS



ANALYSIS LEGEND:

 HIGH FRONTAGE PRIORITY
DINING, BARS, RELIGIOUS
INSTITUTIONS

 MEDIUM FRONTAGE PRIORITY
SHOPPING, EDUCATION,
RECREATION/ LEISURE

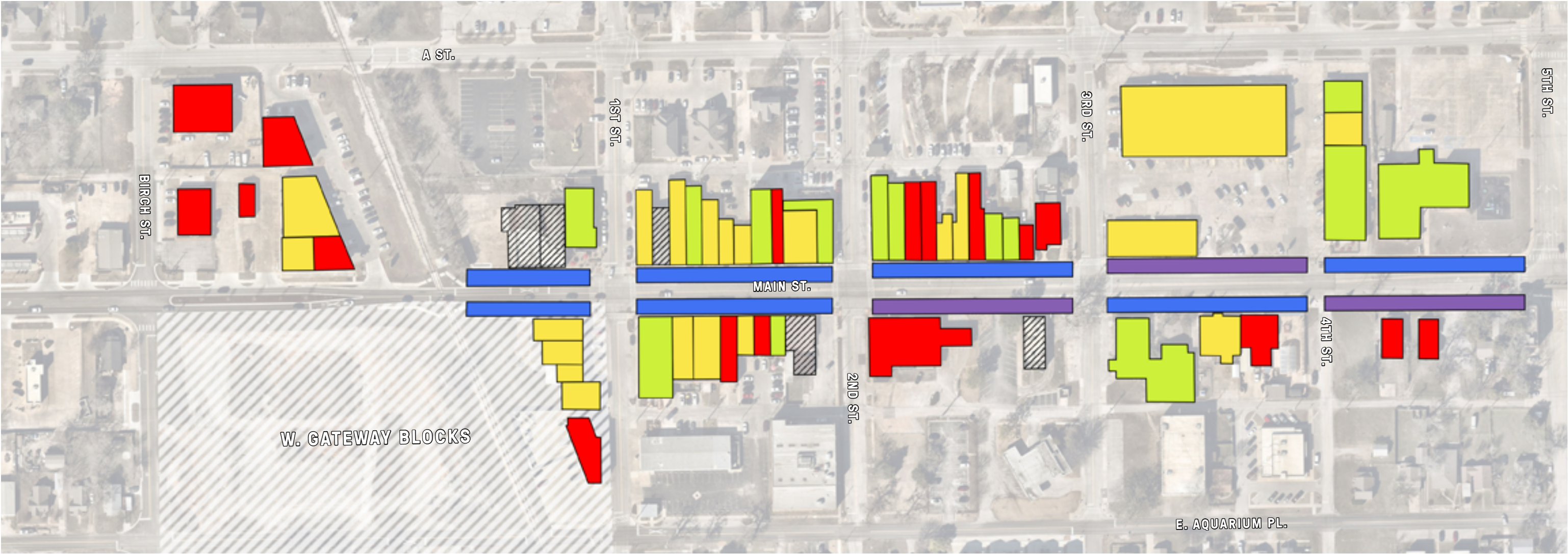
 LOW FRONTAGE PRIORITY
SERVICES, RESIDENTIAL,
FINANCIAL INSTITUTIONS

 BUILDING VACANCY



PARKING
MAIN ST. POTENTIAL PARKING

POTENTIAL PARKING STRATEGY



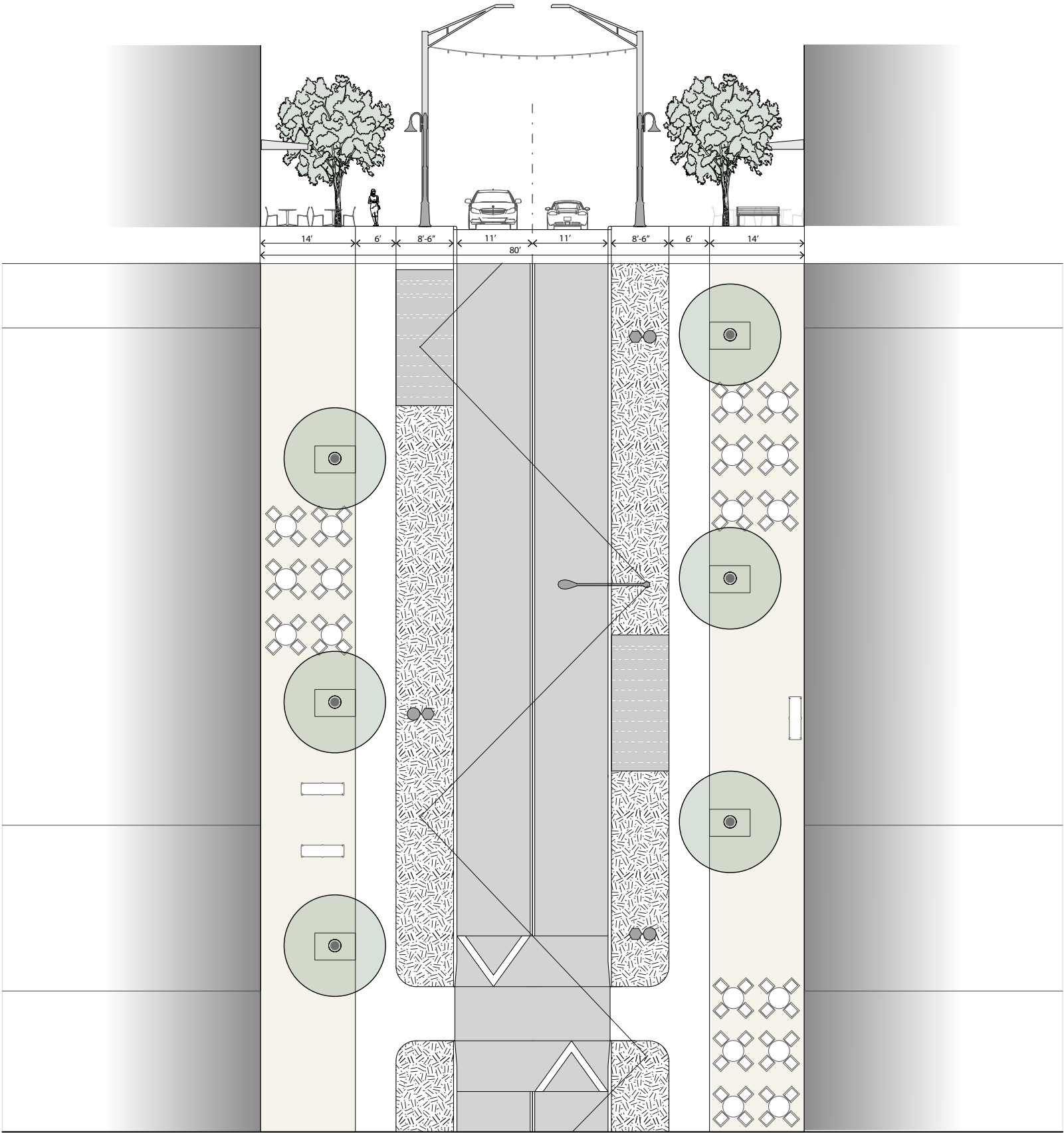
PARKING LEGEND:

ENHANCED BUILDING FRONTAGE
(NO PARKING-LIMITED PARKING BY EXCEPTION)

PROPOSED PARALLEL PARKING



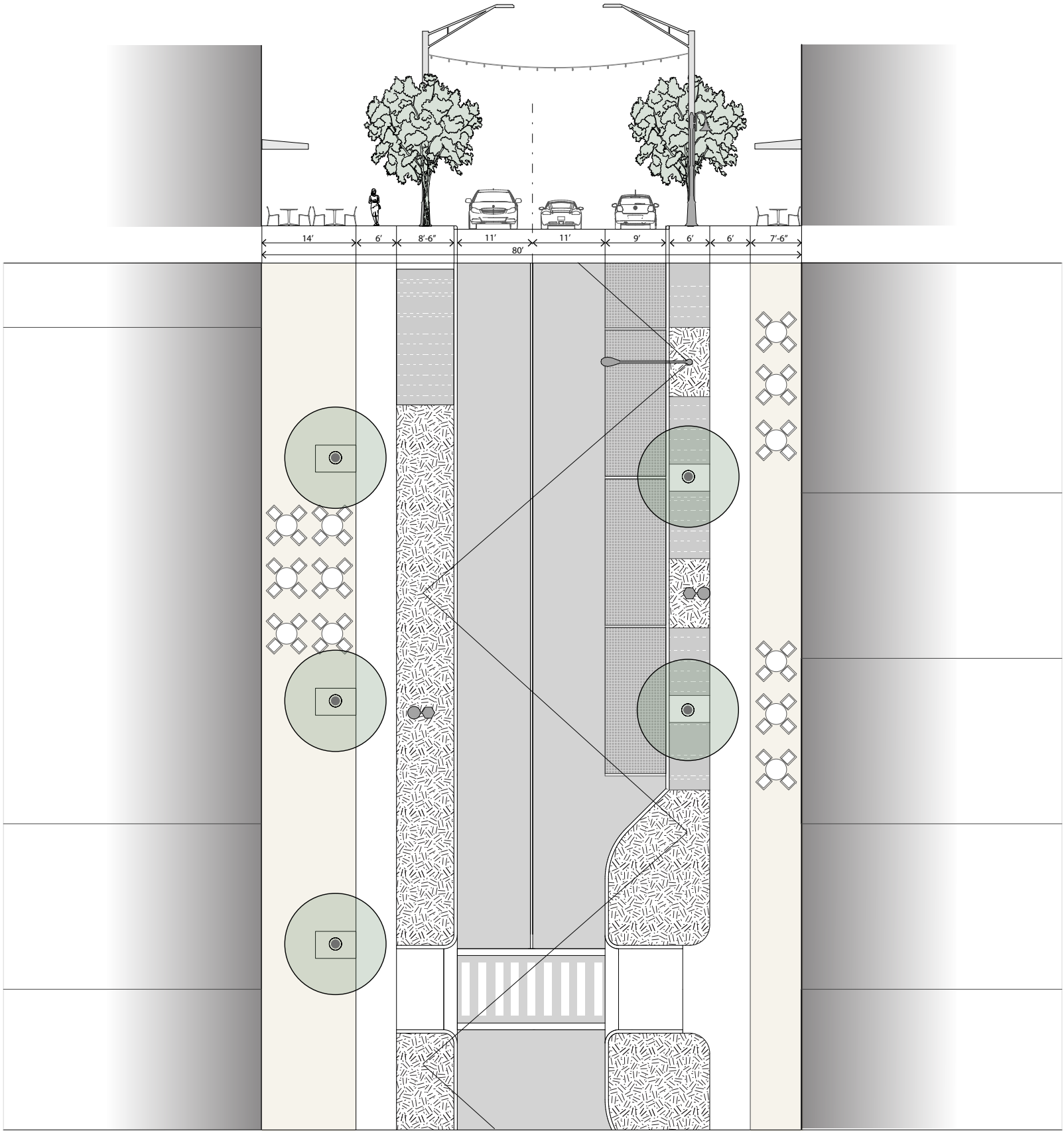
MAIN ST. POTENTIAL PARKING
NO PARKING BOTH SIDES



20 FT

MAIN ST. POTENTIAL PARKING

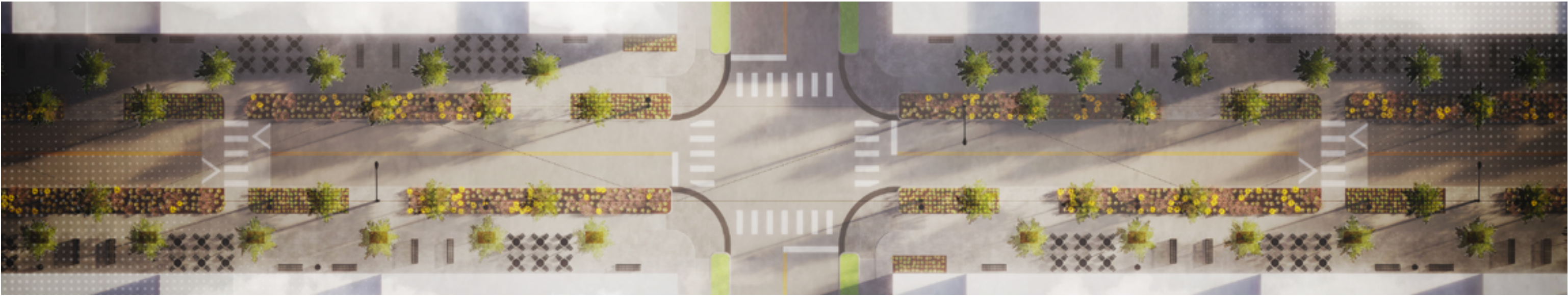
NO PARKING ONE SIDE, PARALLEL PARKING ONE SIDE



20 FT

STREET SECTIONS

MAIN STREET VISION



MAIN STREET VISION



MAIN STREET VISION



MAIN STREET VISION



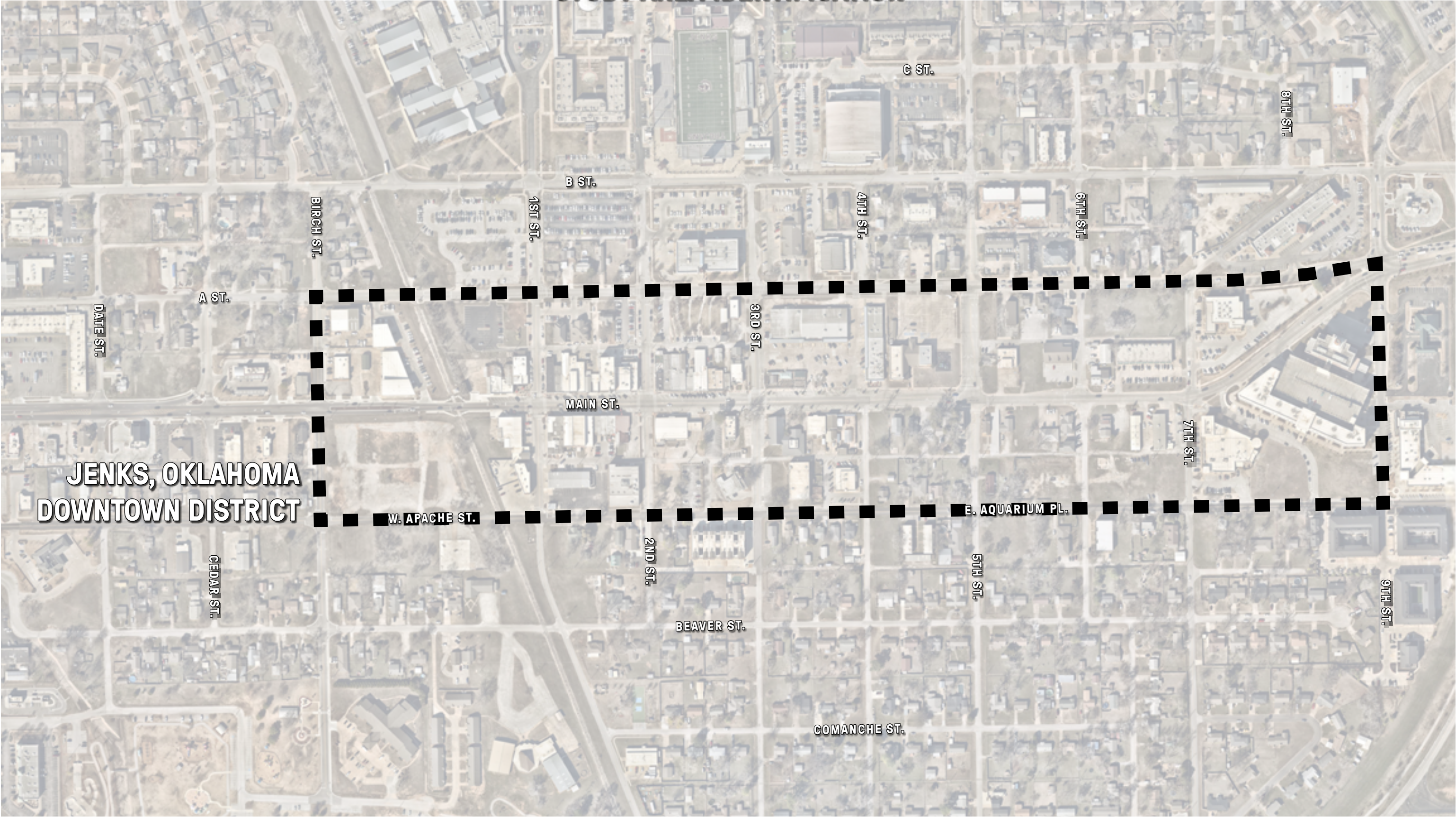
MAIN STREET VISION



MAIN STREET VISION



DISTRICT CONNECTIVITY
STUDY AREA IDENTIFICATION



300 FT



DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN LAND USE & DEVELOPMENT

Downtown Jenks is comprised of distinct areas defined by their form, uses, conditions, characteristics, and potentials. The Downtown Subarea Plan addresses the specific needs of each area and establishes recommendations for the improvement and enhancement of key opportunity sites and redevelopment blocks.

Downtown Core

The Main Street blocks from the rail line to 7th Street define Downtown Jenks. The mix of uses in this area includes restaurants, antique and specialty stores, cafes, and offices. Three blocks at the western end of the Core exhibit the ideal built form for Downtown, forming a model street wall. Conversely, the eastern portion of the Core provides numerous opportunities for redevelopment and land use intensification.

Downtown Transition

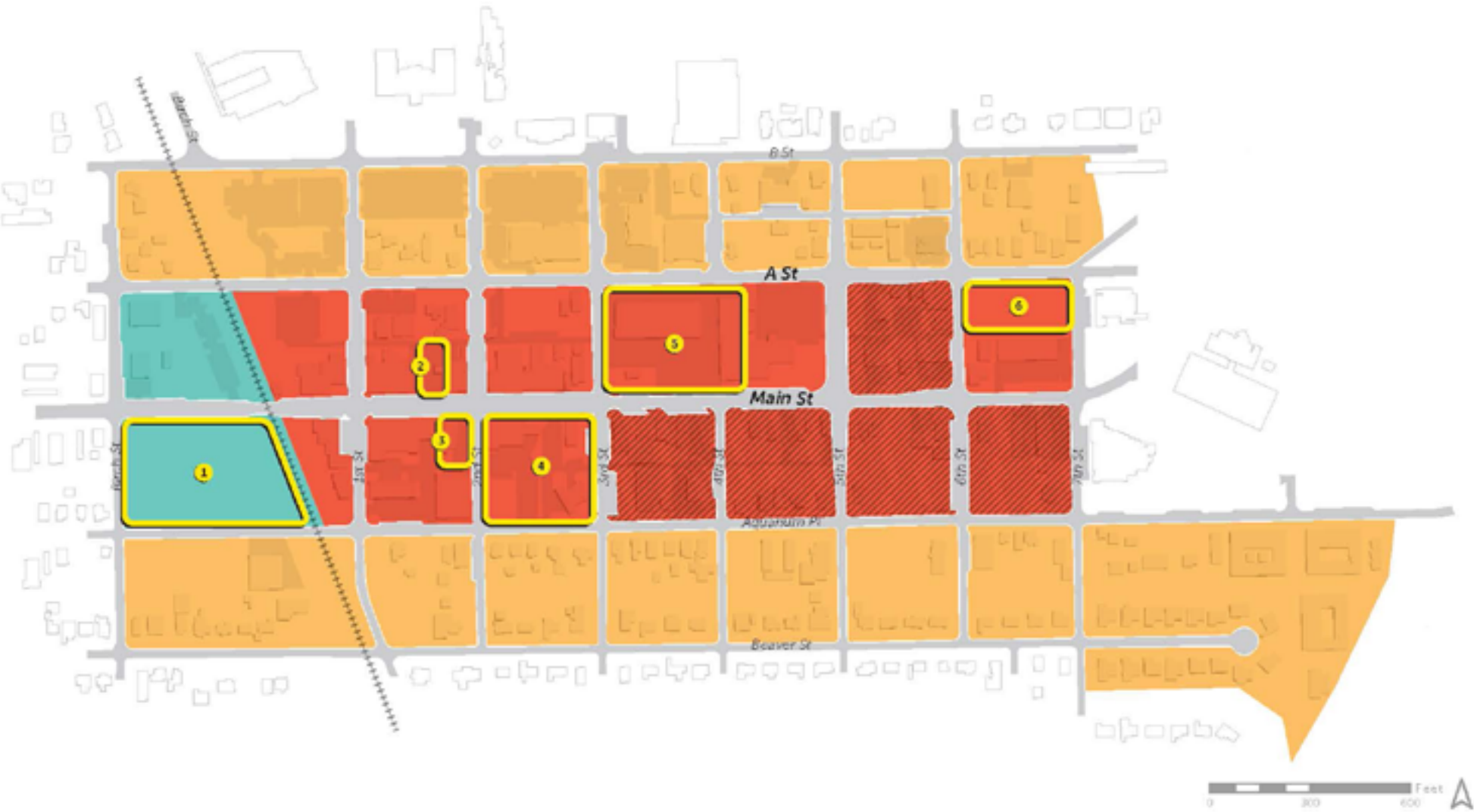
The blocks immediately surrounding the Core consist of a mix of uses ranging from single family detached homes to higher density housing, offices, and stores. This area is more auto-oriented than the Core, and surface parking lots, vacant and underutilized lots, and a lack of sidewalks detract from the walkability provided by the street grid. The Downtown Transition area offers opportunities for new development to support the vibrancy of the Core and encourage walkability across the larger Old Town Jenks neighborhood.

West Gateway

Coming from the west, this is the first impression of Downtown for many. The West Gateway is not currently visually or physically connected to the Core. The mix of auto-oriented commercial and light industrial uses north of Main Street and the vacant lot to the south offer potential for the City to catch the attention of passerby and visually delineate where Downtown begins. The appearance of this gateway should set the tone of the overall image and perception of Downtown.

Opportunity Sites

Opportunity sites are vacant underutilized lots or structures where redevelopment, infill development, or adaptive reuse would have a significant positive effect on Downtown Jenks. Further detail on how these sites should be transformed should redevelopment occur is included on page 48 and 49.



1 This nearly 3.5 acre vacant lot is Downtown Jenks' greatest opportunity for development. The City should work closely with Tulsa City-County Library to redevelop this site as a gateway to Downtown.

2 This site is adjacent to a Jenks historic building. This site is considered an opportunity site because it is currently underutilized and breaks the otherwise consistent street wall on this block of Main Street.

3 This building is currently vacant and sits on a large parcel on a significant corner opportunity site for the Downtown. The existing placement of the structures on the site do not leverage the site's corner location with parking and outdoor dining occupying the majority of the parcel's Main Street frontage and the entirety of its 2nd Street frontage.

4 This opportunity block has three existing buildings which are auto-oriented. Each business having a drive-through, although one is not in use. Drive-throughs can cause conflicts between vehicles and pedestrians and are not ideal in downtown settings.

5 The auto-oriented building, expansive parking lot in the front of the property, and permanent outdoor sales and storage area on this opportunity site do not contribute to the downtown built form.

6 This lot is considered an opportunity site because it is vacant and in a prime location on the northeast corner of the Downtown core, with easy access to Downtown, the Riverfront, and the high school central campus.

Opportunities for Model Block Development

Several opportunities for block redevelopment exist in the eastern portion of the Core. Redevelopment of these sites should reference the ideal built form blocks of Downtown, with zero lot line buildings, commercial uses on the first floor, and residential or office units above. This type of redevelopment will enhance the urban character of Downtown, generate pedestrian activity, strengthen connections between Downtown and the Riverfront District, and generate new tax revenue. See page 48 for more details.

Tulsa City-County Library Site (Opportunity Site 1)

Tulsa City-County Library owns nearly 3.5 acres of vacant land at the corner of Main Street and Birch Street, the western gateway to Downtown. The strategic location and undeveloped nature of this large parcel makes it Downtown Jenks' greatest opportunity for development. The City should coordinate with Tulsa City-County Library to get a better understanding of how they foresee the land being utilized.

If Tulsa City-County Library plans to utilize the site to develop a new Jenks City Library, the City should work to encourage the library to be developed with new high quality public spaces. The site also offers enough area to be developed in tandem with a new community center.

If Tulsa City-County Library plans to market the property for development, the City should work with the Library to create redevelopment concepts to guide and attract potential buyers. Redevelopment in this scenario should divide the lot lengthwise to mimic the primary development pattern in the remainder of Downtown. The northern portion of the site should include a mixed-use building that reflects Downtown model blocks, constructed to the build-to line along Main Street and Birch Street with parking in the rear. The southern portion of the site should include townhomes with garage access off of an alley. Regardless of how the site redevelops, a portion should be dedicated to a trailhead for the potential Jenks rail-with-trail that could abut the property.

DISTRICT CONNECTIVITY

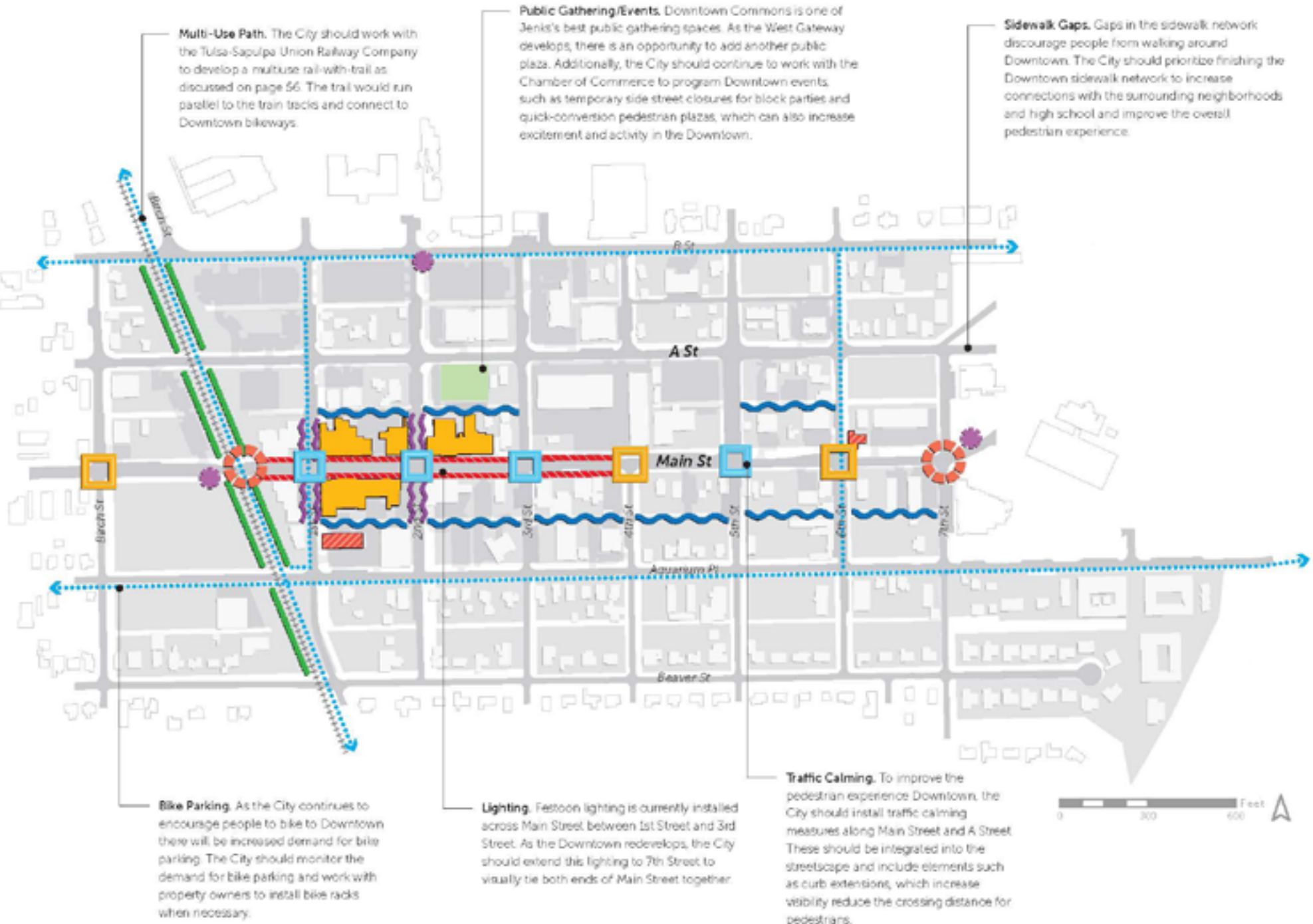
COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN

FUNCTIONAL IMPROVEMENTS

Downtown's activity and energy depend on several systems working in concert with one another. The Framework Plan identifies several of the key improvements that should be considered as Downtown redevelops to help ensure the area evolves in a way consistent with the community's vision. Recommendations regarding traffic, infrastructure, and parking improvements should be studied further before implementation.

- **Gateway Signage**
Gateway signs should be the most prominent communication of Downtown branding and identity. They should be installed at key entry points and incorporate lighting and landscaping features to announce entry into Downtown Jenks.
- **Wayfinding Signage**
Wayfinding signage should be installed in these locations to let people know how easy it is to navigate and explore Downtown and the surrounding area on foot. It should direct pedestrians to important nearby places, such as the Jenks High School campus. The signage should incorporate Downtown branding and identity utilized throughout the Subarea.
- **Intersection Improvements**
Pedestrian crosswalks at these intersections should be improved to enhance their appearance and function. Improvements could include replacing the existing, fading zebra-style crosswalks with murals, brick pavers, or other distinguishing materials; installing crosswalk signage; and constructing curb extensions and bump outs.
- **Crosswalk Installation**
These intersections should be enhanced for pedestrian comfort and to reduce potential conflicts with vehicular traffic through the installation of highly visible continental or zebra-style crosswalks, crosswalk signage, and ADA-compliant curb ramps.
- **Adaptive Reuse**
The rehabilitated auto-oriented building at 6th Street and Main Street should be used for a restaurant or coffee shop. The curb cut on Main Street should be eliminated, and the existing driveway should be utilized for outdoor dining. The bay doors should be preserved to create an indoor-outdoor environment. The Hive is a local arts and event space, is a great example of adaptive reuse, and is home to the Jenks Chamber of Commerce.
- **Ideal Core Built Form**
Buildings on these blocks represent the ideal built form for the Downtown Core. Infill development and redevelopment in the Core should reflect this style.
- **Site Orientation**
New development and redevelopment of corner buildings should orient to both Main Street and side streets. Side street activation with building entrances, outdoor dining, and façade articulation will make the pedestrian environment more vibrant.
- **Public Open Space**
The City should work with the Chamber and other community organizations to improve park programming and better leverage the on-street food truck parking spaces to attract more people Downtown.
- **Roadway Reconfiguration**
Main Street should be reconfigured to accommodate wider sidewalks, new pedestrian bumpouts, and parallel parking spaces from 1st Street to 4th Street. This will promote more activity on the sidewalk and reduce conflict between diagonal parking and through traffic.
- **Railroad Improvement**
Jenks should work with the Tulsa-Sapulpa Union Railway Company to install screening and improve the crossing with crossing gates, audible devices, and pavement markings.
- **Bike Routes and Multi-Use Trail**
Aquarium Place, B Street, 1st Street, and 6th Street should be designated on-street bicycle routes to provide connectivity in the Downtown and to the larger regional bikeway system. Working with the Tulsa-Sapulpa Union Railway Company, the City should develop rail-with-trail.
- **Alley Access**
Existing alleys should be preserved and continued where possible to ensure that truck and service areas are off-street. Alleys should also be utilized for off-street parking access. Additionally, the City should explore opportunities for innovative uses of alleys.



DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

OPPORTUNITIES FOR DOWNTOWN INFILL AND REDEVELOPMENT

The model visually communicates the varying types of redevelopment that should be considered Downtown. As a concept visualization, the model is not meant to act as a prescriptive plan for redevelopment; rather, it should spark creativity and act as a guide for the community.

Redevelopment along Main Street should be mixed-use, with retail, restaurant, or entertainment options occupying ground floors and activating Downtown. East of 5th Street, mixed-use buildings should be 2-4 stories in height, complementing First Oklahoma Bank, at 100 Riverfront Drive. Upper floors should be used for residential units to leverage the proximity to the Riverfront. West of 5th Street, mixed-use buildings of two to three stories should reflect existing development and upper floors should be used for offices and residential units. Alternatively, ground and second floors could be utilized by a retail, restaurant, or entertainment uses.



- Land Use**
- Commercial
 - Office
 - Multifamily
 - Townhome

- 1 This site should be redeveloped with a two- or three-story building that reflects the character of the buildings to the east and west. Parking should be accommodated in the rear of the property and accessed from the alley.
- 2 These sites should be redeveloped with three-story mixed use buildings built to the front and exterior side lot lines, reflecting the ideal built form for Downtown. Parking should be accommodated in the rear of the property and accessed from the alley.
- 3 If strategic parcel acquisition makes this site available, this site should be redeveloped with three-story mixed use buildings built to the lot lines along Main, 2nd, and 3rd streets. Street fronting sides of the buildings should be designed to create an attractive pedestrian environment with multiple storefronts, large windows that allow clear views at street level, and awnings or canopies to protect pedestrians from the elements. Parking should be accommodated in the center of the site and accessed from Aquarium Place.
- 4 This site should be redeveloped with two- to three-story mixed use buildings that reflect the ideal built form blocks to the west. Wrapping the block, new mixed use buildings should strengthen 3rd Street as a connection between Main Street and the high school. A public pedestrian plaza or gathering space should replace parking in front of the strip shopping center and outdoor dining and shopping should be encouraged. Curb cuts should be consolidated where feasible and shared parking should be accommodated at the rear of the property and accessed from 'A' Street.
- 5 These sites should be developed with Brownstone-style townhomes similar to the newer townhomes at the corner of 6th Street and B Street. Residential infill development at this scale can increase activity in the Downtown and diversify the City's housing stock in the walkable core. This type of housing is an opportunity for first time homebuyers, empty nesters seeking to downsize, or seniors in retirement – three groups who are all looking for walkability, access to amenities, and living space that is manageable and easy to maintain.
- 6 Although it is recommended that redevelopment along Main Street be constructed to the build-to line to create a consistent street wall, walkways or pocket parks should be incorporated in strategic locations to connect people to Main Street from parking lots located in the rear of buildings.
- 7 Two variations of Downtown Jenks' model blocks should be encouraged if these parcels were to redevelop. The first envisions redevelopment to occur parcel by parcel over a period of time. The second illustrates what could be possible if a developer acquired all parcels and redeveloped them at once. In both instances it is recommended that the City require buildings to be constructed to the build-to line and encourage facades to be articulated with storefronts of varying widths and building heights ranging from two to four stories. Parking should be located in the rear of buildings and connected to Main Street via pedestrian walkways.

DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

DOWNTOWN INFILL AND REDEVELOPMENT BEST PRACTICES

Downtown infill and redevelopment should serve a variety of purposes in the Core. Filling in vacant lots and revitalizing eyesore buildings should be a primary focus. Infill and redevelopment in the Core should also add density and amenities, increase the desirability, attractiveness, and property values in the Downtown, and help preserve historic buildings by filling in gaps and limiting demolition. Infill building design should creatively fill underutilized spaces, such as the building at 121 East Main Street. Infill and redevelopment should be of a similar scale and character to the ideal Core built form blocks.



- 1 Orientation**
Main entrances to buildings should be oriented towards Main Street, and where applicable, towards side streets as well. Building entrances should be prominent, and corner entries should be encouraged where appropriate.
- 2 Setbacks**
Setbacks should be utilized for outdoor dining, sidewalk sales, and pedestrian amenities where appropriate. Front yard setbacks should be dependent on the width of the adjacent sidewalk, with greater setbacks accommodating narrower sidewalks as necessary to provide for these amenities. Midblock side yard setbacks should be minimal or nonexistent, contributing to the ideal built form and continuous streetwall. Corner developments should offer an opportunity for larger outdoor dining spaces and mini-plazas that draw pedestrians to and from the Downtown side streets.
- 3 Proportion, Size, and Scale**
Buildings should be between two and three stories. The first floor of infill and new block buildings should synchronize with the first floor of existing buildings. Complementary proportions should be emphasized using storefront and decorative cornices.
- 4 Façade**
Masonry materials, such as brick or stone, should be the primary building material on the ground floor of the primary façade and along exterior walls of corner buildings. Large display windows should be used to activate the ground floor. Upper floor windows should be regularly spaced, recessed into the exterior wall, and feature mullions or other divisions in the glass.
- 5 Architecture**
Traditional downtown architectural elements such as bulk heads, transom windows and sashes, masonry piers, cornices, and window hoods should be incorporated into the design of buildings. Larger buildings should feature vertical divisions and articulation to create visual interest and complement existing buildings.

DISTRICT CONNECTIVITY

COMPREHENSIVE PLAN EXCERPTS

STREETSCAPE IMPROVEMENTS

PRIMARY STREETSCAPE

Main Street should receive complete streetscaping to create an inviting, pedestrian oriented environment in the Downtown Core. Parking should be parallel on-street and in parking lots located at the rear of buildings. Decorative crosswalk materials such as colored or textured concrete, stamped asphalt, or brick pavers should be utilized to emphasize the pedestrian orientation of Downtown. Sidewalks should be 10 feet or more in width to provide pedestrian comfort and opportunities for outdoor seating. Streetlights should be pedestrian scaled and adorned with banners promoting the City and special events Downtown; these should be complemented by festoon lighting. Street trees should be planted in street grates in the sidewalk. Planters and potted plants should be located throughout to help with beautification and add visual interest. Working with Jenks High School and local businesses, public art, including murals, should be installed to create visual interest. Benches, trash and recycling receptacles, and other pedestrian furnishings should be placed throughout. As the roadway is reconfigured, utility lines should be buried if feasible.

SECONDARY STREETSCAPE

A Secondary Streetscape treatment should be deployed on all other streets in the Downtown Subarea. These streets will not have the same level of activity as Main Street; however, street-scape enhancements should provide for a safe and attractive pedestrian environment. Parking should be parallel on-street or in rear parking lots off the alley where feasible; private parking lots in the fronts or on the sides of buildings should be discouraged. Crosswalks should be striped to emphasize pedestrian orientation. Where possible, sidewalks should be 10 feet in width, however a standard five foot sidewalk is acceptable where the additional right-of-way is not available. Streetlights should be pedestrian scaled, with banners to promote Jenks and special events Downtown. Depending on sidewalk width, street trees should be located within the parkway or in grates in the sidewalk. Potted plants, benches and other pedestrian furnishings are appropriate and should be placed in this treatment where space permits. The Secondary Streetscape should complement side street building orientations; the street-facing businesses on the west side of 1st Street immediately north of Main Street provide a good example of this. While the secondary streetscape may be less appropriate for public art installations, there are good opportunities for murals, such as the expansive wall on the east side of 1st Street on the same block.

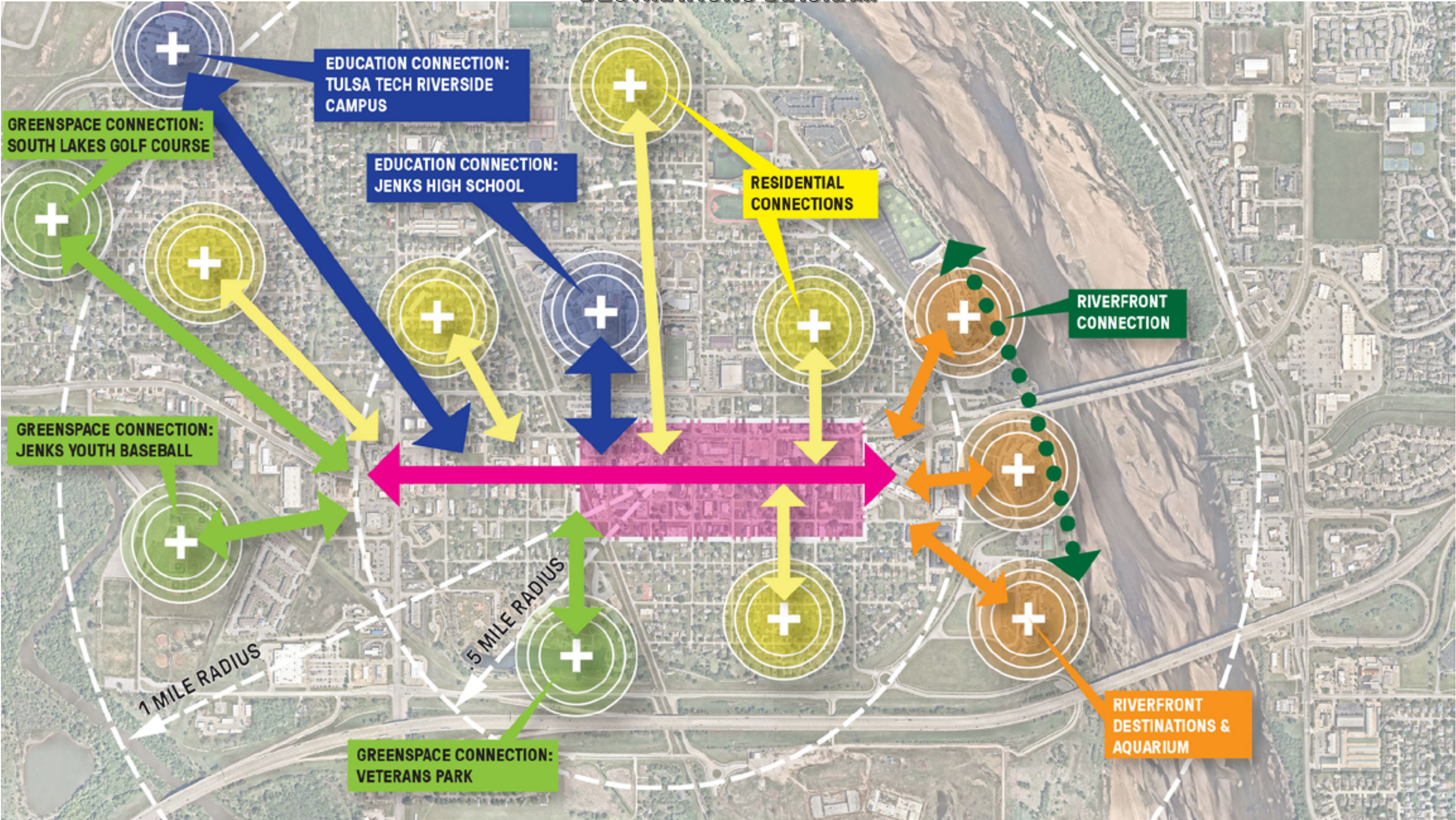


- Primary Streetscape**
- 1 On-street parallel parking
 - 2 Decorative crosswalk material
 - 3 Outdoor seating
 - 4 Pedestrian scale lighting with banner
 - 5 Street trees
 - 6 Planters



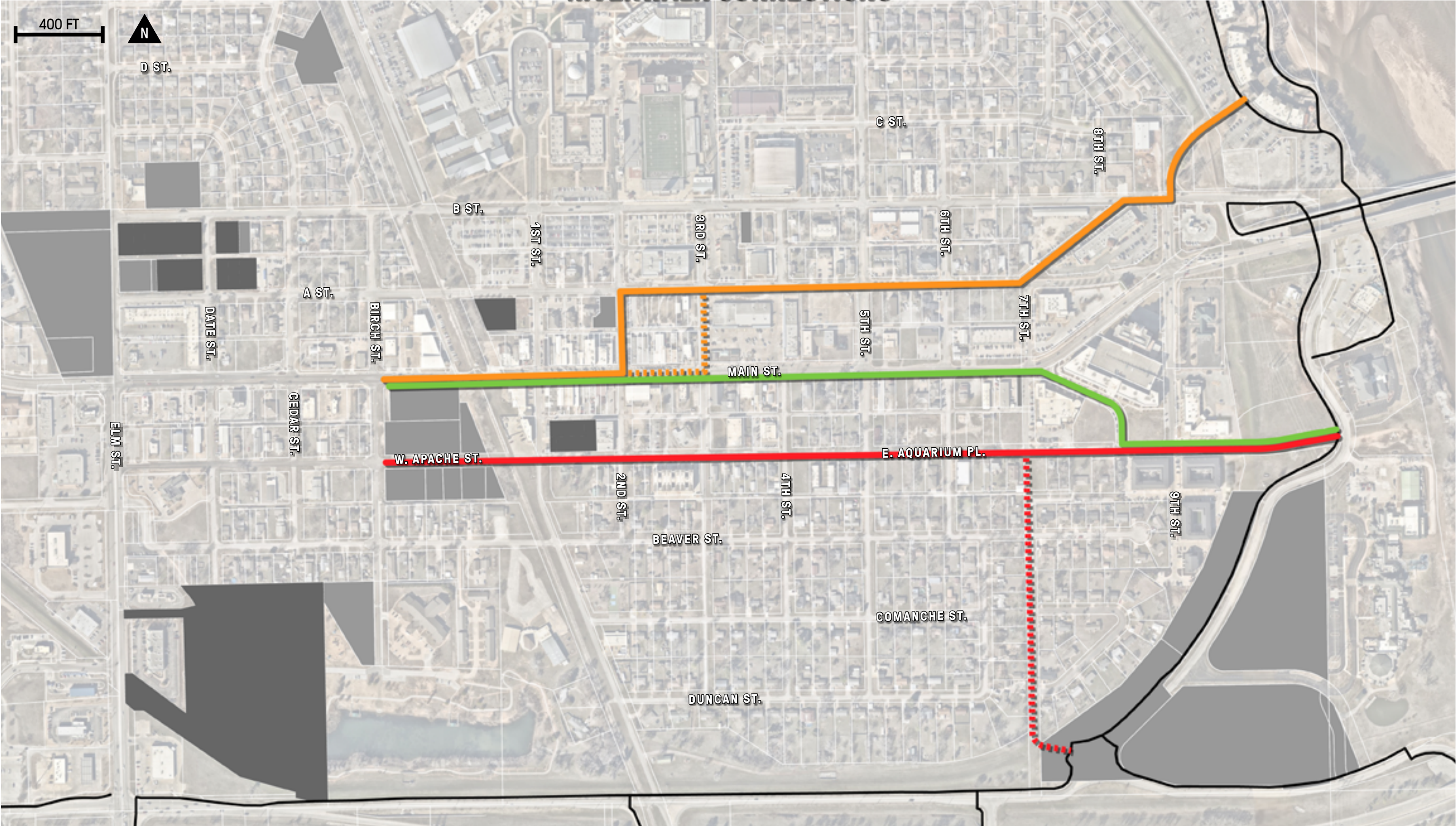
- Secondary Streetscape**
- 1 On-street parallel parking
 - 2 Continental crosswalk
 - 3 Outdoor benches
 - 4 Pedestrian scale lighting with banner
 - 5 Street trees in parkway
 - 6 Plantings

DISTRICT CONNECTIVITY DESTINATIONS DIAGRAM



DISTRICT CONNECTIVITY

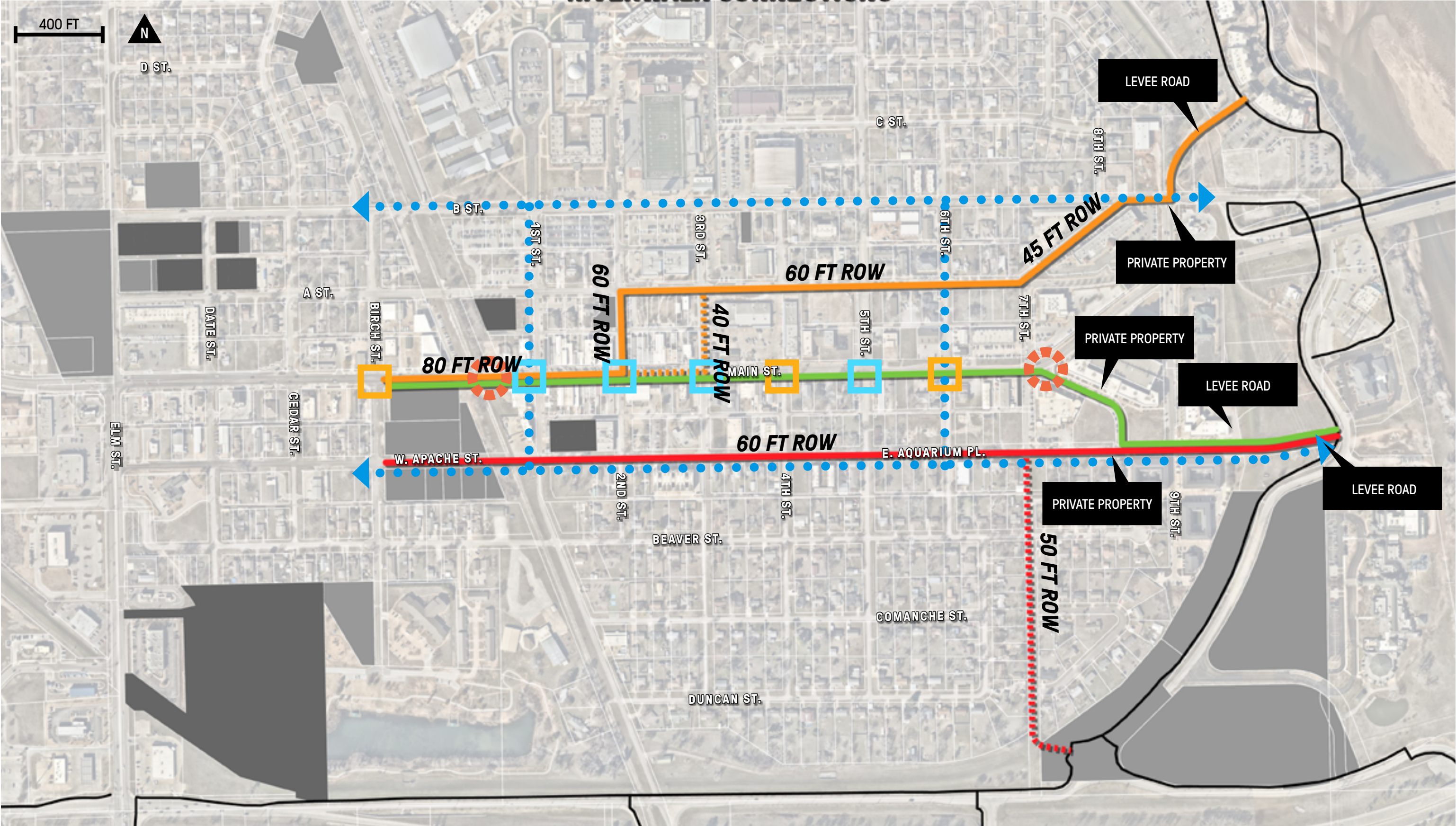
RIVERWALK CONNECTIONS



LEGEND: CITY PROPERTY PUBLIC WORKS PROPERTY SIDEWALK ROUTE 01 ROUTE 01 ALT. SIDEWALK ROUTE 02 ROUTE 02 ALT. SIDEWALK ROUTE 03 ROUTE 03 ALT.

DISTRICT CONNECTIVITY

RIVERWALK CONNECTIONS



LEGEND: CITY PROPERTY PUBLIC WORKS PROPERTY SIDEWALK ROUTE 01 ROUTE 01 ALT. SIDEWALK ROUTE 02 ROUTE 02 ALT. SIDEWALK ROUTE 03 ROUTE 03 ALT. JENKS DOWNTOWN MASTER PLAN 32

HORIZON JENKS ELEMENTS (FOR REFERENCE): PROPOSED BIKE ROUTES GATEWAY SIGNAGE CROSSWALK INSTALLATION INTERSECTION IMPROVEMENT Page 139 of 271

UTILITIES + INFRASTRUCTURE

UTILITIES:

- Water
- Sanitary Sewer
- Storm Sewer
- Electric/Gas
- Telecom

CHALLENGES:

- Current infrastructure is a mix of legacy town grid with limited modern upgrades.
- Potential aging infrastructure
- Potential undersized lines
- Cost of burying utilities

OPPORTUNITIES:

- Most of the utilities run through alleys with exception of water mains
- Future conversation additional dedicated infrastructure for events corridor.
- Enhancing street character with replacement of existing street and pedestrian level lighting
- Extend west downtown character to the east with addition of integrated lighting (string lights) and audio system along main street
- Address storm sewer and irrigation lines in conjunction with new street sections

Downtown JENKS features service alleys with most of the utilities running overhead, initial cost analysis do not support burying existing utilities in the alleyways. Implementation and enforcement of current UDO standards will continue to transform the look and feel of current alleyways.



NEW PROJECTS

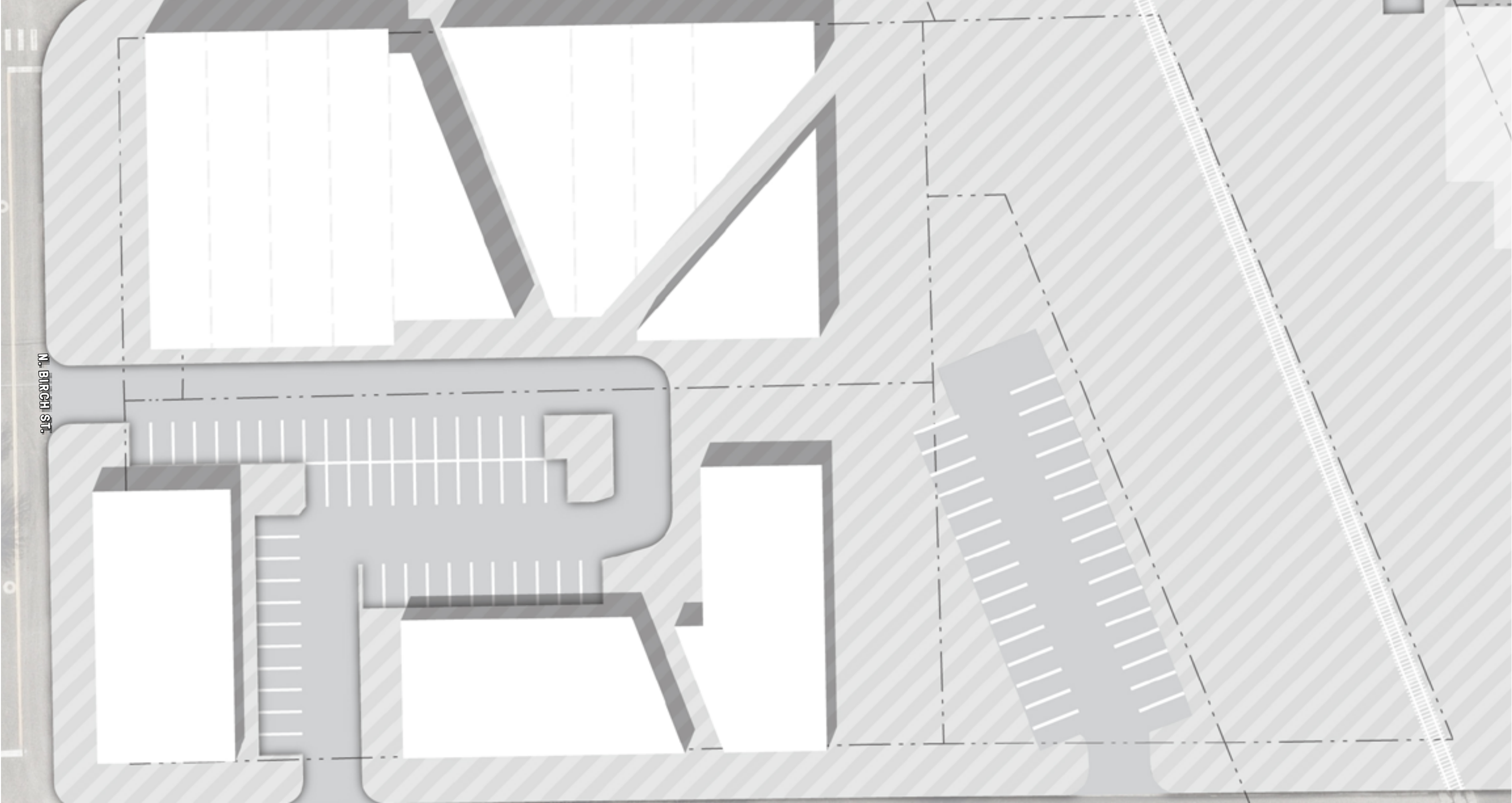
WEST GATEWAY DEVELOPMENT
STUDY AREA IDENTIFICATION



WEST GATEWAY DEVELOPMENT
RAILROAD R.O.W. CONSTRAINTS



‘SITE’ SCALE
WEST GATEWAY BLOCKS DEVELOPMENT PLAN

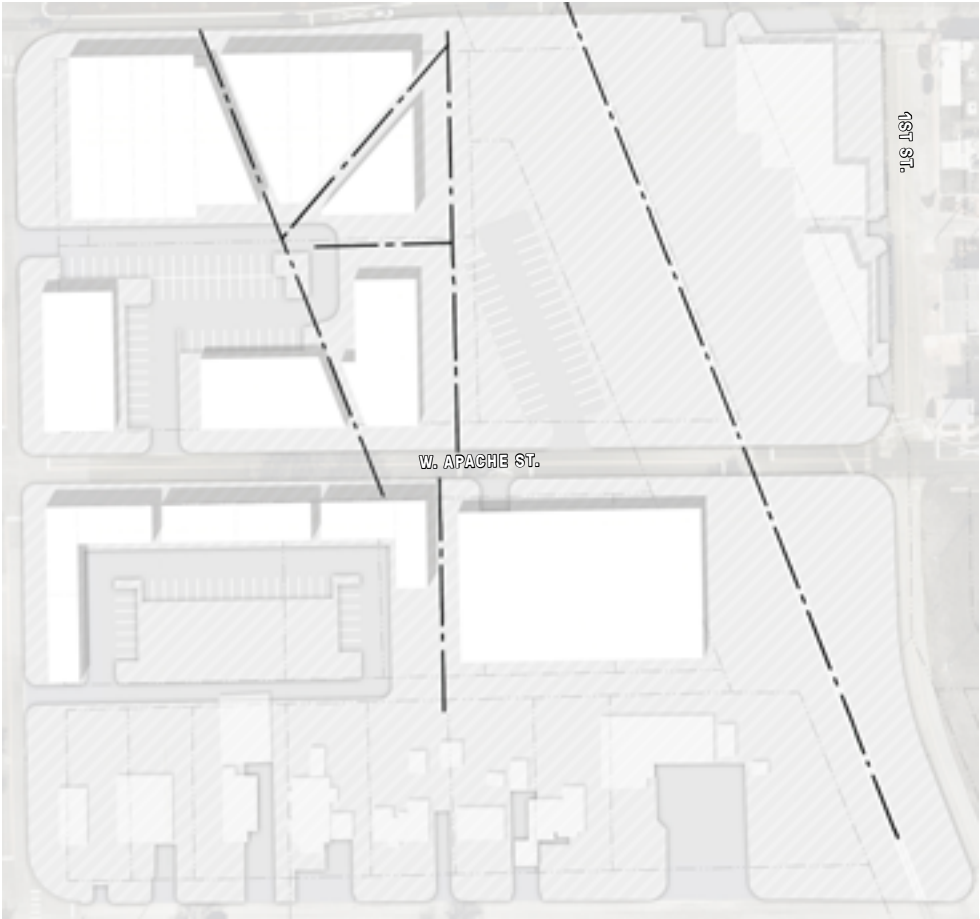


40 FT

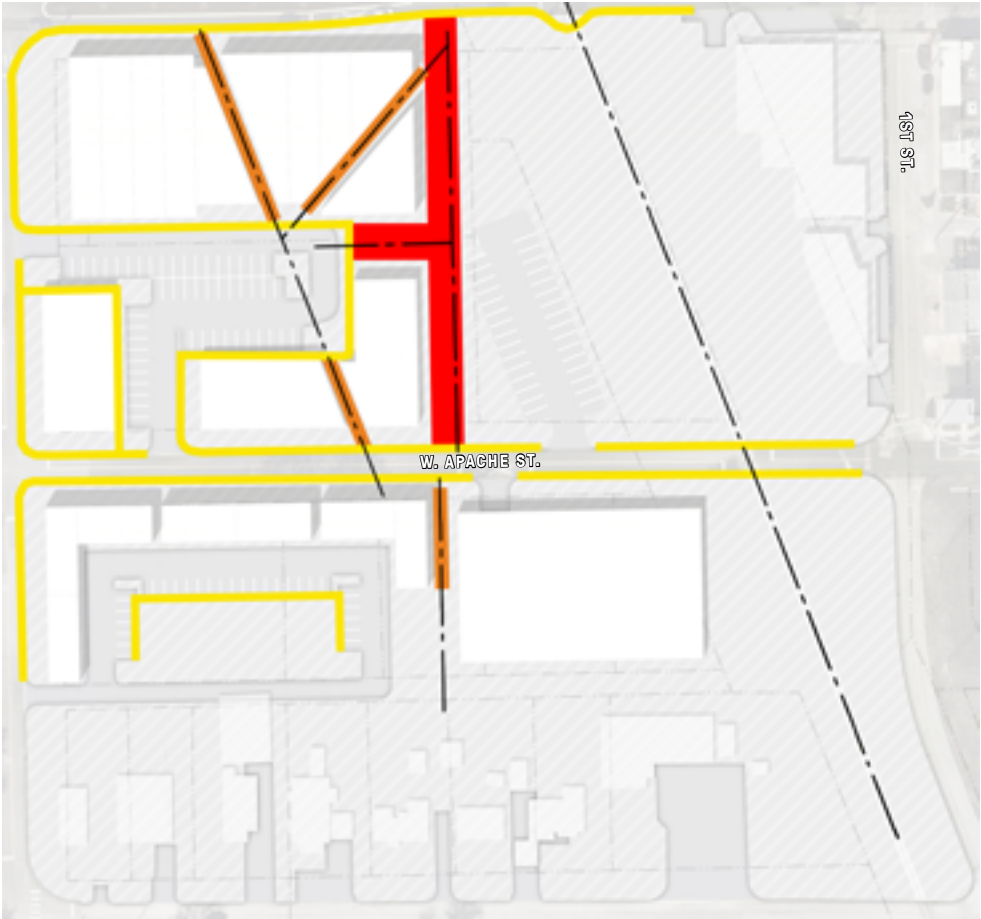


WEST GATEWAY DEVELOPMENT ORGANIZING FRAMEWORKS

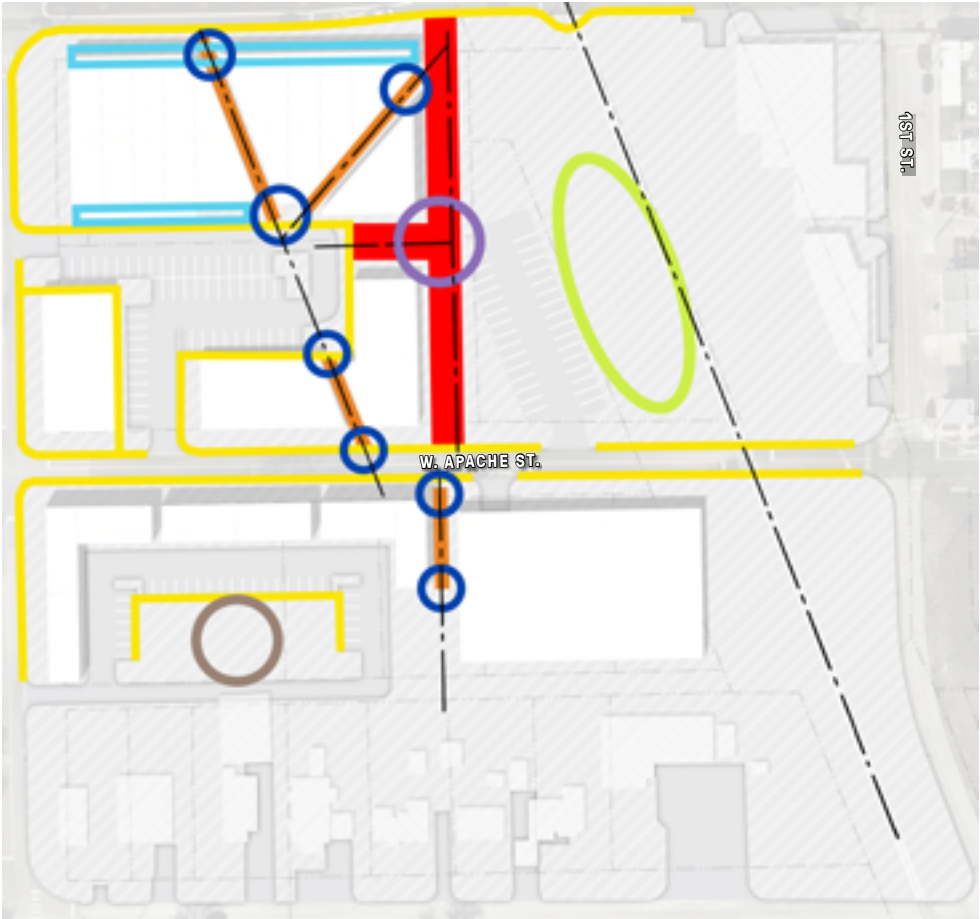
AXES



CIRCULATION



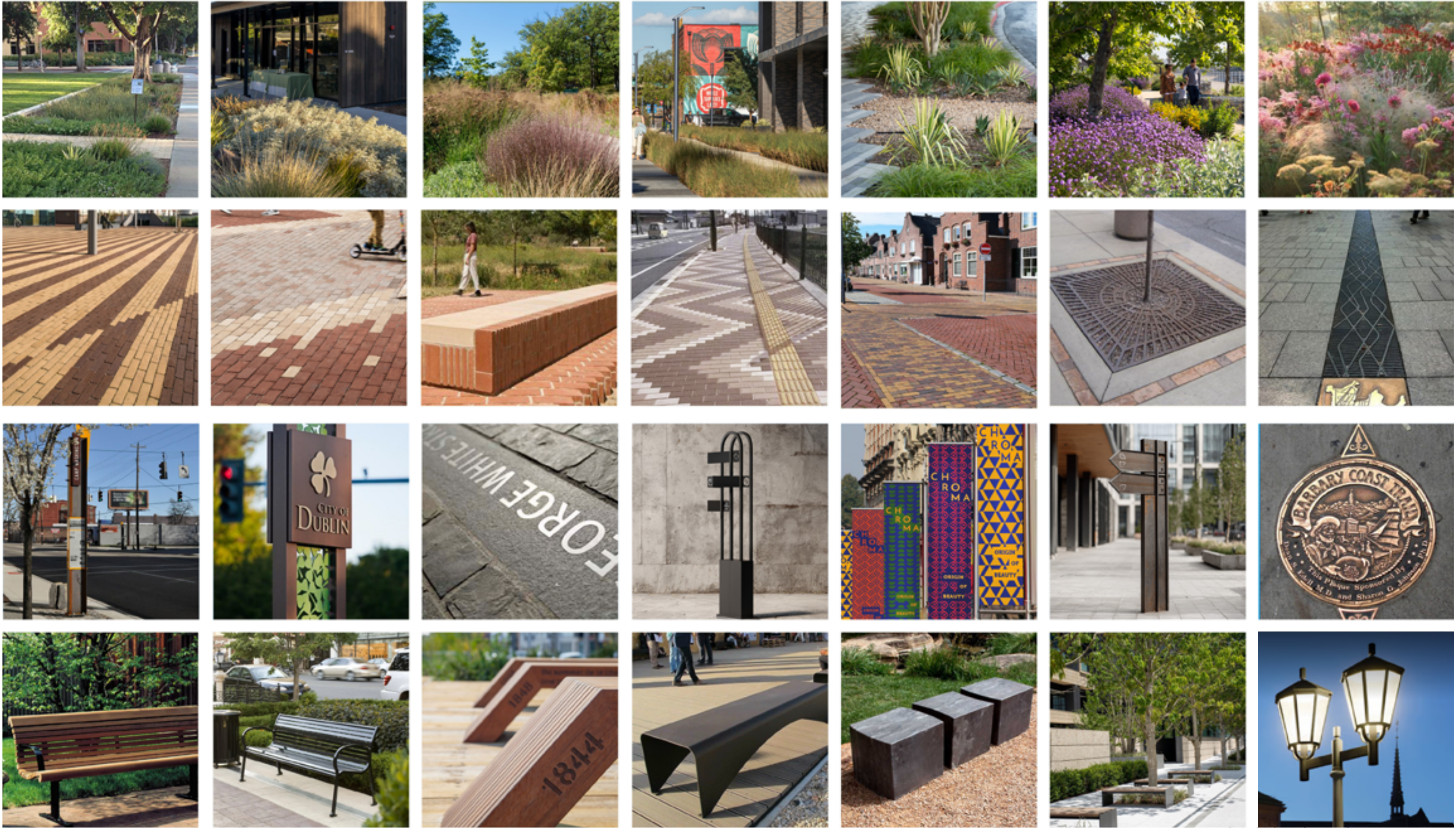
DESTINATIONS



CIRCULATION LEGEND: ■ PROMENADE ■ ALLEY ■ SIDEWALK

DESTINATION LEGEND: ■ RETAIL FRONTAGE ■ GATEWAY ■ NATURAL SPACE ■ PLAZA ■ DOG PARK

CHARACTER IMAGERY
'HISTORIC CORE'



ARCHITECTURAL CHARACTER IMAGERY

BUILDING SCALE/ MATERIAL



Paducah KY, Source: Wendy van Overstreet/ shutterstock

Downtown JENKS features a charming, human-scaled building proportions with active storefronts, string lighting, that support the potential for a vibrant downtown atmosphere. It is important to maintain a similar scale with new developments. Case study project showcase a similar material palette and building scale, while also demonstrating that a mix of restored buildings and modernized facades preserve the existing character yet feel revitalized and active.

ARCHITECTURE CHARACTER IMAGERY

FEATURES: AWNINGS/ SIGNAGE



Bentonville, AR, Source: Oh My Omaha

JENKS UDO provides flexibility in both signage and awning design, capitalizing of this flexibility will introduce variety and interest. These elements work together to create a welcoming and socially vibrant environment that supports both community life and local commerce. Both elements also provide density and rhythm while retaining a human-scale design on multi-story buildings.

ARCHITECTURE CHARACTER IMAGERY

NEW DEVELOPMENT EXAMPLES



Recent development examples portray a successfully blended historic charm with functional urban fabric. Continuous building frontages, and active ground-floor uses that support walkability and a strong sense of place. Building heights and rhythm, reinforcing a strong sense of enclosure and continuity. Second and third story windows add visibility and activity creating a safer environment. Landscape elements such as planter beds and street trees add greenery and visual appeal, offering a comfortable and engaging public realm.

WEST GATEWAY DEVELOPMENT



WEST GATEWAY DEVELOPMENT



WEST GATEWAY DEVELOPMENT





WEST GATEWAY DEVELOPMENT



WEST GATEWAY DEVELOPMENT



WEST GATEWAY DEVELOPMENT



APPENDIX

SITE FURNISHINGS

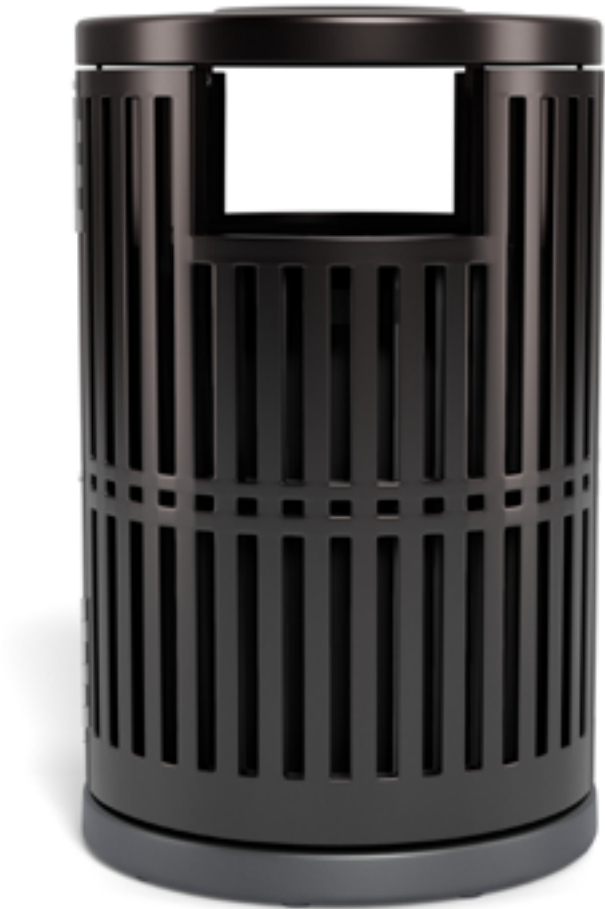
SITE FURNISHINGS

LANDSCAPE FORMS - BIKE RACK - “RING”



SITE FURNISHINGS

LANDSCAPE FORMS - TRASH RECEPTACLE - “CHASE PARK”



Chase Park

Material / Colors Sheet



Vivid Series - Powdercoated Metal* (Fine Texture)

Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
Moss	Forest	Loll Navy Blue			

Neutral Series - Powdercoated Metal*

Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS - TRASH RECEPTACLE - “SCARBOROUGH”



Scarborough Litter

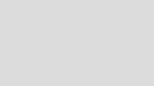
landscapeforms

Material / Colors Sheet

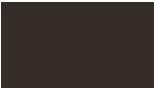
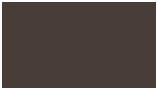
Vivid Series - Powdercoated Metal* (Fine Texture)

					
Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
					
Moss	Forest	Loll Sky Blue *Extended Lead Times	Loll Navy Blue		

Neutral Series - Powdercoated Metal*

				
Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
				
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

					
Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
					
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS - BENCH - “SCARBOROUGH”



Scarborough Bench

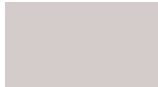
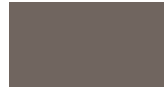
landscapeforms

Material / Colors Sheet

Vivid Series - Powdercoated Metal* (Fine Texture)

					
Clay	Lemon	Mango	Chili	Loll Apple Red	Loll Leaf Green
					
Moss	Forest	Loll Navy Blue			

Neutral Series - Powdercoated Metal*

				
Silver Metallic	Mercury Metallic	Steel Metallic	Bronze Metallic	Titanium Metallic
				
Gloss Black	Gloss White			

Architectural Series - Powdercoated Metal* (Fine Texture)

					
Fog	Obsidian	Matte Black	Terra	Nutmeg	Onyx
					
Sage	Blue Ash	Dusk			

SITE FURNISHINGS

LANDSCAPE FORMS - TRASH RECEPTACLE & BENCH - “SCARBOROUGH”



SITE FURNISHINGS

MAGLIN - BENCH - “ICONIC BACKED BENCH”



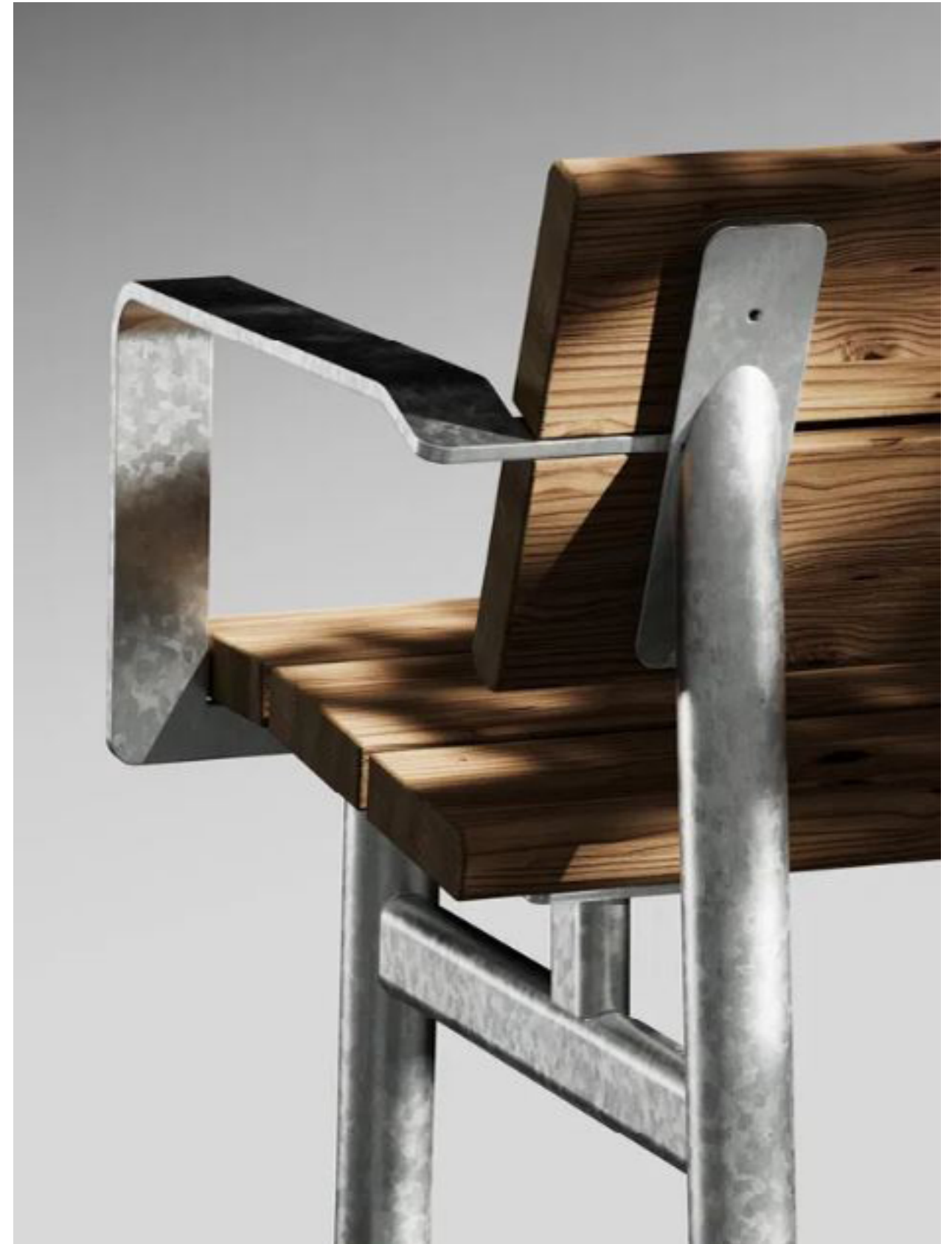
SITE FURNISHINGS

MMCITE - BENCH - “EMAU”



SITE FURNISHINGS

VESTRE - BENCH - "JUNE"



SITE FURNISHINGS

STREET FURNITURE



www.streetfurnituredirect.co.uk
01625 879 442
enquiries@streetfurnituredirect.co.uk



FERN GRP BENCH PLANTER

Product Code: SFD610



PRODUCT DESCRIPTION

The Fern GRP Bench Planter is a versatile combined bench and planter.

The timber bench is fitted on top of the GRP (glass-reinforced plastic) planter on one side and is the whole length.

The planter is available in any RAL colour matt, satin or gloss finishes, but looks particularly stunning in metallic effects.

These planters are perfect for small private spaces and roof terraces due to being made from Glass Reinforced Plastic. This ensures they are strong, durable, frost proof, rust proof, yet also light weight. GRP planters also have a contemporary appearance and therefore look stunning in any garden or roof terrace space. Just add plants!

When planting up troughs approximately 25% of drainage media should be used and when planting up outside, ensure that each trough is slightly lifted off the ground to allow for free drainage.

SPECIFICATIONS

Length	2000mm
Width	1500mm
Height	450mm
Fixing	Surface Mounted
Material	GRP (Glass Reinforced Plastic), Timber
Colour	Galvanised



SITE FURNISHINGS

BEGA - LIGHTING

Technical data

Wall luminaire for near-wall installation Wall luminaires with wall arm Pillar luminaire **Pole-top luminaires**

Protection class IP 44
Cast aluminium
BEGA Unidure® coating technology
84 050 Crystal bubble glass
84 048 - 84 049 Safety glass with diffusor texture
Opal glass inner globe

Luminaires with LED module:
On/off power supply units
BEGA Thermal Management®
LED lamps - Colour temperature 3000 K are included in the delivery

We supply the luminaires with E 27 socket complete with matching LED lamps.
LED colour temperature 3000 K.
20-year availability guarantee for replacement parts and LED modules

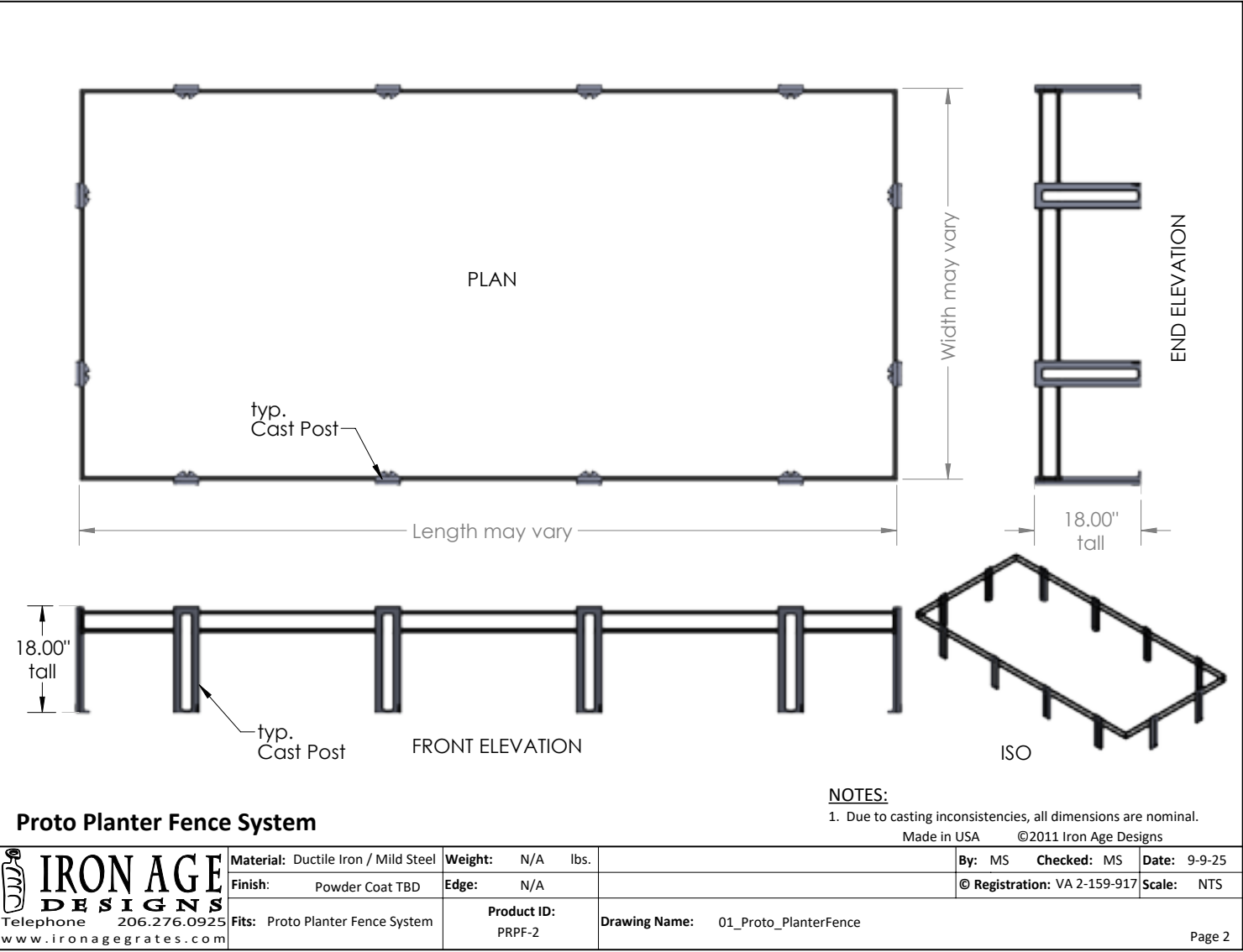
Luminaire colour graphite

	Lamp	Base		A	B	Pole height	Pole top
84 048 K3	LED	14.3 W	568 lm	280	585	2000	60 mm
84 049 K3	LED	13.5 W	804 lm	430	895	3500	76 mm
84 050 K3	1 lamp	E 27	475 lm	210	445	2000	60 mm



SITE FURNISHINGS

IRON AGE: PLANTER FENCE



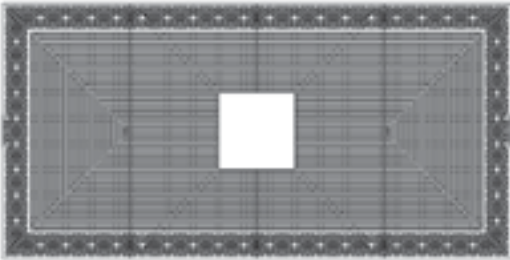
SITE FURNISHINGS

NEENAH FOUNDRY - TREE GRATE



EXTENDED

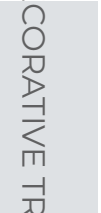
SERIES NO.	GRATE SIZE	AVAILABLE TREE OPENING SIZES	SLOT SIZE
R-8828	60"x 120"	18" x 18" square	0.375"



R-8828



River Walk



Decorative Tree Grate

RIVERWALK COLLECTION

SITE FURNISHINGS

NEENAH FOUNDRY - DETECTABLE WARNING

Suggested Specifications

General

Detectable warnings shall be an integral part of the ramp and comply with section 4.29 of the ADA Accessibility Guidelines and section 705 of the 2010 ADA standards for accessible design.

Dome Size

(4.29.2 and 705.1.1)

Truncated domes in detectable warning surface shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum, to 65 percent of the base diameter maximum, and a height of 0.2 inch (5.1 mm).

Dome Spacing

(4.29.2 and 705.1.2)

Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (17 mm) minimum, measured between the most adjacent domes on a square grid.

Contrast

(4.29.2 and 705.1.3)

Detectable warning surfaces shall contrast visually with adjacent walking surfaces – either light-on-dark, or dark-on-light.

Platform Edges

(4.29.2 and 705.2)

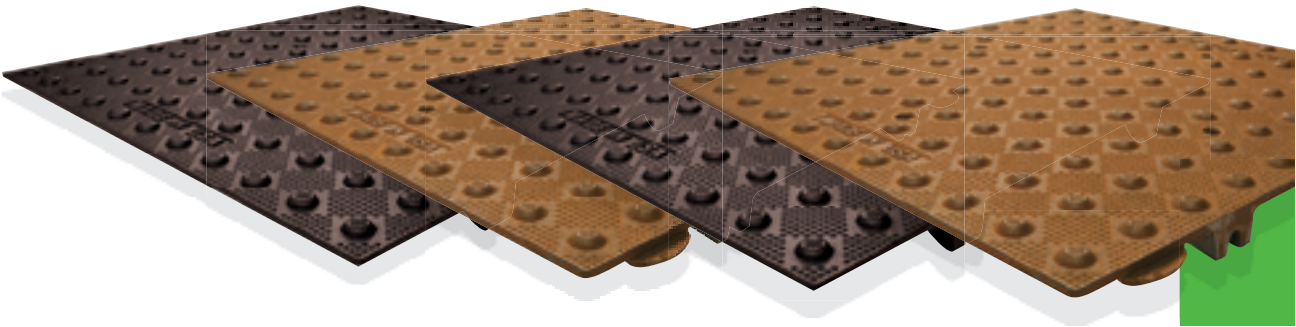
Detectable warning surfaces at platform boarding edges shall be 24 inches (610 mm) wide and shall extend the full length of the public use areas of the platform.

Materials

Cast gray iron conforming to ASTM A-48 class 30A minimum.

Withstands the Harshest of Weather Conditions

Our cast iron Detectable Warning Plates are regulatory-compliant while offering appealing aesthetics, exceptional longevity and freedom from maintenance. No matter where they're placed, you can be confident Neenah DWP's will stand strong in any climate.



SUGGESTED SPECIFICATIONS & ADA INFO

Guideline for Accessible Right-Of-Way

The ADA and ABA have specific guidelines that refer to numerous issues concerning detectable warning. Neenah Foundry's Detectable Warning Plates help you meet these requirements.

Neenah recommends that specifiers review prevailing national, state and local guidelines to ensure full compliance.

SITE FURNISHINGS

NEENAH FOUNDRY - TRENCH GRATES

DECORATIVE TRENCH GRATES

DECORATIVE GRATES

R-4990 Series	River Walk	Tidal Wave	Greek Key	Carriage Walk
R-4989	X	X	X	X
R-4990-CX		X		
R-4999-CX		X		
R-4990-FX	X			
R-4999-FX	X			
R-4996 Type M Trench Frame				
R-4996-A6	X	X	X	X
R-4996-A12		X		
R-4996-A	X			

Neenah Foundry’s line of decorative trench grates combine stylish designs with the durability and quality you have come to expect from a Neenah Foundry product. Available in four equally captivating designs, these grates will add that extra touch to your special project. Neenah Foundry offers these grates in the R-4990 & R-4996 series. For more information on custom grates, please contact your local Neenah representatives by going to www.groupnei.com



River Walk



Tidal Wave



Greek Key



Carriage Walk

DECORATIVE TRENCH GRATES

SITE FURNISHINGS

TOURNESOL

Select one of the patterns shown at right or submit your own artwork.

Available in powder-coated or weathering steel.

Shown at right in 48"L x 48"H



WX-48 INCLUDES ONE 48"L x 48"H LASER-CUT SCREEN.



WX-72 INCLUDES ONE 72"L x 48"H LASER-CUT SCREEN.



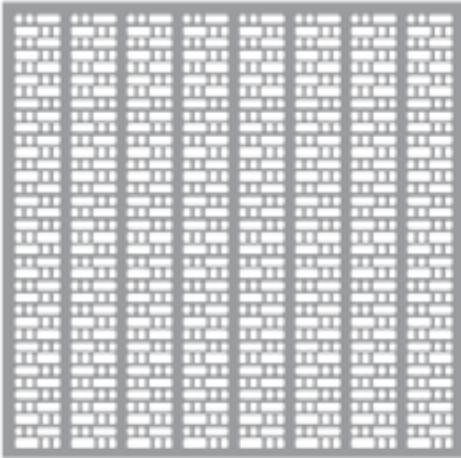
WX-96 INCLUDES ONE 96"L x 48"H LASER-CUT SCREEN.

CUSTOM PATTERN OPTIONS

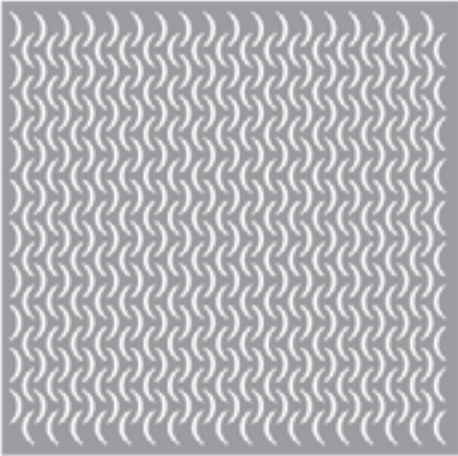
Part No.	Description
WXS-LC	Custom laser-cut screen charge, varies by design and size
WXS Setup CAD	One-time setup charge for laser-cut screens, customer to provide CAD drawings
WXS Setup PDF	One-time setup charge for laser-cut screens, customer to provide PDF drawings



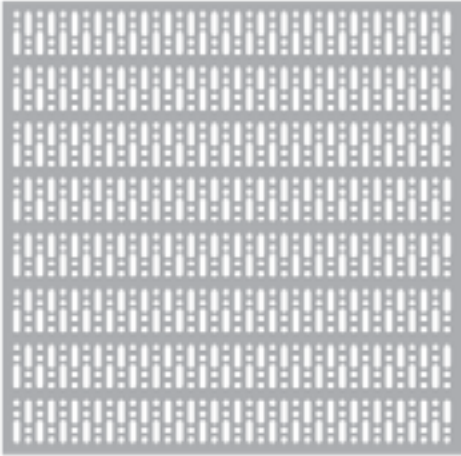
Pattern 2



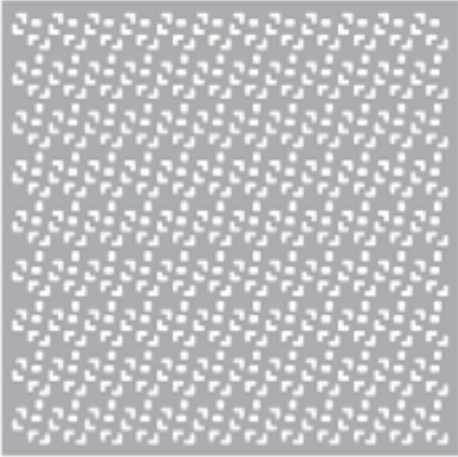
Pattern 3



Pattern 4



Pattern 6



Pattern 7



Pattern 8

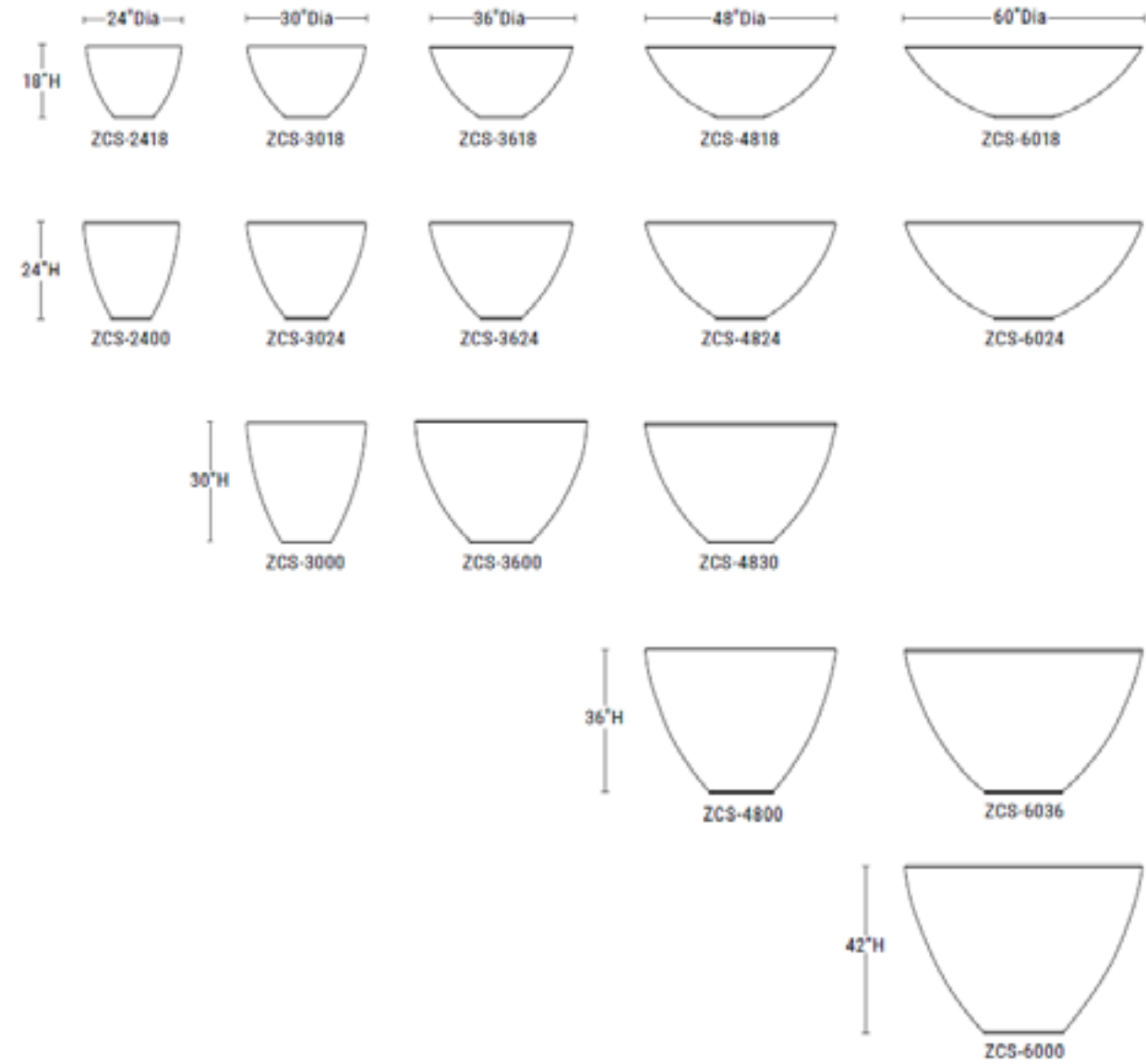
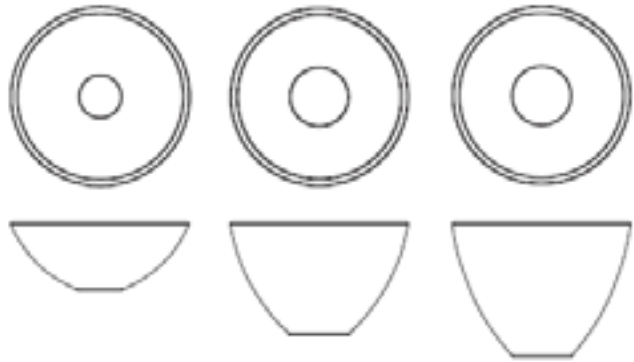


SITE FURNISHINGS

TOURNESOL

Zena Collection, GFRC

- Lightweight GFRC concrete planters designed to be durable despite low weight
- Coordinates with our self-watering container irrigation products
- Drain holes standard
- Round planter sizes from 24" to 60"



SITE FURNISHINGS

TOURNESOL

Zena Collection, GFRC

- Lightweight GFRC concrete planters designed to be durable despite low weight
- Coordinates with our self-watering container irrigation products
- Drain holes standard
- Round planter sizes from 24" to 60"



PRODUCT	SHAPE	DIA.	HEIGHT	BASE SIZE	WEIGHT (LBS.)	VOLUME (CUBIC FT.)	INTERIOR TOP	IRRIGATION
ZCS-2418	Round	24" dia	18"	10"	134	1	20" dia	CWC-1500
ZCS-2400	Round	24" dia	24"	10"	173	2	20" dia	CWC-1600
ZCS-3018	Round	30" dia	18"	11"	156	2	26" dia	CWM-1114-MS
ZCS-3024	Round	30" dia	24"	11"	198	3	26" dia	CWM-1714-MS
ZCS-3000	Round	30" dia	30"	13"	264	4	26" dia	CWC-2100/CWM-1120-2k
ZCS-3618	Round	36" dia	18"	11"	182	3	32" dia	CWM-1114-MS
ZCS-3624	Round	36" dia	24"	11"	225	4	32" dia	CWM-1114-2k
ZCS-3600	Round	36" dia	30"	14"	303	6	32" dia	CWM-1720-MS/CWM-1714-2k
ZCS-4818	Round	48" dia	18"	13"	244	5	44" dia	CWM-1114-2k
ZCS-4824	Round	48" dia	24"	13"	303	7	44" dia	CWM-1714-2k
ZCS-4830	Round	48" dia	30"	17"	392	11	44" dia	CWM-1720-2k
ZCS-4800	Round	48" dia	36"	17"	455	13	44" dia	CWM-1720-2k
ZCS-6018	Round	60" dia	18"	16"	325	9	56" dia	CWM-1714-2k
ZCS-6024	Round	60" dia	24"	16"	396	12	56" dia	CWM-1714-3k
ZCS-6036	Round	60" dia	36"	16"	562	22	56" dia	CWM-1720-3k
ZCS-6000	Round	60" dia	42"	21"	634	26	56" dia	CWM-1720-3k

PLANTING DESIGN GUIDE

PLANTING DESIGN GUIDELINES

OVERVIEW AND PLANT LIST

PLANTING DESIGN GUIDE OVERVIEW

This planting guides documents an integrated planting strategy for the various scales of planting opportunities in downtown Jenks. The species list at right documents various species selected based on appropriateness of size to scale of application. Each of the planting scale applications (Pots, Planters, Bulbouts, Median 1, and Median 2 Entry Monument) are elaborated on the following pages with reference images of plant species, example planting plan, and visualization. Planting plans are generally intended to comprise a few species from the respective palette; the broader plant palette is intended to provide flexibility based on plant availability and performance of plant material over time.

To determine quantities of plants per plant bed, identify the recommended spacing in the table at right, then use the associated “PLANTS/SF” multiplier on the following page per the “PLANT SPACING CHART”, and then multiply by the square footage of the planting area for that species. Square footages for the various planting areas are noted on the respective planting layout sheets.

POTS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
10-20 CF Pots	Pennisetum 'Hameln'	Dwarf Fountain Grass	18-36"	18-30"	18-30"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Gaura 'Whirling Butterflies'	Beeblossom	24-36"	12-36"	18-36"
	Coreopsis lanceolata	Lance-leaved coreopsis	12-36"	12-36"	12-24"
	Rubeckia 'Goldsturm'	Black-Eyed Susan	24-36"	12-24"	18-24"
Large Statement Pots	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Buxus 'Green Velvet'	Boxwood	36-48"	36-48"	24-30"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Nepeta 'Walker's Low'	Cat Mint	24-36"	24-36"	24-36"
	Lantana 'New Gold'	Trailing Lantana	12-20"	36-60"	24-36"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Cercis canadensis 'Forest Pansy'	Eastern Redbud	15-30'	20-35'	
Trees	Amelanchier x grandiflora 'Autumn Brilliance'	Serviceberry	15-25'	15-20'	
	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	15-20'	7-10'	
	Ilex decidua	Possumhaw Holly	15-25'	10-15'	
	Myrica cerifera	Wax Myrtle	15-25'	10-20'	
	Viburnum rufidulum	Rusty Blackhaw	10-20'	10-15'	
	Cornus drumondii	Roughleaf dogwood	10-20'	10-15'	
	Prunus mexicana	Mexican Plum	15-25'	15-25'	

PLANTERS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Perennials	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Asclepia tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Lantana 'New Gold'	Trailing Lantana	12-20"	36-60"	24-36"

BULBOUTS					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Grasses	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
Shrubs	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Coreopsis verticillata 'Moonbeam'	Moonbeam Tickseed	18-24"	18-24"	18-24"
	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
Perennials	Amsonia hubrichtii	Blue Star	24-36"	18-36"	24-36"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
	Aster x frikartii 'Monch'	Purple Aster	24-36"	18-24"	18-24"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Rubeckia 'Goldsturm'	Black-Eyed Susan	24-36"	12-24"	18-24"
	Gaura 'Whirling Butterflies'	Beeblossom	24-36"	12-36"	18-36"
	Nepeta 'Walker's Low'	Cat Mint	24-36"	24-36"	24-36"

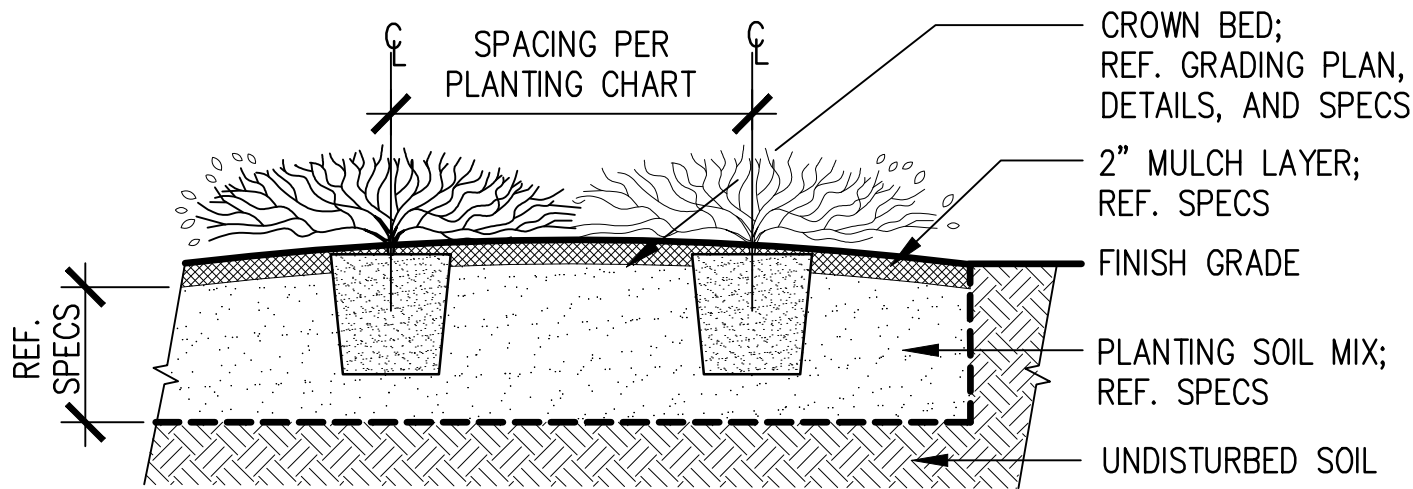
MEDIAN 1					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Grasses	Panicum 'Northwind'	Switchgrass	48-60"	24-36"	24-36"
	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
Shrubs	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Amsonia hubrichtii	Blue Star	24-36"	18-36"	24-36"
Perennials	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Aster x frikartii 'Monch'	Purple Aster	24-36"	18-24"	18-24"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Lythrum salicaria	Purple Loosestrife	36-48"	24-48"	12-18"
	Liriope muscari	Liriope	10-18"	12-18"	12-18"
	Baptisia australis	Blue False Indigo	36-48"	36-48"	24-36"
	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	15-20'	7-10'	

MEDIAN 2 (ENTRY MONUMENT)					
Type	Scientific Name	Common Name	Mature Height	Mature Spread	Spacing
Interior Planting (Taller Height)	Panicum 'Northwind'	Switchgrass	48-60"	24-36"	24-36"
	Baptisia australis	Blue False Indigo	36-48"	36-48"	24-36"
	Lythrum salicaria	Purple Loosestrife	36-48"	24-48"	12-18"
	Ilex vomitoria 'Nana'	Dwarf Yaupon	36-48"	48-60"	36-48"
	Salvia yangii	Russian sage	24-48"	24-48"	24-36"
Middle Planting (Medium Height)	Muhlenbergia capillaris	Pink Muhly Grass	24-48"	24-36"	24-36"
	Schizachyrium 'Standing Ovation'	Little Bluestem	24-48"	18-24"	12-24"
	Echinacea 'White Swan'	White Swan Conflower	24-36"	18-24"	18-24"
	Achillea 'Terracotta'	Yarrow	24-36"	18-36"	12-24"
	Salvia 'Mystic Spires'	Salvia	18-30"	12-24"	18-24"
Outer Band Planting (Shorter Height)	Salvia farinacea 'Victoria Blue'	Mealycup Sage	18-24"	12-18"	12-14"
	Asclepias tuberosa	Butterfly Weed	12-36"	12-24"	12-24"
	Heuchera 'Caramel'	Coral Bells	10-15"	18-24"	12-18"
	Liriope muscari	Liriope	10-18"	12-18"	12-18"

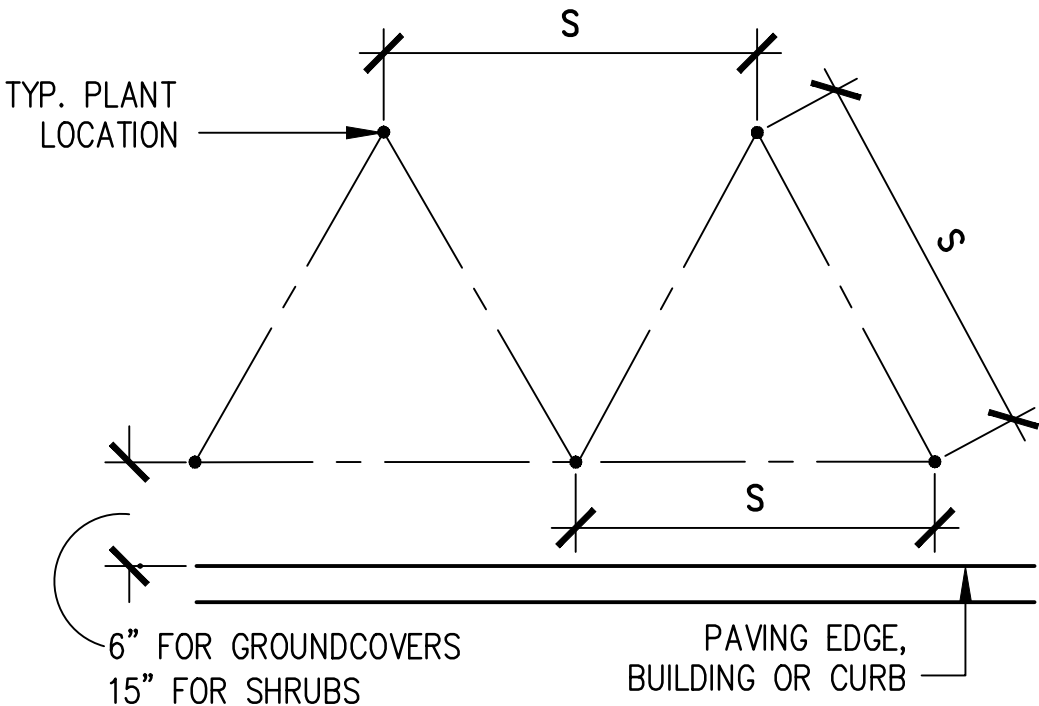
PLANTING DESIGN GUIDELINES

PLANTING DETAILS

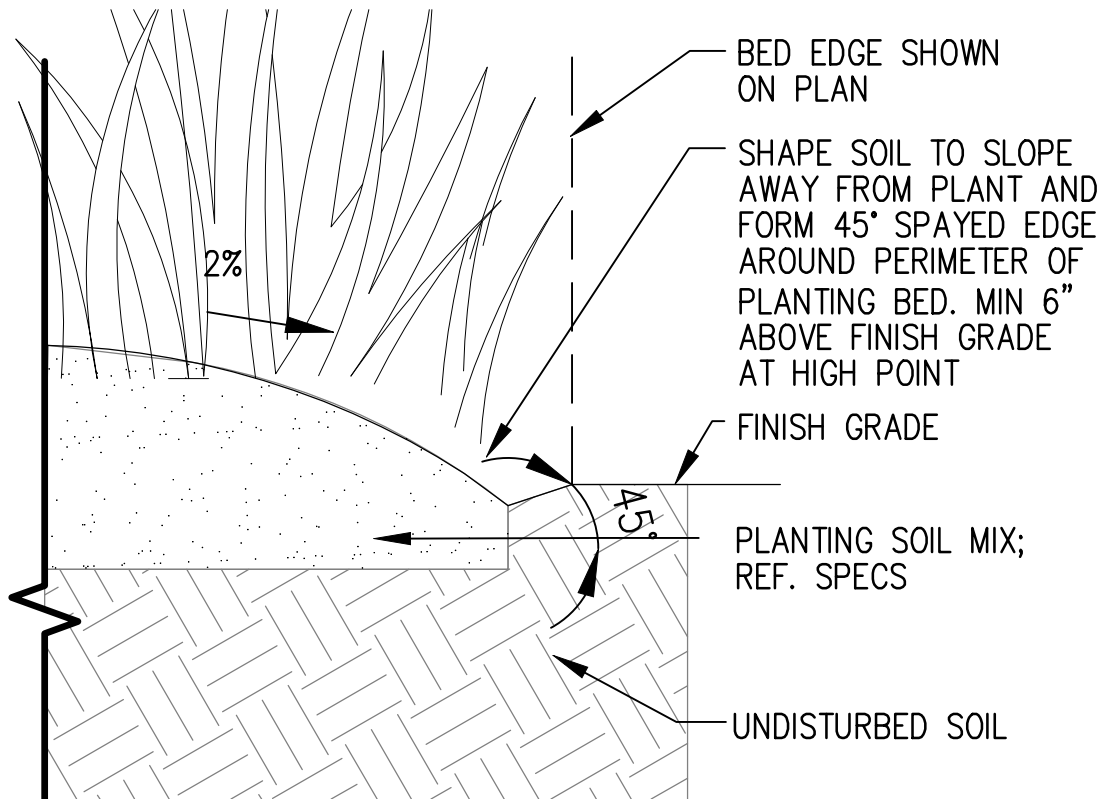
NOTE: DIMENSION 'S' DENOTES PLANT SPACING AS CALLED OUT ON PLANT LIST.



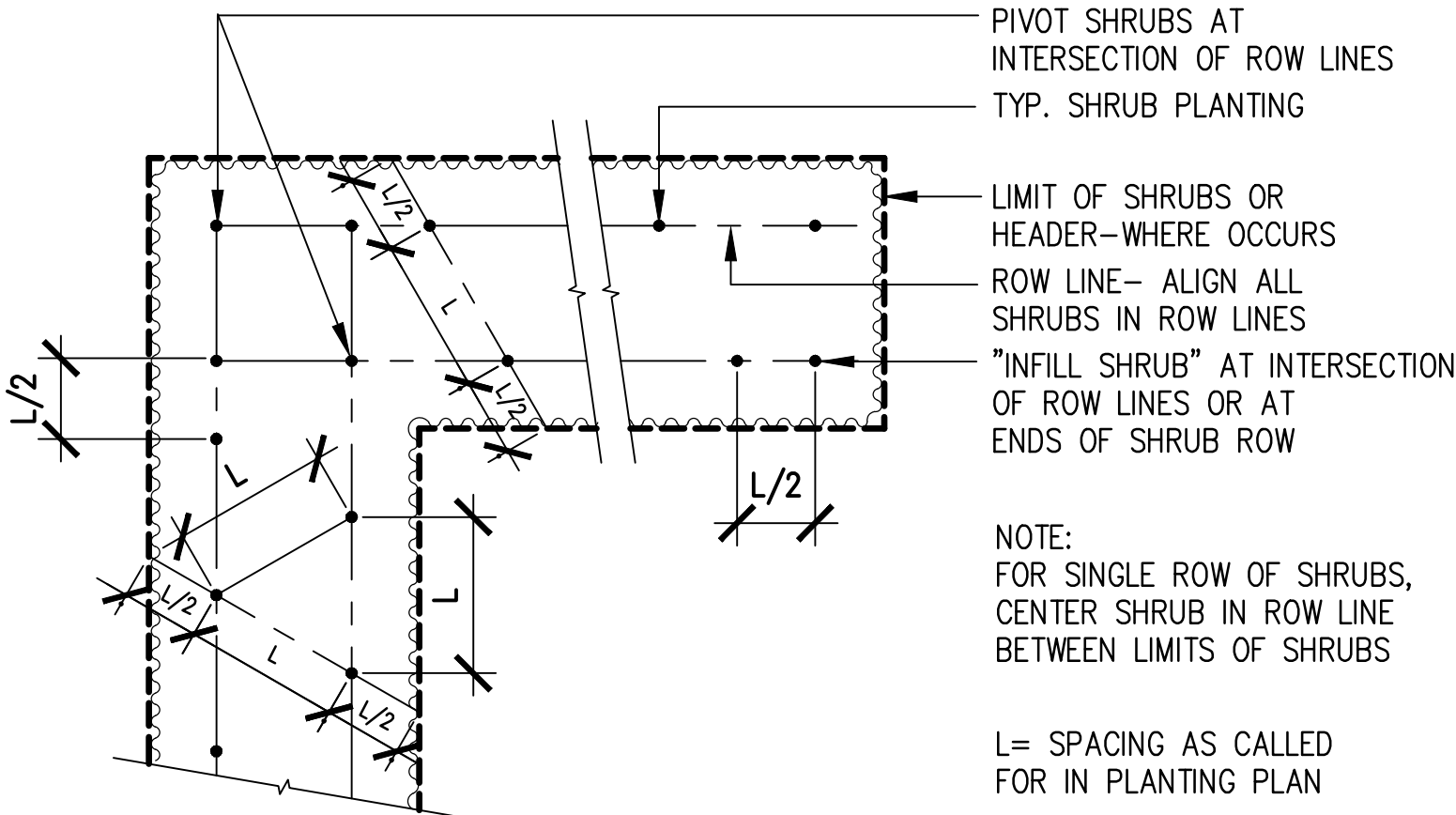
TYPICAL SHRUB PLANTING



SPACING	PLANTS / SF
6" O.C.	4.61
8" O.C.	2.60
9" O.C.	1.78
10" O.C.	1.66
12" O.C.	1.15
15" O.C.	.738
18" O.C.	.50
24" O.C.	.28
30" O.C.	.18
36" O.C.	.12
48" O.C.	.07
60" O.C.	.04
72" O.C.	.03



TYPICAL BED EDGE



PLANT SPACING CHART

PLANTING DESIGN GUIDELINES

PLANTING - POTS - GRASSES, SHRUBS, PERENNIALS

10-20 CF Pots	"Grass and Color"	Primary	A clump of Pennisetum 'Hameln' grass with long, arching, feathery seed heads in a light tan color.	A clump of Schizachyrium 'Standing Ovation' grass with upright, thin blades and a reddish-purple tinge.	A clump of Muhlenbergia capillaris grass with very fine, feathery seed heads in a vibrant pink color.	
		Secondary	A clump of Salvia 'Mystic Spires' with tall, narrow spikes of small, deep purple flowers.	A clump of Gaura 'Whirling Butterflies' with numerous small, white flowers with pink centers.	A clump of Coreopsis with many small, bright yellow flowers.	A clump of Rudbeckia 'Goldsturm' with many bright yellow flowers.
Large Statement Pots	"Shrub and Perennial"	Primary	A dense, rounded shrub of Ilex vomitoria 'Nana' with dark green, glossy leaves.	A dense, rounded shrub of Buxus 'Green Velvet' with dark green, velvety leaves.	A dense, rounded shrub of Loropetalum 'Purple Pixie' with dark purple, glossy leaves and small red flowers.	
		Secondary	A clump of Heuchera 'Caramel' with large, rounded leaves in shades of orange, yellow, and red.	A clump of Nepeta 'Walkers Low' with dense, upright spikes of small, purple flowers.	A clump of Lantana 'New Gold' with dense, upright spikes of small, yellow flowers.	

PLANTING DESIGN GUIDELINES

PLANTING - POTS - TREES



Cercis canadensis 'Forest Pansy'
Eastern Redbud



Amelanchier x *grandiflora*
'Autumn Brilliance' — Serviceberry



Magnolia grandiflora 'Little Gem'
Little Gem Magnolia



Ilex decidua
Possumhaw Holly



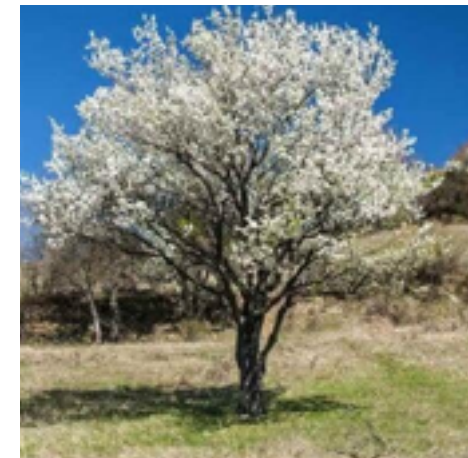
Myrica cerifera
Wax Myrtle



Viburnum rufidulum
Rusty Blackhaw



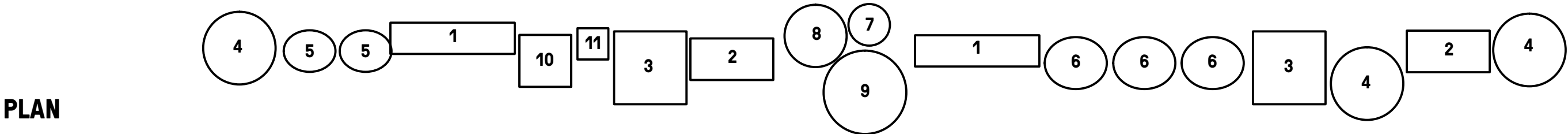
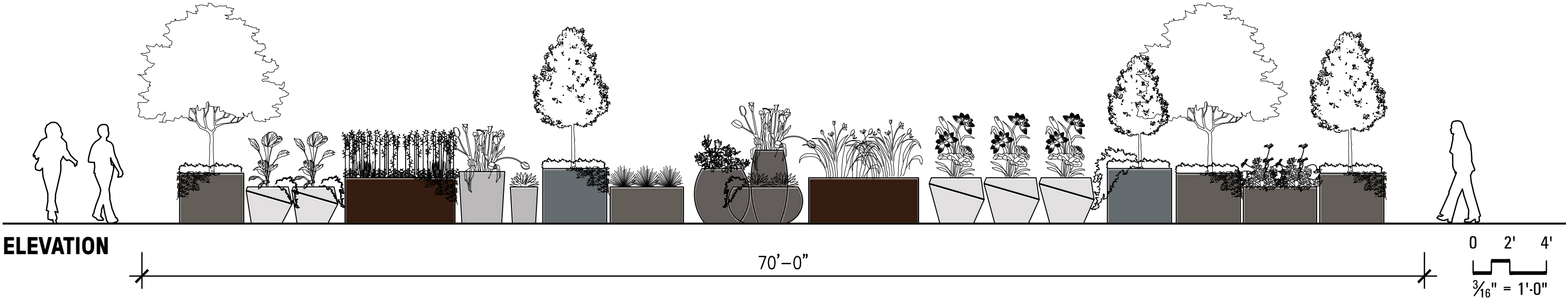
Cornus drumondii
Roughleaf Dogwood



Prunus mexicana
Mexican Plum

PLANTING DESIGN GUIDELINES

THE HIVE PARKING LOT - TOURNESOL PLANTERS



Wilshire Rectangle

- 1** 72"Lx18"Wx30"H (WR-721830)
Color: "Chocolate"
- 2** 48"L x 24"W x 24" H (WR-482424)
Color: "Puddle"



Wilshire Square with Toe Kick

- 3** 42"Lx42"Wx36"H (WR-4200)
Color: "Shadow"



Wilshire Round with Toe Kick

- 4** 42" Dia x 33" H (WS-4200)
Color: "Puddle"



Delta

- 5** 30" x 24" (DT-3000)
Color: "Smoke"
- 6** 36" x 30" (DT-3600)
Color: "Smoke"



Aquarian

- 7** 24" Dia x 48" H (QS-2448)
Color: "Iron"
- 8** 36" Dia x 36" H (QS-3600)
Color: "Iron"
- 9** 48" Dia x 24"H (QS-4824)
Color: "Iron"



Urban Square

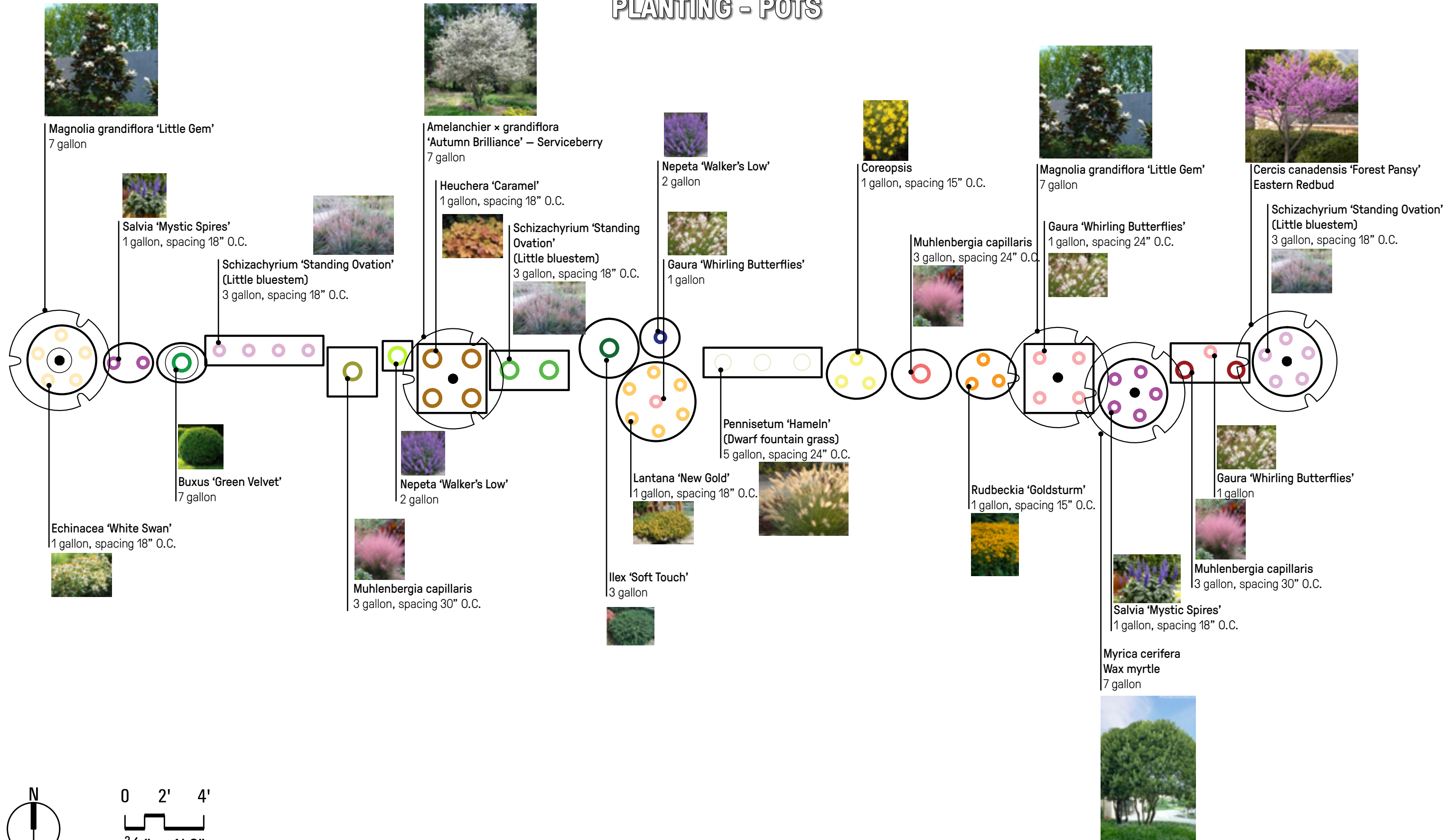
- 10** 30"L x 30"W x 34"H (UR-3000)
Color: "Silver"
- 11** 18"L x 18"W x 24" H (UR-1800)
Color: "Silver"

SPACE DEFINING PLANTERS

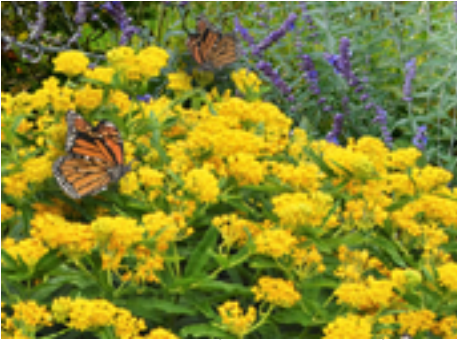
ACCENT PLANTERS

PLANTING DESIGN GUIDELINES

PLANTING - POTS

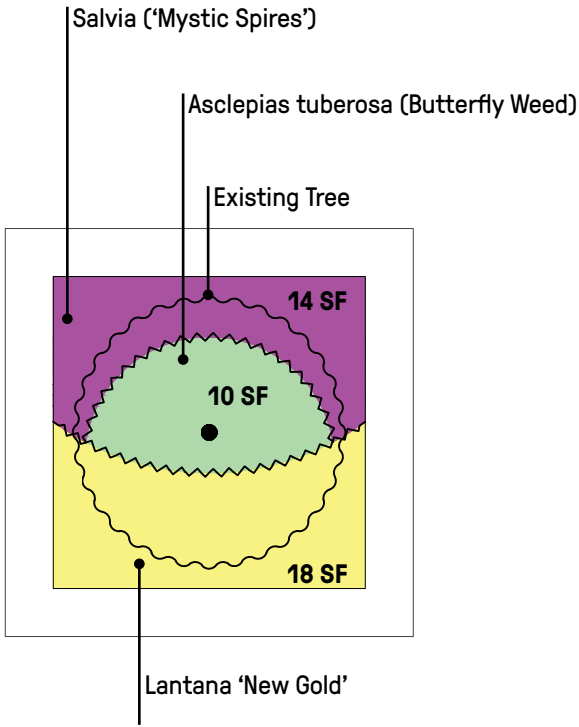


PLANTING DESIGN GUIDELINES
PLANTING - PLANTERS

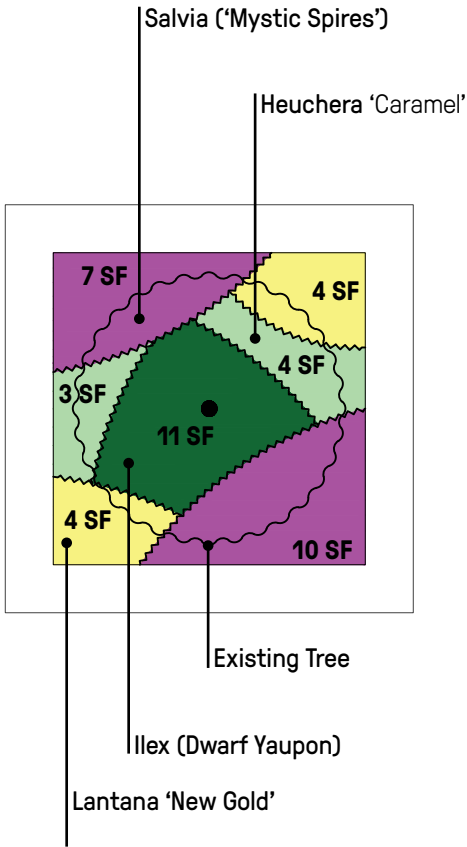
Structure				
Color Layer	 Salvia ('Mystic Spires')	 Asclepias tuberosa (Butterfly Weed)	 Heuchera 'Caramel'	 Lantana 'New Gold' (Trailing Lantana)

PLANTING DESIGN GUIDELINES

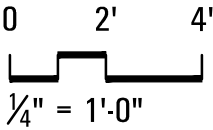
PLANTING - PLANTERS



EXAMPLE PLANTING PLAN OPTION 1



EXAMPLE PLANTING PLAN OPTION 2



OPTION 2 3D VISUALIZATION

PLANTING DESIGN GUIDELINES

PLANTING - BULBOUTS

Grasses



Schizachyrium 'Standing Ovation'
(Little bluestem)

Shrubs



Ilex (Dwarf Yaupon)



Achillea 'Terracotta'



Coreopsis 'Moonbeam'

Perennials



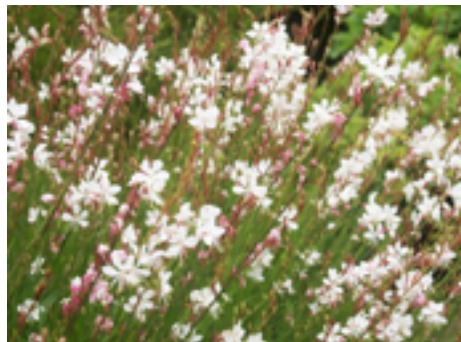
Salvia ('Mystic Spires')



Echinacea ('White Swan')



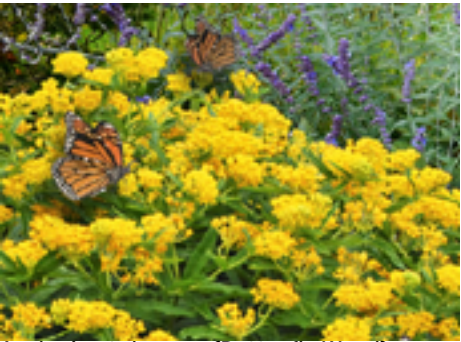
Rudbeckia 'Goldsturm'



Gaura 'Whirling Butterflies'



Nepeta 'Walker's Low' (Cat Mint)



Asclepias tuberosa (Butterfly Weed)



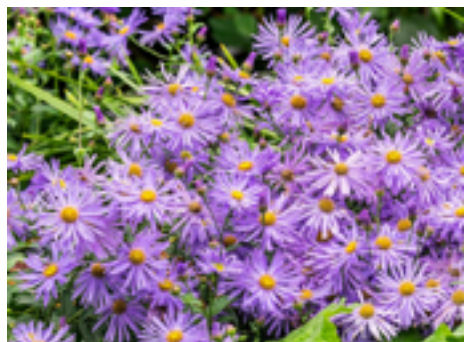
Amsonia hubrichtii



Salvia 'Victoria Blue'



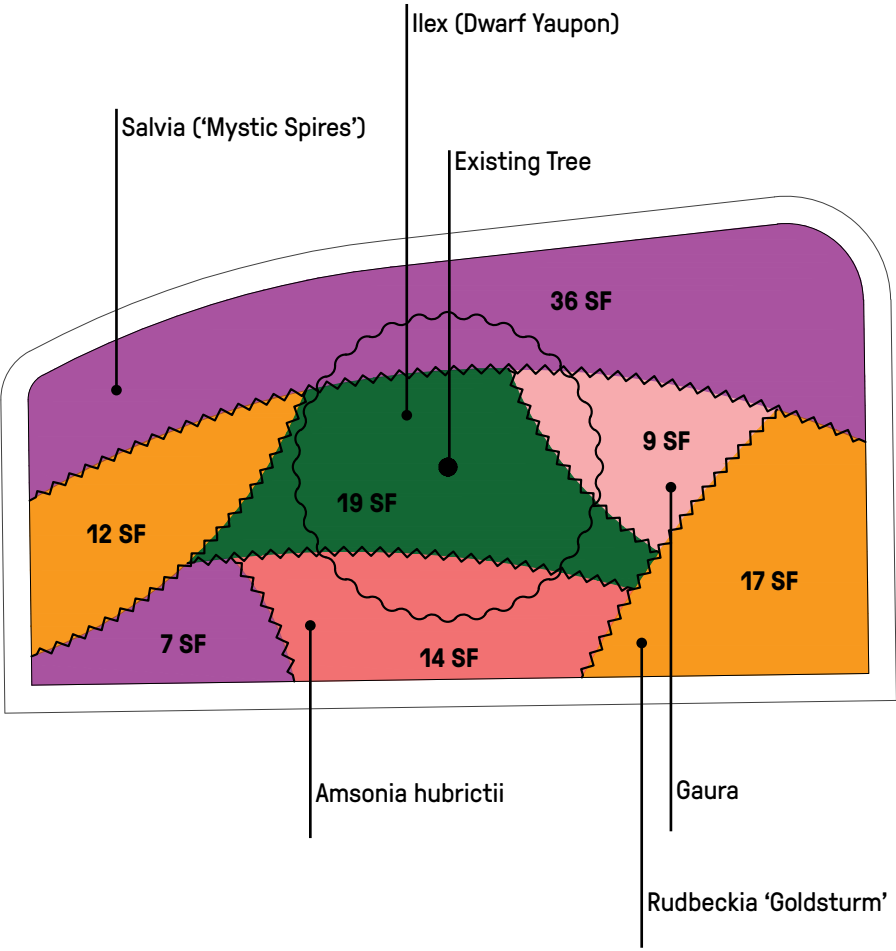
Salvia yangii



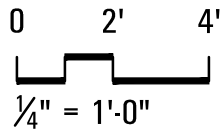
Aster x frikartii 'Monch'

PLANTING DESIGN GUIDELINES

PLANTING - BULBOUTS



EXAMPLE PLANTING PLAN



3D VISUALIZATION

PLANTING DESIGN GUIDELINES
PLANTING - MEDIAN 1

Grasses



Panicum 'Northwind'



Muhlenbergia capillaris



Schizachyrium 'Standing Ovation'
(Little bluestem)

Shrubs



Ilex (Dwarf Yaupon)



Achillea 'Terracotta'



Amsonia hubrichtii

Perennials



Echinacea 'White Swan'



Liriope muscari



Baptisia australis



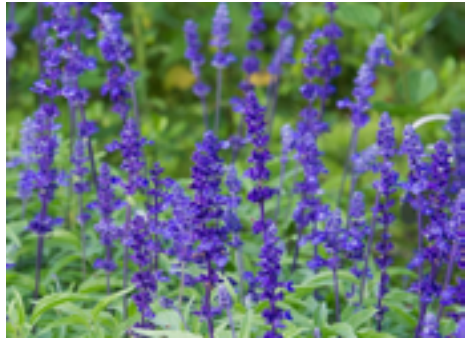
Asclepias tuberosa (Butterfly Weed)



Aster x frikartii 'Monch'



Salvia ('Mystic Spires')



Salvia 'Victoria Blue'



Salvia yangii



Lythrum salicaria

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 1

Trees



Cercis canadensis 'Forest Pansy'
Eastern Redbud



Amelanchier x grandiflora
'Autumn Brilliance' - Serviceberry



Magnolia grandiflora 'Little Gem'
Little Gem Magnolia



Ilex decidua
Possumhaw Holly



Myrica cerifera
Wax Myrtle



Viburnum rufidulum
Rusty Blackhaw



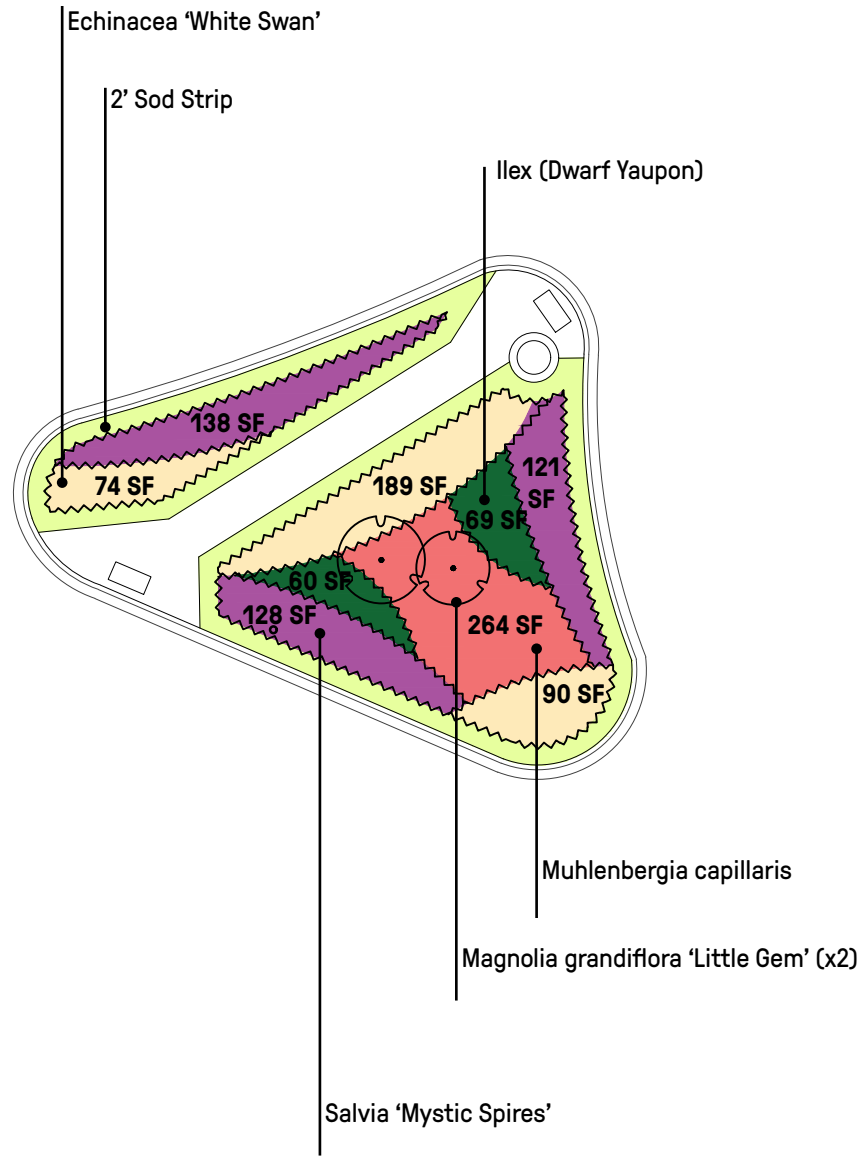
Cornus drumondii
Roughleaf Dogwood



Prunus mexicana
Mexican Plum

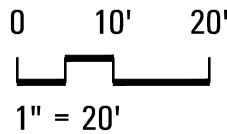
PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 1



3D VISUALIZATION

STREET MEDIAN PLANTING STUDY



PLANTING DESIGN GUIDELINES
PLANTING - MEDIAN 2 (ENTRY MONUMENT)

Inner Band



Panicum 'Northwind'



Baptisia australis



Lythrum salicaria



Ilex (Dwarf Yaupon)

Middle Band



Salvia yangii



Muhlenbergia capillaris



Schizachyrium 'Standing Ovation'
(Little bluestem)



Echinacea "White Swan"



Achillea 'Terracotta'

Outer Band



Salvia ('Mystic Spires')



Salvia 'Victoria Blue'



Asclepias tuberosa (Butterfly Weed)



Heuchera 'Caramel'



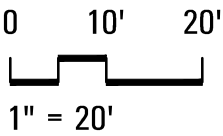
Liriope muscari

PLANTING DESIGN GUIDELINES

PLANTING - MEDIAN 2 (ENTRY MONUMENT)

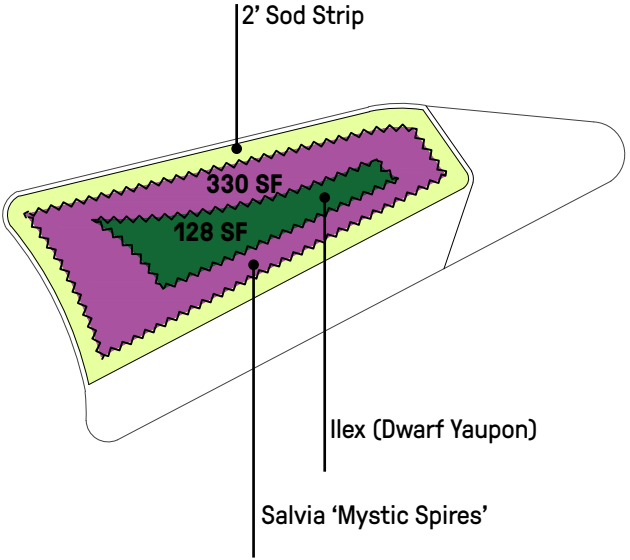


EXAMPLE PLANTING PLAN



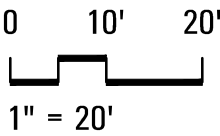
3D VISUALIZATION

PLANTING DESIGN GUIDELINES
PLANTING - MEDIAN 2 (ENTRY MONUMENT)



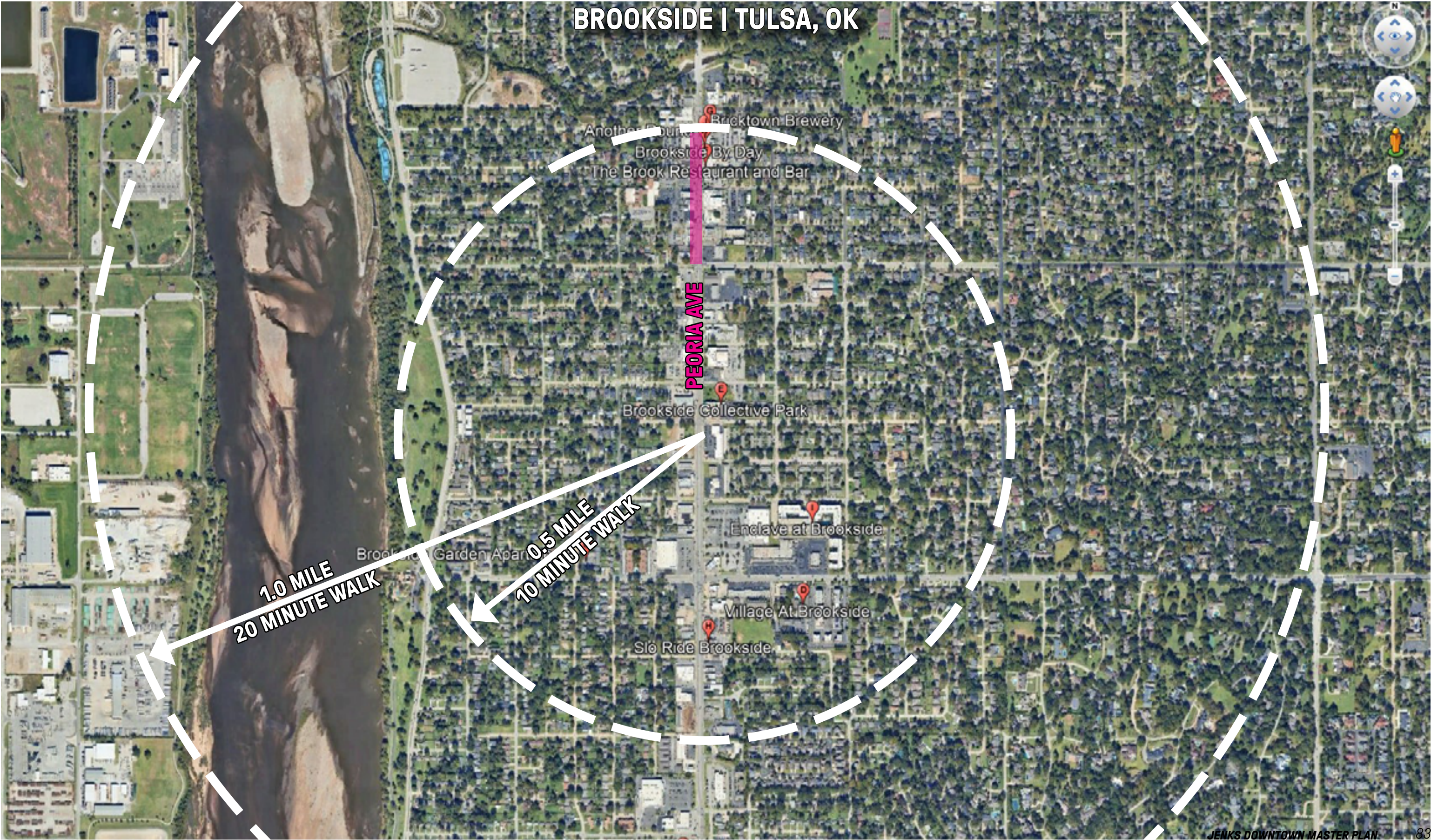
3D VISUALIZATION

EXAMPLE PLANTING PLAN



REFERENCE PROJECTS

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
BROOKSIDE | TULSA, OK



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 80'
Building Face to Building Face: 80'

NOTE: SAME ROW DISTANCE AS JENKS



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
BENTONVILLE DOWNTOWN SQUARE | BENTONVILLE, AR



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'
View at Downtown Square

NOTE: EVENT ACCOMMODATION



BENTONVILLE DOWNTOWN SQUARE | BENTONVILLE, AR

STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
CARMEL ARTS & DESIGN DISTRICT | CARMEL, IN



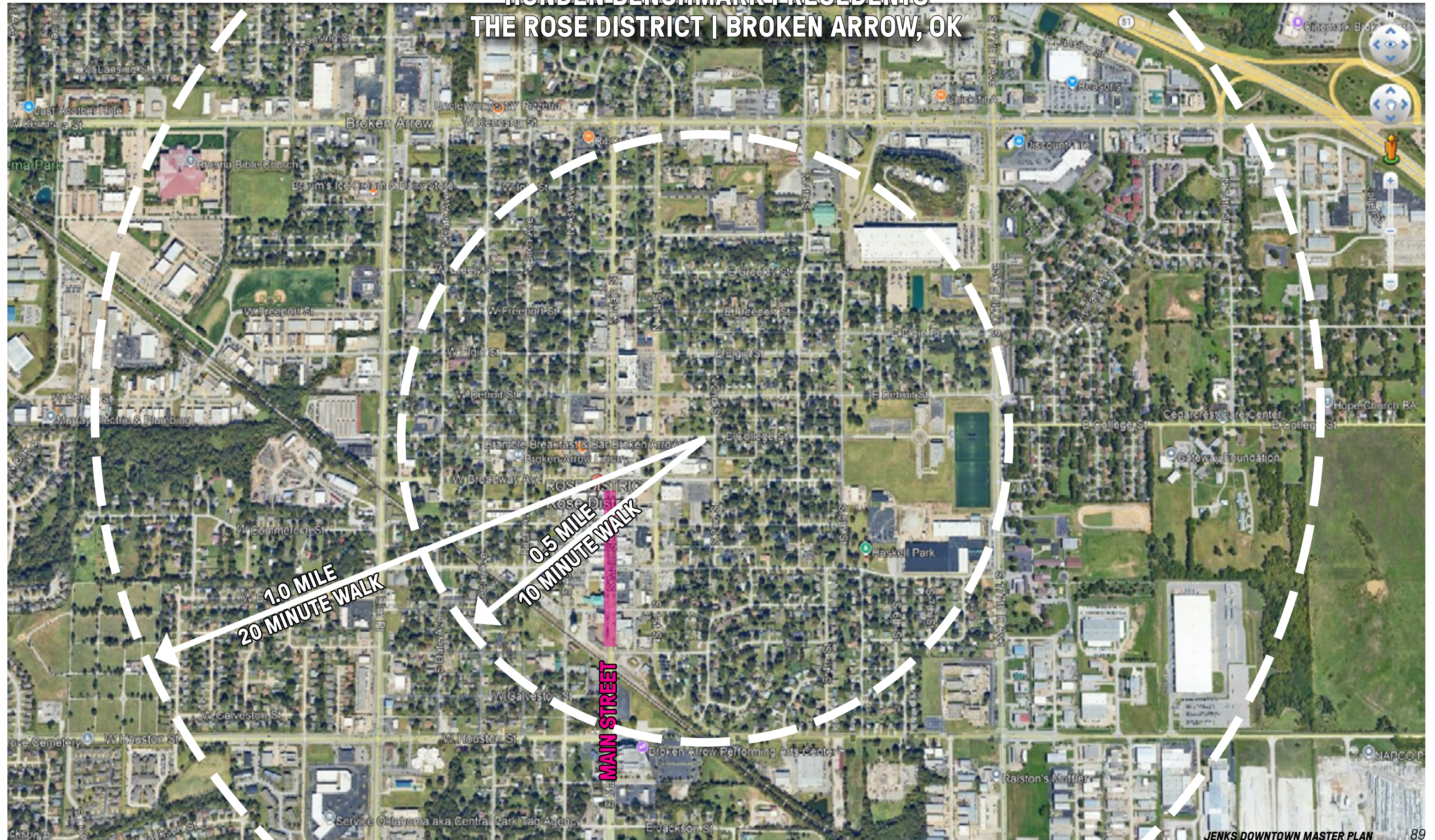
STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'
Building Face to Building Face: 65'

NOTE: BIKING INFRASTRUCTURE INTEGRATION



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
THE ROSE DISTRICT | BROKEN ARROW, OK



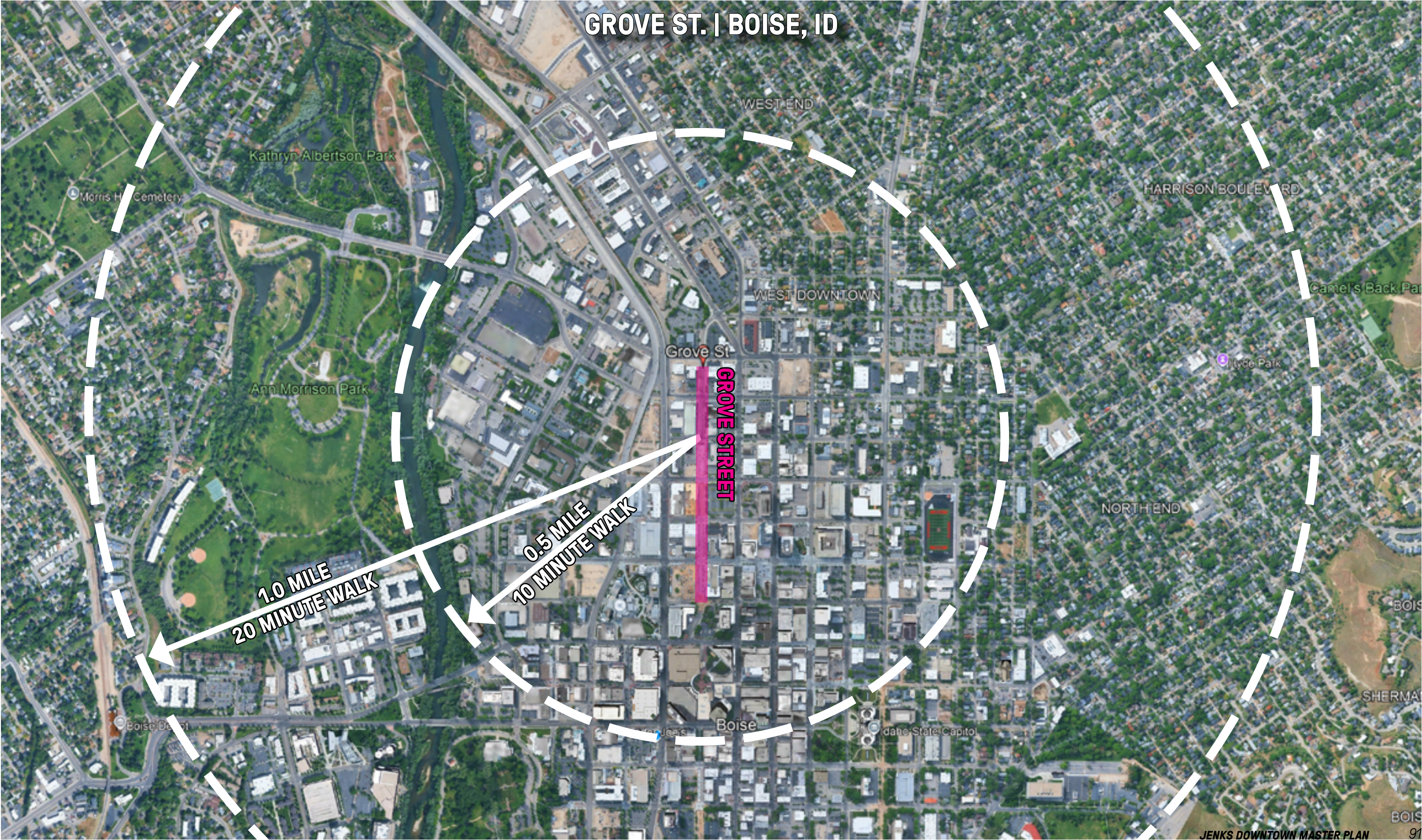
STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 100'
Building Face to Building Face: 100'

NOTE: PLANTING + PEDESTRIAN SAFETY



STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID

Right-of-Way: 80'



STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
HIGH-DENSITY, ZERO LOT LINE BUILDING FACADES ALONG STREET



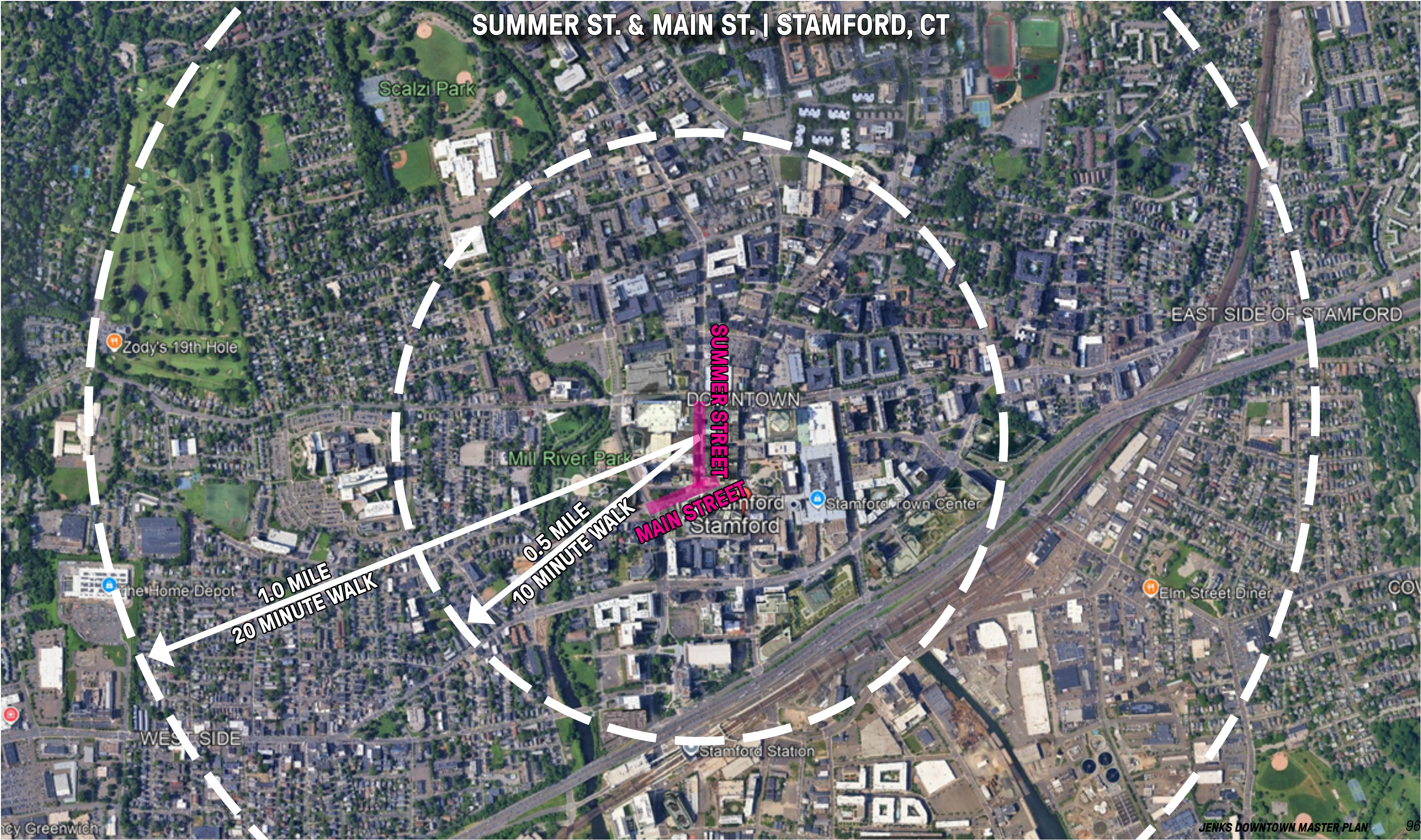
STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
LOW-DENSITY, ZERO LOT LINE BUILDING FACADES ALONG STREET



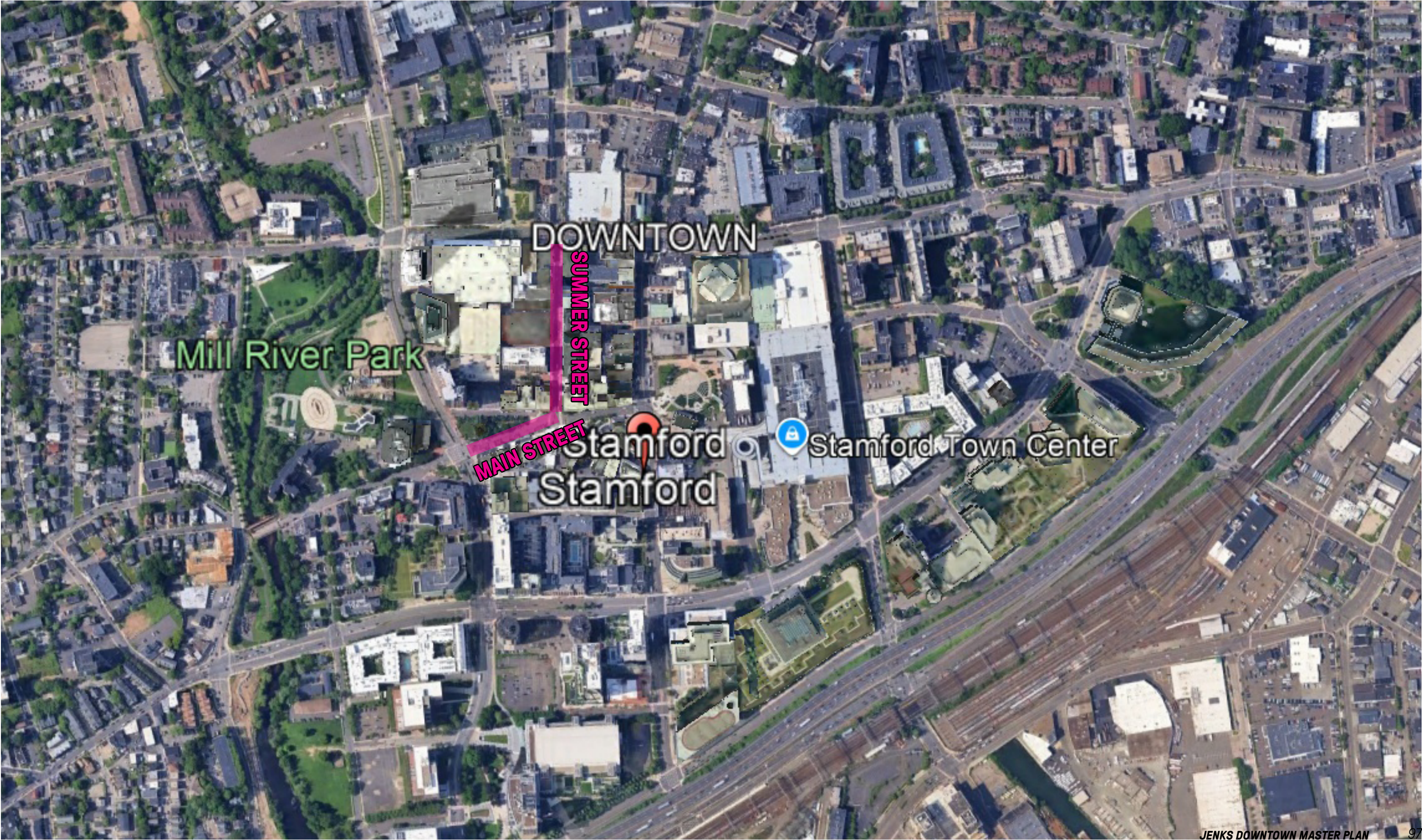
STREETSCAPE PRECEDENTS
GROVE ST. | BOISE, ID
LOW-DENSITY, BUILDING FACADE SET BACK FROM STREET



STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS



STREETSCAPE PRECEDENTS
SUMMER ST. | STAMFORD CT (2016)



STREETSCAPE PRECEDENTS
SUMMER ST. | STAMFORD CT (2019)



STREETSCAPE PRECEDENTS
SUMMER ST. | STAMFORD CT (2024)



STREETSCAPE PRECEDENTS
MAIN ST. | STAMFORD CT (SEASONAL ROAD CLOSURE)



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN PADUCAH | PADUCAH, KY

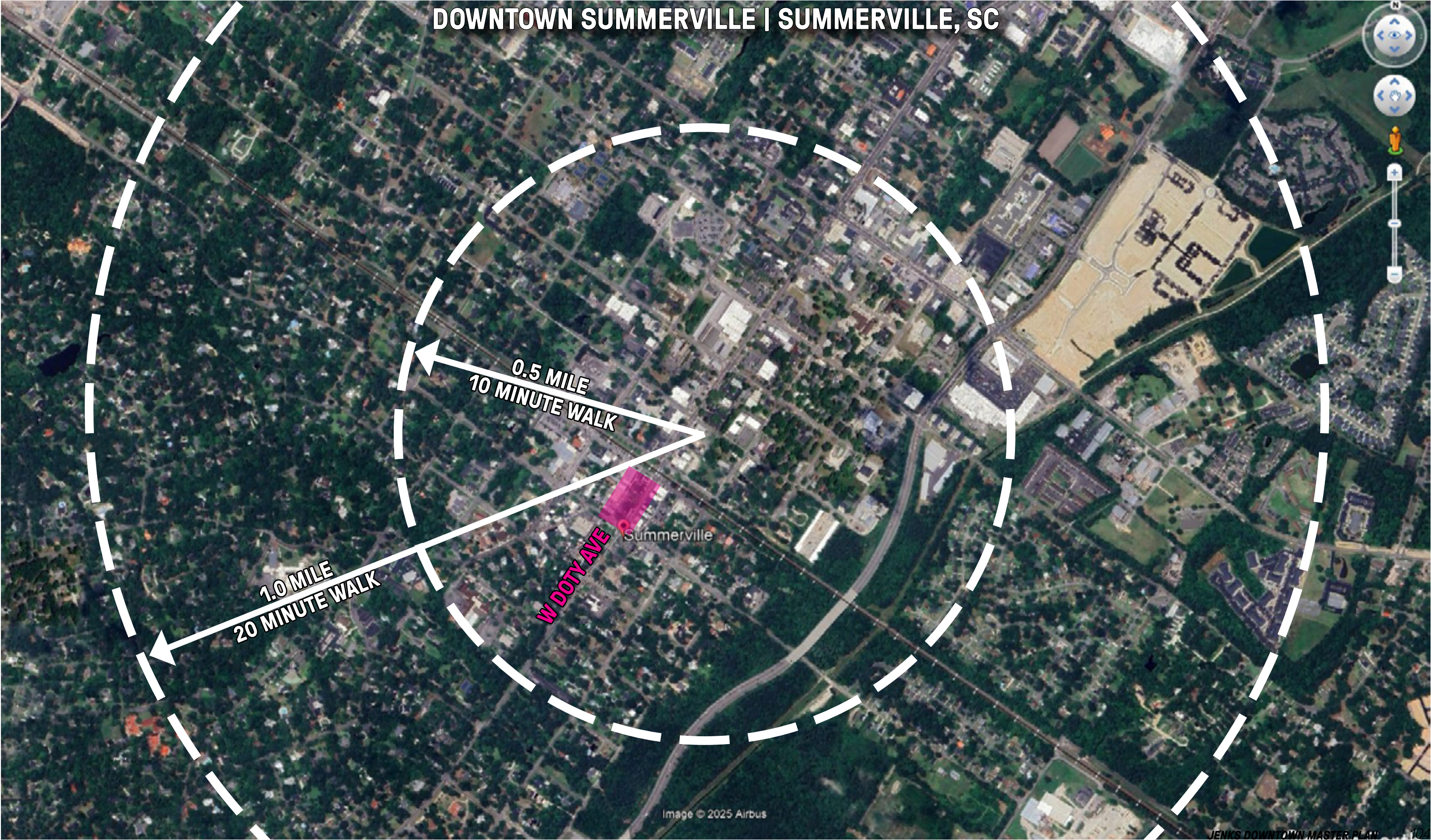


STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'
Building Face to Building Face: 65'



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN SUMMERVILLE | SUMMERVILLE, SC



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 60’/65’/60’
Building Face to Building Face: 200’



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 60’/65’/60’
Building Face to Building Face: 200’

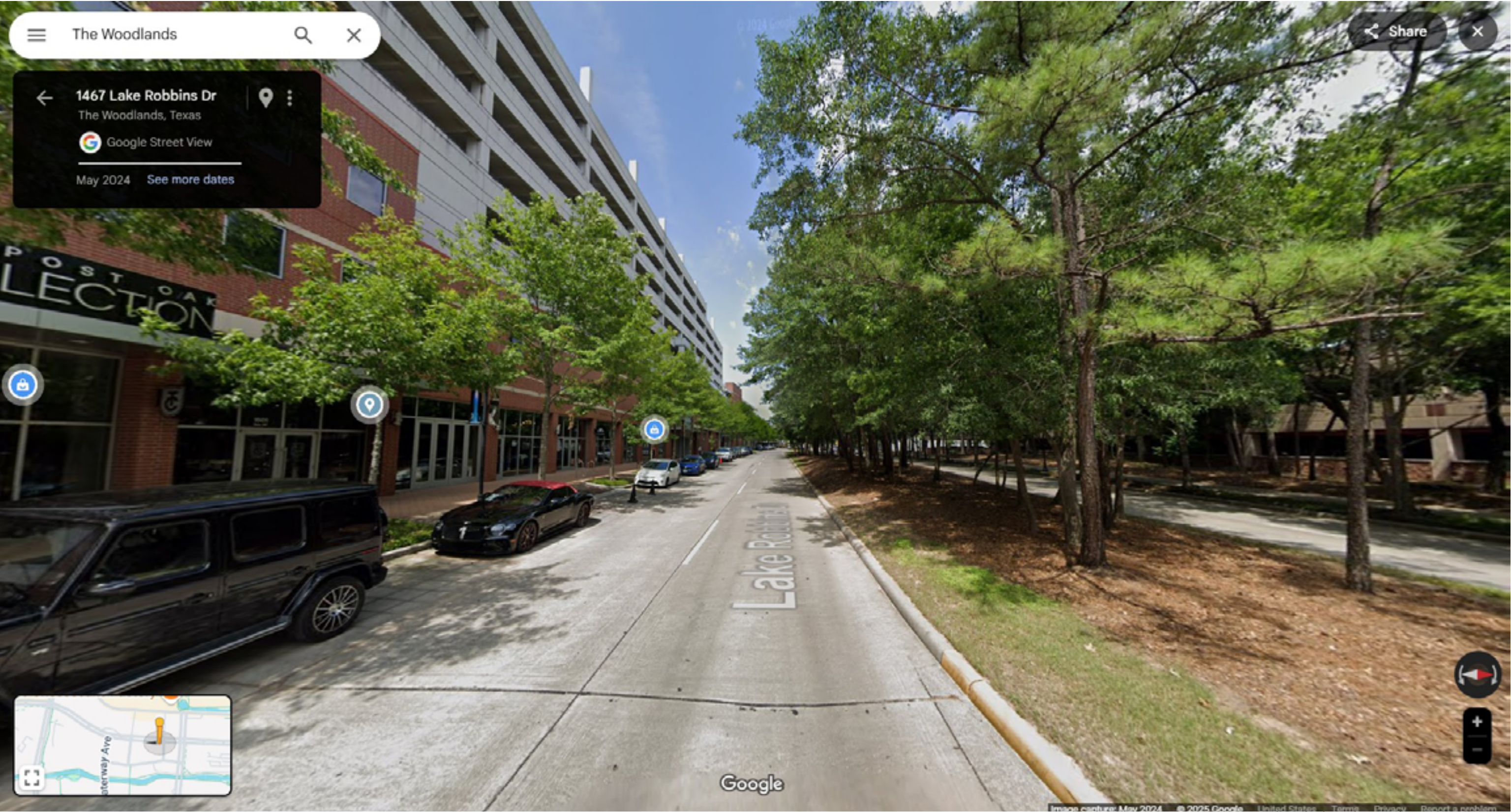


STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
THE WOODLANDS TOWN CENTER | THE WOODLANDS, TX



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**
Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**
Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: **Varies**
Building Face to Building Face: **Varies**



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN CHATTANOOGA | CHATTANOOGA, TN

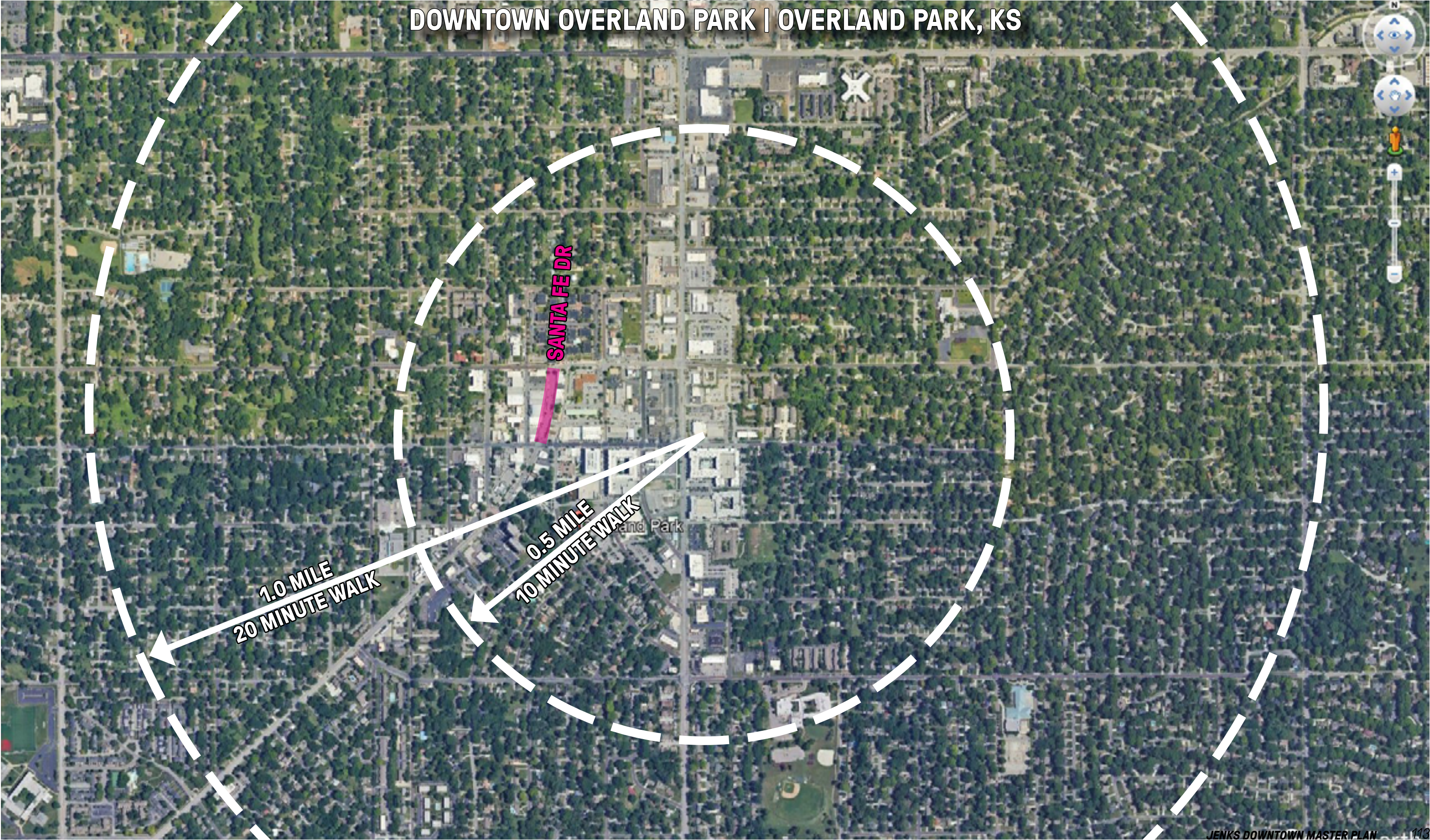


STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 120'
Building Face to Building Face: 120'



STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS
DOWNTOWN OVERLAND PARK | OVERLAND PARK, KS



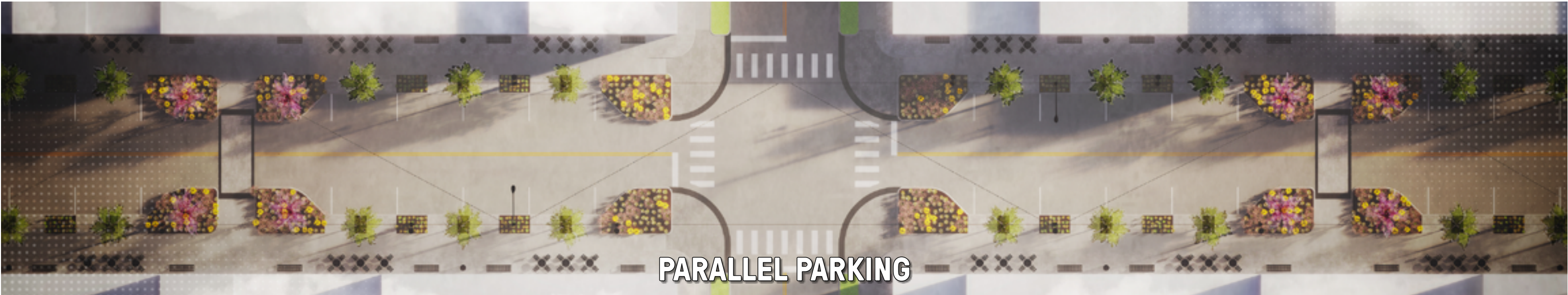
STREETSCAPE PRECEDENTS
HUNDEN BENCHMARK PRECEDENTS

Right-of-Way: 65'
Building Face to Building Face: 75'



MAIN STREET - STREETScape OPTIONS

STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



ANGLED PARKING

STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS



STREETSCAPE OPTIONS

CITIZENS' PARKING PREFERENCE



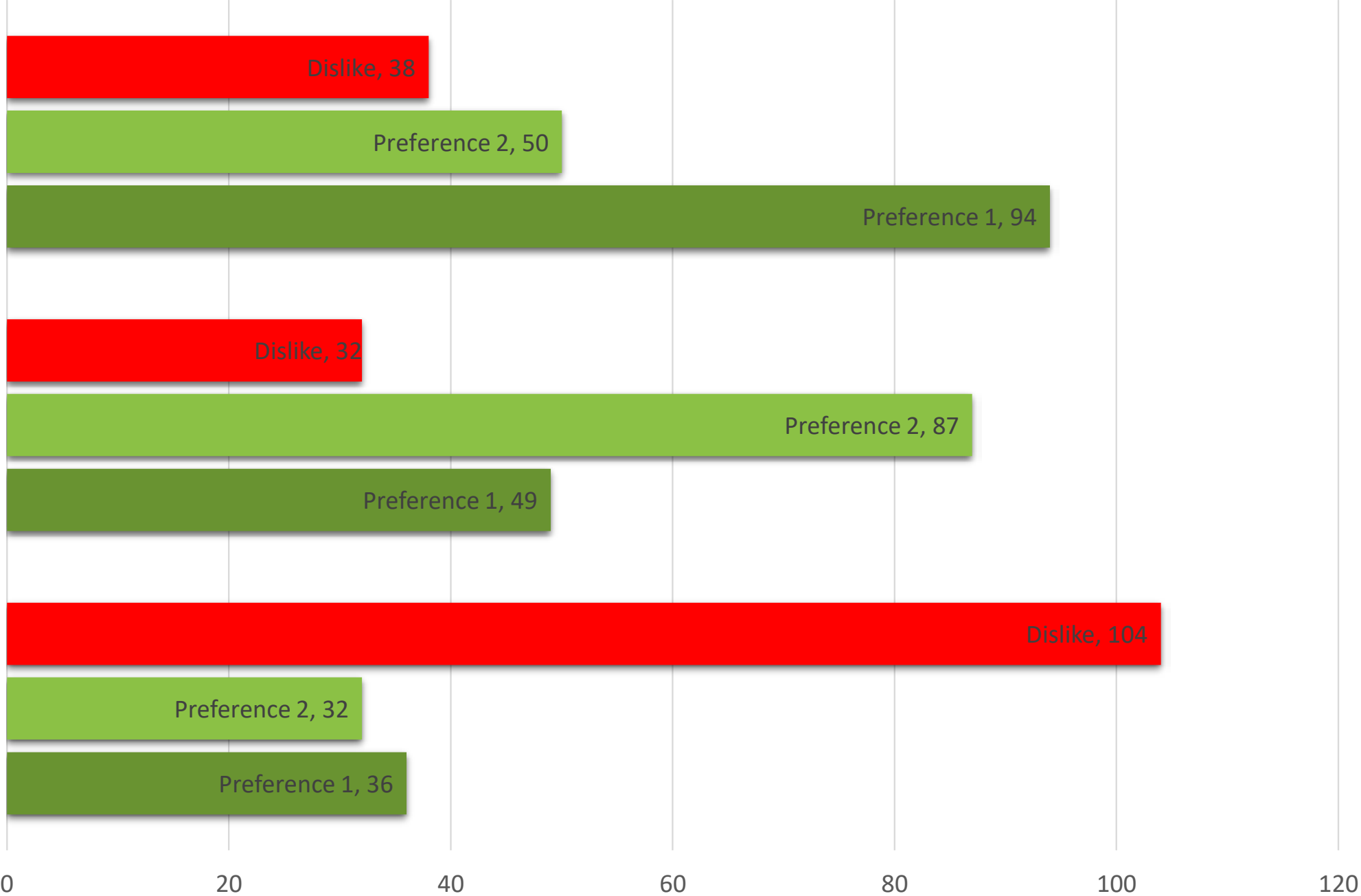
Option 03:
no parking



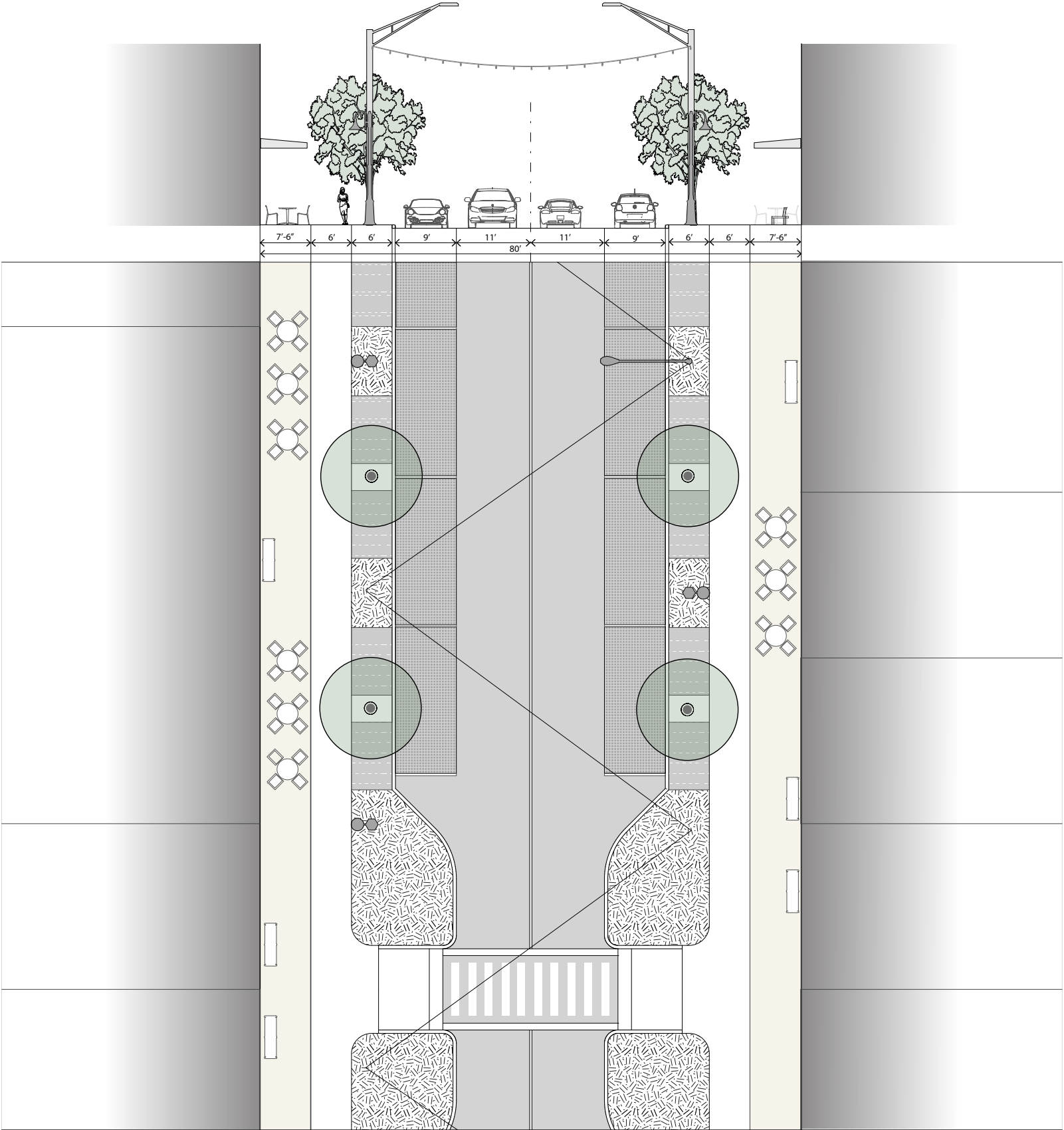
Option 02:
parallel parking



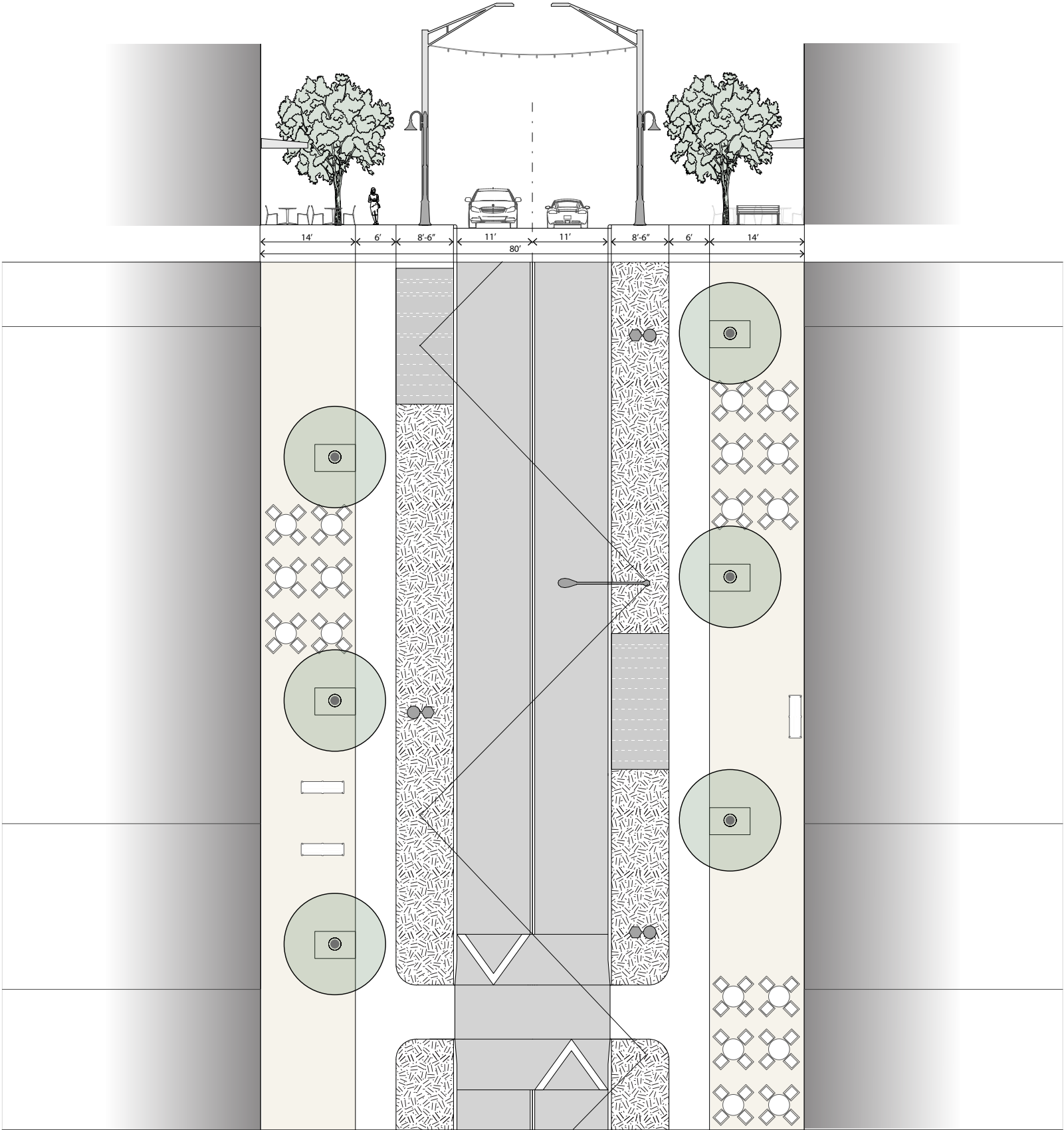
Option 01:
angled parking



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS
PARALLEL PARKING BOTH SIDES

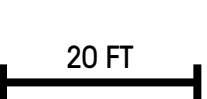
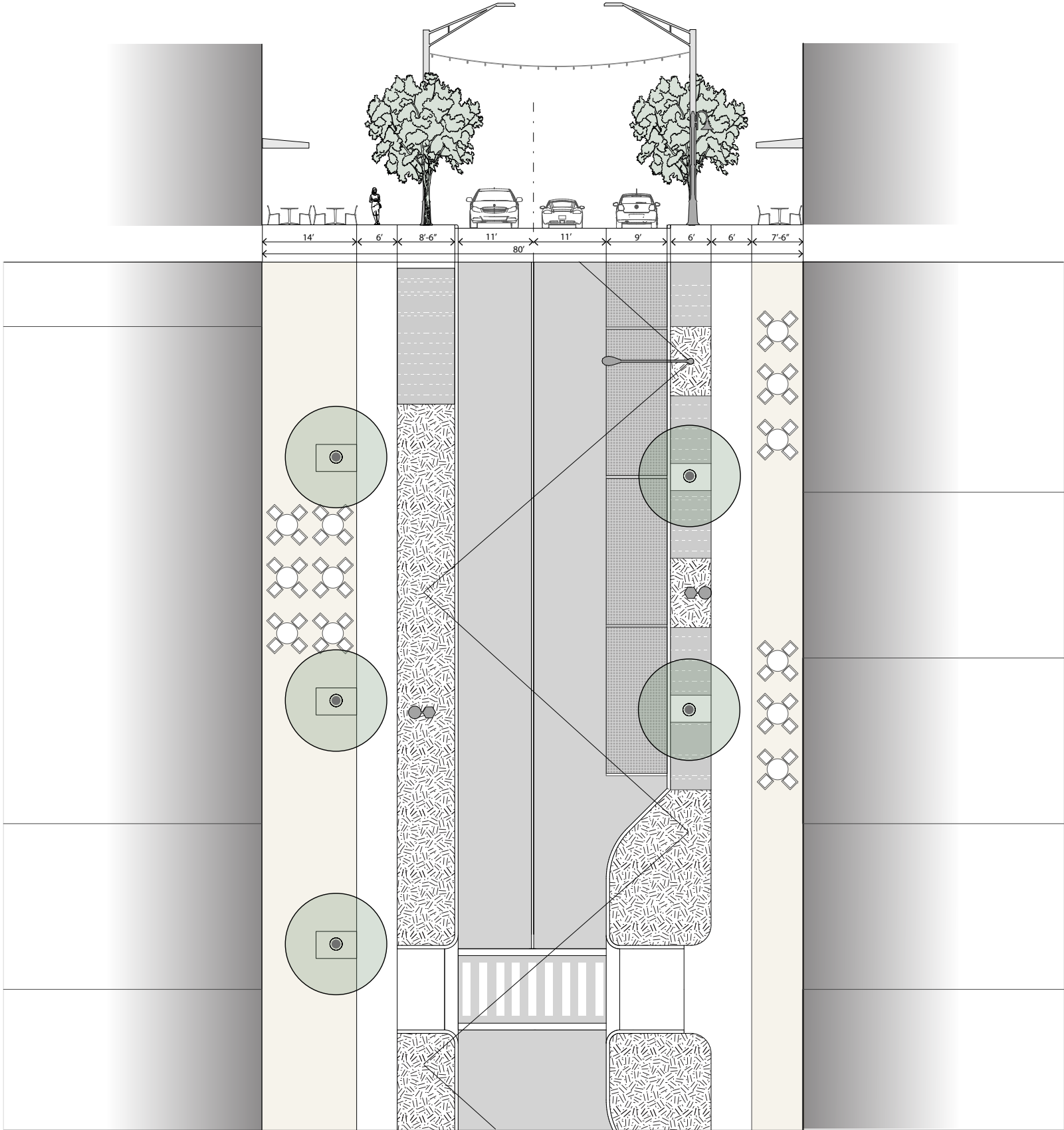


STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS
NO PARKING BOTH SIDES



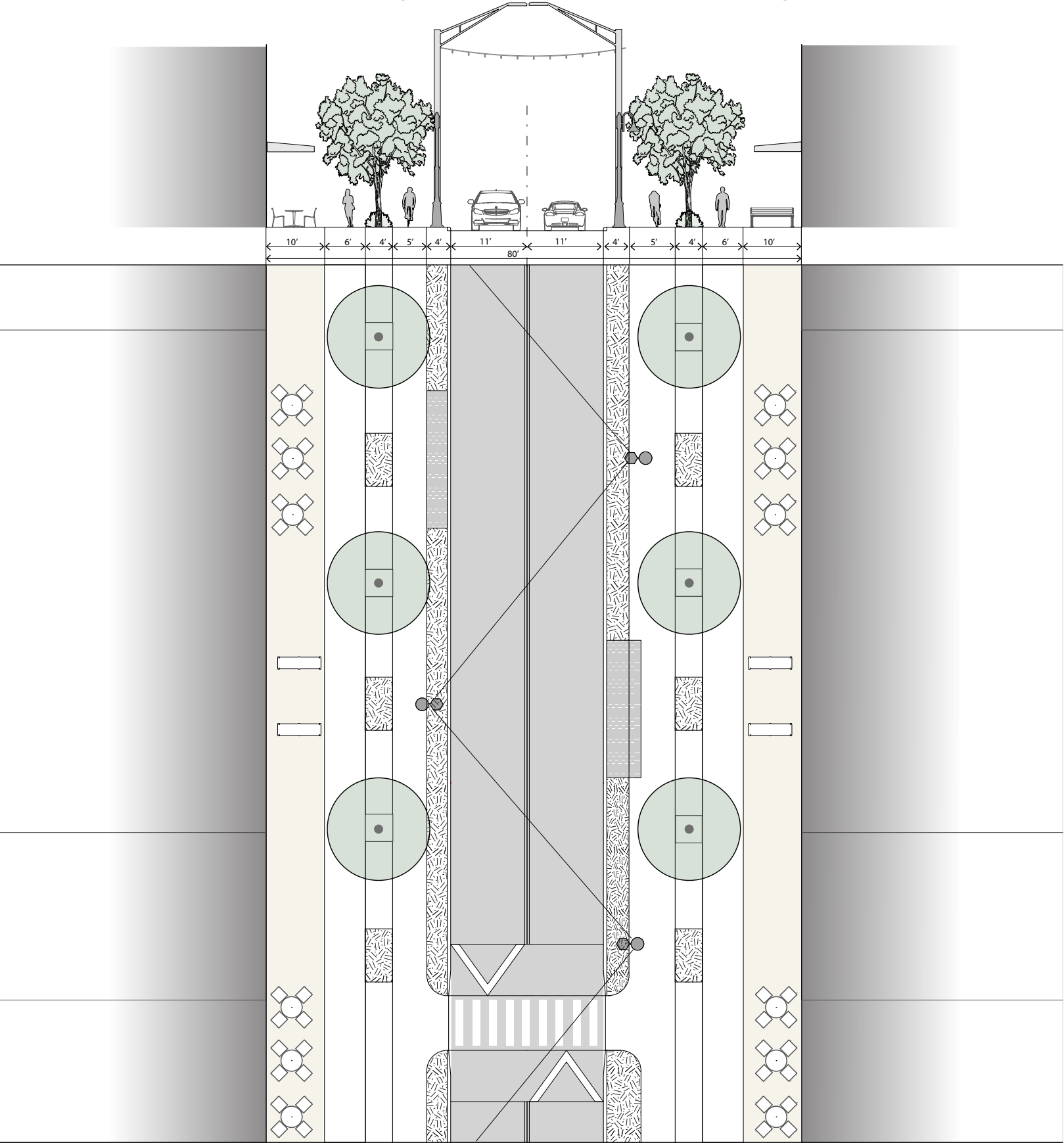
STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

NO PARKING ONE SIDE, PARALLEL PARKING ONE SIDE



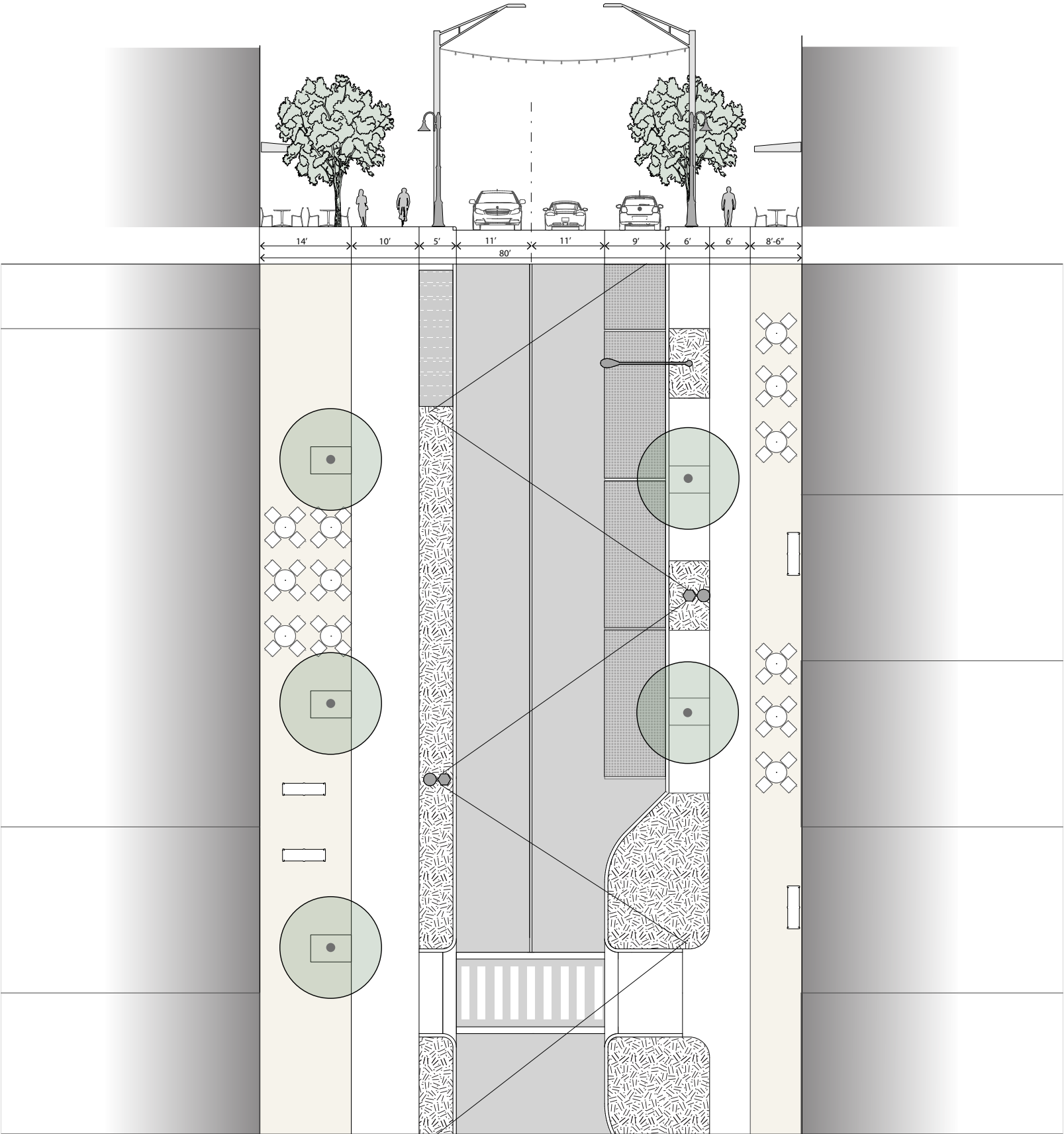
STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

5' BIKE LANE EACH DIRECTION, 6' CLEAR SIDEWALKS; NO PARALLEL PARKING



STREETSCAPE OPTIONS
MAIN ST. PARKING OPTIONS

10'-WIDE SHARED-USE PATH ONE SIDE, 6' CLEAR SIDEWALK ONE SIDE; PARALLEL PARKING ONE SIDE



20 FT

WEST GATEWAY LOT OPTIONS

WEST GATEWAY LOT OPTIONS
WEST GATEWAY BLOCKS LAYOUT RANKINGS

W GATEWAY BLOCKS
LAYOUT OPTION 01

W GATEWAY BLOCKS
LAYOUT OPTION 02

W GATEWAY BLOCKS
LAYOUT OPTION 03

W GATEWAY BLOCKS
LAYOUT OPTION 04

W GATEWAY BLOCKS
LAYOUT OPTION 05



33 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA

19 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA

34 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA

19 /50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA

45 /50 TOTAL SCORE

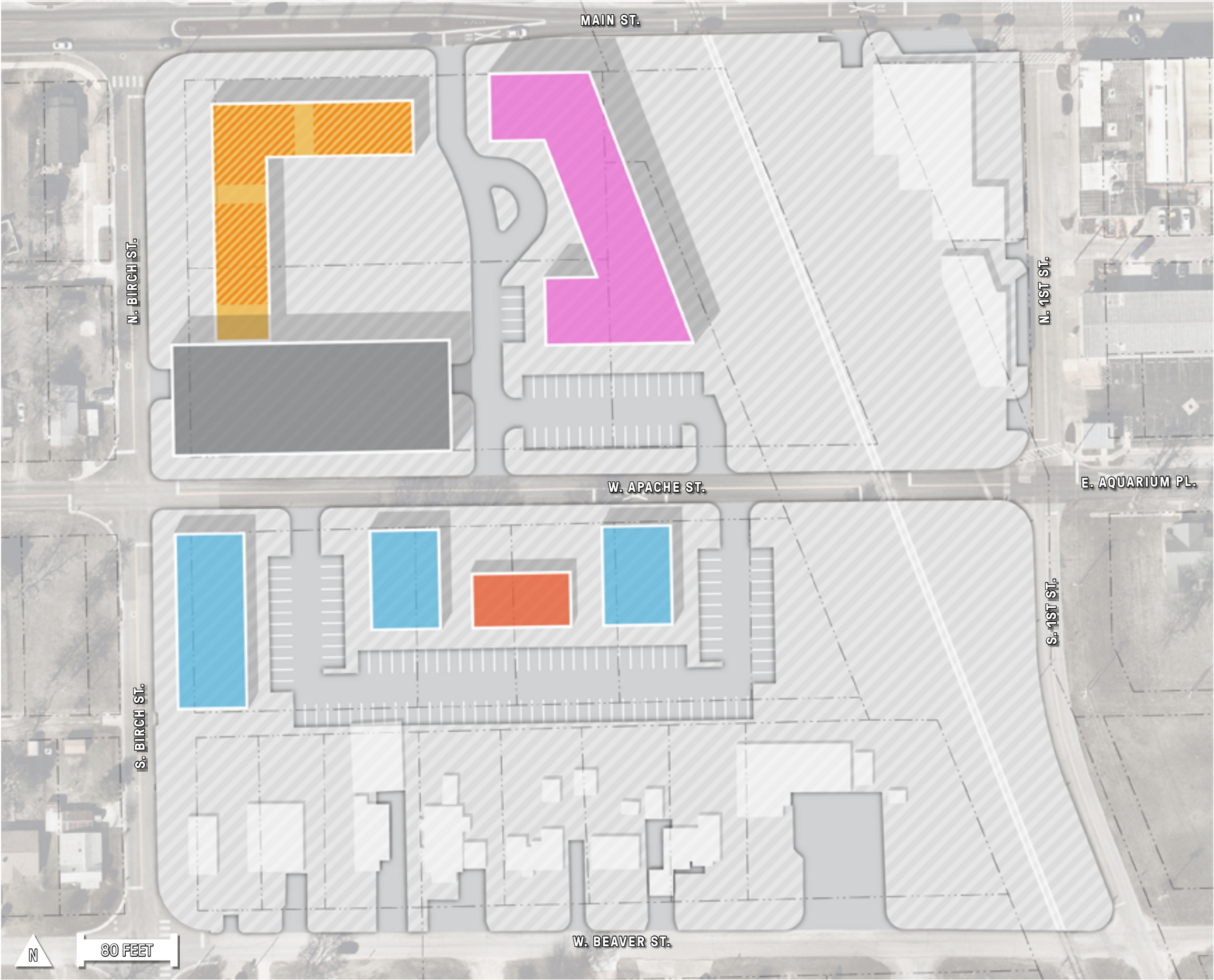
A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA

WEST GATEWAY LOT OPTIONS

WEST GATEWAY BLOCKS LAYOUT RANKINGS

W GATEWAY BLOCKS LAYOUT OPTION 01	W GATEWAY BLOCKS LAYOUT OPTION 02	W GATEWAY BLOCKS LAYOUT OPTION 03	W GATEWAY BLOCKS LAYOUT OPTION 04	W GATEWAY BLOCKS LAYOUT OPTION 05
DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX	DESIRABILITY INDEX
4 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	2 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	3 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	1 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>	5 /5 STREET EDGE CHARACTER <i>QUALITY & CONTINUITY OF BUILDING FACADES</i>
4 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	1 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	5 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	2 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>	3 /5 INTERIOR SPATIAL DEFINITION <i>OUTDOOR ROOMS CREATED BY BUILDING EDGES</i>
3 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	2 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	4 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	1 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>	5 /5 VARIETY OF SPATIAL TYPES <i>PLAZAS, PROMENADES, ALLYES, OPEN SPACE, ETC.</i>
3 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	2 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	4 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	1 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>	5 /5 SCALE OF DEVELOPMENT <i>RELATIVE TO EXISTING MAIN ST. CHARACTER</i>
3 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	2 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	4 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	1 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>	5 /5 CIRCULATION INTEGRATION <i>PERMEABILITY WITHIN EXISTING NETWORKS</i>
4 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	2 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	1 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	3 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>	5 /5 DENSITY OF PARKING <i>SURFACE VS. STRUCTURE PARKING IMPLICATIONS</i>
3 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	1 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	4 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	5 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>	2 /5 PEDESTRIAN SAFETY <i>MINIMIZING PEDESTRIAN & VEHICULAR CONFLICTS</i>
3 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	2 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	4 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	1 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>	5 /5 DAYLIGHT & SHADOWS <i>ABILITY TO FACILITATE PROTECTION FROM SUN</i>
2 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	3 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	4 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	1 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>	5 /5 BUFFER FROM RAILROAD <i>SCREENING OF RAILROAD NOISE & VISUAL POLLUTION</i>
4 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	2 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	1 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	3 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>	5 /5 PERVIOUS COVER <i>MAXIMIZING PERMEABILITY & MITIGATING RUNOFF</i>
33 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	19 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	34 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	19 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>	45 /50 TOTAL SCORE <i>A SCORE OF 50/ 50 WOULD INDICATE THE LAYOUT RANKS HIGHEST IN ALL CRITERIA</i>

WEST GATEWAY BLOCKS LAYOUT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 01

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	14,400 SF	10,800 SF
RESIDENTIAL	27,467 SF	20,600 SF
OFFICE	51,333 SF	38,500 SF
HOTEL	87,333 SF	65,500 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	148
STRUCTURE PARKING	225
TOTAL PARKING	373

WEST GATEWAY BLOCKS LAYOUT OPTIONS

JENKS DOWNTOWN MASTERPLAN	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	% of Recommendation
<u>Library Lot Mix 1</u>								
Office	38,500	51,333						77%
Office 1 (Build-to-Suit/ Remodel)	12,000	16,000	2	8,000	-	1 per 300	53.33	
Office 2 (Build-to-Suit/ Remodel)	6,500	8,667	2	4,333	-	1 per 300	28.89	
Office 3 (Build-to-Suit/ Remodel)	6,500	8,667	2	4,333	-	1 per 300	28.89	
Retail	10,800	14,400						27%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split	2,700	3,600	1	3,600	-	1 per 200	18.00	
Residential	20,600	27,467						10%
Multifamily	20,600	27,467	2	13,733	30	2	60.00	
Hotel (Boutique)	65,500	87,333						100%
Hotel	65,500	87,333	5	17,467	80	1 per Room + Staff	100	
Total Required Parking (for above)							343	
Street Parking								
Surface Parking							148	
Garage 5 story							225	
Total							30	

WEST GATEWAY BLOCKS LAYOUT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 01

DESIRABILITY INDEX

- 4 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 4 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 3 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLYES, OPEN SPACE, ETC.*
- 3 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 3 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 4 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 3 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 3 / 5

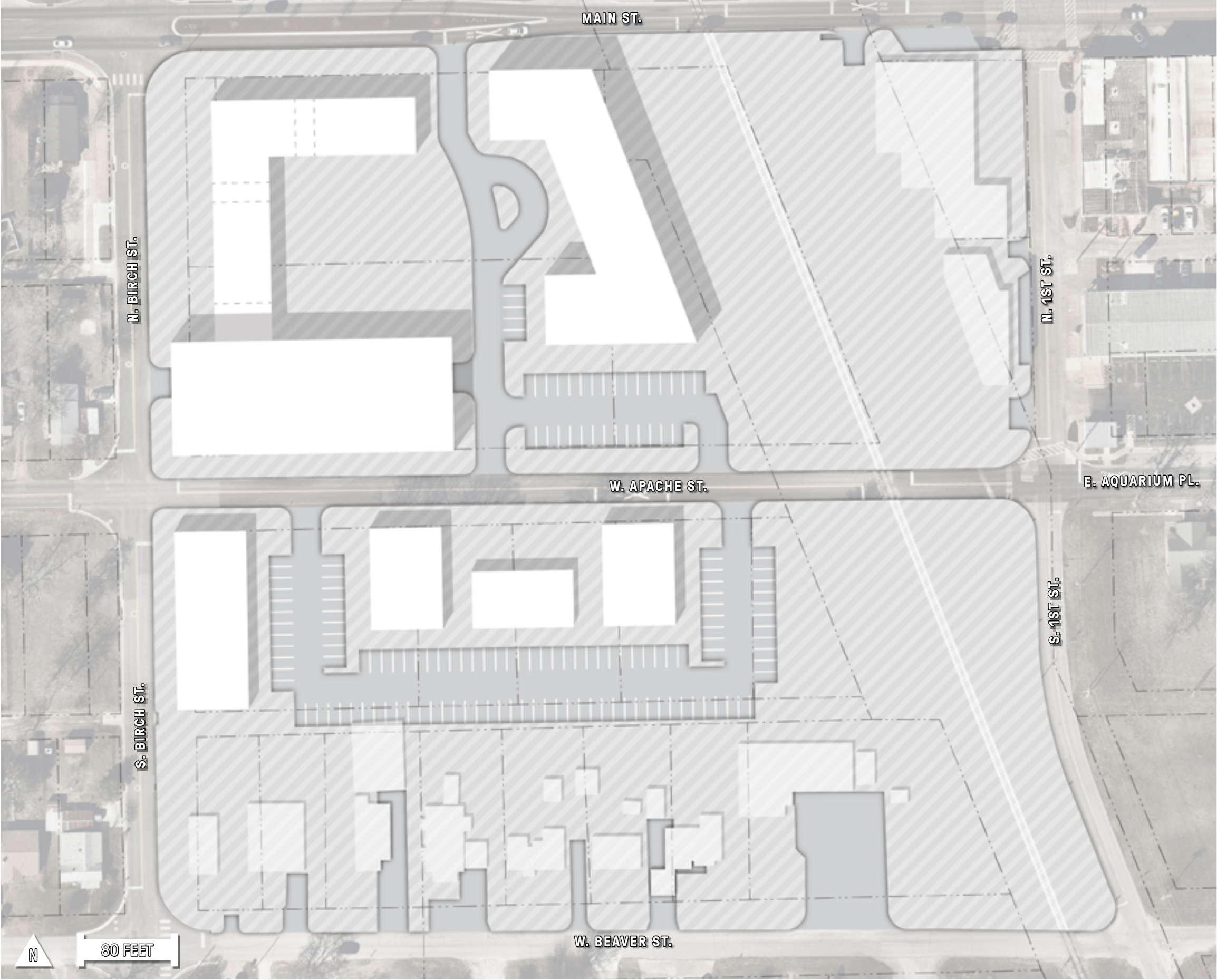
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 2 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 4 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

33 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY BLOCKS LAYOUT OPTIONS

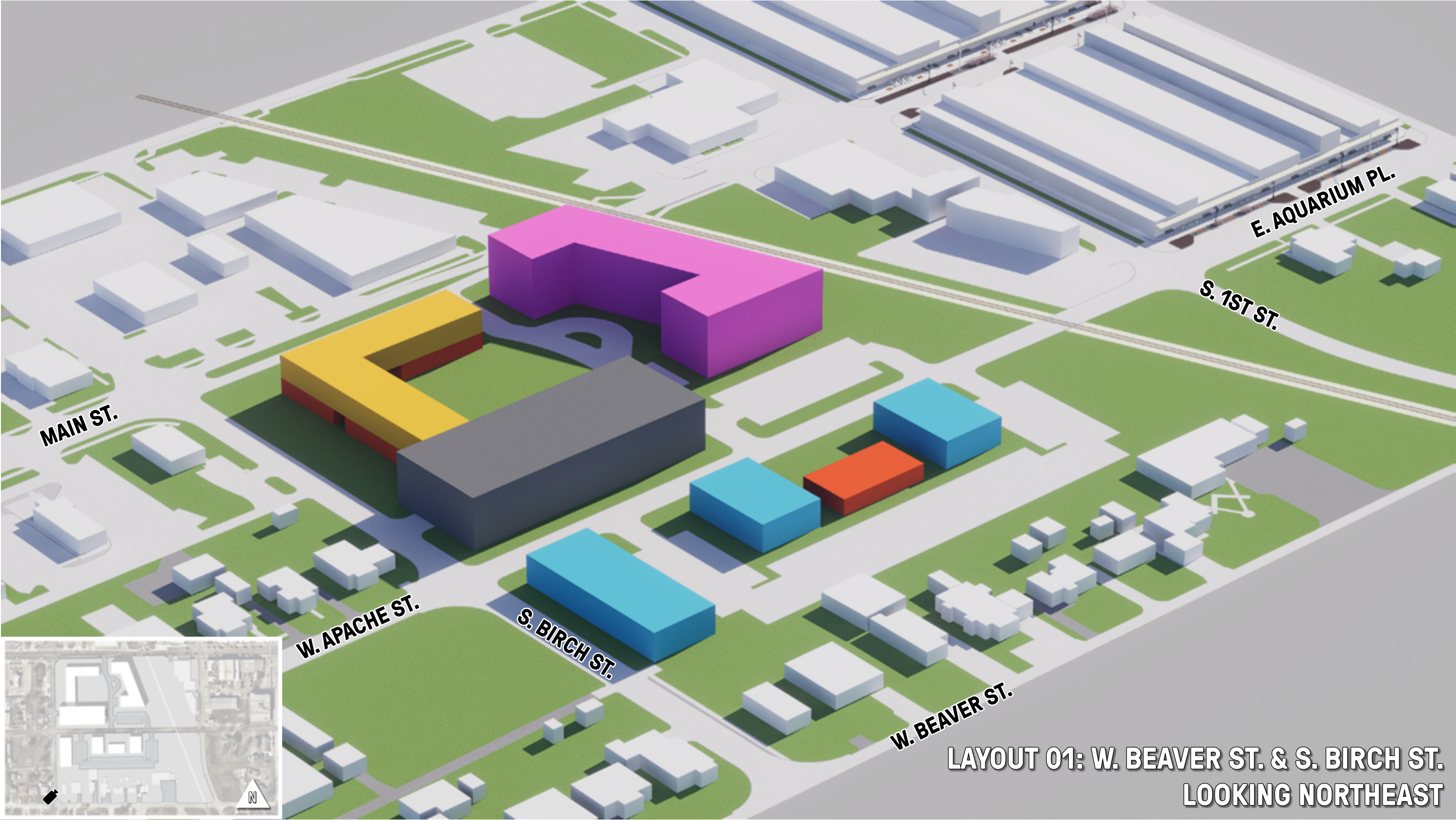
LAYOUT 01: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS

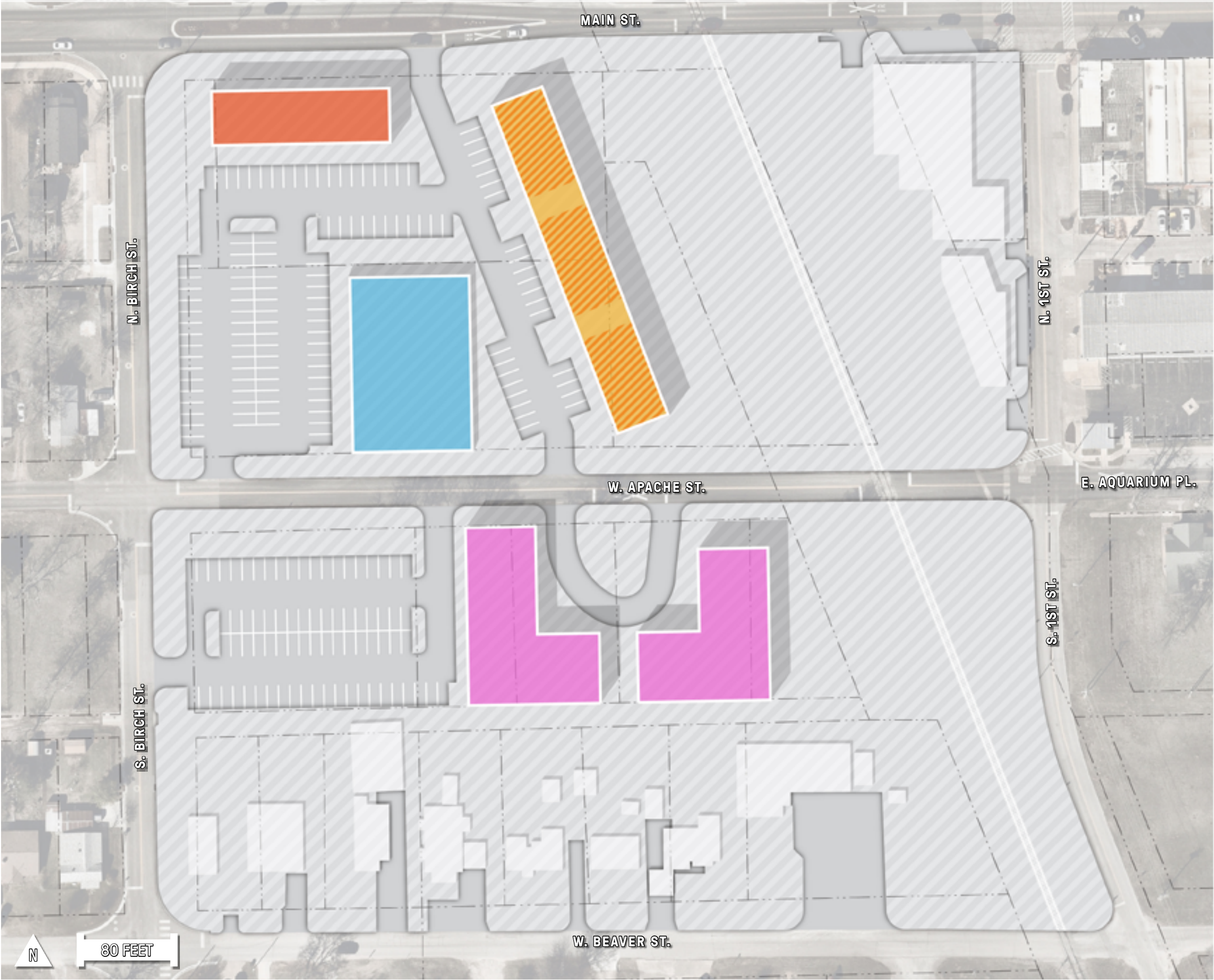


LAYOUT 01: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 02

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	17,200 SF	12,900 SF
RESIDENTIAL	38,000 SF	28,500 SF
OFFICE	13,600 SF	10,200 SF
HOTEL	80,000 SF	60,000 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	206
STRUCTURE PARKING	-
TOTAL PARKING	206

WEST GATEWAY BLOCKS LAYOUT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Library Lot Mix 2										
Office		10,200	13,600							20%
Office 1 (Build-to-Suit/ Remodel)		10,200	13,600	1	13,600	-	1 per 300	45.33		
Retail		12,900	17,200							32%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	18.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		4,800	6,400	1	6,400	-	1 per 200	32.00		
Residential		28,500	38,000							14%
Multifamily		28,500	38,000	3	12,667	30	2	60.00		
Hotel (Boutique)		60,000	80,000							100%
Hotel		60,000	80,000	4	20,000	80	1 per Room + Staff	100		
Total Required Parking (for above)								291		
Street Parking								206		
Surface Parking										
Total								(85)		

WEST GATEWAY BLOCKS LAYOUT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 02

DESIRABILITY INDEX

- 2 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 1 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 2 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLYES, OPEN SPACE, ETC.*
- 2 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 2 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 2 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 1 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 2 / 5

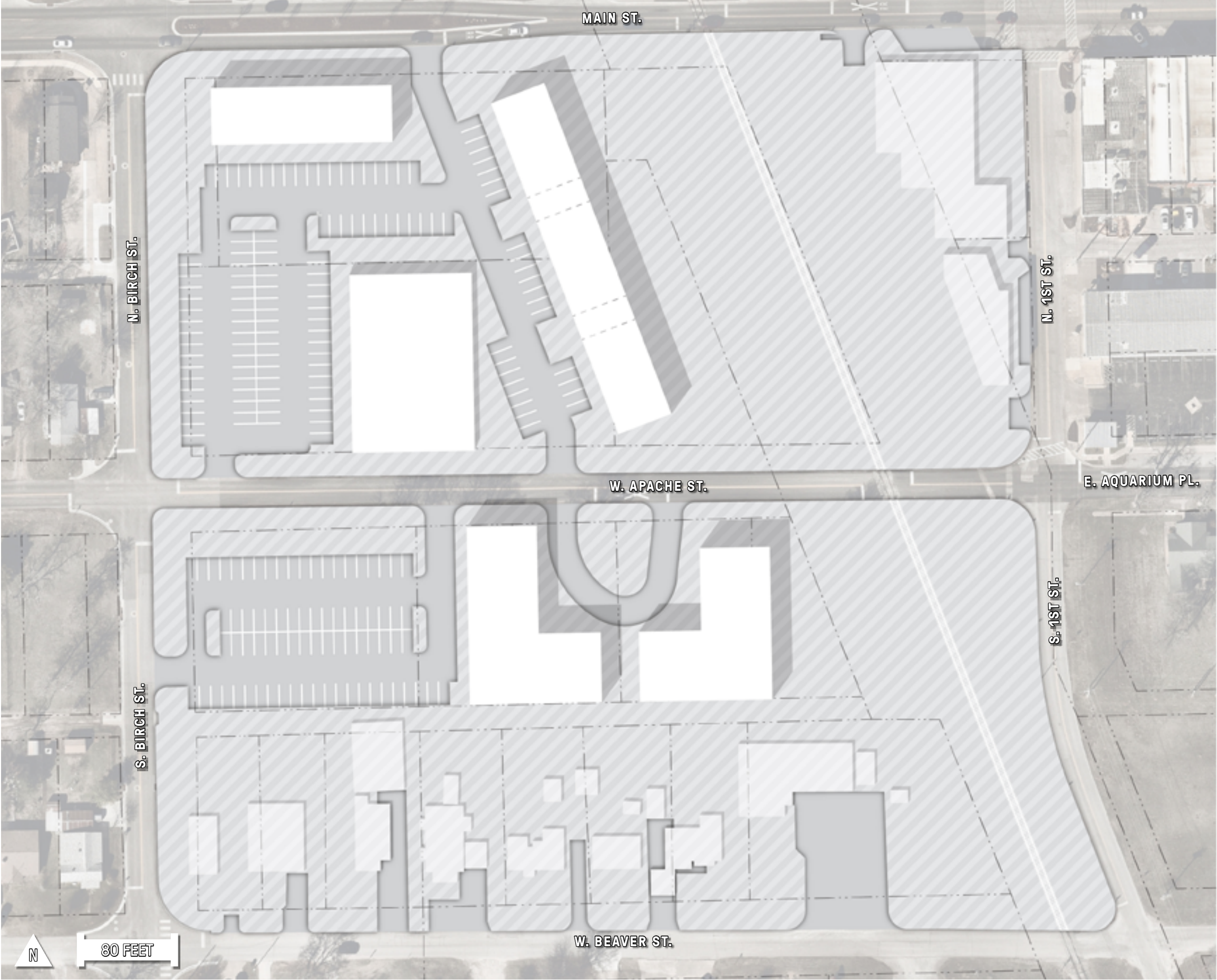
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 3 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 2 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

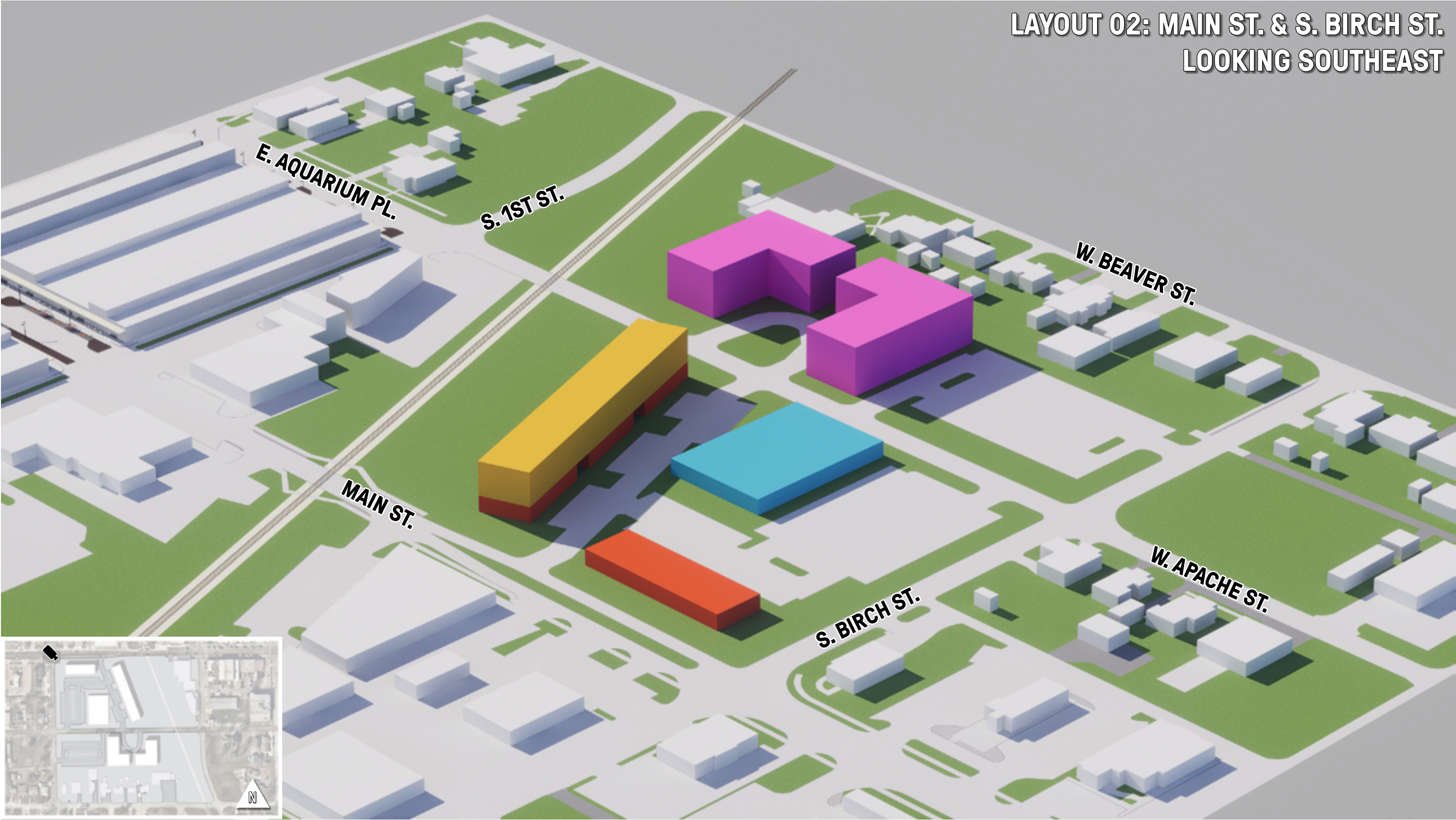
19 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY BLOCKS LAYOUT OPTIONS

LAYOUT 02: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS

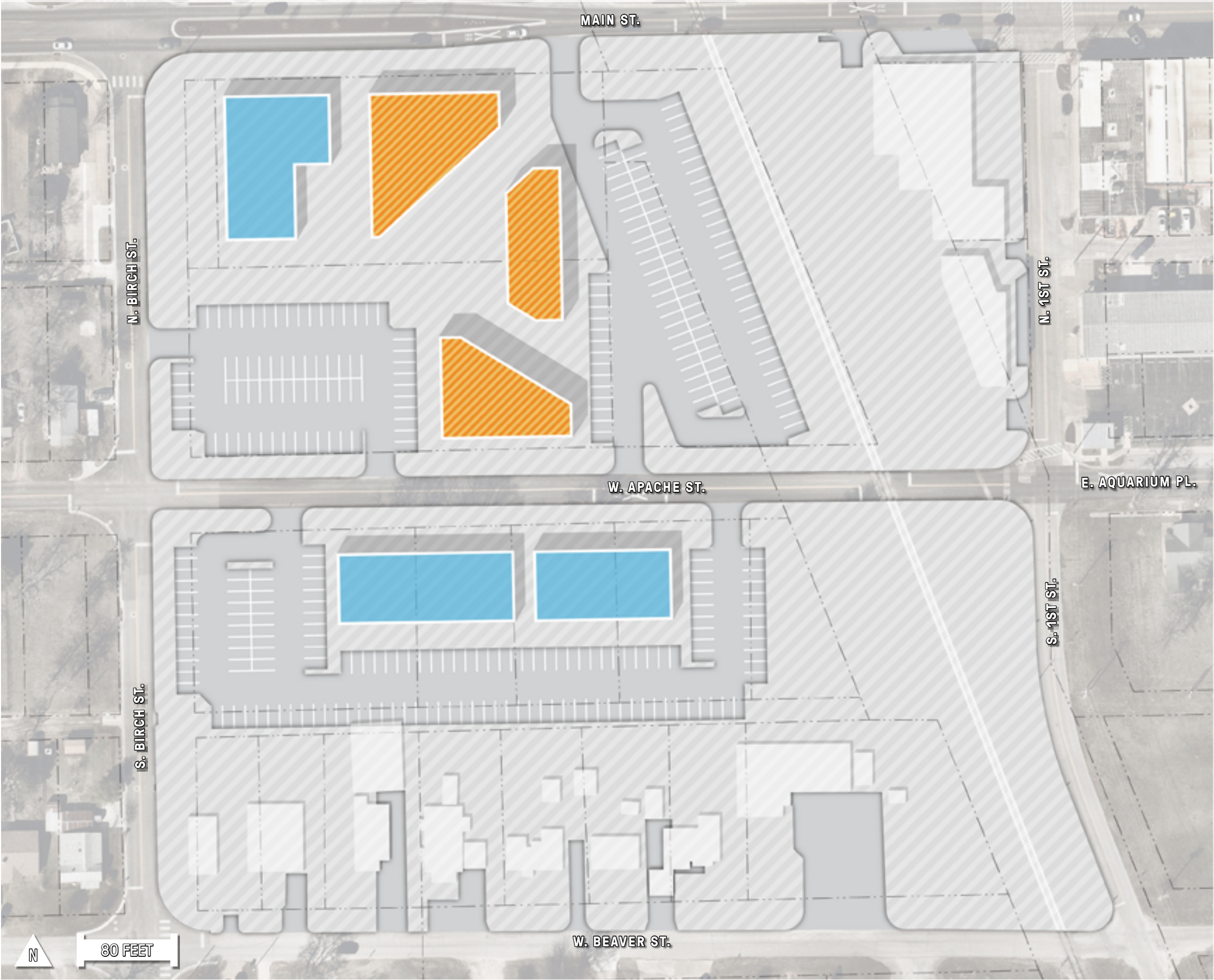


LAYOUT 02: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 03

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	18,667 SF	14,000 SF
RESIDENTIAL	37,333 SF	28,000 SF
OFFICE	44,000 SF	33,000 SF
HOTEL	-	-

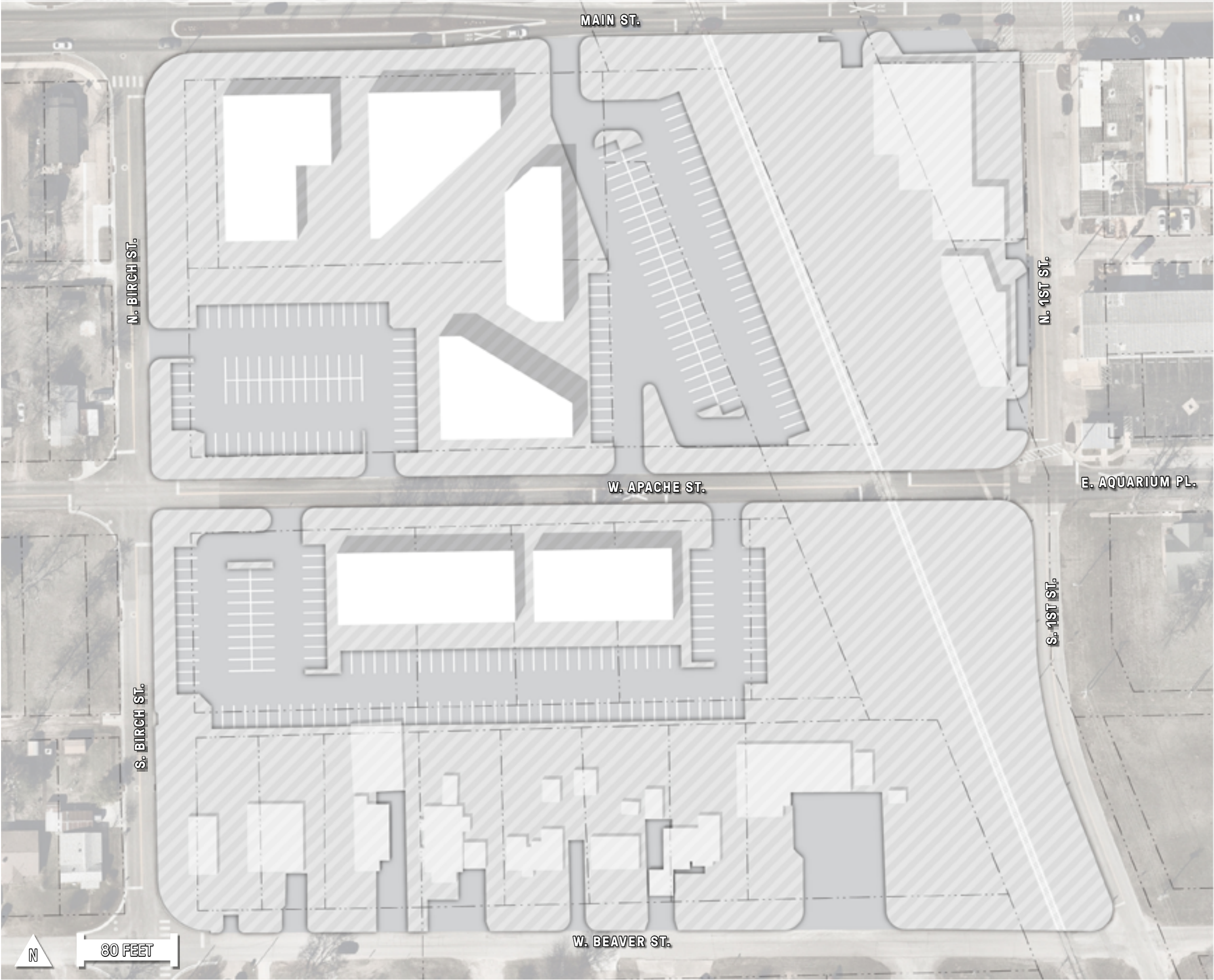
PARKING METRICS

	STALLS
SURFACE LOT PARKING	310
STRUCTURE PARKING	-
TOTAL PARKING	310

WEST GATEWAY BLOCKS LAYOUT OPTIONS

JENKS DOWNTOWN MASTERPLAN Lot Mix 3	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
PHASE ONE										
Office		33,000	44,000							66%
Office 1 (Build-to-Suit/ Remodel)		12,000	16,000	2	8,000	-	1 per 300	53.33		
Office 2 (Build-to-Suit/ Remodel)		12,000	16,000	2	8,000	-	1 per 300	53.33		
Office 3 (Build-to-Suit/ Remodel)		9,000	12,000	2	6,000	-	1 per 300	40.00		
Retail		14,000	18,667							35%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		6,000	8,000	1	8,000	-	1 per 200	26.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		3,500	4,667	1	4,667	-	1 per 200	15.56		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		4,500	6,000	1	6,000	-	1 per 200	20.00		
Residential		28,000	37,333			36				14%
Multifamily		9,000	12,000	2	6,000	12	2	24.00		
Multifamily		7,000	9,333	2	4,667	8	2	16.00		
Multifamily		12,000	16,000	2	8,000	16	2	32.00		
Hotel (Boutique)		-	-							0%
Hotel		-	-	1	-	80	1 per Room + Staff	-		
Total Required Parking (for above)								281		
Street Parking										
Surface Parking								310		
Total								29		

WEST GATEWAY BLOCKS LAYOUT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 03

DESIRABILITY INDEX

- 3 / 5 STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 5 / 5 INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 4 / 5 VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLYES, OPEN SPACE, ETC.*
- 4 / 5 SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 4 / 5 CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 1 / 5 DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 4 / 5 PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 4 / 5 DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 4 / 5 BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 1 / 5 PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

34 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA

WEST GATEWAY BLOCKS LAYOUT OPTIONS

LAYOUT 03: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS

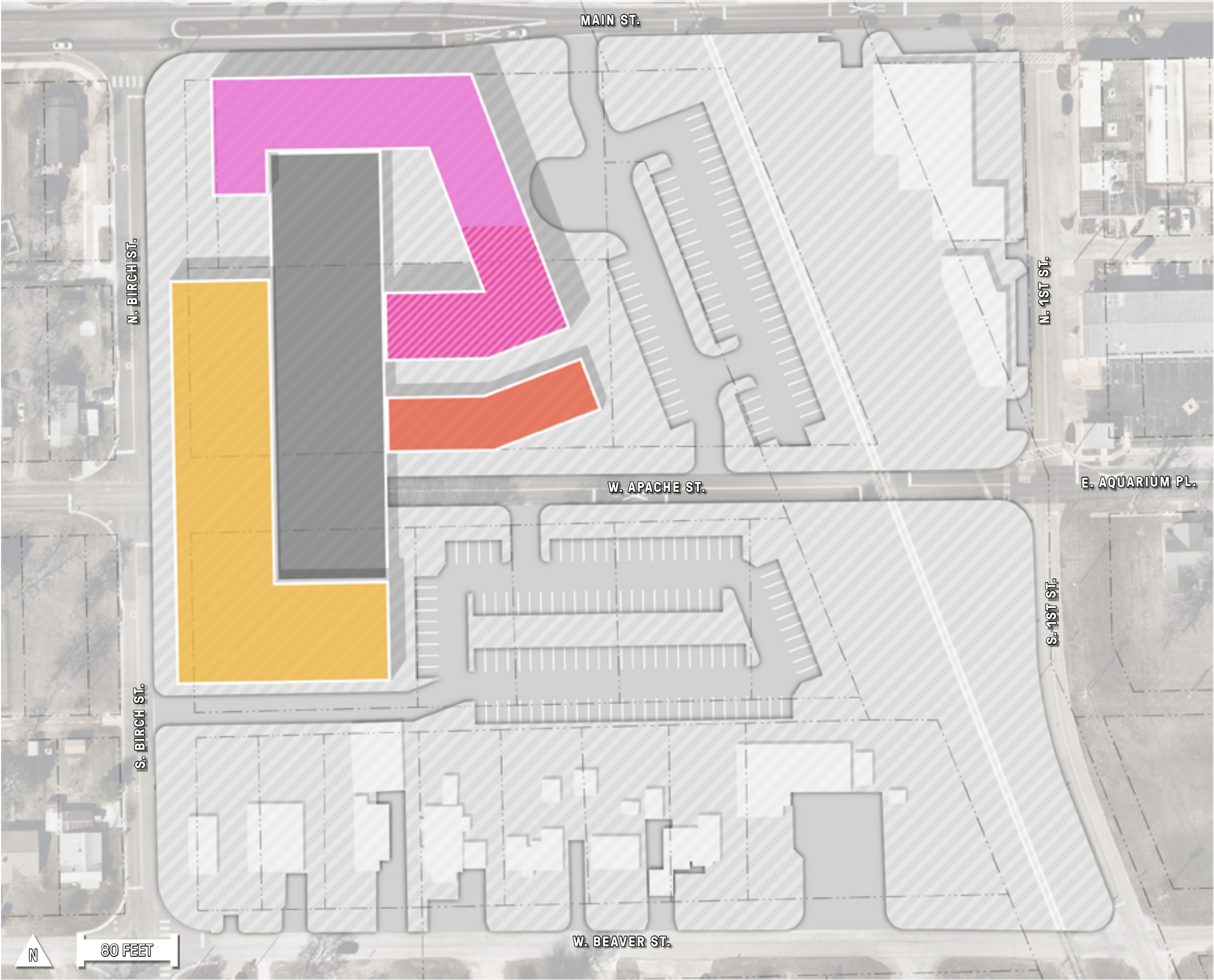


LAYOUT 03: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS



**W GATEWAY BLOCKS
LAYOUT OPTION 04**

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	18,000 SF	13,500 SF
RESIDENTIAL	98.667 SF	74,000 SF
OFFICE	-	-
HOTEL	118,000 SF	88,500 SF

PARKING METRICS

	STALLS
SURFACE LOT PARKING	183
STRUCTURE PARKING	225
TOTAL PARKING	408

WEST GATEWAY BLOCKS LAYOUT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Lot Mix 4										
PHASE ONE										
Office		-	-							0%
Office 1		-	-	1	-	-	1 per 300	-		
Retail		13,500	18,000							34%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		7,500	10,000	1	10,000	-	1 per 200	33.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		6,000	8,000	1	8,000	-	1 per 200	26.67		
Residential		74,000	98,667							36%
Multifamily		74,000	98,667	3	32,889	80	2	160.00		
Hotel (Boutique)		88,500	118,000							100%
Hotel		88,500	118,000	4	29,500	110	1 per Room + Staff	130		
Total Required Parking (for above)								350		
Street Parking										
Surface Parking								183		
Garage 3 story								225		
Total								58		

WEST GATEWAY BLOCKS LAYOUT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 04

DESIRABILITY INDEX

- 1 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 2 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 1 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLYES, OPEN SPACE, ETC.*
- 1 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 1 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 3 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 5 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 1 / 5

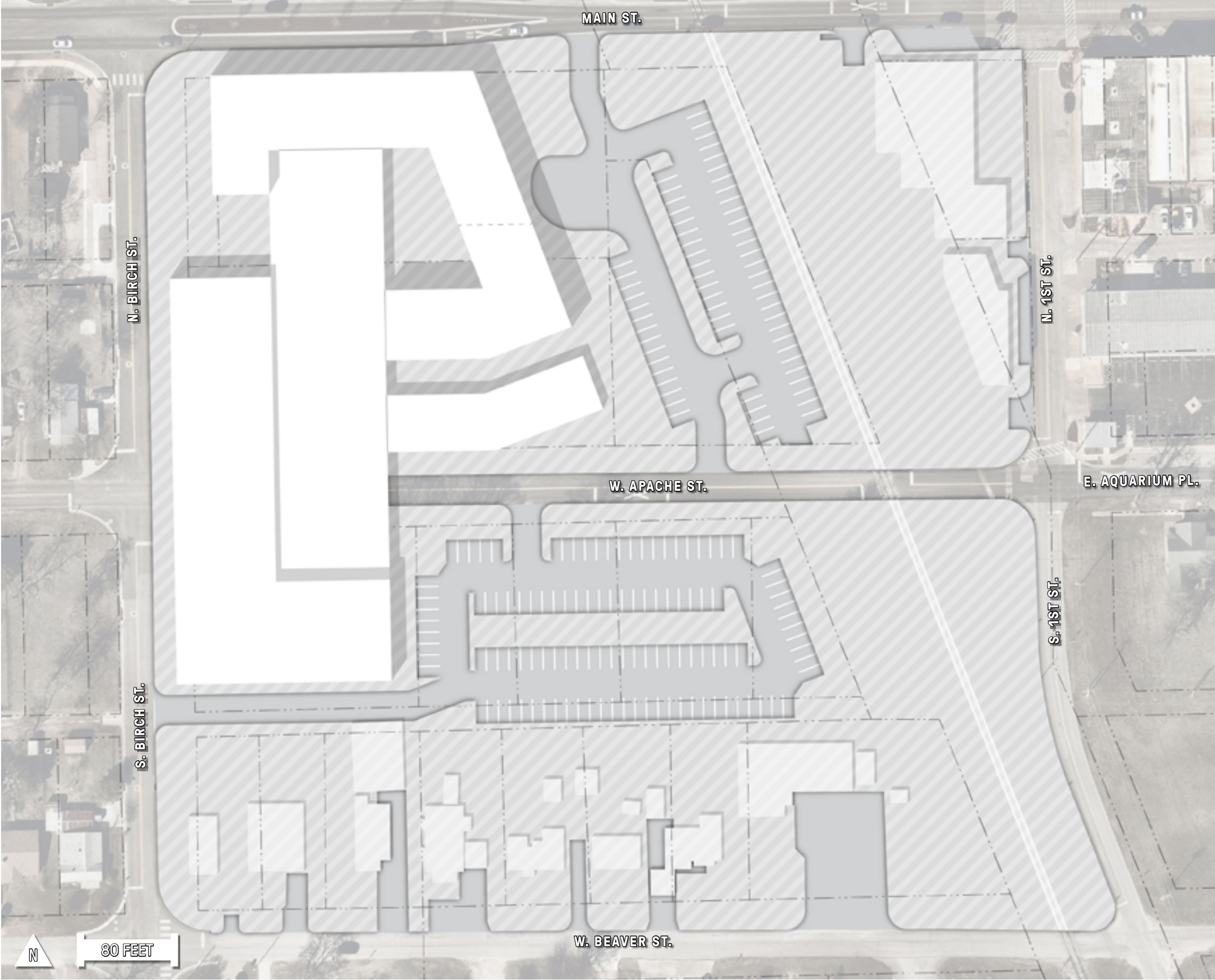
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 1 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 3 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

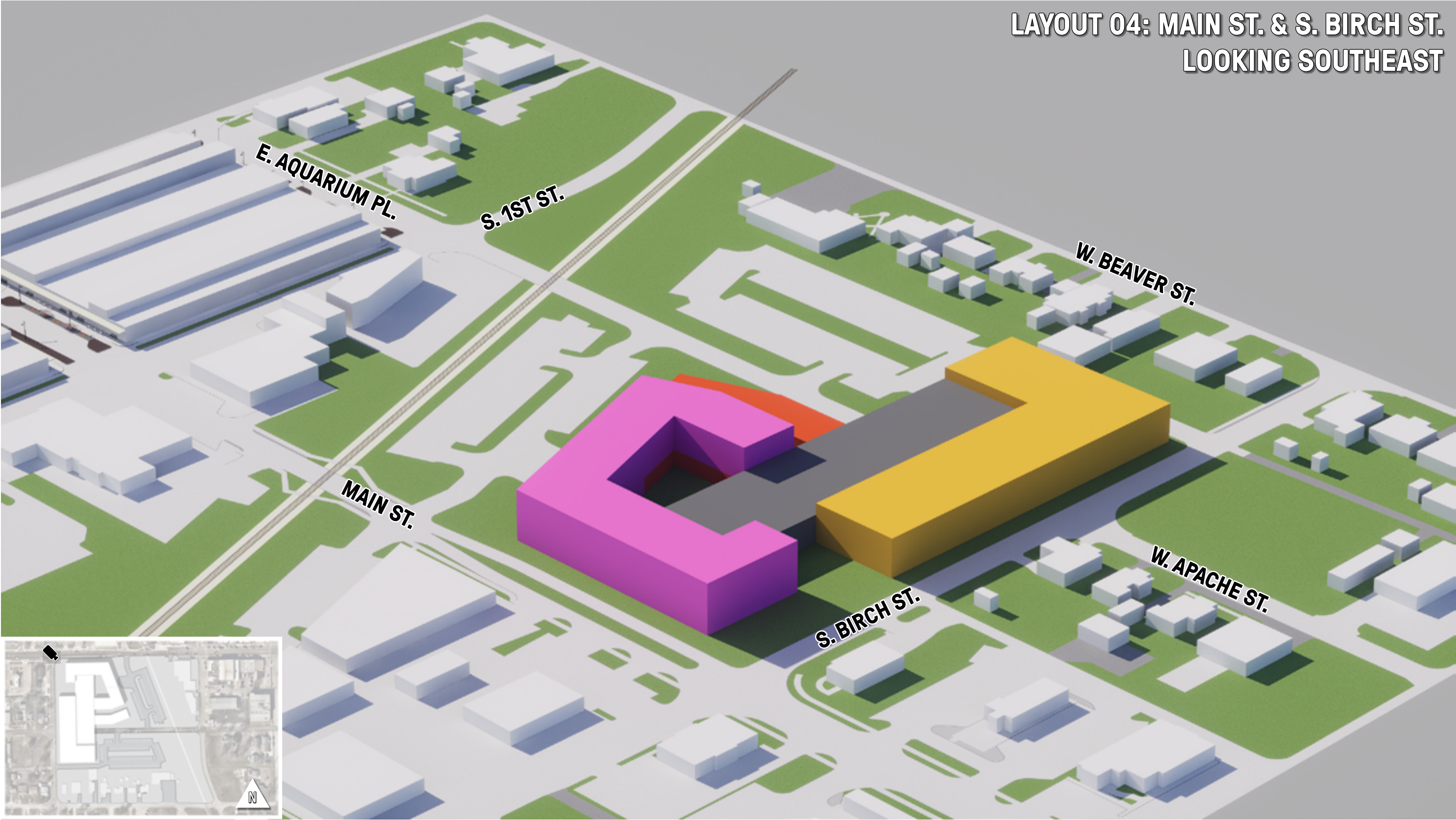
19 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY BLOCKS LAYOUT OPTIONS

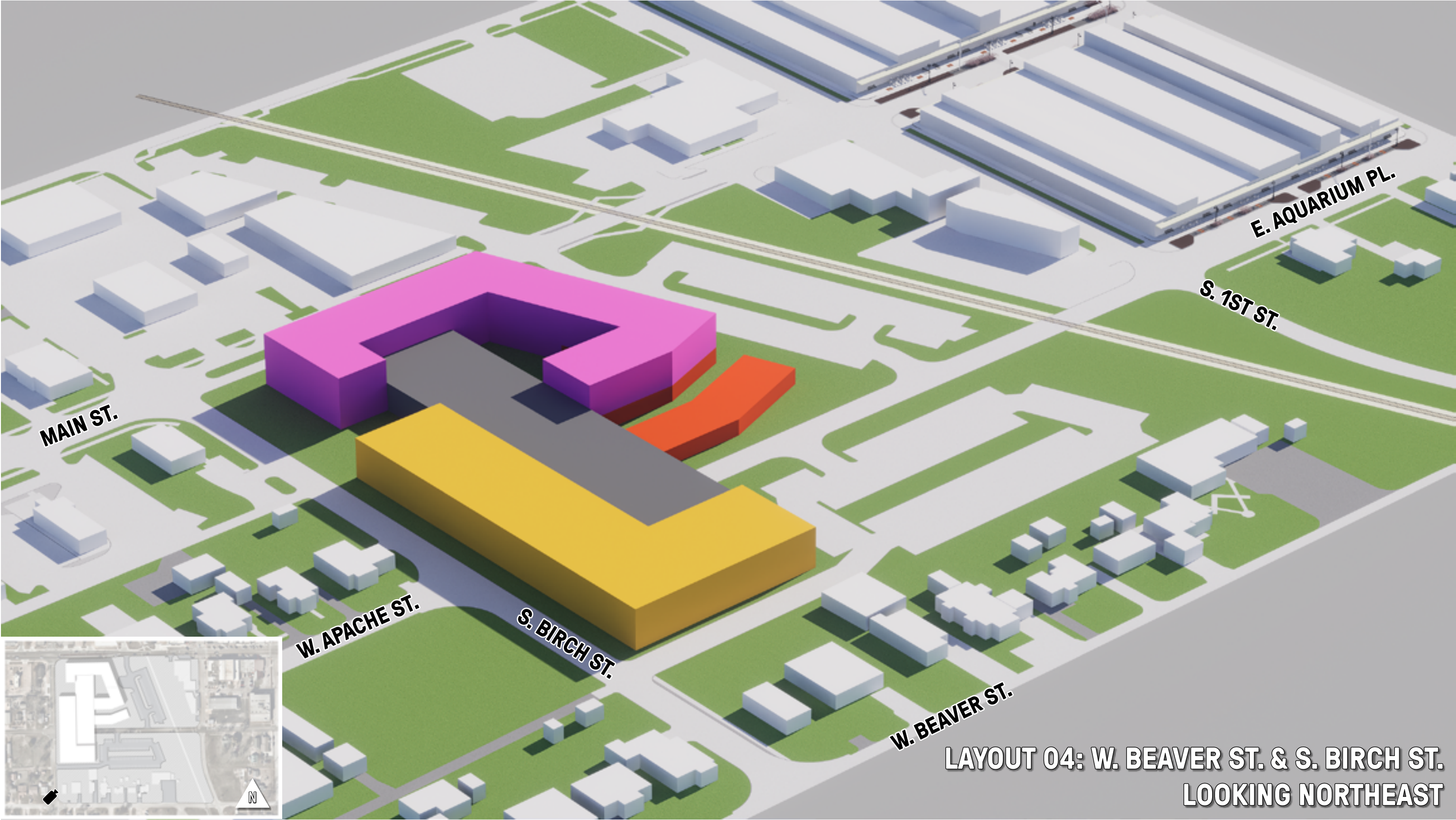
LAYOUT 04: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



BUILDING COLOR LEGEND:

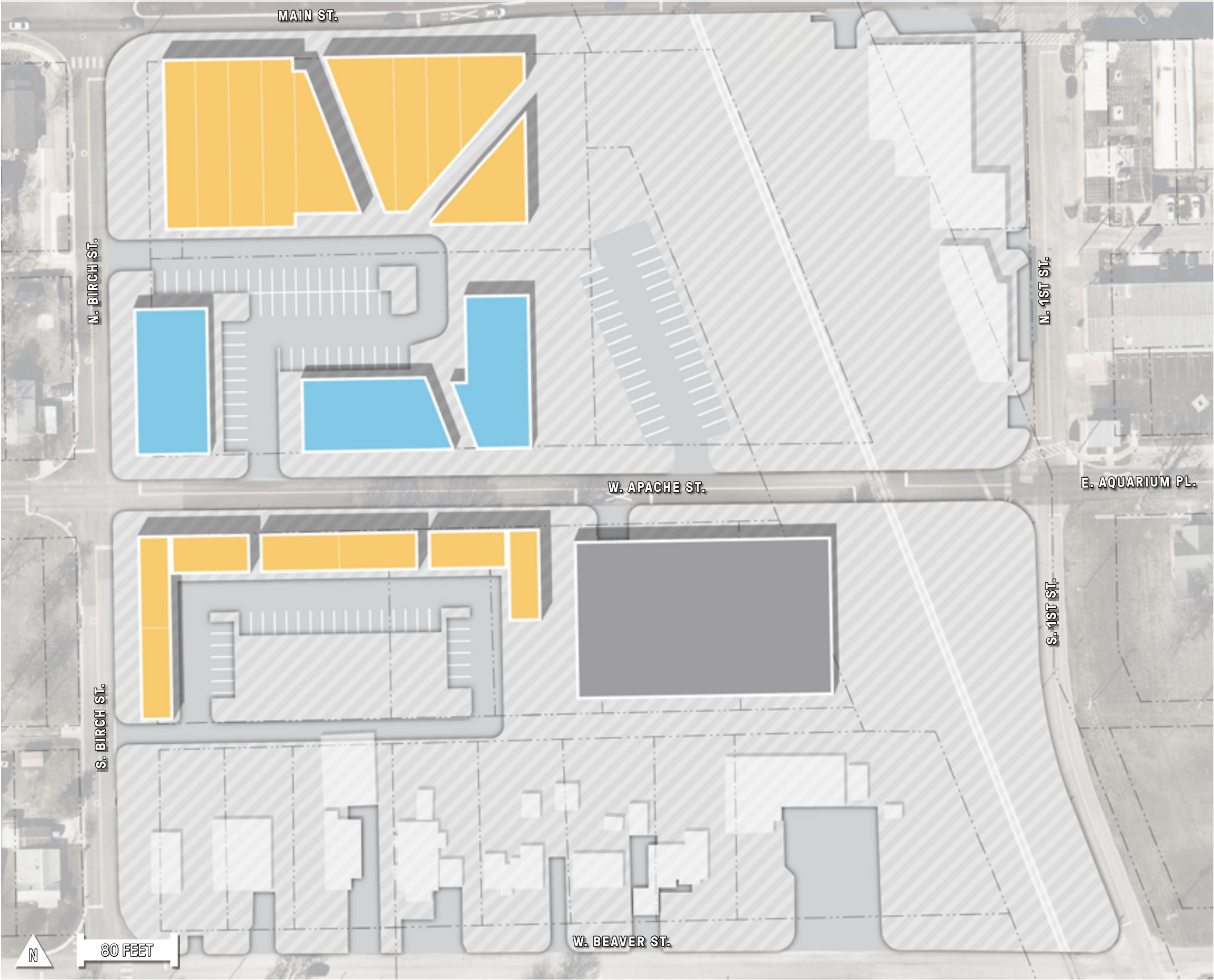
- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS



LAYOUT 04: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

WEST GATEWAY BLOCKS LAYOUT OPTIONS



W GATEWAY BLOCKS
LAYOUT OPTION 05

BUILDING USAGE METRICS

	GFA	GLA
RETAIL	32,000 SF	24,000 SF
RESIDENTIAL	32,000 SF	24,000 SF
OFFICE	26,200 SF	19,650 SF
HOTEL	-	-

PARKING METRICS

	STALLS
SURFACE LOT PARKING	113
STRUCTURE PARKING	130
TOTAL PARKING	212

WEST GATEWAY BLOCKS LAYOUT OPTIONS

JENKS DOWNTOWN MASTERPLAN	Library	GLA (Sq. Ft.)	GFA (Sq. Ft.)	Stories / Floor	Avg. Floor Plate (Sq. Ft.)	Number of Units	Parking Ratio	Parking Req	Current Vacancy	% of Recommendation
Lot Mix 5										
PHASE ONE										
Office		19,650	26,200							39%
Office 1		4,800	6,400	1	6,400	-	1 per 300	21.33		
Office 2		4,500	6,000	1	6,000	-	1 per 300	20.00		
Office 3		4,500	6,000	1	6,000	-	1 per 300	20.00		
Office 4		5,850	7,800	1	7,800	-	1 per 300	26.00		
Retail		24,000	32,000							60%
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,400	3,200	1	3,200	-	1 per 200	10.67		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,700	3,600	1	3,600	-	1 per 200	12.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,100	2,800	1	2,800	-	1 per 200	9.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,650	2,200	1	2,200	-	1 per 200	7.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,200	1,600	1	1,600	-	1 per 200	5.33		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		1,800	2,400	1	2,400	-	1 per 200	8.00		
Retail / Restaurant (Ground Floor) - Assumes 50/50 Split		2,550	3,400	1	3,400	-	1 per 200	11.33		
Residential		24,000	32,000							12%
Multifamily		24,000	32,000	1	32,000	32	2	64.00		
Hotel (Boutique)		-	-							0%
Hotel		-	-	1	-	-	1 per Room + Staff	-		
Total Required Parking (for above)								258		
Street Parking										
Surface Parking								82		
Garage 2 story								130		
Total								(46)		

WEST GATEWAY BLOCKS LAYOUT OPTIONS

W GATEWAY BLOCKS
LAYOUT OPTION 05

DESIRABILITY INDEX

- 5 / 5

STREET EDGE CHARACTER
*QUALITY & CONTINUITY
OF BUILDING FACADES*
- 3 / 5

INTERIOR SPATIAL DEFINITION
*OUTDOOR ROOMS CREATED
BY BUILDING EDGES*
- 5 / 5

VARIETY OF SPATIAL TYPES
*PLAZAS, PROMENADES,
ALLYES, OPEN SPACE, ETC.*
- 5 / 5

SCALE OF DEVELOPMENT
*RELATIVE TO EXISTING
MAIN ST. CHARACTER*
- 5 / 5

CIRCULATION INTEGRATION
*PERMEABILITY WITHIN
EXISTING NETWORKS*
- 5 / 5

DENSITY OF PARKING
*SURFACE VS. STRUCTURE
PARKING IMPLICATIONS*
- 2 / 5

PEDESTRIAN SAFETY
*MINIMIZING PEDESTRIAN
& VEHICULAR CONFLICTS*
- 5 / 5

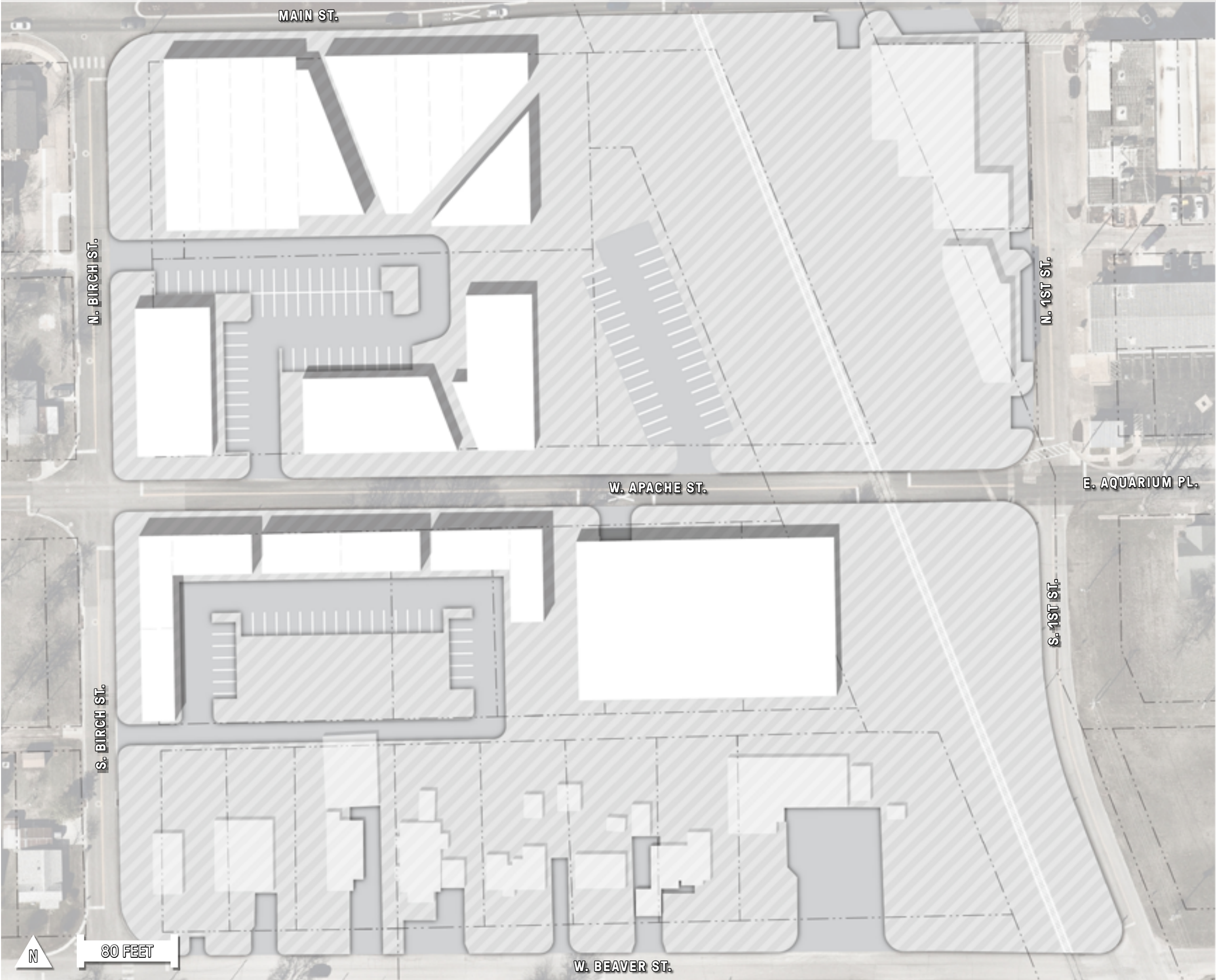
DAYLIGHT & SHADOWS
*ABILITY TO FACILITATE
PROTECTION FROM SUN*
- 5 / 5

BUFFER FROM RAILROAD
*SCREENING OF RAILROAD
NOISE & VISUAL POLLUTION*
- 5 / 5

PERVIOUS COVER
*MAXIMIZING PERMEABILITY
& MITIGATING RUNOFF*

45 / 50 TOTAL SCORE

A SCORE OF 50/ 50 WOULD INDICATE THE
LAYOUT RANKS HIGHEST IN ALL CRITERIA



WEST GATEWAY BLOCKS LAYOUT OPTIONS

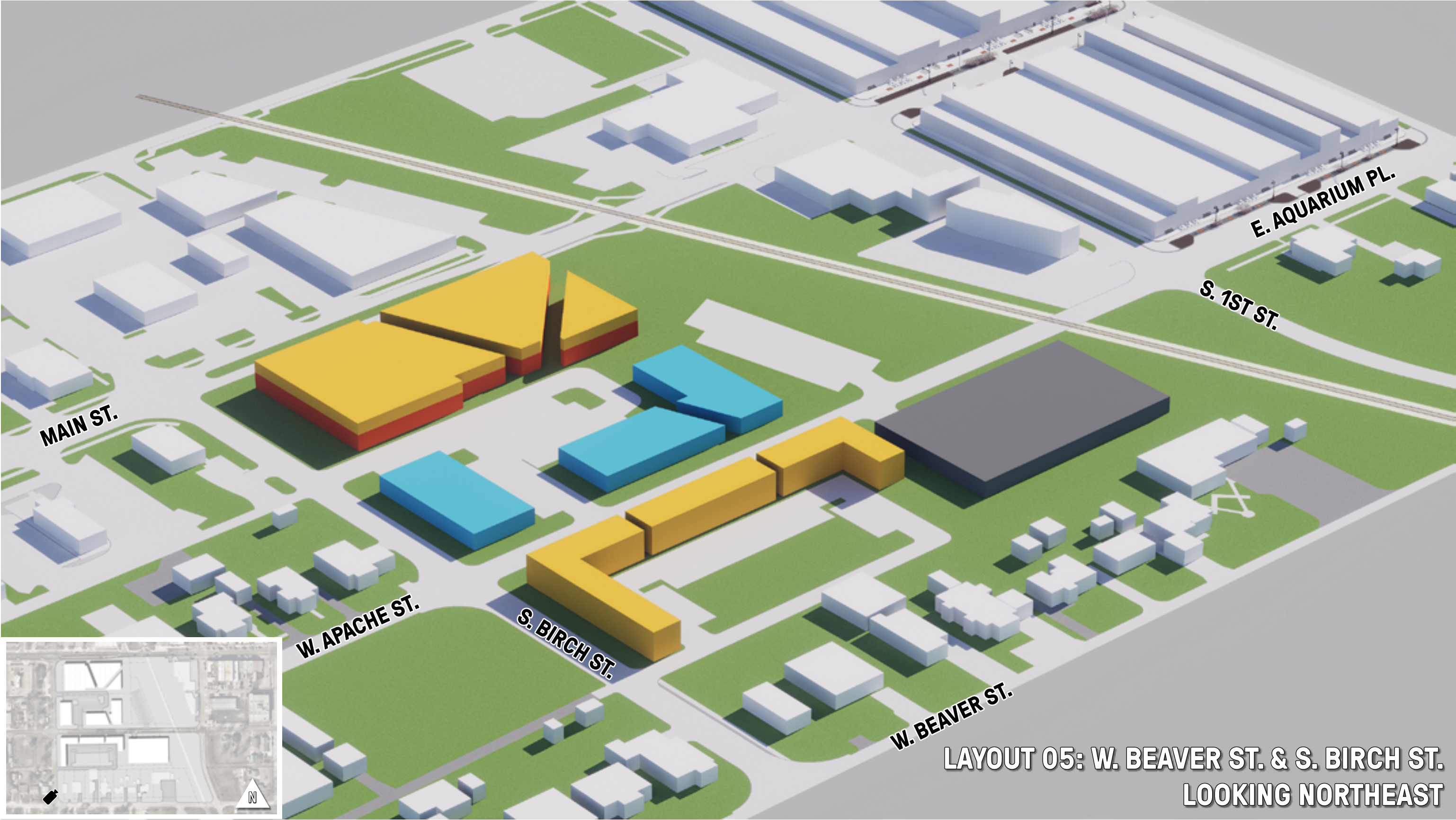
LAYOUT 05: MAIN ST. & S. BIRCH ST.
LOOKING SOUTHEAST



BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY BLOCKS LAYOUT OPTIONS



LAYOUT 05: W. BEAVER ST. & S. BIRCH ST.
LOOKING NORTHEAST

BUILDING COLOR LEGEND:

- EXISTING BUILDING
- RETAIL
- OFFICE
- BOUTIQUE HOTEL
- MULTIFAMILY HOUSING
- PARKING GARAGE

WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS

W GATEWAY BLOCKS
JENKS, OKLAHOMA



300 FT



1 INCH = 300 FT

M-K-T HEIGHTS
HOUSTON, TEXAS



300 FT



1 INCH = 300 FT

HEIGHTS MERCANTILE
HOUSTON, TEXAS



300 FT



1 INCH = 300 FT

WEST GATEWAY LOT OPTIONS

'SITE' SCALE PRECEDENTS

M-K-T HEIGHTS



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS

HEIGHTS MERCANTILE



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
M-K-T HEIGHTS



40 FT N

WEST GATEWAY LOT OPTIONS
‘SITE’ SCALE PRECEDENTS
HEIGHTS MERCANTILE



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
M-K-T HEIGHTS



20 FT



WEST GATEWAY LOT OPTIONS
'SITE' SCALE PRECEDENTS
HEIGHTS MERCANTILE

