

AGENDA
JENKS PLANNING COMMISSION
SPECIAL MEETING
6:00 P.M. MONDAY, AUGUST 17, 2020
COUNCIL CHAMBERS, JENKS CITY HALL
211 NORTH ELM STREET, JENKS, OKLAHOMA 74037

I. CALL TO ORDER

II. ROLL CALL

1. MEMBERS MEETING BY VIDEOCONFERENCE

- Chair Carol Minden
- Travis Fulkerson
- Scott West
- Leon Davis
- Craig Bowman
- John Brown
- David Randolph

The meeting will be live streamed on the [CITY OF JENKS' YOUTUBE CHANNEL](#).

III. REQUEST TO APPROVE MINUTES OF AUGUST 06, 2020

Documents:

[2020.08.06 PC MINUTES.PDF](#)

IV. BUSINESS

1. Recommend approval of new Jenks Comprehensive Plan, Horizon Jenks, as the City's new Comprehensive Plan for 2020-2040.

Documents:

1. [SR.HORIZON JENKS ADOPTION.PDF](#)
2. [DRAFT JENKS COMPREHENSIVE PLAN HQ.PDF](#)

V. OTHER BUSINESS

1. Planning Updates

VI. ADJOURNMENT

MINUTES
JENKS PLANNING COMMISSION
6:00 P.M. THURSDAY, AUGUST 06, 2020
COUNCIL CHAMBERS, JENKS CITY HALL
211 NORTH ELM STREET, JENKS, OKLAHOMA 74037

The Jenks Planning Commission was called to order at 6:00 p.m. on August 06, 2020, by Chair Carol Minden. A roll call vote of members was taken as follows:

Present

John Brown - Videoconference
Scott West - Videoconference
Leon Davis - Videoconference
Craig Bowman - Videoconference
David Randolph - Videoconference
Travis Fulkerson - Videoconference
Chair Carol Minden - Videoconference

Absent

Request to approve minutes of July 23, 2020. Leon Davis made a motion to approve the minutes. Craig Bowman seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None.

Motion carried.

Business

1. Subdivision Signs: Review of subdivision signs related to construction.

Planning Director Marcaé Hilton presented the staff report and recommended approval of removing the identified signs. John Brown made a motion to approve Item 1. David Randolph seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Bowman, Randolph, Fulkerson, Minden

NAY: Davis

Motion carried.

2. JZ 20-660: Request by Duncan McBride for a rezoning from OL to RS-3. General Location: 210 S 5th St

Planning Director Marcaé Hilton presented the staff report and recommended approval. Applicant Duncan McBride (210 S 5th St) addressed the Commission about the application. Both answered questions from the Commission. David Randolph made a

motion to approve Item 2. Leon Davis seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried.

3. JZ 20-661 PUD 121: Request by Josh McFarland for a Planned Unit Development. General Location: 716 W Main St

Planning Director Marcaé Hilton requested that the item be tabled until the September 03, 2020, meeting. John Brown made a motion to table Item 3 until September 03, 2020. Craig Bowman seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried; Item 3 tabled until September 03, 2020.

4. JZ 20-662: Request by Amy Bors for a zone change from AG to RS-2. General Location: 10601 S Elgin

Planning Director Marcaé Hilton presented the staff report and recommended approval. She then answered questions from the Commission. Travis Fulkerson made a motion to approve Item 4. Scot West seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried.

5. JZ 20-663 PUD 30C Minor Amendment: Request by Bell Land Use, LLC for approval of a minor amendment to PUD 30C to adjust required parking. General Location: Riverwalk Terrace & E 91st St

Planning Director Marcaé Hilton presented the staff report and recommended approval. Robert Bell (1011 W G St) addressed the Commission about the application. Both answered questions. Craig Bowman made a motion to approve Item 5. Scott West seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried.

6. Plat Amendment: Request by Alan Betchan for approval of a change to Limits of No Access on 2900 W Main Plat. General Location: SE Corner of 96th & Franklin

Planning Director Marcaé Hilton presented the staff report and recommended approval. She then answered questions from the Commission. John Brown made a motion to approve Item 6. Travis Fulkerson seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried.

Other Business

1. Horizon Jenks – Comprehensive Plan Project Update.

Planning Director Marcaé Hilton gave an update on the Jenks Comprehensive Plan.

2. Planning Update

Planning Director Marcaé Hilton gave a Planning Department update.

Adjournment. David Randolph made a motion to adjourn. John Brown seconded the motion. A roll call vote of members was taken as follows:

YEA: Brown, West, Davis, Bowman, Randolph, Fulkerson, Minden

NAY: None

Motion carried. The Jenks Planning Commission adjourned at 7:01 p.m.

To	Planning Commission
Hearing Date	August 17, 2020
Case Number	HORIZON JENKS
Request	Recommendation of adoption
Applicant	City of Jenks

Staff Report

Preparer | Marcaé Hilton

Attachments

- ☐ Horizon Jenks Comprehensive Plan
- ☐ Future Land Use Map

Preparer

Houseal Lavigne Associates
Houseal Lavigne Associates

Background Information

STAFF COMMENTARY | The [Horizon Jenks Plan](#) is an entirely new Comprehensive plan for the City of Jenks. This process, which began in May of 2019, has taken over a year and provided the citizens of Jenks the ability to partner with staff on creating the vision of Jenks for the next 20 years. The project kicked off with extensive community outreach opportunities including a staff workshop, elected and appointed officials roundtable, community wide workshop, business workshop, key person interviews, focus groups, a meeting with the Advisory Committee, as well as online questionnaires. Hundreds of participants offered their ideas, discussed their concerns, and relayed their vision for the future of the community.

What is a Comprehensive Plan?

A Comprehensive Plan (Horizon Jenks) is a blueprint for the future. It is a community vision that is intended 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. Additionally, the Plan provides potential strategies that help effectively guide City leaders in making substantive and thoughtful decisions for the community.

What are the contents of the Horizon Jenks Comprehensive Plan?

A typical Comprehensive Plan outlines the existing conditions of the City, describes future goals and objectives for development, and includes an action plan on how to achieve these goals and objectives. The Jenks Comprehensive Plan addresses the following:

- Land Use & Development
- Commercial Areas
- Transportation & Mobility
- Parks, Open Space, and Environmental Features
- Agricultural and Cultural Facilities
- Housing & Neighborhoods
- Economic Development Framework
- Community Facilities & Utilities
- Implementation Strategy

Who was involved in creating the Comprehensive Plan?

As the blueprint for the City, it was critical that all of Jenks' stakeholders were involved in the development of the Comprehensive Plan. The City was committed throughout the process to involving residents, businesses, and workers in the process to craft a community vision for Jenks' future.

A Comprehensive Plan (Citizen) Advisory Committee (CAC) was established in the beginning with representatives from across the City as recommended by Council and staff. The CAC was given the documents in advance of the public and they provided guidance and comments for the consultant and staff.

The Horizon Jenks project team met twice via webinar with the CAC to review draft Horizon Jenks Comprehensive Plan. Feedback from this committee was added to the plan to ensure that the plan reflects the community's vision.

Friday, June 12, 2020 | Chapters 1-4

Tuesday, July 7, 2020 | Chapters 5-11

After the final first draft was completed, Staff met individually and in groups of two with City Council and Planning Commission to answer any question before moving into adoption.

EVALUATION | This item will be heard during a Special Hearing of the Jenks Planning Commission on Monday, August 17, 2020. At that time, the Planning Commission is asked to recommend adoption of plan. If Planning Commission recommends adoption, it will be heard at City Council hearing on Tuesday, August 18, 2020 as an actionable item. The Comprehensive Plan will be adopted by Resolution, State Statute gives the Municipality the authority as follows:

**Oklahoma Statutes Citationized; Title 11. Cities and Towns; Chapter 1 -
Oklahoma Municipal Code; Article; Article XLIII-Buildings and Zoning;
Section 43-103 - Purpose of Regulations – Comprehensive Plan**

Municipal regulations as to buildings, structures and land shall be made in accordance with a comprehensive plan and be designed to accomplish any of the following objectives:

1. To lessen congestion in the streets;
2. To secure safety from fire, panic and other dangers;
3. To promote health and the general welfare, including the peace and quality of life of the district;
4. To provide adequate light and air;
5. To prevent the overcrowding of land;
6. To promote historical preservation;
7. To avoid undue concentration of population; or
8. To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality. *The governing body shall provide the manner in which regulations, restrictions and district boundaries shall be determined, established and enforced, and amended, supplemented or changed.*

This document will serve as a guide for future development within the City. The consultants will be present via Teams and will make a short presentation and then be available to answer questions. The FUTURE LAND USE MAP will be discussed in detail concerning any edits taken between the dates of August 11 and August 17. For the sake of transparency, Staff will make it clear during the public hearing where the new edits are located. Staff would like to thank all of you for your time, and remember, this is a guide and as opportunities arise, we should expect it to be amended as needed to accommodate good development.

STAFF COMMENTS | Staff has no conditions for adoption

RECOMMENDATION | *Recommend Adoption of Horizon Jenks*



DRAFT AUGUST 10, 2020

Horizon Jenks

Comprehensive Plan

DRAFT
FOR STAFF REVIEW

ACKNOWLEDGMENTS

ACKNOWLEDGMENTS TO BE ADDED

Prepared by Houseal Lavigne



TABLE OF CONTENTS

CHAPTER 1 **INTRODUCTION** 1

CHAPTER 2 **COMMUNITY PROFILE**..... 5

CHAPTER 3 **COMMUNITY OUTREACH** 15

CHAPTER 4 **COMMUNITY VISION** 19

CHAPTER 5 **LAND USE & DEVELOPMENT** 27

CHAPTER 6 **SUBAREAS**..... 43

CHAPTER 7 **TRANSPORTATION & MOBILITY** 51

CHAPTER 8 **COMMUNITY CHARACTER AND URBAN DESIGN** 57

CHAPTER 9 **PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES** 61

CHAPTER 10 **COMMUNITY FACILITIES** 69

CHAPTER 11 **IMPLEMENTATION** 75

INTRODUCTION

The City of Jenks finds itself navigating a critical crossroads where land use and development decisions made today will define what the community will look like for generations. Two decades into the 21st Century, Jenks continues to experience rapid growth and must envision how the community will grow and transition to a fully built-out City.

The high rate of population growth, availability of land for development, and mix of land uses, makes planning for the future of the community essential for maintaining the high quality of life Jenks residents enjoy today. The decisions, investments, and actions taken over the life of the Plan will establish a foundation for what Jenks looks like and how it develops, carrying implications well beyond the horizon of this document.

The City's Comprehensive Plan acts as a guiding policy document for the City over the next 20 years. The Horizon Jenks Comprehensive Plan establishes a vision for the community and provides City staff and elected and appointed officials with the recommendations and strategies necessary to encourage quality, sustainable growth to make that vision a reality. The Comprehensive Plan will be followed by the development of a Unified Development Code to ensure that plan recommendations are supported by land use and development regulations needed to realize the community's vision.

COMMUNITY HISTORY

Jenks was originally established in 1905 in an agreement between the Midland Valley Railroad and Midland Valley Town-site Company. The City took its name from railroad official Elmer E. Jenks. The discovery of the Glenn Pool oil field led to a population boom in 1906, and as the oil boom took hold, oil tank depots and their associated equipment became the basis for the local economy.

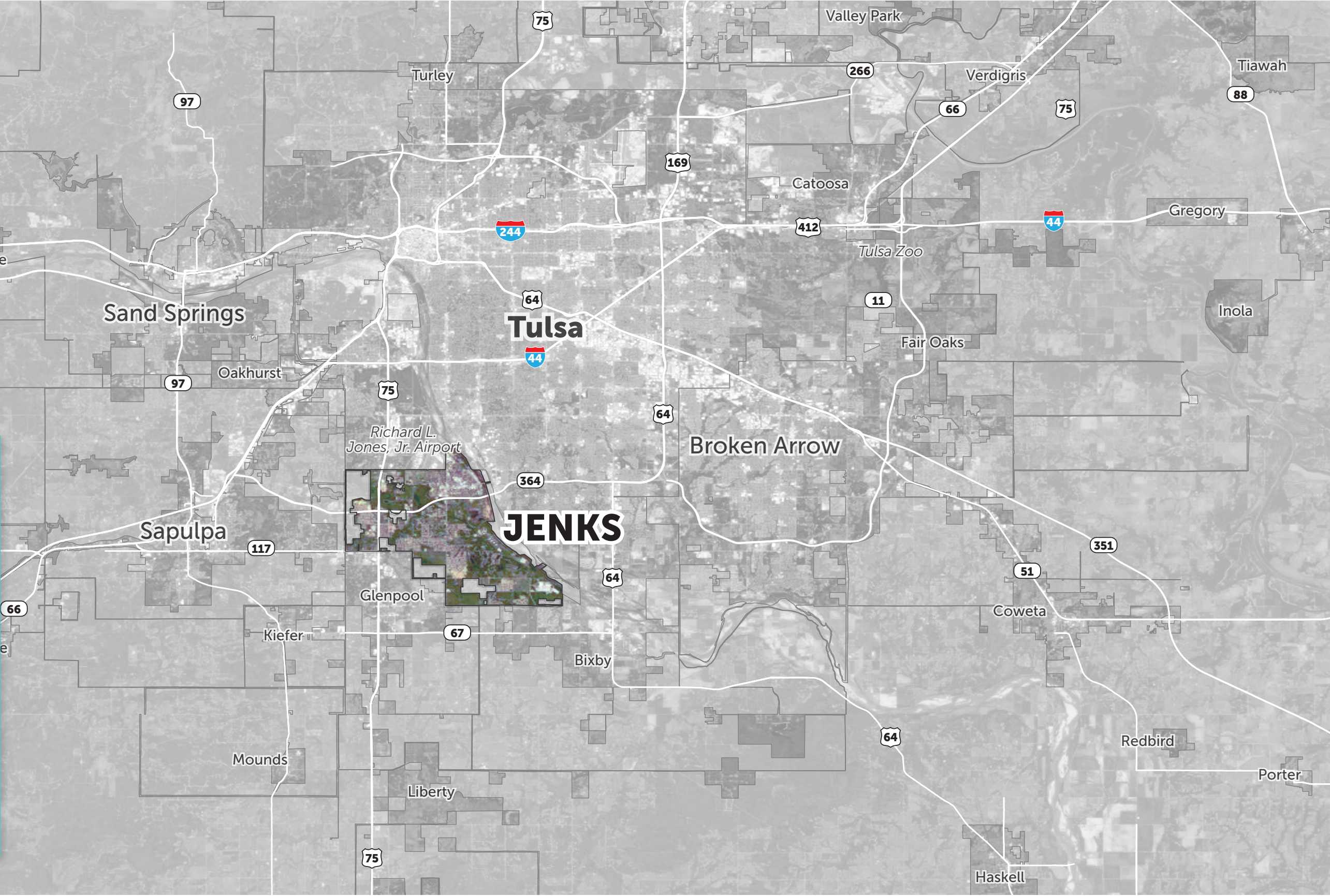
The City of Jenks is in the Tulsa Metropolitan Area, located just southwest of Tulsa across the Arkansas River. The River has played a large role in Jenks' history, contributing to several significant flooding events during the early part of the twentieth century until the construction of levees protected the City from the flood waters of the Arkansas River and Polecat Creek. The development of the Keystone Reservoir, more than 20 miles upstream, further limited flooding, providing more certainty to property owners and developers.

Since 1986, Jenks' Downtown has been associated with antique dealers, leading it to be termed the Antique Capital of Oklahoma. Today, antiques remain a big part of the City's Downtown culture and environment, while new events such as Art on Main have begun to add additional interest and enthusiasm to the area.

Just north of Downtown is the central campus of Jenks Public Schools, the eleventh largest public school district in the state of Oklahoma. The Oklahoma Aquarium, located on the banks of the Arkansas River, houses the world's largest collection of bull sharks. These two assets continue to define the City and draw in new families and thousands of visitors annually.

REGIONAL SETTING

The City of Jenks is in Tulsa County, Oklahoma and is a suburb of the City of Tulsa. The City is bounded by the Cities of Tulsa, Bixby, Glenpool, Sapulpa, and Oakhurst. With an estimated population of approximately 23,300 residents, Jenks is one of the fastest growing cities in the state. As a city in the Tulsa metro area, Jenks has easy and efficient access to countless cultural amenities, job opportunities, and a population of more than 600,000 by the Creek Turnpike and Highway 75. Jenks eastern most boundary is the Arkansas River, and is bisected by the Polecat Creek. These significant environmental features place a large portion of the City within a floodplain.



PURPOSE OF THE COMPREHENSIVE PLAN

The Horizon Jenks Comprehensive Plan includes goals, objectives, and specific projects, policies, and programs to guide decision making and direct future growth and development in the City. The Plan is comprehensive both in breadth and scope, with recommendations for areas that encompass land use, housing, economic development, parks and recreation, transportation, community facilities, and more. The Comprehensive Plan provides a vision for the future, based on community input and consensus, and provides the policy framework for regulatory tools like zoning, subdivision regulations, annexations, and other policies. The City of Jenks derives its authority to develop a Comprehensive Plan from Title 11 of Oklahoma State Statutes.

PLANNING PROCESS

The Horizon Jenks Comprehensive Plan was completed in a four-step planning process that began with extensive public outreach and engagement with City staff, the Comprehensive Plan Advisory Committee, and the community at large. The Advisory Committee included residents, representatives of businesses, schools, and other community organizations.

The tremendous feedback received from the community was combined with an understanding of the existing conditions of the City gained through field reconnaissance and research to inform the development of a vision for the City in the year 2040. Complementary goals and objectives were also developed and brought to City staff for consideration and refinement.

The Plan is the culmination of this planning process, making it truly reflective of the Jenks community and the vision and aspirations of its residents, business owners, service providers, and other stakeholders.

ORGANIZATION OF THE PLAN

The Horizon Jenks Comprehensive Plan is divided into the following 12 sections:

- ~ **Chapter 1: Introduction** – outlines the purpose, structure, and organization of a community comprehensive planning project.
- ~ **Chapter 2: Community Profile** – provides an overview of the City’s regional setting, an overview of demographic and market potentials, as well as a review of the City’s existing land use and development regulations.
- ~ **Chapter 3: Community Outreach** – summarizes the feedback received throughout community outreach efforts.
- ~ **Chapter 4: Community Vision** – establishes an aspirational narrative that describes Jenks’ accomplishments as a community since the adoption of the Horizon Jenks Comprehensive Plan. Goals and Objectives presents the Plan’s goals and objectives which outline how the City can achieve its established vision for the future.
- ~ **Section 5: Land Use and Development** – illustrates and describes in general terms the type and location of future land uses within the City of Jenks. This section also includes detailed recommendations and policies targeted at the City’s housing and neighborhoods as well as commercial and industrial areas.
- ~ **Section 6: Subareas** – highlights key concepts and strategies for land use and development, transportation and mobility, and other improvements in the commercial areas of the City where redevelopment and reinvestment are desired. The Subarea Plans provide more specific recommendations for these key areas of the City, building upon the general framework of the Comprehensive Plan.
- ~ **Chapter 7: Transportation and Mobility** – ensures that an adequate transportation network is maintained and enhanced to accommodate the safe and efficient movement of people of all ages and abilities whether they choose to drive, walk, or bike.
- ~ **Chapter 8: Community Character and Urban Design** - includes the review, inventory, and analysis of the existing visual character, image, and identity of the community to form the foundation for a framework for recommendations, projects, and actions to improve Jenks’ overall character, identity and marketability.
- ~ **Chapter 9: Parks, Open Space, and Natural Features** – provides specific recommendations to ensure that high quality parks, recreation programming, open spaces, and environmental features continue to be available for the community in the coming decades. Additionally, this section of the Plan addresses agricultural and cultural resources within the community.
- ~ **Chapter 10: Community Facilities** – identifies the future need for community facilities and utilities in Jenks and offers long-range recommendations for improvements to ensure that the community is adequately served by the City, its utilities, and service providers.
- ~ **Chapter 11: Implementation** – presents specific actions as well as funding sources that the City should pursue as it endeavors to implement the recommendations of the Comprehensive Plan.

COMMUNITY PROFILE

EXISTING LAND USE

An understanding of the location and extent of existing land use, and the way Jenks has been developed played an important and foundational role in the creation of the Comprehensive Plan. Parcels within Old Jenks are largely built out with a mix of commercial, office, public/semi-public, and residential land uses, however vacant land is concentrated near the riverfront. Outside of Old Jenks, land uses are generally split between very low to medium intensity single-family residential homes and open space, agriculture, and vacant land. Although the community is primarily residential, commercial uses are located at key intersections along major corridors such as South 121 Street and South Elm Street. Industrial uses are generally located on the riverfront.

This section includes an inventory of the existing land use within the City of Jenks. The inventory is based upon reconnaissance undertaken in the summer of 2019 and includes every parcel in the City's fence line.

AGRICULTURE

This land use designation captures the remaining active agricultural properties throughout the City. These properties are located on the outermost edges of the community or within the floodplain of Polecat Creek.

RURAL RESIDENTIAL

Rural residential properties are single-family detached homes on very large lots. Most of these parcels consist of the homestead of former agricultural land which has been subdivided for the development of single-family detached neighborhoods. These properties have rural characteristics such as barns, and property owners may keep some horses or livestock.

SINGLE-FAMILY DETACHED

The predominant type of housing in the City is single-family detached homes. These properties vary greatly from small, post-World War II ranch style homes to modern mansions. Most single-family detached homes in Jenks are well-maintained and in stable neighborhoods; however, there are also homes that are in poor condition, suffering from deferred maintenance and disinvestment.

SINGLE-FAMILY ATTACHED

Single-family attached homes, also referred to as duplexes, townhomes, or brownstones, share at least one common wall with an adjacent dwelling; however, each unit has its own dedicated exterior entryway. These properties are primarily concentrated in Old Jenks although some small duplex developments are found scattered throughout the City's residential areas.

MOBILE HOME

Mobile home parks are neighborhoods or subdivisions for mobile or manufactured homes. Mobile or manufactured homes are single-family detached homes that can be connected to utilities and serve as permanent housing. Although intended for year-round living, mobile and manufactured homes are not necessarily designed with a permanent foundation, which allows for the transportability of the structure. Jenks has one mobile home park at the intersection of South Elm Street and West 101 Street.

MULTI-FAMILY

Multi-family developments, including apartments, condominiums, and senior housing developments, are structures with multiple housing units stacked either vertically or horizontally with a common entrance and shared amenities. These properties are limited to Old Jenks and are largely concentrated at the riverfront.

COMMERCIAL

The commercial land use category consists of commercial businesses that sell goods and services within the community, including gas stations, hotels, restaurants, boutiques, salons, and banks. These uses range in size from standalone businesses to shopping centers with multiple tenants.

OFFICE

The office land use category comprises buildings constructed and designed as office spaces for professional firms, including stand-alone office buildings as well as concentrated campuses and business parks. This includes private medical practices such as doctor and dentist offices. In the City, these uses are primarily concentrated in Old Jenks and north of West 96 Street.

INDUSTRIAL

Industrial uses in the City range from light to heavy. These uses are primarily concentrated along the riverfront. Large stand-alone industrial users are in the southern portion of the City, while uses organized in industrial parks are in the northern portion of the City.

PUBLIC/SEMI-PUBLIC

This land use category includes a wide variety of uses that provide or support public services and amenities. This includes government-owned buildings, schools, places of worship, hospitals, not-for-profit organizations, and community facilities distributed throughout the community.

PARKS AND OPEN SPACE

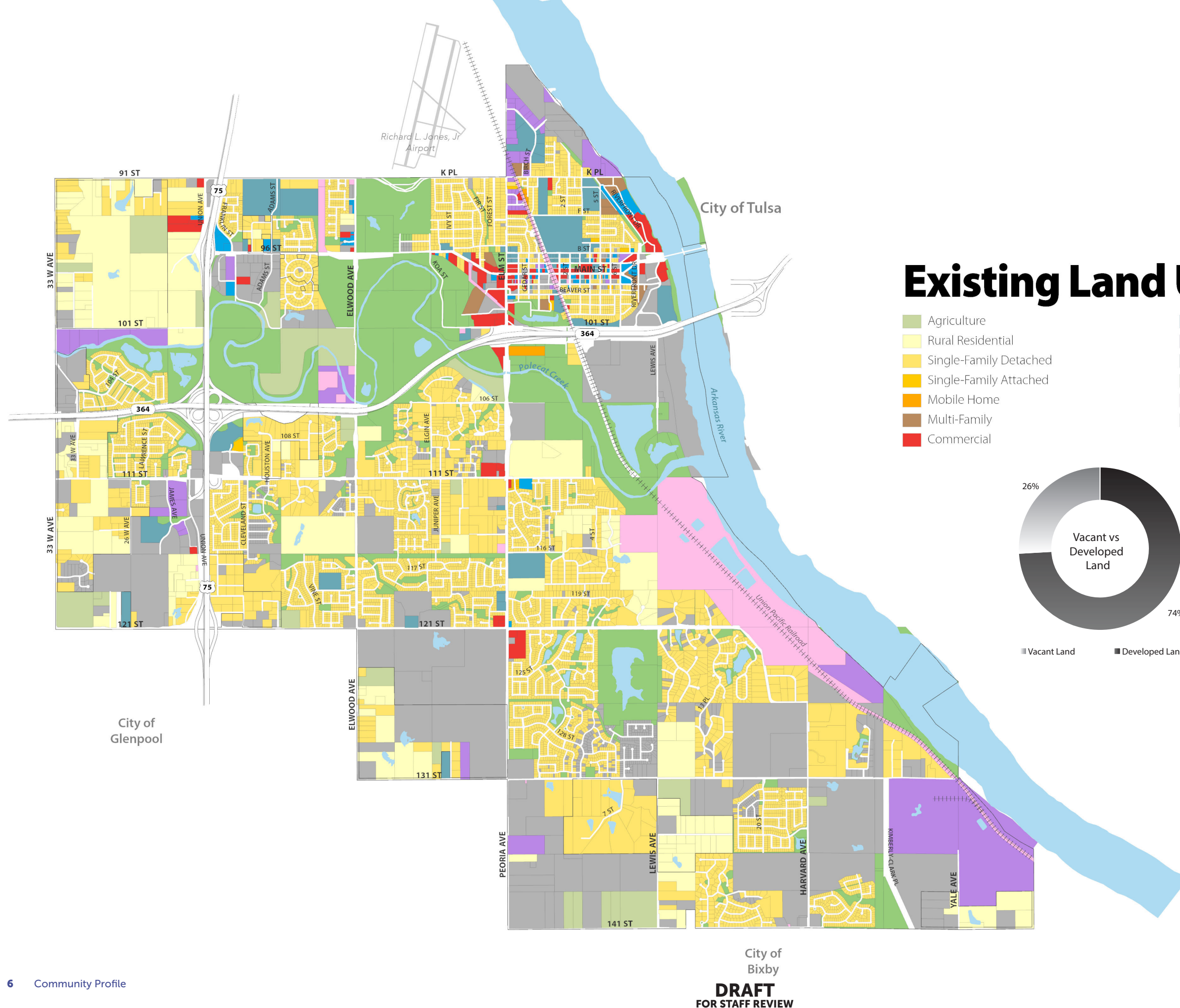
The parks designation includes the City's public and private parks which are concentrated in the northeastern portion of Jenks. Open space (both public and private) throughout the City. Open space areas are largely located within the floodplain of the Polecat Creek, making development undesirable. In total, approximately 3.5 square miles of the City includes the 100-year floodplain with little to no development potential around Polecat and other significant creeks running to the Arkansas River.

UTILITY

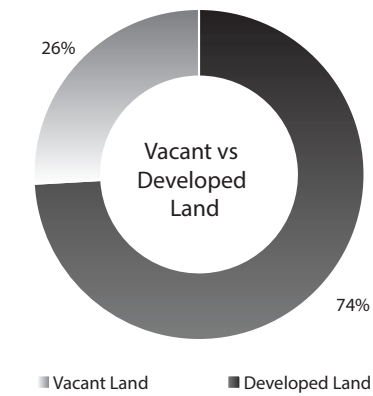
This category is comprised of land that is dedicated to the production, storage, distribution, and maintenance of public and private utilities.

VACANT

Vacant land includes properties that sit empty and unused. These properties can reasonably be considered available for redevelopment, and in some cases redevelopment is currently underway. In Jenks, vacant land is scattered throughout the community, largely comprising fallow agricultural land. In total, there are approximately 6.5 square miles of open, developable land within the City.



Existing Land Use



February 2020

EXISTING ZONING AND DEVELOPMENT CONTROLS

The City’s zoning ordinance will be updated following the adoption of the Comprehensive Plan. The City currently has 17 zoning districts including one agricultural district, six residential districts, two office districts, six commercial districts, two industrial districts, and the floodplain overlay district.

A review of the City’s current zoning regulations reveals that the organization of the code is not intuitive or user friendly with excessive cross referencing and standards embedded throughout. Additionally, the code lacks several development standards to address landscape requirements, accessory uses, fences, and other standards of general applicability.

PLANNED UNIT DEVELOPMENT

Planned Unit Development (PUD) is a tool that is meant to allow for greater flexibility from underlying zoning regulations to accommodate creative and innovative development that would otherwise not be permitted. The significant number of PUDs in the community can make the administration of the zoning code difficult since each PUD has unique standards by which it is approved. It is recommended that the City update its zoning subdivision ordinances to ensure that types of development previously approved as a PUD can be allowed as-of-right. The City should also revise its PUD ordinance to limit the use of the process and to ensure creative and innovative design when it is utilized.

USE UNITS

Chapter 10 of the Zoning Code includes detailed information regarding the City’s 28 use units. The use units are groupings of individual uses that have similar characteristics of function and/or performance. The utilization of use units is meant to systematize the consideration of the location and regulation of the individual uses within each zoning district. Each use unit includes a descriptive statement, an alphabetical listing of the included uses, use conditions, and off-street parking and loading requirements. The lists of included uses are overly specific and contain many outdated uses such as phonograph and record stores, and redundant uses such as artist supply store and hobby shop or paint store and hardware store.

OFF-STREET PARKING REQUIREMENTS

Off-street parking requirements are found in various places throughout the code. The number of parking spaces required per use is embedded throughout the use unit regulations of Chapter 10, and the allowance of off-street parking areas as a principal use is its own use unit (Use Unit 10). Location and design standards for off-street parking are in Chapter 11. An analysis of the City’s current parking requirements shows that the required dimensions of parking spaces are generally high when compared to industry standards and that standards for shared parking, bicycle parking, and other modern trends are lacking.

SIGNS

Sign standards are interspersed throughout the code including Chapters four through seven, Chapter 10, and as its own use unit (Use Unit 21). The code lacks dimensional requirements for all sign types and does not differentiate between permanent and temporary signs. Further, the code has not been updated since the 2016 Supreme Court decision in the Reed versus the Town of Gilbert, Arizona case. This decision clarified that it is unconstitutional for municipalities to regulate signs based on their content. Content based sign regulations in the Jenks code include differing regulations for signs such as real estate signs, construction signs, and outdoor advertising (billboard) signs.

APPEARANCE REVIEW

Chapter 16 of the Zoning Code establishes three appearance review districts including the Special Theme District, Riverfront District, and Corridor Appearance District. The purpose of the districts is to establish a site plan review process for all new development and redevelopment to ensure alignment with specific design criteria related to architectural style, building materials, and site design. The language utilized within the guidelines is permissive and is not supported with graphics, illustrations, or photographs, making it difficult to enforce and interpret.

DEMOGRAPHIC AND MARKET OVERVIEW

A thorough assessment of Jenks’ demographics and the local and regional market was completed to ensure the goals, objectives, and recommendations identified through the planning process are viable and responsive to ongoing trends and influences. This profile begins with a demographic overview highlighting trends and projections that will continue to shape the future of the City of Jenks. This is followed by an assessment of Jenks’ competitive position within the residential, commercial, and industrial markets. The analysis identifies the issues the community is facing and will likely face and creates a foundation to assist with future land use design and planning objectives.

The demographic and market analysis utilizes data obtained from the U.S. Census Bureau’s American Community Survey and ESRI Business Analyst. Further local demographic data and projection information is provided by the Indian Nations Council of Governments (INCOG).

DEMOGRAPHIC OVERVIEW

POPULATION TRENDS

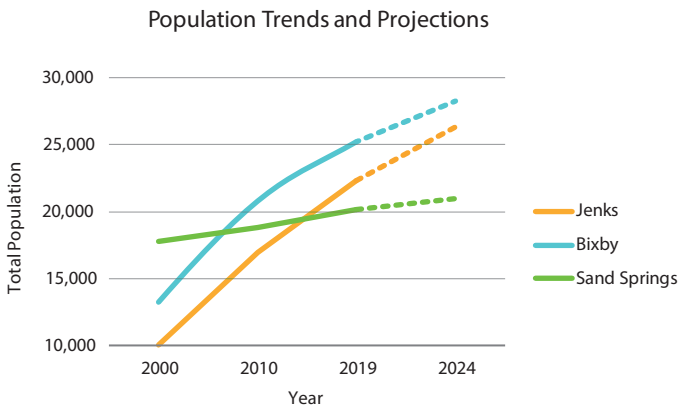
Demographic analysis starts with an examination of a community’s current population and the trends that have led to the present day. Since 1960, Jenks’ population has grown from 1,734 people to an estimated 22,314 in 2019. With a compound annual growth rate of more than four percent, Jenks is one of the fastest growing municipalities in the Tulsa region and state of Oklahoma. Jenks’ annual rate of growth has exceeded that of the state of Oklahoma and the City of Tulsa.

Jenks was also compared to regional peer communities, which are typically defined as nearby communities or communities in the region that are similar in size, and have a similar demographic makeup. For the purposes of this analysis Bixby and Sand Springs have been selected for comparison with Jenks. Bixby, which had nearly the same number of residents as Jenks in 1960, now has 2,878 more residents. Conversely, Sand Springs, which was four and a half times larger than Jenks in 1960, has 2,178 fewer residents than Jenks does today.

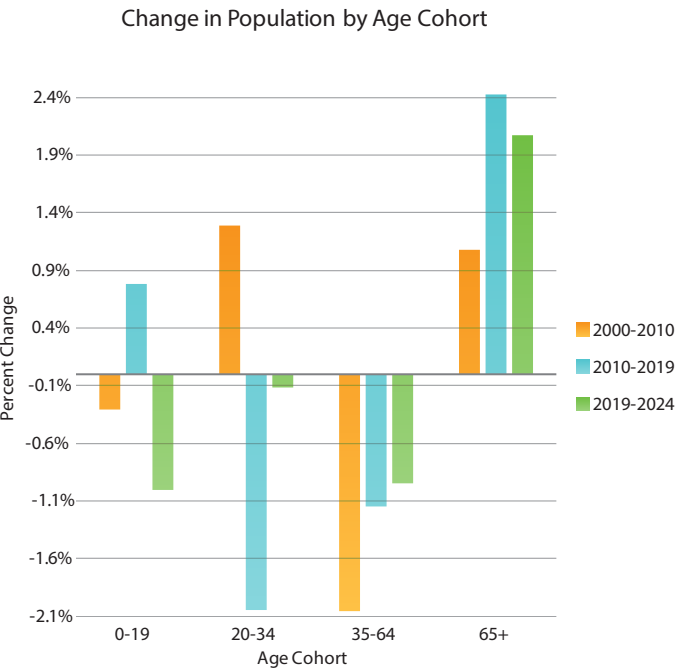
POPULATION PROJECTIONS

The Oklahoma Department of Commerce prepares population forecasts for counties in the state based on several factors, including the supply and demand for labor; birth, and mortality rates; and in- and out-migration, among others. Per the Department’s most current forecasts, Tulsa County is projected to grow at an annual rate between one and two percent over the next 20 years. While the Department does not prepare population forecasts at the municipal level, Jenks could be expected to grow at a rate similar to or higher than the County as a whole, since the City’s share of county population has steadily increased from less than one percent in 1960 to nearly 3.5 percent today. If the Department’s forecasts hold, Jenks could expect around 40,000 residents by 2040.

According to the INCOG, Jenks is projected to have more than 26,000 residents by 2024 – representing a compound annual growth rate approximately one percent higher than both Bixby and more than three percent higher than Sand Springs.



Source: U.S. Census Bureau, INCOG, Houseal Lavigne Associates

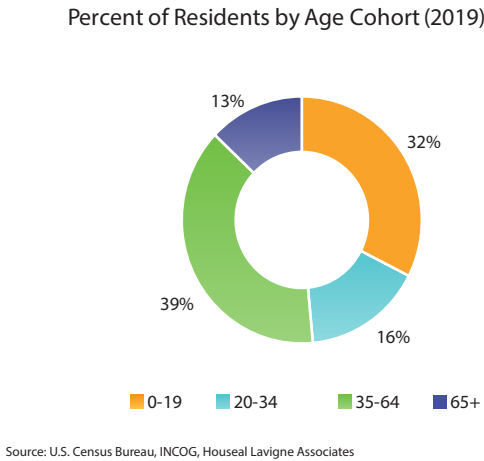
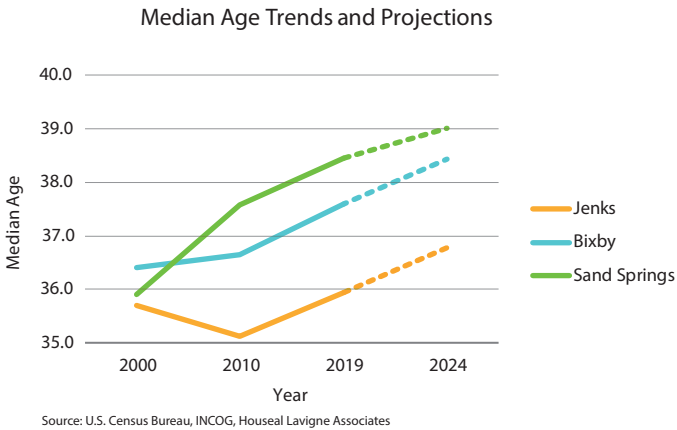


Source: U.S. Census Bureau, INCOG, Houseal Lavigne Associates

AGE DISTRIBUTION

Age is another important dimension to consider when evaluating a community’s population. The relationship people have with their community changes with their stage of life, particularly in terms of educational, employment, housing, and leisure needs and preferences. Age also has an important relationship to the labor force. Jenks’ median age – a good indicator when comparing a community’s age to other geographies – has remained relatively steady since 2000. Conversely, the median age in Bixby and Sand Springs has increased over the same period. Nationally, the median age has also increased, reflecting both increases in life expectancy and the aging of the baby boomer generation.

Since the 2000 U.S. Census, Jenks has experienced population growth across all age groups. The age distribution is projected to remain relatively stable. The older adult population has increased slightly, with a two percent increase since 2000 in the 65 and over age cohort. Although the 65 and over age cohort remains the smallest cohort in Jenks, its growth reflects the national trend toward an overall aging population.



RACE AND ETHNICITY

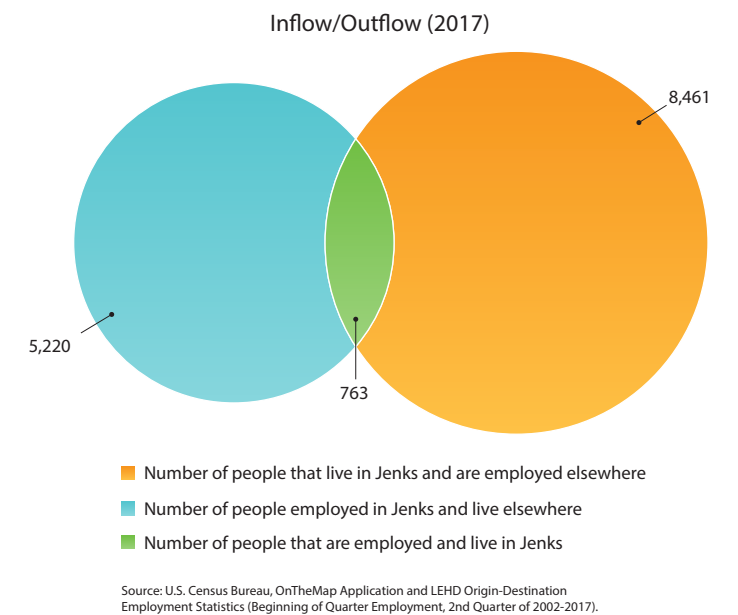
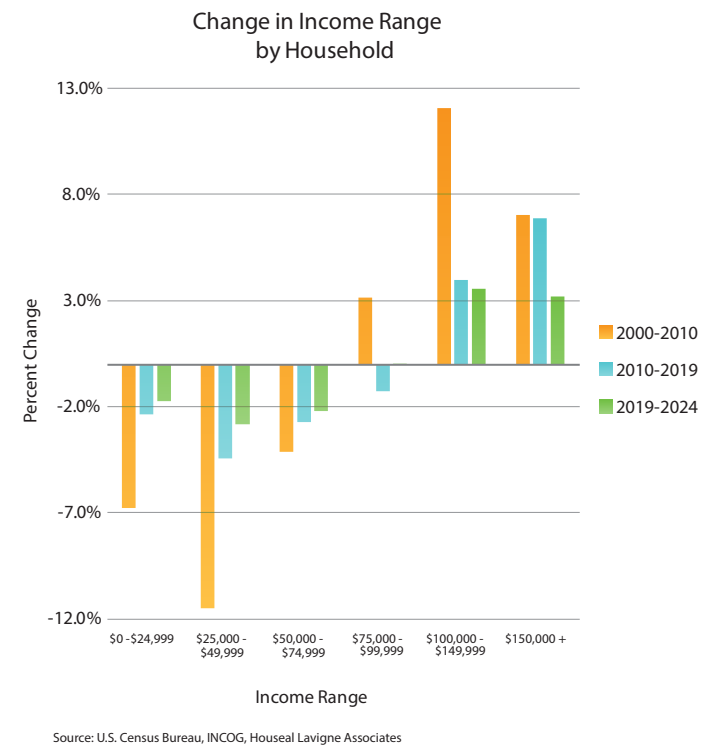
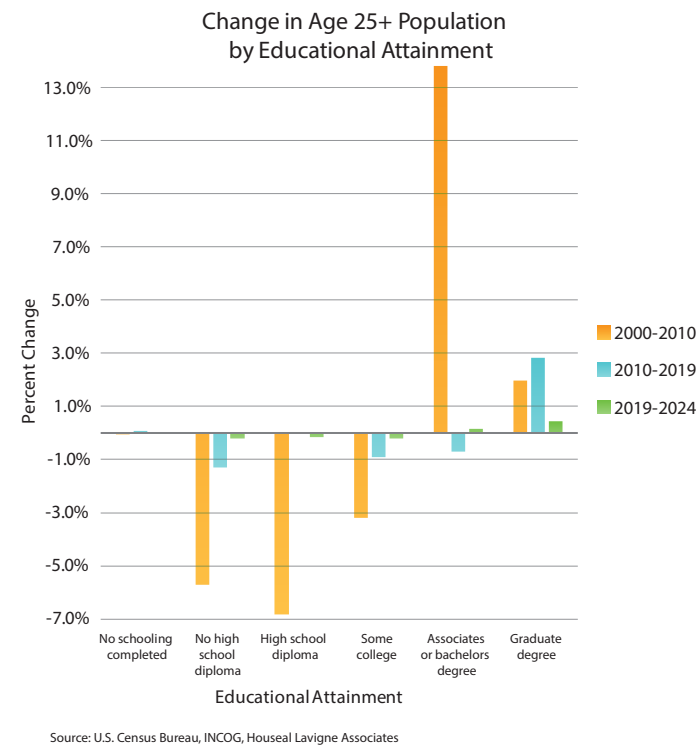
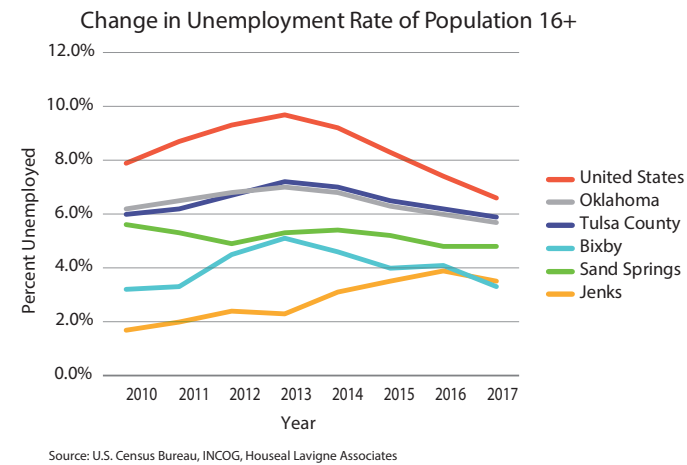
Jenks is majority white as defined by the US Census; however, the proportion of the population identifying as Hispanic has increased slightly since 2000. By 2024 residents who identify as Hispanic are projected to account for approximately six percent of the population. Note that the U.S. Census defines Hispanic as an ethnicity and not a race. A person of any race may also identify as Hispanic.

Race	Change in Percent of Residents		
	2000-2010	2010-2019	2019-2024
White	-3.96%	-1.90%	-1.44%
Black	0.66%	0.16%	0.08%
American Indian or Alaska Native	0.79%	0.00%	-0.05%
Asian/Native Hawaiian/Other Pacific Islander	2.12%	0.82%	0.33%
Some Other Race	-0.59%	0.32%	0.20%
Two or More Races	0.97%	0.61%	0.88%

Source: US Census, INCOG, Houseal Lavigne Associates

Ethnicity	Change in Percent of Residents		
	2000-2010	2010-2019	2019-2024
Hispanic	0.71%	0.72%	0.54%
Non-Hispanic	-0.71%	-0.72%	-0.54%

Source: US Census, INCOG, Houseal Lavigne Associates



INCOME

Between 2010 and 2019 the number of households making more than \$100,000 annually grew by more than 10 percent. This trend is projected to continue. More households with higher disposable incomes can create opportunities to capture increased spending on shopping, dining, and entertainment uses. Housing prices and cost of living can significantly affect disposable income.

LABOR FORCE AND EMPLOYMENT

Employment has a myriad of effects on a community's residents, including quality of life and local spending power, among others. A basic analysis of employment status is to chart the change in the unemployment rate over time.

The unemployment rate in Jenks has been consistently lower than Bixby, Sand Springs, Tulsa County, the state of Oklahoma, and the United States since 2010.

Total employment in Jenks has decreased since 2010 and the trend is projected to continue to the year 2024. Although low unemployment rates and the decline in total employment may seem contradictory, the percent of Jenks residents not in the labor force continues to grow, suggesting an increase in retirees consistent with trends in the age of the Jenks population.

Employment declines have been consistent in four industries including construction, wholesale trade, information, and other services except for public administration. Despite total employment declines, several key industries have grown in Jenks including arts, entertainment, and recreation; accommodation and food services; professional, scientific, and management; administration and waste management services; educational services, and health care and social assistance; as well as manufacturing. The manufacturing industry in Jenks will continue to grow, in part due to Kimberly-Clark making an approximately \$120 million investment and adding more than 50 full time jobs to their facility in Jenks.

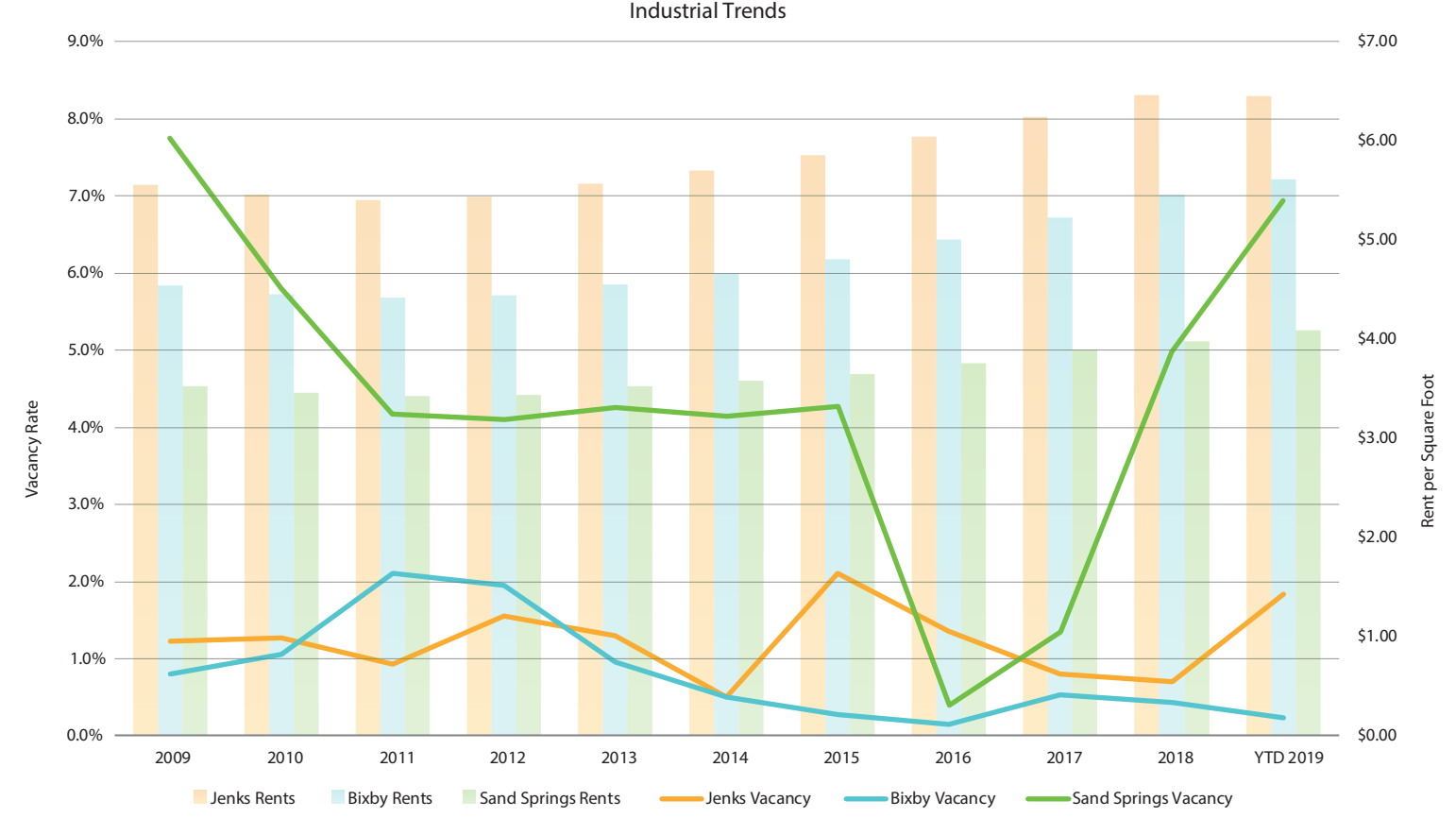
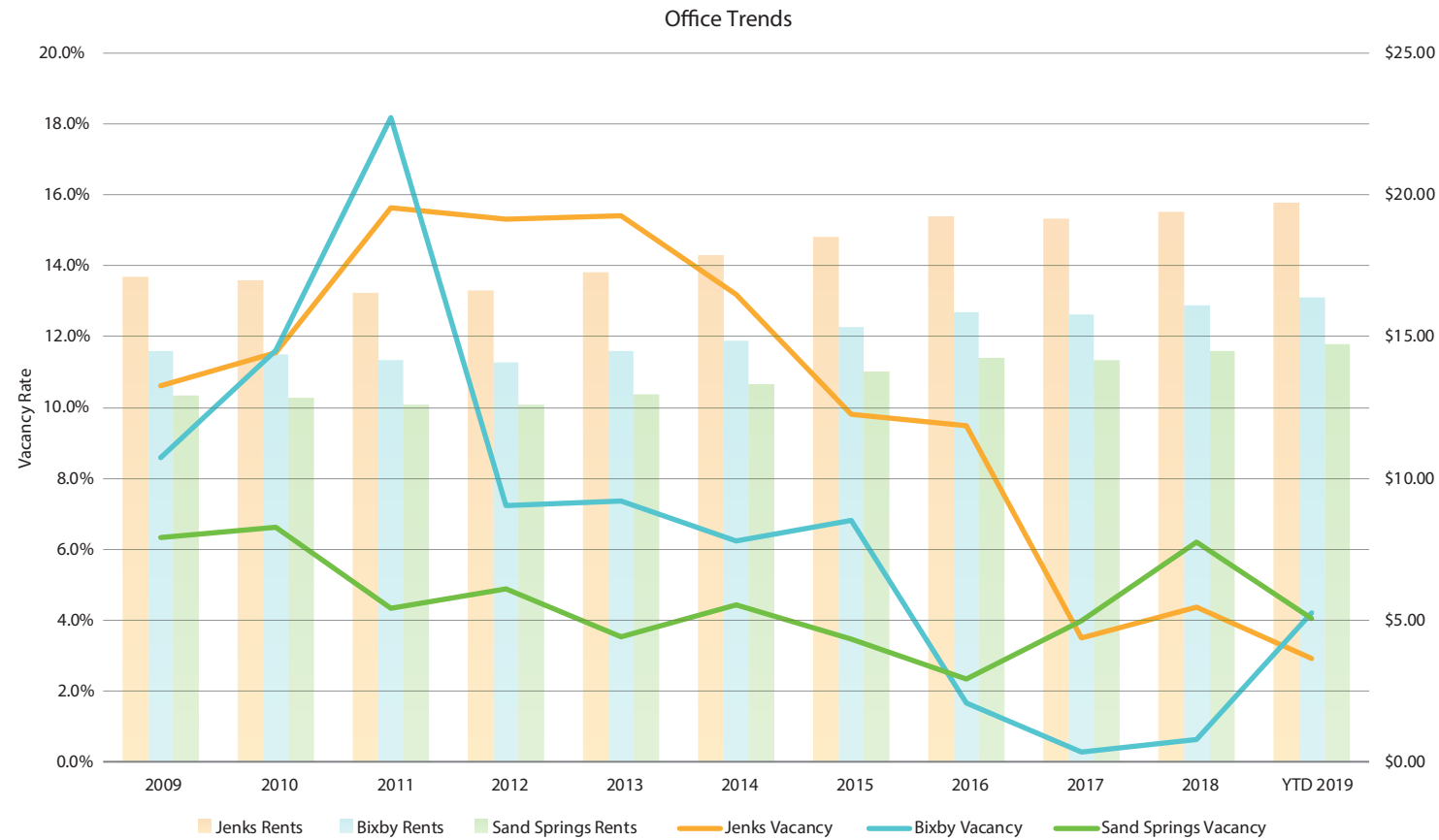
INFLOW AND OUTFLOW

The majority of people who work in Jenks live elsewhere. Of the 5,983 people who hold jobs in Jenks, 87.2 percent live outside of the City and commute in. Only 12.8 percent both work and reside in Jenks.

Most Jenks residents that are in the workforce work outside the City. A total of 91.7 percent are employed outside of Jenks, meaning that they commute to various destinations in the region for work.

DEMOGRAPHIC TAKEAWAYS

Jenks is projected to grow by more than 3,600 residents by 2024. Incomes will continue to increase, with the number of households making more than \$100,000 projected for the greatest percent of positive change over the next five years. The City is only aging slightly – the median age is projected to be approximately 37 by 2024 – but the combined age cohorts of 35-64 and 65 and over make up 52 percent of the population. Over the life of the Horizon Jenks Comprehensive Plan, this will correlate to an increased need for age targeted housing and increased access to amenities and social services. On the other end of the age spectrum, the youngest age cohort is the second largest in Jenks. Increasingly younger age groups, including young professionals, are also seeking similar housing types with easy access to amenities, entertainment, and services.



MARKET OVERVIEW

The overview of Jenks retail, office, and industrial markets is used to assess the City's position within the context of the larger competitive market area. Data for each market was obtained using Costar and American Community Survey. The following highlights both current conditions and historical trends within these three markets. For purposes of analysis, the City of Jenks was analyzed and compared to Bixby, Sand Springs, and Tulsa County. The housing market is analyzed separately.

OFFICE

The Jenks office market is healthy in terms of average rents, which have remained steadily above \$17 per square foot since 2015. Vacancy rates have been below 10 percent since 2015. Bixby and Sand Springs both have had lower vacancy rates than Jenks for most of the past decade, however, their average rents have also been significantly lower. Although office vacancy has fluctuated over the past decade, in recent years it has been declining.

INDUSTRIAL

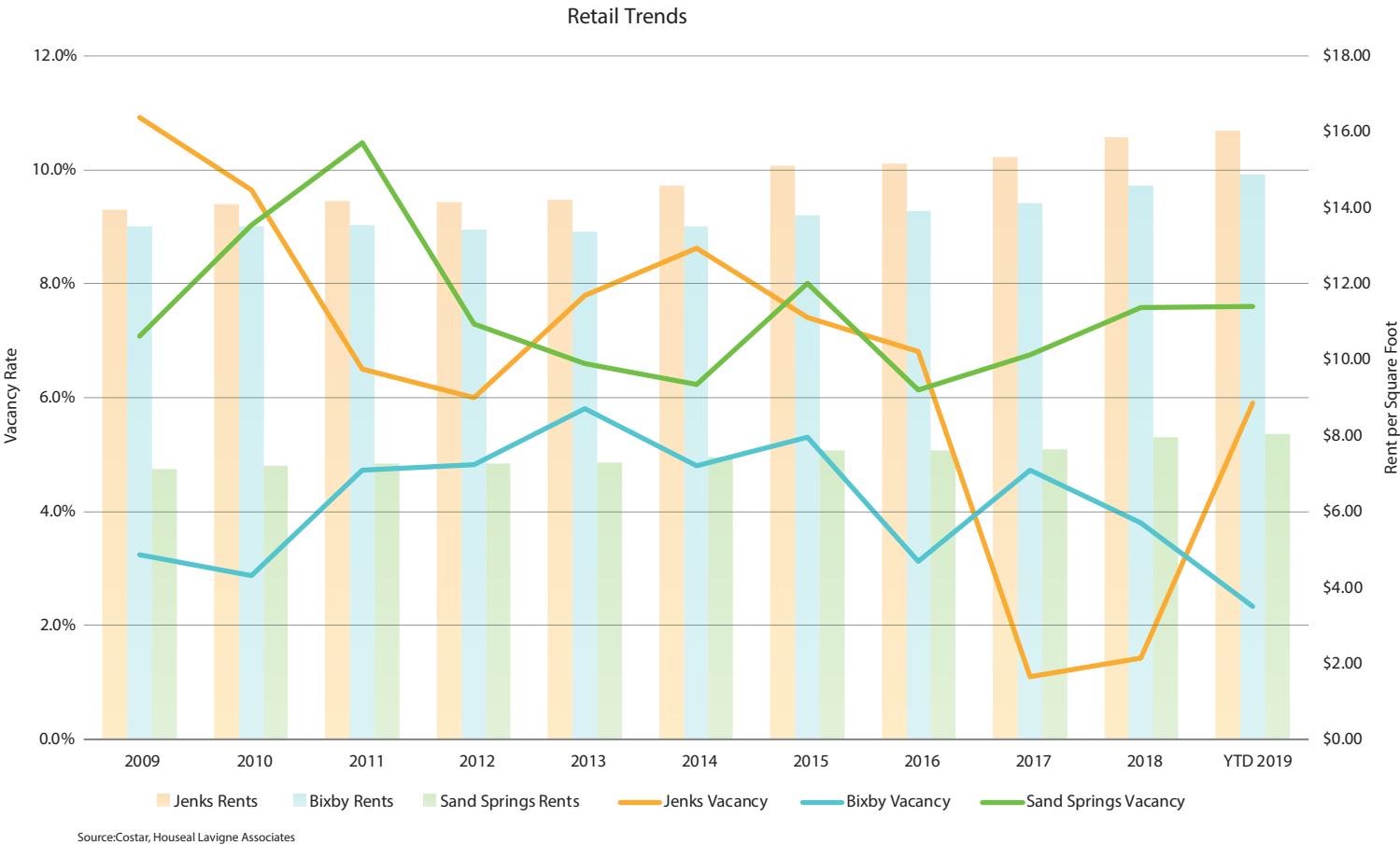
Industrial rents in Jenks have remained steadily above \$5.50 per square foot since 2013 with vacancy generally remaining at or below two percent over the past decade. The exception was in 2015 when vacancy reached 2.1 percent due to the development of six separate industrial properties, most of which are located on the north side of the City near Tulsa Tech Riverside Campus.

The Kimberly-Clark Manufacturing Plant is the largest industrial property in the City with nearly 1.7 million square feet of space. The company has been in the City for over three decades and has plans to expand near its existing facility. As with the office market, industrial rents are lower for Bixby and Sand Springs, which indicates the two communities have smaller markets than Jenks.

RETAIL

The potential for commercial development is influenced by several factors, including local and regional demand for goods and services, the health of commercial areas, the location of surrounding commercial nodes, and the consumer spending patterns of the area’s population. Jenks’ key commercial areas are Downtown and the Riverwalk. Jenks contains over one million square feet of retail space spread throughout the City with another 340,000 under construction for the outlet mall. Annual consumer expenditures by Jenks residents on retail, food and drink amounts to approximately \$100 million and a supply of retailers, restaurants and bars that support roughly \$200 million.

Rents have been steadily increasing since 2012 and vacancy rates have generally declined since 2014. The sharp decline in vacancy in 2017 reflects demolition of a 50,000-square-foot retail building at 220 S Elm Street. Increased vacancy for 2019 is likely attributable to new retail developments coming online. Despite the increase, rates remain below six percent; this increase should be monitored as the outlet mall is developed.



MARKET TAKEAWAYS

Jenks is positioned to grow its office, employment, and retail markets. Much of the City’s office space is currently located in the Downtown area, but infill opportunities remain. Declining vacancy rates may indicate opportunity for new development along Highway 75 as well as in the southeast portion of the City; these areas are identified in the Commercial Areas Plan on page 39.

Jenks currently enjoys a strong industrial market as indicated by increasing rents, a low vacancy rate, and expansion of a substantial facility for a multibillion dollar manufacturing company. There is potential for light industrial and manufacturing growth in Jenks’ employment areas and business parks.

Jenks contains over one million square feet of retail space spread throughout the City with another 340,000 under construction for the outlet mall. Annual consumer expenditures by Jenks residents on retail, food and drink and the supply of retailers, restaurants and bars provides the opportunity to capture shoppers from a larger market area than just the City, supporting the planned mall as well as new lifestyle shopping areas.

HOUSING MARKET OVERVIEW

Housing options in Jenks consist primarily of single-family detached homes, constituting 93 percent of the existing housing stock. The majority of these are owner-occupied, with multi-family units making up most of the rental market. Most of the City's supply of multi-family units are in or near Old Town Jenks, close to Main Street and the City's Downtown core. Multi-family is also growing in this area with approximately 109 units built in 2018-2019. Additionally, 175 units are proposed for construction in 2021 on the west side of the City. Just one percent of the City's housing is comprised of single-family attached homes, which include brownstone-style townhomes and duplexes.

AGE OF HOUSING

Most of the City's housing stock was built since 2000; 43 percent of the total stock was constructed between 2000 and 2009. This correlates directly to the exponential growth in population Jenks has experienced in the past two decades. Comparing different areas of the City, Old Town Jenks (Census tract 67.03) has significantly older housing than other neighborhoods. Nearly 72 percent of all units built before 1980 are located within this tract. Older housing stock may require additional maintenance and code enforcement, recommendations on how the City can improve its code enforcement efforts are included in the Housing and Neighborhoods section of the Land Use and Development chapter.

HOUSING AFFORDABILITY

There is an identified shortage of housing units available to households at both the lowest and highest income levels for both renter- and owner-occupied units, as represented in the income/unit comparison charts.

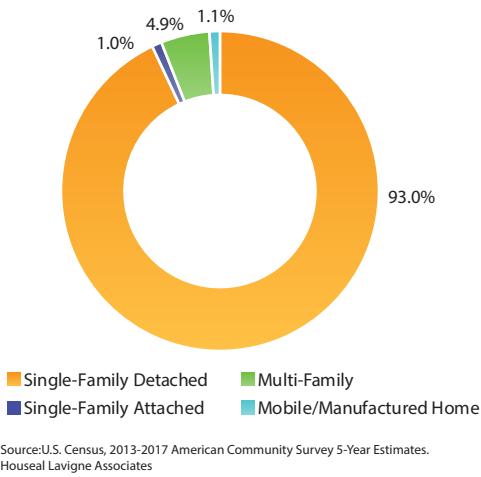
An established benchmark of 30 percent of income allotted to housing is utilized to determine the relationship between cost and income for both renters and homeowners. A lack of housing units in the higher income and home value ranges may indicate that households earning higher incomes could afford a higher-priced home than they currently occupy. While some may choose to do so regardless of availability, others may seek options outside of the community.

HOUSING TAKEAWAYS

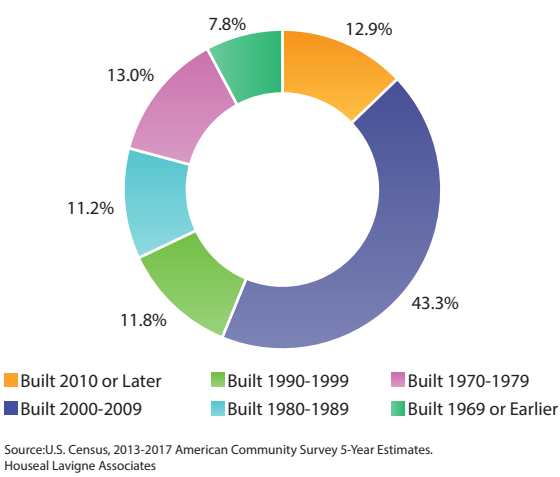
As the City plans for future housing need, price, housing type, and location must be factored. Access to good transportation, transit, and centers of employment will continue to drive demand for multi-family units in all areas of the City. Currently, mixed-use development is concentrated near Downtown. As a housing product, mixed-use development appeals to both younger and older age cohorts (18-34 and 65+) and should continue to be encouraged as a means of attracting new residents and retaining those seeking to downsize from larger single-family homes. There may be additional opportunities for mixed-use in other areas of the City, but the feasibility of the nonresidential component of the development must be carefully analyzed.

While achieving a balanced housing supply in terms of product and affordability is desirable, development patterns south of the Creek Turnpike have indicated that owner occupied single-family detached homes will continue to be the predominant housing type in Jenks.

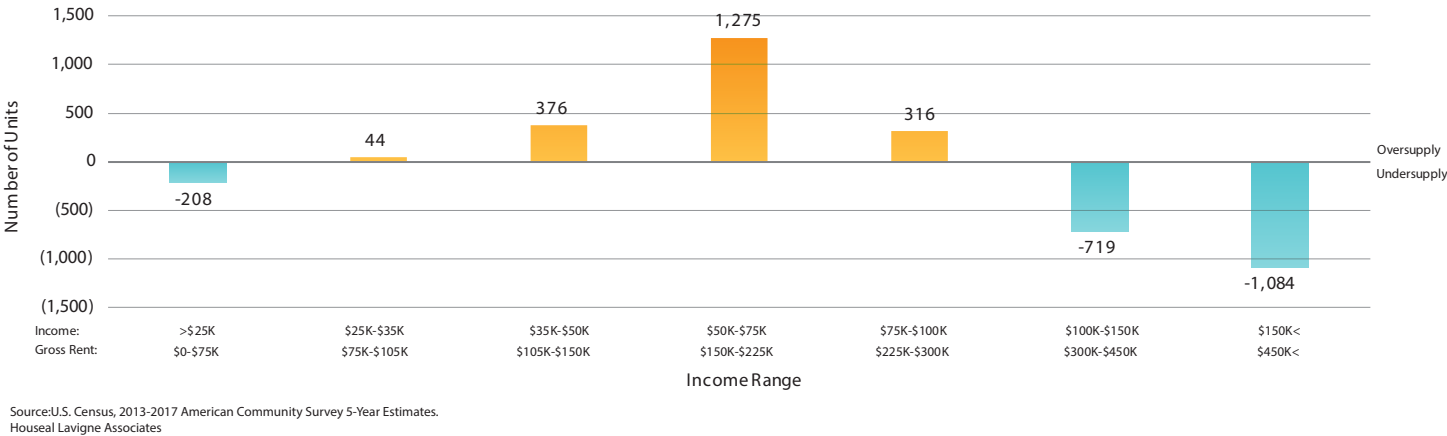
Jenks Housing by Type (2017)



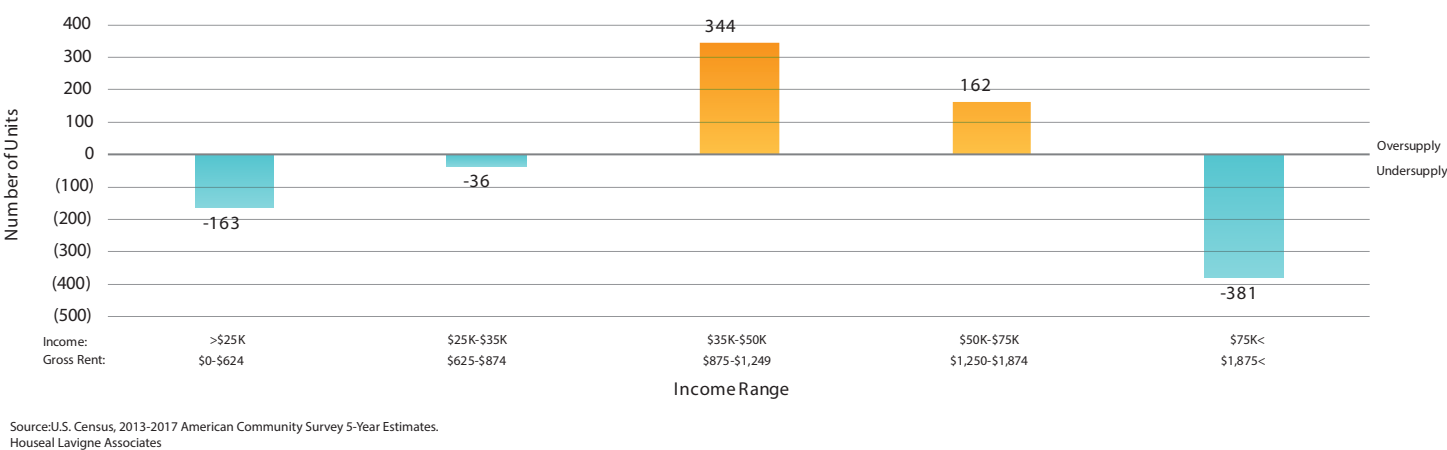
Jenks Housing by Year Structure Built (2017)



Owner Occupied Housing Income/Unit Comparison



Renter Occupied Housing Income/Unit Comparison



COMMUNITY OUTREACH

Community outreach is critical to the Horizon Jenks Comprehensive Plan. As part of the planning process, the City hosted several events including stakeholder interviews and focus groups, an advisory committee workshop, a community workshop, a business workshop, an elected officials' roundtable, and visioning/subarea workshops with students and the larger community. These events were opportunities for a diversity of stakeholders to provide input and feedback regarding the City of Jenks and the planning process. The input gathered from in-person and online participation guides the planning process and is directly reflected in the vision, goals, recommendations, and policies included in the Plan. Across all outreach efforts, there have been a total of 747 instances of participation with the planning process for Horizon Jenks.

OUTREACH EVENTS BUSINESS WORKSHOP

Recognizing the importance of the business and merchant community to the City of Jenks, the Business Workshop was scheduled first in the outreach process. The workshop was held on May 15, 2019 at the Hive, a local arts facility and event space, and home to the Jenks Chamber of Commerce. The workshop, which took place as part of the Jenks Chamber's regularly scheduled luncheon held on the third Wednesday of each month, was the first part of the public outreach process for the Comprehensive Plan. Attended by 85 individuals, the workshop was an opportunity for business owners and community stakeholders to offer their input and feedback. The workshop included a review of the planning process to be undertaken as well as an interactive polling exercise designed to gather input regarding issues, opportunities, and key strengths and assets of the City.

ADVISORY COMMITTEE WORKSHOP

On June 26, 2019, the City hosted a Citizen Advisory Committee (CAC) workshop at the Hive. The 16 member CAC was formed to provide oversight to the project. The workshop was part of the Plan's kickoff outreach process, providing an opportunity for CAC members to review the project scope and offer their input and feedback regarding the City and the Plan. The workshop also discussed issues, opportunities, strengths, and assets of Jenks. The CAC met at key junctures throughout the planning process to review material and stay well-informed of the Plan's progress.

COMMUNITY WORKSHOP

The Community Workshop was held at the Oklahoma Aquarium in Jenks on August 1, 2019. A total of 77 individuals plus City staff attended the workshop and offered input and feedback. Issues, opportunities, potential projects, and key strengths and assets of the City were discussed. After identifying a list of 64 issues and concerns, participants ranked the top three. The same listing and ranking format was used to discuss priority actions and projects, and strengths and assets.

ROUNDTABLES, FOCUS GROUPS, AND STAKEHOLDER INTERVIEWS

Roundtables, focus groups, and key stakeholder interviews provided an opportunity for smaller groups or key individuals to engage with the planning process in a conversational setting outside of the larger workshops. They were organized around groups with shared, common expertise or interest in a specific topic or field. The main goal of the focus group and interview formats was to bring out nuanced information on a topic in finer detail from specific perspectives. The discussion structure of a focus group allows for insight that may not be gleaned in a larger workshop setting. A total of 17 key stakeholder interviews were conducted as part of the outreach process. Additionally, 41 individuals participated in smaller group meetings, including the following:

- ~ City Officials Roundtable
- ~ City Department Heads Roundtable
- ~ Churches Focus Group
- ~ Merchants Focus Group
- ~ Senior Residents Focus Group
- ~ Jenks Public Schools Focus Group
- ~ Police Department Focus Group

STUDENT AND COMMUNITY SUBAREA VISIONING WORKSHOPS

On December 12, 2019, the City held two Subarea Visioning Workshops. The first was for students and was held at Jenks High School, where a total of 19 student council members participated. The same workshop format was conducted publicly with the larger community later that evening at Spain Ranch, a local wedding and events venue. A total of 28 community members participated in the Community Subarea Visioning Workshop.

In each of the workshops, participants were broken into groups and provided with markers and a large map of the Downtown and Riverfront subareas. Each group worked as a team to draw their vision for these key areas of Jenks on the map. Topics were provided to guide each table's discussion, including the following:

- ~ Unique Assets
- ~ Development/Redevelopment Opportunities
- ~ Roadway Network
- ~ Bike and Pedestrian Network
- ~ Urban Design and Streetscape Improvements
- ~ Parks, Plazas, and Gathering Spaces
- ~ Other Topics

In addition to marking up the map, each group recorded recommendations. At the end of the workshop, spokespeople for the groups presented their subarea visions and recommendations. These recommendations and ideas provided a foundation for the subarea chapter of the plan.

ONLINE OUTREACH

The following forms of online outreach were linked and promoted on the City's regular website, via the Plan website, and through the City's social media outlets, with a total of 450 instances of participation.

PROJECT WEBSITE

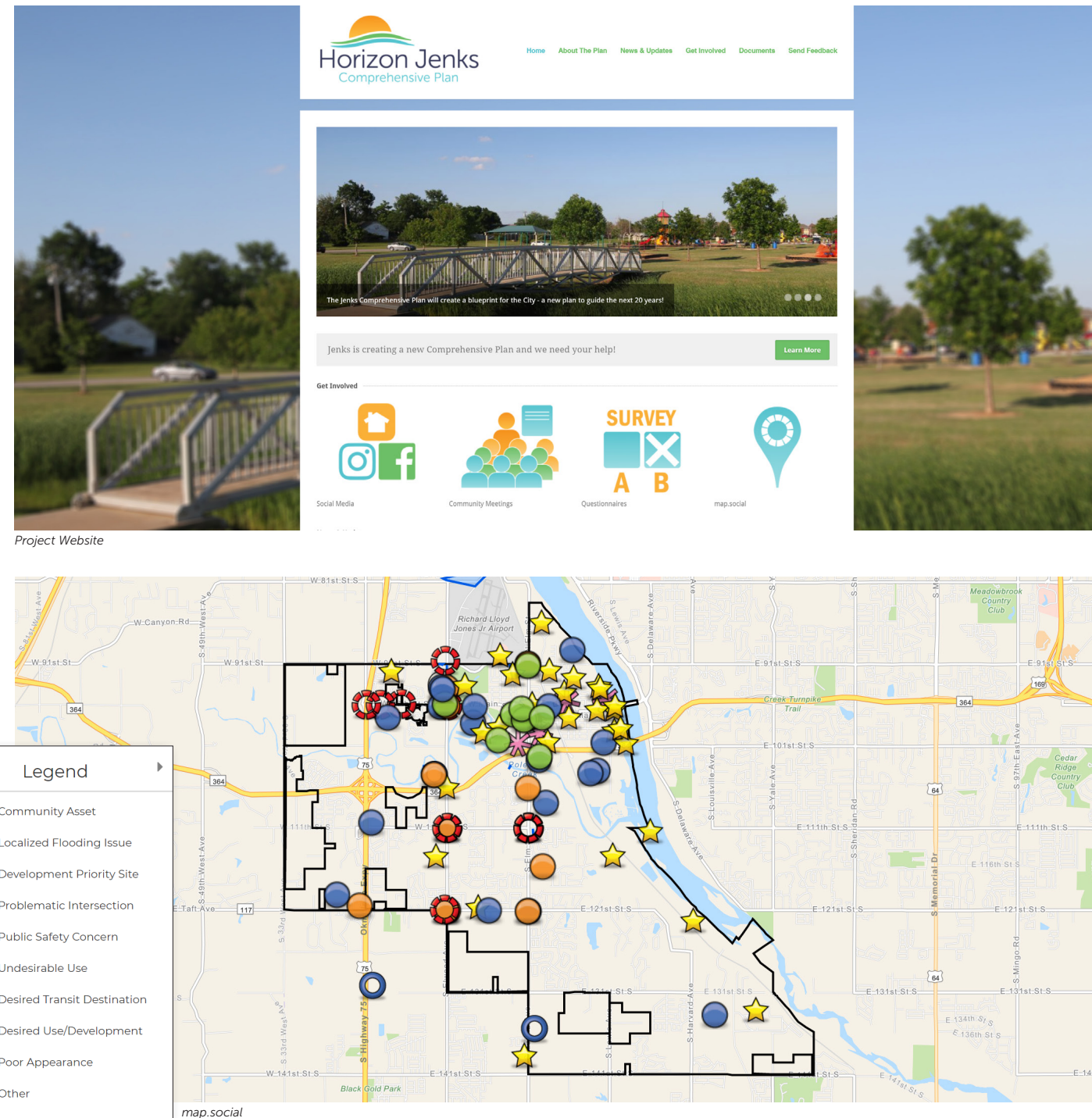
A project website, active through adoption of the Plan, was designed to support Horizon Jenks. The website provided information and updates regarding the project, including meeting notices, Plan documents, and participation opportunities. Additionally, the website hosts outreach tools, including online questionnaires and map.social.

MAP.SOCIAL

map.social is an outreach tool that allows individuals to provide feedback and comments tied spatially to a point or area on a map. The tool provides a way for anyone to create a map of the Jenks community, identifying their own issues, opportunities, weaknesses, and community assets. Each point on the map can be described in further detail with pop-out notes, and photos can be attached. Nineteen participants used map.social to create features showing a total of 102 issue and opportunity comments and features throughout the City.

QUESTIONNAIRES

Two online questionnaires were developed, one for Jenks residents and one for those who own or operate a business in the City. A total of 324 residential surveys and 11 business owner surveys were completed, supplementing in-person events by offering an opportunity for individuals to get involved at their own pace. The user-friendly questionnaires were accessible 24 hours a day in order to capture input from those unable or unlikely to attend a workshop or focus group. The questionnaires remained available for wide distribution throughout the planning process.





KEY THEMES

As outreach progressed, key themes regularly emerged throughout discussion. These themes were consistent through workshops, focus groups, interviews, and in online outreach. Although a wide range of community-identified issues, opportunities, concerns, and priority projects create the foundation of the Plan, these major themes are immediately recognizable and most important to Jenks residents, and they guide the recommendations of the Plan. The following is a summary of the major themes that emerged in outreach.

TRAFFIC

Participants cited transportation and traffic as top issues in Jenks. Specific intersections along Elm Street and Elwood Avenue were frequently identified as contributing to north-south traffic flow concerns. Improvements to road conditions and the proposed bridge at 131st were also identified as key issues to tackle when considering transportation and automobile connectivity in Jenks.

ACTIVE TRANSPORTATION

Participants identified a need for trail improvements and expansion of the existing trails network to improve on the lack of pedestrian and bike connectivity. Participants identified the need for sidewalk, bikeway and trail infrastructure, walkability to shopping destinations, and improved pedestrian mobility in the Downtown.

HOUSING

A variety of housing options were consistently identified as an important issue, but participants provided different views on what is needed for the future.

- ~ In the community workshop, participants generally communicated that there are enough housing options in the City, and that the quality of the existing housing stock is up to par.
- ~ Online survey participants were split on the availability and importance of housing at lower price points, with nearly equal weight given to identifying affordable housing options as a strength or weakness in the City.
- ~ In the senior focus group, it was communicated that there is not enough affordable senior housing in the City, and that this represents a significant need.
- ~ Participants want to carefully consider any new large apartment buildings to ensure they are in character with Jenks.
- ~ High quality two- to six-unit rowhomes or townhomes, often termed brownstones, are generally desirable and welcome as an infill option.

ECONOMIC DEVELOPMENT

Across all forms of outreach, participants identified the importance of updating and diversifying businesses, attracting new businesses, and providing ongoing support for existing businesses.

Participants also acknowledged that there are diverse shopping opportunities nearby in Tulsa, but generally wanted to encourage locally owned retail, restaurants, and entertainment businesses to make Jenks a unique destination. A need for more tax revenue was consistently communicated. The completion of the outlet mall was listed as a priority by most attendees.

DOWNTOWN AND OLD TOWN JENKS REVITALIZATION

A top issue recognized was the need for Downtown revitalization. Participants mentioned improvements in the Old Town Jenks and Main Street areas including infrastructure improvements, development of vacant lots, façade upgrades, and new commercial development including, retail, clothing, and restaurant opportunities.

The appearance of and circulation within Main Street were widely discussed as top issues. Participants believe that new development should be concentrated in the Downtown, with connections along the Riverfront.

RECREATION

Participants of the community workshop identified a lack of gathering places and youth hang out options as issues facing Jenks. Similarly, the senior focus group indicated a need for an accessible senior center providing a range of activities.

STRENGTHS AND ASSETS

When asked to identify the strengths of Jenks, the City's schools were most frequently identified. Additionally, participants noted the small town feel, and the Riverwalk and Arkansas Riverfront assets to preserve. Other strengths included regional access via Highway 75 and the Creek Turnpike, the Downtown and the Main Street shopping district, Downtown Commons Park, the 96th Street Pedestrian Bridge, and the Oklahoma Aquarium.

COMMUNITY VISION

The Community Vision paints a picture of what Jenks will look like in the future, roughly 20 years after the adoption of the Horizon Jenks Comprehensive Plan. It is written as a retrospective, depicting the accomplishments and achievements that have since occurred. The Community Vision incorporates central ideas and themes generated during the community outreach process and provides a guiding framework for other elements of the Plan.

LOOKING TOWARD THE HORIZON

In 2040, Jenks is a dynamic and desirable community in the heart of the Tulsa metro area. The City has tirelessly worked to maintain the small town feel that defines the community's identity. While doing so, it has also accommodated intentional and thoughtful growth that complements the City's character and provides new opportunities to enjoy the community.

DOWNTOWN

In 2040, Jenks' historic Downtown has experienced revitalization and resurgence, resulting in a transformation into one of the most desirable neighborhoods in the community. Local businesses are the driving force behind the City's center of activity. Downtown is known as a place for families to enjoy, and events like Lights On! draw regional crowds, eager to kick off the holiday shopping season. Residents and visitors often spend the whole day enjoying activities on Main Street.

Downtown Commons has become a lively outdoor venue, hosting concerts and events that have established 'A' Street as a lively complement to Main Street. 'A' Street furthers the pedestrian-oriented experience and provides a transition to the larger Old Town Jenks neighborhood. In support of the activity on Main and 'A' Streets, the Hive's excellent programming has increased, making it synonymous with art openings and events in the City.

HOUSING AND NEIGHBORHOODS

In 2040, Jenks' neighborhoods continue to provide the excellent quality of life, feeling of safety, and reliability that defines the community. The neighborhoods strengthen local character and the identity of Jenks through high quality housing and easy connections to surrounding amenities. The City's diverse housing stock accommodates people of all ages, allowing long-time residents to age in place and new residents to find quality homes.

The Old Town Jenks neighborhood is experiencing a period of stability and investment that rivals any time in the City's history. Supported by the desirability of Downtown, Old Town balances its traditional character with modern improvements, drawing new residents from throughout the Tulsa region. New brownstones serve the City's young professionals, adding value to the neighborhood while improving options for residents who value walkable access to Downtown. Thanks to the reinvestment in existing housing, the neighborhood is enjoying an increased ability to meet the needs of a broad range of new households.

Jenks has become a diverse and inclusive community known for neighborhoods that provide housing for younger residents, the workforce that supports new commercial areas, and for young professionals. As the City's growth and new development continues, the need for housing types to serve all ages, stages of life, and income levels has become more pressing. Jenks has responded by encouraging multi-family development in key areas with good access to employment, shopping, and services. Looking to the success of high-quality developments such as the Reserve and Riverwalk Apartments, new multi-family housing in Jenks consists of both owner and renter occupied units built to reflect the great character and image of the community.

For the past 20 years, Jenks has maintained its quiet small town feel and reputation as a family-friendly community. New single-family neighborhoods have continued to develop in the City's growth areas to support the suburban feel that the City is known for. To enhance its excellent housing stock, Jenks officials work with developers to develop tree-lined streets and stately homes in traditional neighborhoods.

COMMERCIAL AREAS

Over the past 20 years, Jenks has developed into a regional destination for people of all ages and interests due to its abundance of shopping, dining, and entertainment opportunities. New businesses have located in Jenks' emerging commercial corridors and in the diversified and reimagined Downtown and Riverfront. New river-facing areas continue to develop, and dining and entertainment options provide amenities for residents and visitors alike.

The outlet mall has been a great success, strengthening Jenks' reputation as a shopping destination in the Tulsa Region. While the thriving Downtown is the pride of the community, the outlet mall acts as a regional retail attraction, drawing visitors to Jenks while providing convenient shopping for residents south of the Turnpike.

The internationally renowned Oklahoma Aquarium continues to be a centerpiece attraction for the City. With good access from Downtown and the expanded Riverwalk, and proximity to the new outlet mall, the Aquarium is seeing soaring attendance. Plans for new attractions to support the next 20 years are in progress.

In south Jenks, new commercial developments along U.S. 75 and in southern parts of the City provide local retail opportunities for residents in the City’s growing neighborhoods. The City’s policies have attracted new modern light industrial and heavy commercial businesses in business parks designed around shared utilities and infrastructure. These areas complement the nearby expanded Kimberly-Clark facilities and operations, growing the number of local jobs and increasing the tax base.

TRANSPORTATION

In 2040, Jenks continues to strengthen connections throughout the community by improving traffic flow and untangling commutes, especially along the critical north-south Elm Street and Elwood Avenue corridors. Jenks has worked closely with the Oklahoma Department of Transportation to develop safer traffic patterns at many of the City’s major intersections. While the 96th Street bridge continues to be a key connection across the Arkansas River and an important bike and pedestrian route, the City enjoys the additional access in the south provided by the new bridge at 131st Street. The bridge has improved mobility and riverfront access for people in south Jenks as well as decreased response time for area emergency services. The resulting activity along 131st Street has increased the prominence of the street for development.

Jenks has worked hard to improve multimodal options for recreation and commuting in the City, and by 2040, that work has resulted in a region-wide reputation as a transit, bike, and pedestrian-friendly community. Jenks’ bikeway network has been expanded throughout the City, including connections to the new Polecat Creek trail system and expanded Aquarium Trail. Downtown, the outlet mall, the schools, and the City’s recreational areas are all easy to reach by bike. The traditional street grid found in Old Town Jenks is better served by new bike lanes and sidewalks, reinforcing the neighborhood environment. New bike-share stations throughout the community provide casual cyclists and commuters with bike choices. Furthering transportation options in the City, Jenks has worked with Tulsa Transit to improve transit connections citywide.

PARKS, OPEN SPACE, AND NATURAL FEATURES

Jenks has created a new Parks Department to develop active and passive open spaces citywide, keep them maintained, and serve the whole community. Using Veterans Park as a model, Jenks’ new parks provide easy access to places of recreation and serenity.

Jenks has developed a system to support developing residential areas, encouraging them to incorporate both public and private green spaces into their designs so that a comprehensive network of parks expands as the City grows.

The City’s commitment to urban forestry over the past 20 years has resulted in flourishing street trees and a growing tree canopy.

Neighborhood trails connect to the larger Polecat Creek trail, which acts as the spine for a connected system of parks, trails, and open spaces spanning the City. Residents find opportunities for outdoor recreation along Polecat Creek, a place to paddle, bike, stroll, and recreate. These green connections transcend the north-south Creek Turnpike divide, and better connect residents living on the west side of Jenks to the riverfront. Throughout Jenks, trails provide a safe, comfortable, and convenient environment to walk or bike between home, school, playgrounds, and community spaces while maintaining the neighborhood assets people love.

The Arkansas River is a destination and asset for all in the community. The new Jenks/South Tulsa low-water dam ensures the River is always flowing, and the year-round riverfront and expanded Riverwalk connect north and south Jenks along the water, providing a place to stroll, bike, and relax.

COMMUNITY FACILITIES

In 2040, both Jenks, Glenpool and Bixby Public Schools remain among the best school districts in the state, continuing to draw people to the community. Jenks Public Schools has maintained its status in the community and its campus is a key part of Downtown. Students, their families, and visitors regularly take advantage of local services, restaurants, and shopping in the Downtown after a high school football game or a show at the Jenks Planetarium.

After a thorough planning process and careful consideration of residents’ needs, the new Jenks Adult Activity Center opened. The Center offers a dedicated facility that provides targeted activities and programs for Jenks’ retirees and older adult citizens.

IN SUMMARY...

Together, these improvements have helped the City of Jenks evolve substantially from 2020, so that by 2040, positive momentum has set the stage for continued healthy and sustainable growth. In the horizon year of 2040, residents and stakeholders recognize that Jenks has gained prominence in the Tulsa region. Its high quality of life, good housing, access to regional employment opportunities, exceptional local schools, parks, and natural features, and revitalized Downtown make it a desirable place for all types of people to live and visit. City leadership continues to work to make the Jenks experience as enjoyable as possible, improving the local character and identity of a unique and exciting place.

GOALS AND OBJECTIVES

The Horizon Jenks Comprehensive Plan looks forward over the next 20 years and expresses what the City desires to become. This section presents the Plan’s goals and objectives which outline how the City can realize its vision and achieve its desired outcome. The goals and objectives are grounded in public outreach and should be used as guidelines for elected and appointed officials, City staff, business owners, developers, residents, and all Jenks stakeholders.

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range, representing an end to be sought.

Objectives describe more specific actions that should be undertaken in order to advance toward achieving the goals. They provide more precise and measurable guidelines for planning action. Objectives are not the entirety of the Plan’s recommendations. Most will be supported by more detailed strategies and recommendations in later chapters.

Together, the goals and objectives paint a picture of what the Jenks community wants to accomplish with the Horizon Jenks Comprehensive Plan. They are further supported by strategies and recommendations within the Plan, which provide direction, identify actions, and serve as a guide for evaluating specific projects and alternatives.

HOUSING AND NEIGHBORHOODS

GOAL 1

Maintain Jenks’ positive reputation and desirability as a great place to live by preserving and enhancing the quality, character, and appeal of residential neighborhoods.

OBJECTIVES

- ~ Encourage distinctive, non-monotonous design in new neighborhood and subdivision home construction to promote an aesthetically pleasing character in Jenks’ residential areas.
- ~ Support cluster development and conservation design principles in Conservation Residential areas as identified in the Housing and Neighborhoods Plan to maintain open space, protect natural features, and promote resilient neighborhoods.
- ~ Update the Jenks Subdivision Regulations, Chapter 3 – Planning and Design Requirements, with specific requirements for street trees, open space and parks, sidewalks, street lighting, and connectivity improvements as essential components of all new residential subdivisions .
- ~ Provide clarity on applicable City ordinances and encourage property owners to carry out their responsibilities through proactive maintenance and upkeep.
- ~ Preserve the soundness of existing housing throughout Jenks with regular, active code enforcement.

GOAL 2

Promote appropriate infill development to increase density while maintaining quality existing housing stock as the foundation of the City’s traditional Old Town Jenks neighborhood.

OBJECTIVES

- ~ Encourage infill development and redevelopment in Old Town Jenks that complements existing homes, capitalizes on the street grid, and benefits from proximity to Downtown and the Riverfront.
- ~ Maintain Old Town Jenks as a unique, pedestrian-oriented area by promoting new mixed-use and single-family attached development, such as brownstones, townhomes, and duplexes, on available lots.
- ~ Ensure that infill residential construction and additions are of an appropriate scale and character to surrounding architecture.
- ~ Accommodate residential renovation and redevelopment in Old Town Jenks through an expedient and thorough permitting process.

GOAL 3

Develop a variety of new housing that reflects the community character and takes locational advantage of goods and services offered by the City.

OBJECTIVES

- ~ Support the provision of a variety of housing types, including single-family, multi-family, and senior housing within Jenks that meet the specific needs of all residents.
- ~ Support the development of new housing that incorporates universal design principles and features to allow Jenks’ growing older adult population to age in place.
- ~ Support multi-family owner-occupied and rental units within the City that meet the needs of Jenks’ growing population.
- ~ Review bulk and dimensional standards in Section 430 of the Jenks Zoning Code and revise as needed to right-size regulations as new development occurs .
- ~ Consistently administer residential development regulations, including compliance with setbacks, height, tree preservation, stormwater, bulk, and density regulations.
- ~ Establish regulations that allow for and encourage mixed-use development in key areas such as Downtown and provide housing variety and increase activity in affordable housing options.



COMMERCIAL AREAS

GOAL 1

Revitalize Downtown and improve the Riverfront while further developing connections between these two primary public facing areas.

OBJECTIVES

- ~ Encourage new development in Downtown, including restaurant, commercial, office, and mixed uses consistent with the Downtown Subarea Plan.
- ~ Activate underutilized areas identified in the Riverfront Subarea Plan and invite connections from Downtown to the Arkansas River.
- ~ Elevate Downtown's status as a unique pedestrian-oriented district unlike any other area in Jenks by coordinating pedestrian improvements with roadway projects, streetscaping, and private development.
- ~ Foster a desired aesthetic in the Downtown with façade improvements, sign design and location criteria, lighting, and high-quality building materials.

- ~ Create a predictable function and configuration for buildings in the Downtown, ensuring that their relationship to the street is regulated by setbacks, build to lines, and heights.
- ~ Ensure parking adequately supports existing businesses and new mixed-use residential developments by regularly assessing needs and modifying parking requirements appropriately, ensuring parking is not oversupplied in the Downtown.
- ~ Promote and encourage the development of additional entertainment and hospitality uses within the Riverfront Subarea to increase its vitality and activity and improve the City's tax base.
- ~ Integrate public open spaces, plazas, outdoor dining areas, and multimodal connections into new development along the Riverfront.
- ~ Extend the riverfront trails north of 91st Street and south to the new outlet mall site.
- ~ Continue to promote seasonal uses and events to increase activity in community open spaces like Downtown Commons Park or the Riverwalk Crossing Amphitheater, such as movie nights in the park, concerts, and holiday activities.

- ~ Provide public parking in a centralized location to promote a "park once" pedestrian-oriented environment for both Downtown and the Riverfront.
- ~ Partner with local artists, businesses, Jenks Public Schools, and the Jenks Chamber of Commerce to add murals to blank side street walls of buildings in Downtown and Old Town Jenks.
- ~ Develop a prioritized streetscape program to strengthen the unified theme of Downtown and the Riverfront with benches, bus shelters, trash and recycling bins, streetlights, medians, and wayfinding signage.
- ~ Promote Downtown infill development that complements existing historic buildings without detracting from their unique character.
- ~ Consistently apply design guidelines to foster a cohesive and attractive Downtown while maintaining flexibility to support unique businesses and a diversity of activities and uses.

GOAL 2

Provide small-scale neighborhood commercial areas throughout Jenks to meet the day-to-day needs of the community.

OBJECTIVES

- ~ Establish local or neighborhood commercial nodes at key arterial intersections to support new and growing residential neighborhoods, including the intersections of Elm Street at 111th, 121st, and 131st Streets; the intersection of Elwood and 121st Street; and the intersection of Highway 75 and 121st Street.
- ~ Create design and improvement standards to guide the scale, appearance, orientation, and overall character of new neighborhood commercial areas, discouraging cookie-cutter design and creating welcoming developments that elevate Jenks' image and identity.
- ~ Encourage neighborhood shopping centers to enhance the intersection image by orienting façades, signage, and landscaping towards the primary street frontage.
- ~ Work with the Jenks Chamber of Commerce to promote development opportunities for commercial properties within the City.
- ~ Continue to promote and reserve areas for neighborhood commercial development consistent with the land use plan, recognizing that commercial development can lag behind residential development once a supporting local population is in place.

GOAL 3

Develop attractive and highly functional regional commercial areas, such as the outlet mall, that create a diverse tax base and serve the needs of the City's residents as well as a larger regional market.

OBJECTIVES

- ~ Continue to support the Simon's plan for the development of an outlet mall south of the Creek Turnpike and west of the Arkansas River.
- ~ Encourage new regional commercial uses such as lifestyle shopping centers at opportunity sites near high-traffic interchanges, including the interchange at Highway 75 and 121st Street, and at Highway 75 and 96th Street.

- ~ Encourage site improvements at Highway 75 and 96th Street to reduce encumbrances such as the floodplain, maximizing the full potential of the interchange.
- ~ Encourage the consolidation of smaller parcels in areas designated for Lifestyle Shopping Centers and Employment Areas in the Commercial and Industrial Areas Plan to create larger, coordinated development.
- ~ Require that new large-format regional commercial developments incorporate public amenities such as parks, plazas, and connections to existing or proposed trails, including the Polecat Creek park and future trail system.



INDUSTRIAL AREAS

GOAL

Continue to support and grow diversified light industrial and business park sectors of the local economy to provide quality employment opportunities within the community.

OBJECTIVES

- ~ Accommodate the planned growth and expansion of existing industry and key employers, such as the Kimberly-Clark manufacturing facility, in order to maintain high quality job opportunities in Jenks.
- ~ Preserve the integrity of the Kimberly-Clark facility by preventing the encroachment of land uses that could impact the long-term viability of this important business.
- ~ Encourage new business parks in a campus-like setting to buffer existing industrial areas, such as around the Kimberly-Clark facility.
- ~ Work with the Jenks Chamber of Commerce to improve Jenks’ areas of employment and attract new businesses to light industrial and business park areas, such as near 96th Street and Highway 75, near 111th Street and Highway 75, and along the Arkansas River north of 91st Street.
- ~ Promote a distinctive mix of small-scale commercial service and light industrial uses in the Old Town blocks along Beaver Street between 1st and Date Streets.
- ~ Promote the remediation and restoration of the former industrial site south of 121st Street to facilitate its redevelopment consistent with the land use plan.
- ~ Require industrial uses to screen and buffer their sites and operations from adjacent residential, commercial, and public uses.

ECONOMIC DEVELOPMENT

GOAL

In partnership with the Jenks Chamber of Commerce and Muscogee (Creek) Nation, maintain and strengthen a diverse tax base through the attraction, retention, and expansion of businesses, increasing Jenks’ reputation as a place where startups can thrive, and entrepreneurs can succeed.

OBJECTIVES

- ~ Support the development of a Downtown management organization to apply for and administer diverse funding opportunities, spearhead the development of a unique Downtown identity, and coordinate Downtown improvement projects.
- ~ Support the Jenks Chamber of Commerce in its efforts to enhance the City’s competitiveness and attract, market, and promote local businesses.
- ~ Coordinate with the Muscogee (Creek) Nation to encourage entrepreneurship and to celebrate the Nation’s culture and history.
- ~ Promote development in Jenks through joint marketing efforts and community events.
- ~ Market Jenks as a community of diverse businesses to support the community’s reputation as a great place to live and work.
- ~ Develop and implement a strategic marketing and recruitment plan consistent with the land use plan commercial designations for targeted business types, including restaurants, entertainment options, and lifestyle shopping centers.
- ~ Coordinate proactively with existing businesses to recognize and respond to their needs, fostering business retention and expansion.

UTILITIES AND INFRASTRUCTURE

GOAL

Maintain high-quality infrastructure networks for the efficient provision of utilities to meet Jenks’ current and future needs.

OBJECTIVES

- ~ Prepare an infrastructure master plan to prioritize expansion and maintenance of Jenks’ infrastructure, including stormwater drainage, water distribution, electric and telecommunications infrastructure, and sewer collection and treatment.
- ~ Work with utility providers such as the Public Service Company of Oklahoma to encourage best practices in public utility system management.
- ~ Work with Tulsa County, INCOG, and the US Army Corps of Engineers to support the development of a low-water dam, address concerns over low water periods, and foster an active Riverfront that acts as a community focal point.
- ~ Upgrade infrastructure in the Old Town Jenks and Downtown area.
- ~ Ensure that well-planned infrastructure meets the needs of current and future residents and businesses, including telecommunications, water, wastewater, and energy.

- ~ Promote the use of green infrastructure and best-management practices to address localized flooding in flood prone areas, including Old Town Jenks and along Polecat Creek.
- ~ Seek grants and other sources of intergovernmental funding to assist with capital improvements and projects, minimizing the financial impact on the City.
- ~ Use a capital improvement plan (CIP) to set aside money annually to cover the costs of large capital projects and evaluate existing infrastructure.
- ~ Reduce infrastructure costs by shifting the burden where appropriate to private developers, promoting recapture agreements when infrastructure needs to be extended, creating cost share agreements with neighboring municipalities, and issuing general obligation bonds.
- ~ Establish a comprehensive life cycle plan for City buildings, equipment, vehicles, facilities, and properties, and develop a multi-year maintenance plan and on-going maintenance program .



TRANSPORTATION AND MOBILITY

GOAL 1

Provide an efficient network of roads and streets to safely move traffic within, and through, the community.

OBJECTIVES

- ~ Coordinate with Tulsa County and the Oklahoma Department of Transportation (ODOT) on improvements to key arterials to accommodate and manage increasing traffic.
- ~ Improve safety and traffic circulation and work with ODOT to ensure that signal timing is safe and efficient as new regional commercial centers and neighborhood commercial nodes develop.
- ~ Explore road widening and intersection improvement projects for key roadways to accommodate Jenks' growing population, including Elm Street, Elwood Avenue, 121st Street, and 131st Street.

- ~ Ensure new roads are constructed and maintained to public specifications.
- ~ Establish specific traffic and circulation management strategies for areas impacted by congestion at specific times, including the neighborhood and streets near Jenks Public High School.

- ~ Conduct an engineering study to identify optimal intersection configuration where 96th Street divides into Main Street and 'A' Street.
- ~ Continue to ensure that adequate resources are made available for the maintenance of City streets and public rights-of-way.
- ~ Work cooperatively with the Oklahoma Department of Transportation to facilitate desired improvements within their right-of-way, such as landscaping, lighting, and gateway signage.
- ~ Work with Tulsa-Sapulpa Union Railway Company and Union Pacific to ensure that the Jenks Industrial Lead line continues to be functional and well-maintained.

GOAL 2

Provide a coordinated multi-modal network for pedestrians, bicyclists, and electric scooter riders throughout the City, incorporating improved connections to Tulsa Transit, and creating new options for travel to employment, shopping, and recreational areas.

OBJECTIVES

- ~ Connect on-street bikeways and sidewalks with the multi-use trails system, improving the transportation network for pedestrians and bicyclists.
- ~ Adopt a complete streets policy to accommodate all modes of transportation as new roads are constructed.
- ~ Continue the development of a cohesive bikeway system with both on- and off-street facilities in accordance with the Bike and Pedestrian Plan.
- ~ Coordinate with INCOG and the adjacent municipalities of Glenpool, Bixby, and Tulsa to ensure that new bike and pedestrian improvements enhance the regional network and fit with the GO Plan, the Tulsa region's Bicycle and Pedestrian Master Plan.

- ~ Expand the sidewalk network, particularly in the walkable grid of Downtown and Old Town Jenks, ensuring that sidewalks are located along both sides of all streets within these areas.
- ~ Improve the City's crosswalks and signalized intersections.
- ~ Work with ODOT to continue the Tulsa Area Safe Routes to School Program and establish routes for students to walk and bicycle to schools and parks safely.
- ~ Work with Tulsa Transit to expand transit service within Jenks, integrating new bus stops and routes to serve major destinations such as the Aquarium, the Riverwalk, Downtown, the future outlet mall, large employment areas, and future regional shopping areas.

COMMUNITY CHARACTER

GOAL

Develop a distinct, recognizable image for Jenks that reflects the community's heritage, maintains its small town appeal, reinforces local pride, and distinguishes it from other communities in the region.

OBJECTIVES

- ~ Celebrate and embrace the Downtown and Old Town Jenks neighborhoods for their inherent assets, including their eclectic mix of building types and housing, walkable street grid, Main Street, open spaces such as Downtown Commons Park, and the Jenks Public Schools campus.
- ~ Seek to integrate the name "Jenks" in new lifestyle shopping centers, new subdivisions, and the potential 131st Street bridge to increase the City's brand and identity within the Tulsa region.
- ~ Partner with Up With Trees to beautify the City's corridors with street trees.

- ~ Update Jenks' design guidelines and include community input to incorporate the collective vision for key areas.
- ~ Promote the Arkansas River as a defining feature for the community and develop it as an amenity, supporting innovative projects such as a low-water dam to create a lively and usable riverfront.
- ~ Install gateway features, wayfinding signage, and other physical markers to highlight entry into Jenks and clearly indicate its location and municipal boundary.
- ~ Launch a branding and promotional campaign in collaboration with the Chamber of Commerce to clearly define Jenks' aesthetic, marketing the City to residents, businesses, developers, and visitors.
- ~ Develop a streetscape design manual to consistently improve the community's streets with unifying elements including signage, landscaping, street lighting, benches, and crosswalks.



PARKS, OPEN SPACE, AND ENVIRONMENTAL FEATURES

GOAL 1

Promote the preservation of Jenks’ unique environmental assets and improve access to the City’s natural features.

OBJECTIVES

- ~ Preserve open space for new residents as neighborhoods develop south of the Creek Turnpike.
- ~ Work with the Turnpike Authority, Tulsa County, the State of Oklahoma, and other public entities and private landowners along Polecat Creek to transfer ownership to the City or purchase land where necessary, facilitating its improvement into a community amenity.
- ~ Maintain and enhance Jenks’ tree canopy by working with organizations such as Up With Trees Tulsa to develop long term best practices for urban forestry management.
- ~ Review and update Article 6, Tree Board And Community Forestry Plan in the Code of Ordinances to ensure that it contains an updated, diverse list of native tree species and invasive plant species, as well as clearly states the prohibition of planting invasive tree species.
- ~ Coordinate with the Muscogee (Creek) Nation in efforts to manage floodplains to correct flood issues and prevent new flood losses, particularly in flood prone areas along the Arkansas River and Polecat Creek.

GOAL 2

Expand and improve the City’s parks and open space network and recreational facilities to provide opportunities for active and passive recreation throughout the community.

OBJECTIVES

- ~ Update and expand the playground equipment at Central Park.
- ~ Develop and improve park amenities and playgrounds in existing and proposed parks throughout Jenks.
- ~ Explore grant opportunities and other funding sources to finance improvements to public parks, and the acquisition of open space.
- ~ Continue to evaluate the need for a parks department, with dedicated parks staff to manage, maintain, and program Jenks’ growing parks and recreational amenities.
- ~ Acquire open space or facilitate easement agreements for connected parks and trails along the Arkansas River and Polecat Creek.
- ~ Strengthen the requirements found in Section 3.10 of the Jenks Subdivision Regulations to provide clear direction to developers around construction and maintenance of new parks and trails in new subdivisions .
- ~ Consider a parkland dedication ordinance that prohibits the use of ponds and detention areas as parks to ensure that new parkland serves the neighborhoods.

COMMUNITY FACILITIES

GOAL

Maintain high-quality public facilities and continue to support the provision of excellent community services to ensure a high quality of life and maintain the community’s overall desirability.

OBJECTIVES

- ~ Support the catalytic role of Jenks Public Schools in the Downtown and Old Town Jenks neighborhood.
- ~ Enhance the physical relationship between the Jenks High School campus and the surrounding neighborhood through enhanced pedestrian connections and better traffic management for buses and vehicles during peak traffic times.
- ~ Work with the school district to review the existing parking facilities, buildings, drop-off and pick-up areas, and bus parking to ensure they are adequate.

- ~ Provide opportunities for the police and fire departments to provide input and feedback on future development proposals.
- ~ Ensure that Jenks continues to benefit from an adequate level of fire and police protection throughout the City as new growth and development occurs to the south and west.
- ~ Develop the Jenks Adult Activity Center that includes a dedicated facility providing activities and programs for Jenks’ retirees and older adult citizens.
- ~ Continue to support and collaborate with the Oklahoma Aquarium, maintaining its status as a premier attraction and educational resource for the region.
- ~ Maintain and strengthen relationships with other community service providers by supporting their operations and partnering to provide services or acquire resources.

LAND USE AND DEVELOPMENT

The Land Use Plan is based on several factors and influences, including the Vision, Goals and Objectives identified for the Jenks community; market and demographic insights; and an assessment of existing conditions including the established developed areas and infrastructure of the City.

The Land Use Plan builds upon the existing land use pattern in the City. In general, the Plan strives to promote a compatible land use pattern and encourages responsible and planned conversion of agricultural land and undeveloped areas, focusing upon infill and redevelopment opportunities. The Plan also emphasizes the protection of residential neighborhoods, the provision of community facilities, and the preservation and enhancement of desirable environmental features such as the Polecat Creek, wooded areas, and wetlands.

A goal of the Land Use Plan is to assist the City, including staff, as well as elected and appointed officials, and local property owners, in making future land use and development related policy decisions. While the Land Use Plan is specific enough to provide guidance on land use decisions, it is also flexible enough to allow for individual negotiations and the consideration of creative approaches to land development that are consistent with the overall policies and guidelines included in the Comprehensive Plan.

The Land Use Plan is supported by two subsequent chapters – the Residential Areas Plan and the Commercial and Employment Areas Plan. In addition, two key areas of the City are further explored in Section 6: Subareas Plan. Subsequent sections of the Plan will address land uses related to community facilities, parks, open space, and environmental features of the community.

In total, 13 distinct land use classifications have been established, including:

- ~ Low Intensity Single-Family
- ~ Medium Intensity Single-Family
- ~ High Intensity Single-Family
- ~ Multi-family
- ~ Downtown
- ~ Local Commercial
- ~ Regional Commercial
- ~ Business Park
- ~ Light Industrial
- ~ Heavy Industrial
- ~ Public/Semi-public
- ~ Parks and Open Space
- ~ Utility



LOW INTENSITY SINGLE-FAMILY

Areas designated as low intensity single-family are neighborhoods that are comprised of large lots with estate style homes at an average density of two homes per acre. The City should work to preserve and protect these areas and ensure that they are not negatively impacted by nonresidential development. No areas outside of those currently developed as low intensity single-family are identified on the Land Use Plan.



MEDIUM INTENSITY SINGLE-FAMILY

Medium intensity single-family is the predominate land use type included in the Land Use Plan. These neighborhoods should largely consist of single-family detached homes while also accommodating duplexes and brownstones in appropriate areas. These neighborhoods should be comprised of mid-size lots that are generally between four and six homes per acre. The City should ensure that all new development of this type connects with existing neighborhoods and preserves and activates open space.



HIGH INTENSITY SINGLE-FAMILY

The high intensity single-family land use designation includes areas that should have a combination of single-family detached homes, duplexes, brownstones, and limited intensity multifamily buildings integrated in a seamless and complementary manner. These 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

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.



DOWNTOWN

The downtown land use designation includes Downtown Jenks, centered along East Main Street. Downtown areas should continue to consist of a variety of commercial uses including boutiques, antique stores, restaurants, cultural amenities, and offices. The City should work to enhance the character and identity of this area to make it a true destination in the Tulsa region.



LOCAL COMMERCIAL

Areas designated for local commercial are primarily located at intersections along Elm Street and 131st Street and are intended to provide for City serving retail and service uses such as grocery stores, pharmacies, doctors or dentist offices, banks, and other small scale and stand-alone developments serving the daily needs of nearby residents. The City should continue to reserve zones for the land use type at key intersections to ensure that new neighborhoods have easy access to daily shopping and service needs.



REGIONAL COMMERCIAL

The regional commercial land use designation is concentrated at the northern and southern interchanges of Highway 75 as well as at 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.



BUSINESS PARK

Areas designated as the business park land use designation are intended to provide for business park/office park uses, which could include stand-alone office buildings and complexes, or several buildings incorporated into a campus-like setting. Supporting commercial uses are appropriate. These areas are generally located along Highway 75 in proximity to the Tulsa Tech Riverside Campus and the Richard Lloyd Jones Jr. Airport or adjacent to Kimberly Clark.



LIGHT INDUSTRIAL

Areas designated for light industrial are intended to accommodate a variety of uses ranging from light assembly, storage and distribution, low intensity fabrication operations, research and tech industry applications, artisan manufacturing, and more. Offices related to light industrial uses may locate in these areas. These areas continue to be concentrated in the northern most portion of the City near the Tulsa Tech Riverside Campus and the Richard Lloyd Jones Jr. Airport.

HEAVY INDUSTRIAL

The heavy industrial land use designation is established to accommodate existing industrial uses including Kimberly Clark and the Glenpool Terminal. The Land Use Plan for the City of Jenks does not provide additional areas for heavy industrial uses.



PUBLIC/SEMI-PUBLIC

This land use includes a wide variety of uses that provide or support public services and amenities including government-owned buildings, schools, places of worship, hospitals, and not-for-profit organizations. In Jenks' growth areas, new public/semi-public uses should be expected. Although the precise location for these uses is unknown at this time, the City should direct them away from areas designated as commercial or industrial on the Land Use and Development Chapter.



PARKS AND OPEN SPACE

This land use is defined by areas that are used for active and passive recreation and natural areas including greenways and floodplains. Parks and open space will continue to make up a large percentage of land within the community and their quality should be enhanced over time. Potential areas for the development of new parkland have been identified to ensure that the City's growing population continues to have safe and convenient access to recreation opportunities.

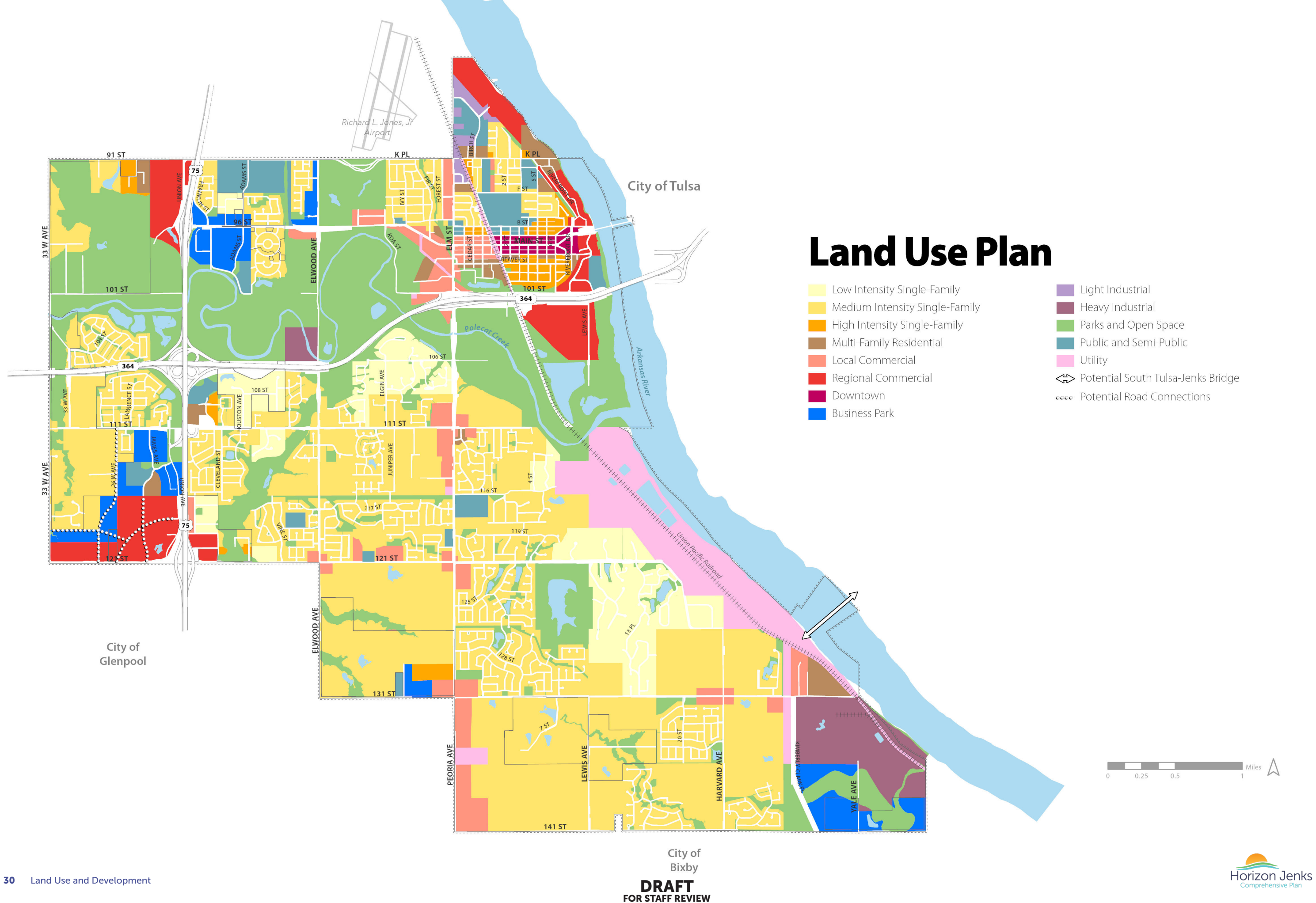


UTILITY

This land use comprises land that is dedicated to the production, storage, distribution, and maintenance of public and private utilities.

POTENTIAL SOUTH TULSA-JENKS BRIDGE

Jenks and the City of Tulsa are in the preliminary planning stages of a bridge that would connect Jenks via East 131st Street to South Tulsa via South Yale Avenue. The exact location of the bridge is yet to be determined and all recommendations dependent on its development should be flexible in order to accommodate the bridge's ultimate location.



HOUSING AND NEIGHBORHOODS PLAN

The City’s housing stock is diverse in age and architecture and its residential neighborhoods are one of the most significant contributors to Jenks’ desirability. During public outreach, residents expressed their vision and concerns for the City’s residential areas. Informed by this input and building on the Land Use and Development plan, the Housing and Neighborhoods Plan provides policies and recommendations for the City’s residential areas and further define the type and locations of each type of residential land use.

The policies and recommendations in the Housing and Neighborhoods Plan are intended to:

- ~ Ensure quality housing stock remains a staple of the community.
- ~ Establish a balance of housing types within the community.
- ~ Ensure compatibility between the City’s commercial areas and its residential neighborhoods.
- ~ Leverage environmental and open space features as assets for new residential development.
- ~ Encourage compatibility and connections between new and existing residential development.
- ~ Promote the development of a diversity of housing types, sizes, and price points.
- ~ Enhance Jenks’ character and identity.

LAND USE DESIGNATIONS

The Housing and Neighborhoods Plan provides a more detailed guide for the development of future housing and the enhancement of existing residential neighborhoods. The framework builds off of the Land Use Plan to ensure that the limited areas available for new residential growth are developed in a manner that reflects the vision of the Jenks community while providing for a greater diversity in housing options. The Housing and Neighborhoods Land Use Designations provide additional detail on the desired types, densities, and locations of housing throughout the City.

DOWNTOWN RESIDENTIAL

The Downtown Residential designation comprises all of Downtown where mixed use development is desired as part of the envisioned revitalization of Downtown. Downtown Residential areas should be characterized by a mix of uses and development patterns that provide a vibrant, safe, attractive, and walkable environment. This includes active commercial uses on the ground floor, and opportunities for residential units on upper floors.

OLD TOWN JENKS

The original Old Town Jenks neighborhood consists of the residential areas surrounding Downtown Jenks. The homes in this neighborhood are primarily ranch-style, single-family detached homes built on small lots. The neighborhood largely adheres to a traditional street grid. A traditional street grid is generally more conducive to a walkable environment, however, many of the streets in Old Town Jenks are not improved with sidewalks or curb and gutter.

ESTATE RESIDENTIAL

The Estate Residential areas are east of Highway 75 and south of the Creek Turnpike and are distinguished by their large lots of at least one-acre in size. Large lots combined with private, sometimes gated, roadways create a secluded, enclave-like setting. Most of these neighborhoods do not have sidewalks or street trees. The designated Estate Residential areas identified in the Housing and Neighborhoods Plan reflect existing neighborhoods and no new areas have been identified for this land use type.

SUBURBAN RESIDENTIAL

Suburban Residential neighborhoods are primarily developed in the form of subdivisions, characterized by mid-size lots along curvilinear blocks with limited points of access to adjacent neighborhoods and commercial districts. These areas are largely comprised of single-family detached homes but should also accommodate appropriate duplex or brownstone development .

CONSERVATION RESIDENTIAL

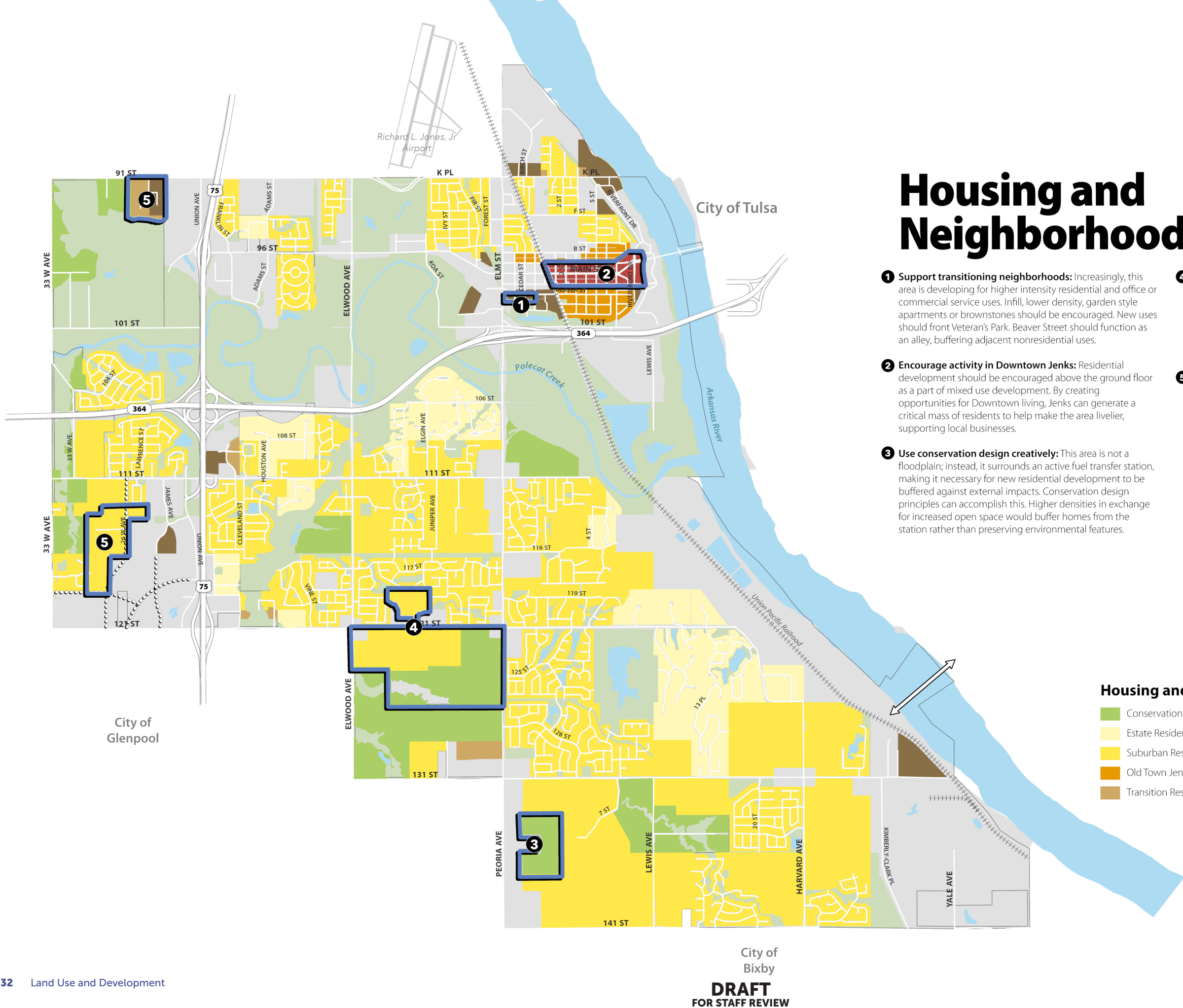
Conservation Residential areas are currently undeveloped and located partially in the floodplain or adjacent to the floodplain and other natural areas. Conservation oriented development should cluster single-family housing on buildable portions of these areas and preserve natural areas. The overall housing density in Conservation Residential neighborhoods should be comparable to Suburban Residential areas, but the site design should allow for larger areas of common open space that can be used as neighborhood or community parkland. This approach to development also provides for naturalized storm-water management while minimizing the amount of roadway and utility infrastructure needed to serve a given development.

TRANSITION RESIDENTIAL

The Transition Residential neighborhoods identified in the Housing and Neighborhoods Plan are new opportunities to diversify Jenks’ housing stock. These areas should primarily be comprised of duplex or brownstone style development and be supported by small lot single-family detached homes when appropriate. This more intense residential development should be used to transition from Suburban Residential areas to Jenks’ existing and planned industrial and commercial areas. Transition Residential neighborhoods should be well connected to the roadway network to avoid isolating neighborhoods from one another. They should be encouraged near regional commercial and multi-family areas. When occurring as infill development adjacent to a Suburban Residential area, Transition Residential development should reflect the scale and character of adjacent single-family residences. Senior targeted housing is appropriate in transition residential areas.

MULTI-FAMILY

Although the Housing and Neighborhoods Plan designates the majority of residential uses in the City as single-family, it also recognizes the importance of providing multi-family in key locations. The City should work to ensure that new multi-family residential development reflects the high standards of the community with quality building materials, complementary architectural styles, and preserved and activated open space, as seen in existing multi-family developments such as the Riverwalk Apartments and The Reserve at Elm. The Housing and Neighborhoods Plan identifies areas for new development of this type near Downtown, in transitional areas fronting arterial roads and proposed commercial areas, and as components of larger mixed-use developments Downtown and in the Riverfront District. Senior targeted housing is appropriate in multi-family developments.



Housing and Neighborhoods Plan

- 1 Support transitioning neighborhoods:** Increasingly, this area is developing for higher intensity residential and office or commercial service uses. Infill, lower density, garden style apartments or brownstones should be encouraged. New uses should front Veteran's Park. Beaver Street should function as an alley, buffering adjacent nonresidential uses.
- 2 Encourage activity in Downtown Jenks:** Residential development should be encouraged above the ground floor as a part of mixed use development. By creating opportunities for Downtown living, Jenks can generate a critical mass of residents to help make the area livelier, supporting local businesses.
- 3 Use conservation design creatively:** This area is not a floodplain; instead, it surrounds an active fuel transfer station, making it necessary for new residential development to be buffered against external impacts. Conservation design principles can accomplish this. Higher densities in exchange for increased open space would buffer homes from the station rather than preserving environmental features.
- 4 Maintain flexibility for safe, sustainable reuse:** This site was previously used as a petroleum storage facility; limited related activity continues. New development will be contingent on environmental review and remediation. If the area appropriate is for development, the City should encourage a combination of conservation design and traditional suburban residential.
- 5 Connect housing and amenities:** Areas surrounding proposed lifestyle shopping centers and business parks are appropriate for medium intensity residential development that includes duplexes and brownstones. These should be well connected to adjacent commercial uses for pedestrians, creating new areas where residents of all ages can enjoy car-free shopping and entertainment.

Housing and Neighborhoods Land Use Designations

- | | |
|--------------------------|------------------------------------|
| Conservation Residential | Multi-Family |
| Estate Residential | Downtown Residential |
| Suburban Residential | Parks and Open Space |
| Old Town Jenks | Potential South Tulsa-Jenks Bridge |
| Transition Residential | Potential Road Connections |





POLICIES AND RECOMMENDATIONS

The policies for the City’s Housing and Neighborhoods focus on enhancing Jenks’ overall residential character by improving existing residential areas and promoting new high-quality residential development in appropriate locations. The following policies will assist the City in future decision making regarding residential land use throughout Jenks.

Preserve the character of Jenks’ existing suburban residential neighborhoods.

Much of Jenks’ residential area is composed of suburban residential development. While they may differ in configuration, unit type, and lot size, these subdivisions are well established and have their own character. Development and reinvestment within these neighborhoods should be context sensitive, and compatible with the established neighborhood character and fabric. Regardless of the location or housing type, residential development or redevelopment in suburban residential areas should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods.

Right-size bulk and dimensional standards of residential districts.

New infill development, teardown redevelopment, and alterations to existing development should maintain a setback, height, bulk, and orientation consistent with its surroundings. To accomplish this, Jenks should analyze the need to right-size the bulk and dimensional standards of its residential districts to better fit existing development patterns. Not only will this help preserve the character of suburban residential neighborhoods, it will also reduce the number of nonconforming properties in the City.

Continue to ensure that Jenks provides housing opportunities for young families.

Jenks is a community where young professionals move to settle down and start families due to the high quality schools, parks, and easy access to the region. Whether these families are interested in a home in Old Town Jenks or a subdivision south of the Turnpike, Jenks has a wide variety of housing options to meet the needs of a diverse range of people. As the City continues to grow, it should encourage the development of a wide variety of housing types, in accordance with the Land Use Plan and Housing and Neighborhoods Framework, to ensure that the community continues to be attainable for all families.

Support property maintenance.

As the City implements the Subarea Plans and invests in the Downtown, it should also strive to improve the appearance of the surrounding Old Town Jenks neighborhood. Vibrant and attractive residential areas surrounding the Downtown will improve visitors’ perception of the area as a safe and desirable place to be. To improve the appearance of the Old Town Jenks neighborhood, the City should work to encourage private property owners to continually invest and maintain their properties.

Waive license and permit fees associated with maintenance.

Reinvestment into the exterior of a home can be expensive and time consuming. Although most costs are associated with materials and labor, other costs may stem from the fee to place a dumpster or receive a license or permit. The City should consider working with the contracted partner for trash collection to waive these fees for a limited time period every year to encourage homeowners to reinvest in their properties. For example, the cost to place a dumpster could be lowered or eliminated for groups of five or more neighbors looking improve their homes and neighborhoods.

Expand the Planning and Zoning Department.

Currently, zoning code enforcement is conducted by the Police Department in conjunction with nuisance code enforcement on a complaint only basis. This organizational structure separates the enforcement of the zoning code from the administration of the zoning code, which is conducted by the Planning and Zoning Department. This division can result in fractured communication, duplicative efforts, and inconsistent code interpretation. As the City continues to grow, these issues will likely compound and the well-kept nature of the City could be jeopardized. To ensure that Jenks is well prepared to meet the code enforcement demands of a growing population, the City should consider expanding the Planning and Zoning Department to include a dedicated Zoning Code Enforcement Officer. The Zoning Code Enforcement Officer should be responsible for proactive code enforcement in addition to complaint based enforcement.

Conduct efficient code enforcement.

Strategic Code Enforcement is a system where legal tools, human and technology resources, and effective strategies are aligned to maximize compliance with codes and responsible standards by property owners in a community. An efficient, proactive zoning code enforcement system would ensure that Jenks utilizes its resources as effectively as possible, deploying them in a manner that would have the greatest impact on maintaining the stable and well-kept nature of the City. To accomplish this, the City should:

- ~ Adopt technology to maximize the time inspectors spend in the field, speed the flow of information between concerned parties, foster accountability, and track results.
- ~ Put systems in place to establish a fast and seamless process by which cases move through the enforcement process by coordinating code enforcement activities with the activities of other City departments.
- ~ Identify which property maintenance issues should be prioritized and focus resources to these categories.
- ~ Continue to foster strong working relationships with Jenks residents, neighborhood associations, and homeowners' associations to capitalize on their first-hand knowledge of code enforcement issues.
- ~ Build an information system on the City's website to better communicate the code enforcement process with the Jenks community.

Promote areas for new residential development in accordance with the Land Use Plan.

More than six square miles of land within the Jenks fence line is undeveloped or underdeveloped. Much of it is primed for development. As Jenks' population is projected to continue to grow in the coming decades, it is important that the City encourage residential development in accordance with the Land Use Plan. Changes to the Land Use Plan should be thoughtful and intentional to ensure that the vision of the community is realized.

Proactively rezone properties to align with the Land Use Plan.

The Land Use Plan and Housing and Neighborhoods Plan maps identify areas in the City best suited for the development of single-family and multi-family housing. Areas of new single-family housing are primarily concentrated south of Creek Turnpike and east of Elm Street. Areas of new multi-family development are concentrated adjacent to the City's planned or existing nonresidential areas including Downtown, the River District, and Lifestyle Shopping Centers. These areas should act as a transition from single-family neighborhoods to existing and proposed commercial and employment areas while providing attainable housing. To encourage the development of these areas, the City should consider up-zoning designated areas, such as the agricultural district, to the appropriate residential district that would better accommodate the preferred housing type.

Establish standards of review for zoning text and map amendments.

Standards of review should be established for both the City Planning Commission, which is responsible for the review and recommendation of all proposed changes and amendments, and the City Council, which is responsible for the approval or denial of such. Currently, the City's zoning ordinance does not include standards of review for zoning text and map amendments. The City should establish standards of review that require the consideration of alignment with the Land Use Plan as well as:

- ~ The existing uses and zoning of nearby properties.
- ~ The extent to which the destruction of property value of the applicant promotes the health, safety, morals, or general welfare of the public.
- ~ The relative gain to the public as opposed to hardship imposed upon the individual property owner.
- ~ The suitability of the subject property for the zoned purposes.
- ~ The length of time the property has been vacant as zoned considered in the context of land development in Jenks.

Not only will this clearly communicate to developers and the public the desirability of realizing the goals of the Horizon Jenks Comprehensive Plan, it will also guide elected and appointed officials to help avoid arbitrary and capricious decision making.

Encourage the development of unique residential subdivisions that create a sense of place.

Some of Jenks' subdivisions are difficult to tell apart from one another due to a lack of distinguishing features. The architectural style and layout of some subdivisions are repetitive, monotonous, and fail to create a sense of place and unique location within Jenks. New residential development, regardless of the number of builders and developers involved or the type of housing that will be built, should be diverse and contribute to a mosaic of residential neighborhoods and instill a sense of pride and place. To accomplish this, the City should establish anti-monotony standards for new residential subdivisions as well as design standards for various housing types.

Encourage smart growth.

The Horizon Jenks Comprehensive Plan has provided the opportunity to carefully plan for undeveloped areas, enabling the City to be proactive in guiding future development. The current development pattern in Jenks has been disorderly and unplanned and has resulted in subdivisions that are physically distant and separate from other developed areas of the community. This type of leapfrog development can negatively impact a community by increasing the cost of providing utilities, overburdening police and fire services, and increasing traffic.

To promote more efficient and sustainable development, the City should establish standards of review for the Planning Commission and City Council for their review of subdivision applications. Amongst other factors, the standards of review should include principles of smart growth such as availability of existing utilities and infrastructure. By establishing these standards, the City will not only clearly communicate its preference for infill development, it will also ensure that elected and appointed officials are protected from arbitrary and capricious decisions regarding the approval or denial of subdivision applications.

Minimize the impacts of planned nonresidential areas on existing residential neighborhoods.

The Land Use Plan identifies areas for new development to help guide the community as it transitions to its build out. As the community approaches full buildout the City should ensure that new development opportunities are context sensitive to existing development. To improve the compatibility between existing and planned development, the Land Use Plan designates higher density residential uses as a means of transition between lower density neighborhoods, commercial areas, and busy streets.

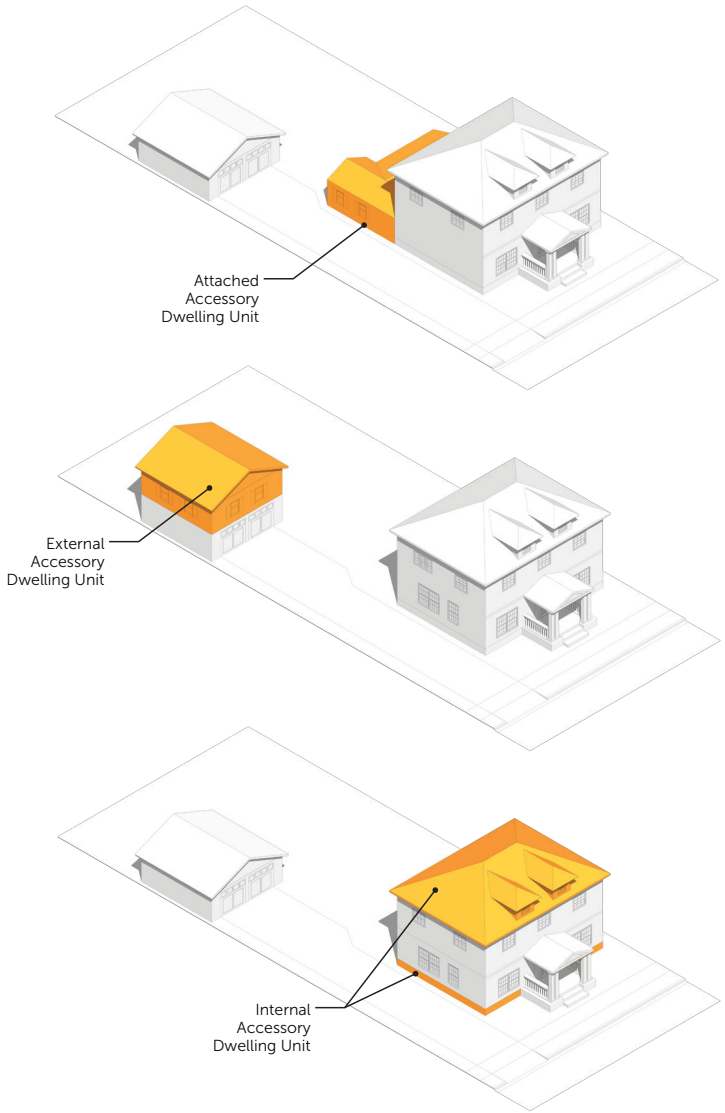
The City should identify areas where land use conflicts are problematic and explore solutions to mitigate the conflicts, including buffering and screening. Berms, fencing, and landscaping should be promoted to protect neighborhoods from abutting nonresidential land uses. The City’s zoning ordinance should be enhanced through the establishment of City-wide landscape requirements including screening and buffer yards. The City should also consider establishing an amortization schedule to ensure compliance for non-conforming properties within a set time frame.

Encourage new residential development in select areas to provide for the needs of the Jenks population throughout every stage of life.

Although the median age of Jenks residents is about 40, the group of residents ages 65 and over is one of the fastest growing cohorts in the community. To ensure that Jenks remains vibrant and attractive to empty-nesters and retirees, the City should continue to encourage the development of senior targeted housing.

To accomplish this, the City should:

- ~ Permit accessory dwelling units in select residential zoning districts when certain conditions are met. This should include the availability of off-street parking and quality design that would have little to no impact on the appearance of the single-family detached home and the larger neighborhood. Accessory dwelling units can provide avenues for homeowners to age in place by moving to the smaller unit and renting out the original home.
- ~ Encourage and promote the use of universal design standards in new residential development. Universal design standards ensure that homes are accessible to all people regardless of age or ability and that they impose few restrictions on daily activities as well as maximize safety and independence. To promote the use of these standards, the City should make them a standard of review for a planned unit development.



Accessory Dwelling Unit Examples

Locate senior housing near amenities.

Although the Housing and Neighborhoods Plan does not call out specific locations for senior housing, the Plan does recognize the importance of developing additional senior housing within the community to accommodate the City’s aging population. Senior housing is appropriate in both Transition Residential and Multi-Family designated areas. Senior housing should be located within proximity to Downtown, the Riverfront District, or Regional Commercial areas to offer older adults convenient access to shopping, services, dining, and transportation.

Increase connections between residential subdivisions.

Several subdivisions in the community have been planned as enclaves, with only one or two entries, many of which are gated. This has resulted in poor connectivity between residential areas and as a result, the City does not gain from the benefits associated with good connectivity including reducing traffic, improving air quality, and encouraging health lifestyles by making walking and biking a more feasible option for residents.

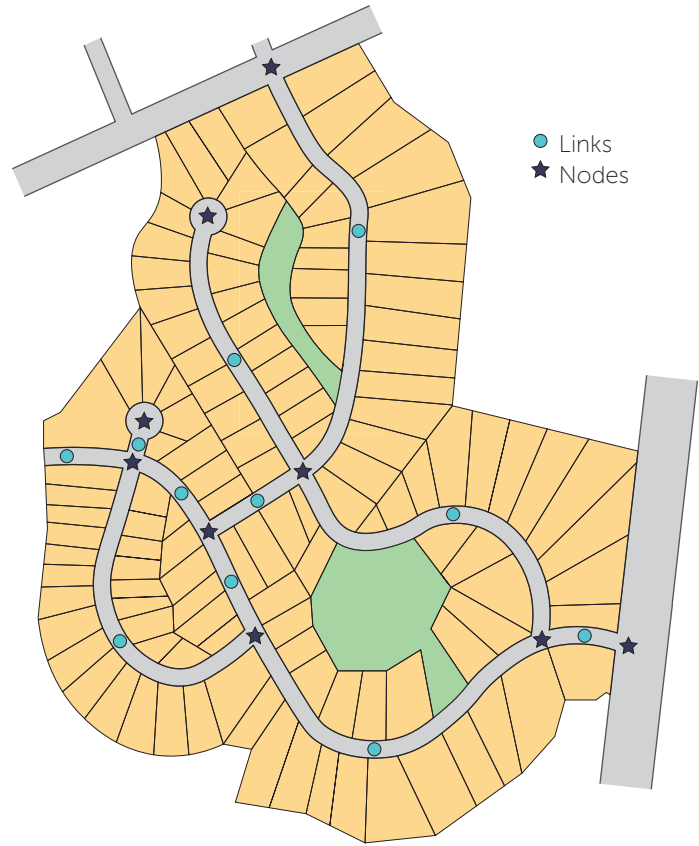
Section 3.4 of the City’s subdivision ordinance requires that the arrangement of streets in a subdivision connect with streets already dedicated in adjoining subdivisions or provide for future connections to adjoining unplatted tracts, except for cul-de-sacs. The City does not currently control the number of cul-de-sacs that are permitted in subdivisions, resulting in neighborhoods that can feel disconnected from one another.

The City should revise its subdivision ordinance to establish a connectivity index minimum requirement. A connectivity index measures the ratio of the number of street segments to the number of intersections in the street network. A higher connectivity index reflects a greater number of street segments entering each intersection, and thus a higher level of connectivity for the network. Typical minimum standards for connectivity indexes fall into the range of 1.2 to 1.4.

The City should also consider revising the block length maximum included in Section 3.2 of the Subdivision Ordinance from 1,320 feet to between 600 and 800 feet. Blocks within this shorter range are more walkable and bikeable, encouraging residents to choose an active transportation option to reach nearby amenities.



Jenks Residential Subdivisions



Establish anti-monotony development standards.

When monotonous development patterns prevail, sense of place is lost, and neighborhood identity and pride is sometimes absent. To encourage the new subdivision development to create a sense of place, the City should establish anti-monotony standards to prevent featureless architecture and repetitive development, and to enhance the character and value of residential neighborhoods. These policies should be structured such that they are not cost prohibitive and do not place an undue burden on the development community. Simple additions to and variations from common development practices can be utilized to achieve a more diverse and desirable stock of housing.

At a minimum, the City should require variations amongst houses in a block in roof type and pitch, window type and placement, and construction materials and colors.

To go one step further, residential design guidelines that include standards such as façade articulation requirements, specifications for the percent of a front façade that can be comprised of a garage and the maximum width of garage door(s), and front porch or stoop requirements. These standards could be utilized as a modification standard to allow for greater density.

The City should also enhance Section 3.4(J) of the City’s Subdivision Regulations to require greater variation in new street names. Currently, the section requires that street names not be duplicative or confusing, however many of the streets in subdivisions throughout Jenks have numbered or lettered names that are only differentiated by a cardinal direction. By requiring new subdivisions to have unique street name themes will help to create a sense of place and identity. Example of street name themes include tree names, artist names, or bird species.

Include infrastructure improvement requirements in the City's Subdivision Regulations.

Infrastructure improvement requirements would enhance Block Standards included in Section 3.2 of the Subdivision Regulations by establishing the required elements in a cross section of a road. For example, local streets could be required to have a 54 foot right-of-way 27 of which would be dedicated to a three and half foot utility strip, five foot sidewalk, and five foot planting strip.

Require the preservation of unique environmental features such as changes in terrain and wooded areas.

Instead of allowing developers to fully grade a site, the City should require that they incorporate existing environmental features to help create distinct and interesting neighborhoods. As with conservation designed development, this requirement could be tied to allowances for smaller lot sizes although the maximum net density should not increase.

Promote conservation development to accommodate residential growth in sensitive natural areas.

Portions of the Arkansas River, Polecat Creek, Coal Creek and Posey Creek run through Jenks. Near these areas, new residential development is likely to be built close to the floodplains and other sensitive natural areas surrounding these water bodies. As new housing is developed in Jenks, the City must protect and cultivate its natural resources. One strategy to help Jenks achieve this balance is conservation-oriented subdivision development, also known as cluster development. A conservation-oriented approach to residential development preserves contiguous areas of open space and natural areas by clustering smaller residential parcels on select areas of the site. The overall housing density remains the same, but the site design allows for larger areas of common open space that can be used as neighborhood or community parkland. The approach provides for naturalized stormwater management while minimizing roadway and utility infrastructure required.

The Housing and Neighborhoods Plan map identifies areas in the City most appropriate for conservation design development. These areas include parcels that may be partially impacted by floodplains, but still possess development potential elsewhere on the parcel. To encourage this type of development, the City should update its subdivision ordinance to include provisions related to conservation-oriented subdivision development. In addition to conservation design, sustainable practices such as restricting impermeable surfaces, encouraging alternative energy sources, and promoting native landscapes can improve resiliency and help to protect the quality of these natural resources. The Provisions should include:

- ~ Prioritized list of resources to be conserved.
- ~ Percent of total land area to be conserved as permanently protected, public open space.
- ~ Incentives for increased density in exchange for land conservation.
- ~ Design guidelines for the layout of streets, lots, and conservation areas.



Conventional Sprawl

This example shows 32 homes
Gross Density = 1 Dwelling Units/Acre
Net Density = 1 Dwelling Units/Acre



Conservation Development

This example shows 32 homes
Gross Density = 1 Dwelling Units/Acre
Net Density = 4 Dwelling Units/Acre



Conservation Design Residential Neighborhoods

COMMERCIAL AND INDUSTRIAL AREAS PLAN

The City’s commercial and industrial districts and corridors are important components of Jenks’ makeup, providing goods, services, and employment opportunities to local residents while generating revenue needed to pay for City services and infrastructure. Jenks’ commercial and industrial areas are made up of seven land uses that are unique in character, including Downtown, the Riverfront, the Outlet Mall, Lifestyle Shopping Centers, Local-Serving Corridors, and Employment Areas. The location of each commercial and industrial land use is illustrated in the Commercial and Industrial Areas Plan.

The policies and recommendations identified in the Commercial and Industrial Areas Plan are intended to:

- ~ Strengthen Jenks’ position as a regional destination.
- ~ Leverage the Riverfront as an attractive regional amenity.
- ~ Provide residents with convenient access to necessary goods and services within Jenks.
- ~ Provide increased opportunities for employment.
- ~ Strengthen the tax-base.
- ~ Ensure compatibility between residential and non-residential areas.

SUBAREA PLANS

The Commercial and Industrial Areas Plan is supported by two subarea plans for Downtown and the Riverfront that provide more specific and focused recommendations for these two key areas of the city.

Although each subarea plan consists of specific and unique recommendations, key themes for each include:

- ~ Promote mixed use development.
- ~ Support alternative modes of transportation including walking and biking.
- ~ Integrate public open space with new development and redevelopment.
- ~ Minimize negative impacts to residential areas .

COMMERCIAL AND INDUSTRIAL AREAS LAND USE DESIGNATIONS

DOWNTOWN

The City should continue to revitalize Main Street in Downtown Jenks with a compact mix of uses creating an active and interesting district. Downtown should include boutique stores and specialized retail, restaurants, cafes, and offices. Infill should be a focus, and new development should build off blocks exhibiting the ideal built form as outlined in the Downtown Subarea Plan (p. 44). Residential uses above the ground floor should be encouraged for Main Street, increasing activity in the area. Transitional areas with higher intensity residential infill should be promoted on ‘A’ Street and Aquarium Place between South Riverfront Drive and the railroad, capitalizing on the City’s core walkable blocks and expanding the pedestrian-oriented experience provided along Main Street.

RIVERFRONT

The Riverfront should include a unique mix of commercial, entertainment, public waterfront, and residential uses between East K Place to the north and Creek Turnpike to the south, as outlined in the Riverfront Subarea Plan (p. 48). New development should face the River or front key streets such as Aquarium Drive. As the district develops, it will benefit from access to improved open spaces on the Arkansas River and proximity to Downtown and the Outlet Mall.

LIFESTYLE SHOPPING CENTER

Lifestyle Shopping Centers should accommodate destination retailers that serve a regional function. These centers should be configured with groupings of big box stores and commercial services around shared parking areas. New Lifestyle Shopping Centers in Jenks should capitalize on high traffic volumes along Highway 75 and attract a customer base that extends beyond the City limits.

OUTLET MALL

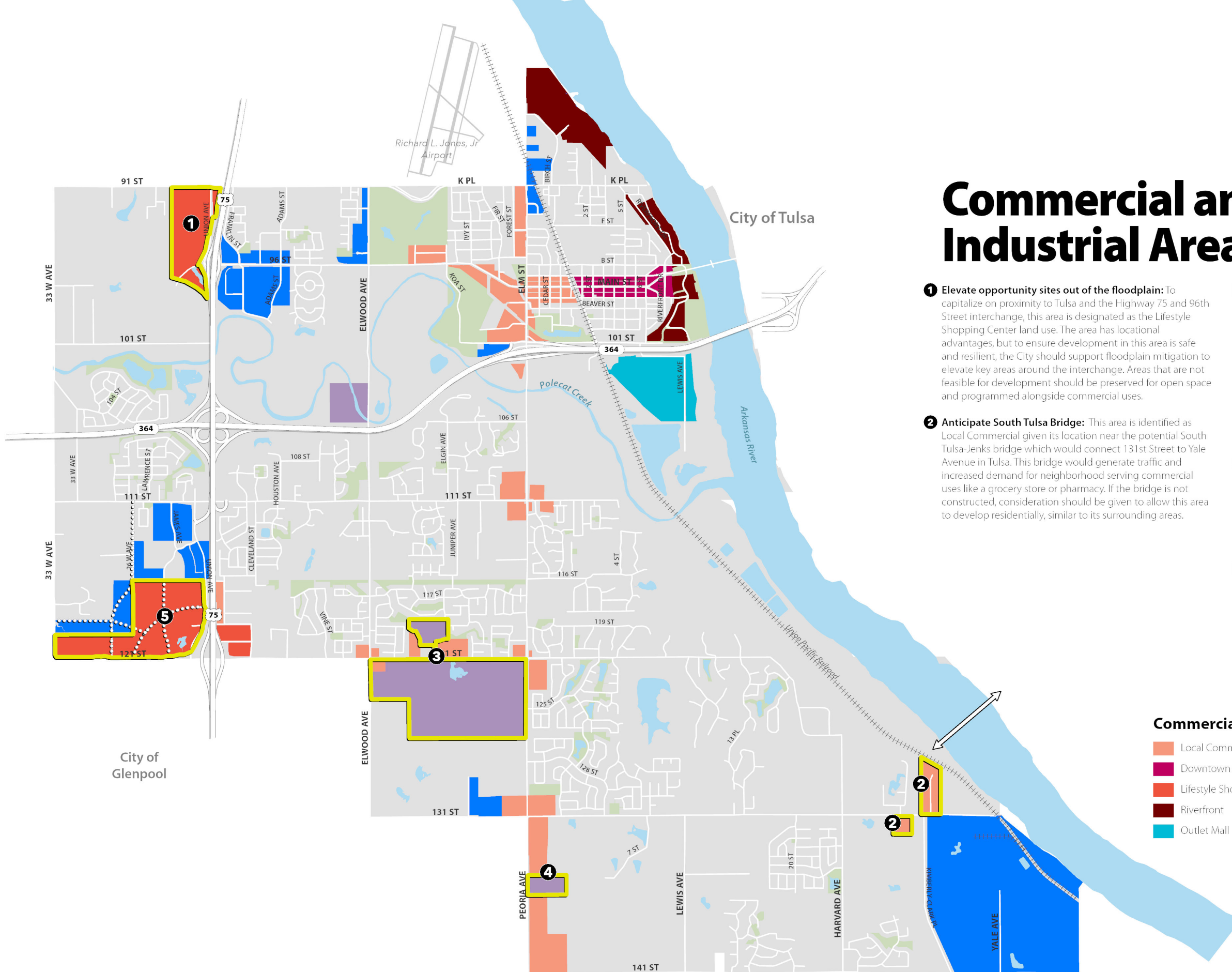
The Outlet Mall should be developed with a mix of uses to create an exciting, premium shopping experience for the region as outlined in Simon Center’s concept plan for the site. The Outlet Mall should incorporate national retailers with distinctive local options, creating a broad appeal. Dining and regional entertainment, such as a movie theater or bowling alley, should complement retail components. Once parked, shoppers should be able to easily navigate the mall and the connected Riverfront on foot. Open space and cafe seating should be incorporated into the site, encouraging people to linger and enjoy the mall.

LOCAL COMMERCIAL

Local Commercial areas should be developed at key high-traffic intersections to serve the needs of the immediate surrounding area and support growing residential neighborhoods. This focused approach to Local Commercial development will help to maintain the open character of the City’s arterial corridors south of the Turnpike. Local Commercial areas are auto-oriented but proximity to residential areas means these nodes should also be accessible on foot from surrounding neighborhoods.

EMPLOYMENT AREAS

Employment Areas in Jenks should be designed for new modern offices, light industrial, and intensive commercial businesses of all scales. The City should encourage the consolidation of parcels in these areas to accommodate business park campuses, creating areas where businesses can grow and succeed.



Commercial and Industrial Areas Plan

- Elevate opportunity sites out of the floodplain:** To capitalize on proximity to Tulsa and the Highway 75 and 96th Street interchange, this area is designated as the Lifestyle Shopping Center land use. The area has locational advantages, but to ensure development in this area is safe and resilient, the City should support floodplain mitigation to elevate key areas around the interchange. Areas that are not feasible for development should be preserved for open space and programmed alongside commercial uses.
- Anticipate South Tulsa Bridge:** This area is identified as Local Commercial given its location near the potential South Tulsa-Jenks bridge which would connect 131st Street to Yale Avenue in Tulsa. This bridge would generate traffic and increased demand for neighborhood serving commercial uses like a grocery store or pharmacy. If the bridge is not constructed, consideration should be given to allow this area to develop residentially, similar to its surrounding areas.
- Maintain flexibility for safe, sustainable reuse:** This site was previously used as a petroleum storage facility and limited related activity continues. Future development will be contingent on review and remediation of any environmental concerns. The Land Use Plan identifies the site for medium-intensity residential land use, and it should continue to be prioritized for this use. If the area is deemed inappropriate for residential development due to contamination, the City should encourage the portion of the site that fronts 121st Street for local commercial or business park development and consider acquiring the remaining portions for a community park.
- Screen incompatible uses:** Due to the negative externalities associated with this fuel transfer station, facility expansion should be discouraged in this area. A substantial buffered yard should be maintained around the property, improved with dense landscaping to ensure that activity is adequately screened from adjacent properties and the public right-of-way.
- Improve regional retail options:** This area is designated as the Lifestyle Shopping Center land use based on its proximity to Glenpool and the Highway 75 and 121st Street interchange. This area should connect and respond to the existing shopping center just south of 121st Street in Glenpool.

Commercial and Industrial Land Use Designations

- Local Commercial
- Downtown
- Lifestyle Shopping Center
- Riverfront
- Outlet Mall
- Employment Areas
- Warehouse District
- Oil and Gas
- Potential South Tulsa-Jenks Bridge
- Potential Road Connections





POLICIES AND RECOMMENDATIONS

Improve and revise the regulations for Appearance Review Districts.

Jenks currently has three designated areas with appearance criteria for site and building design: the Special Theme District, the Riverfront, and the Corridor Appearance District. Proposed projects in these districts are expected to follow the associated guidelines found in Section 1660 of the Zoning Code. Some review and approval steps can be waived if the proposal is found not to have significant impact on the district. If the proposal is determined to impact the district, it is moved to the Appearance Review Committee (ARC), reviewed, and moved to the Planning Commission, where it can be reviewed and approved, approved with conditions, or denied.

In the past, the process has not been effective in achieving its purpose or intent due to permissive language, vague criteria, and a lack of standards of review. The City should revise the regulations for Appearance Review Districts to ensure Jenks is able to realize the community’s vision for these areas. The process should be clearly codified in the City’s zoning ordinance, directing applicants to a set of unambiguous standards for the Districts. These standards should be established outside the zoning code as a separate, stand-alone document. The standards should be strengthened and complemented by graphics, photographs, and other illustrative examples to clearly indicate architectural style, landscaping requirements, and any other distinct elements desired in the Appearance Review Districts. The separate document should then be listed as a plan to which a development in an Appearance Review District must align.

Promote distinctive small town character in the Tulsa region.

Residents consistently identified the City’s small-town character as a key asset. It is essential that Jenks retain this character that is foundational to its identity today. This small-town atmosphere is not dependent on the size of the population or amount of new development; instead, it reflects the connections to neighbors and shared investment in the success of the community. Successful downtowns and commercial districts have a unique sense of place that sets them apart and makes them destinations.

To promote its distinctive character, Jenks should use streetscapes and architecture, cultural events, parks and open space, local festivals, the natural environment, and the way the community interacts with each of these elements. Specific recommendations for how the City can strengthen the role, function, and uniqueness of Downtown and the Riverfront to maximize their competitive edge and market viability are included in the Subarea Plans and the Community Character and Urban Design Plan . These include strategies to promote reinvestment and redevelopment of outdated shopping centers and storefronts and develop smoother transitions between commercial areas and residential neighborhoods.

Support small business development.

Small, local businesses are highly-valued by residents, contributing to the community’s identity and sense of place, and helping make the community a destination within the region. As properties begin to redevelop and uses turnover, the City should support the development of new local businesses, in addition to national, ensuring that preservation and growth occur while retaining Jenks’ unique local appeal.

To encourage small business development Jenks should:

- ~ Create incubator spaces in vacant storefronts on Main Street and ‘A’ Street to help accelerate the pace at which innovative startups can launch their businesses in Jenks.
- ~ Streamline Jenks’ development process and highlight local resources through the development of a Small Business Starter Guide to help small businesses open quickly.
- ~ Continue to proactively engage with the Jenks Chamber of Commerce to promote Jenks businesses and events.
- ~ Continue marketing Jenks’ receptiveness to innovative businesses by showcasing food trucks in Downtown Commons Park. Food trucks often function either as starter restaurants or a way to explore new markets, and Jenks’ receptiveness will indicate that the City is open for business.

Evaluate development standards to ensure landscaping, walls, and other materials are appropriately used.

Landscape elements such as canopy trees, evergreen trees, understory trees, and shrubs are an effective way to improve the appearance of a community. When used in tandem with walls or fences, landscaping can screen unsightly uses such as outdoor storage, utilities, or large expanses of parking lot. The Jenks Zoning Code does not include landscape screening requirements outside of the Appearance Review Districts, and screening walls or fences are only utilized to screen noncompatible uses .

The City should enhance these screening requirements to ensure that unsightly uses such as parking lots, garbage and recycling receptacles, ground and roof mounted utilities, or outdoor storage do not detract from the community's appearance and desired aesthetic. To improve the appearance of Jenks' older commercial areas, the City should consider an amortization schedule requiring that non-conforming sites become compliant with new screening requirements within a specified time period.

Provide better connections between the City's commercial and employment districts and its residential neighborhoods, schools, and other community facilities.

Despite being surrounded by residential neighborhoods, Downtown and the Riverfront are difficult for residents to access by foot due to a lack of sidewalk connections. People from throughout the region who come to Jenks for high school football games may not be aware of the nearby restaurants and entertainment options available to them for post-game festivities. Capturing this regional audience is essential to establishing Jenks as a regional destination.

To accomplish this, the City should continue to expand and improve the sidewalk network to provide better connections between Downtown, the Riverfront, adjacent residential neighborhoods, the high school, and other community facilities. In addition to improving the sidewalk network, Jenks should install wayfinding signage in key areas to ensure visitors and residents are aware of their proximity to restaurants, shops, and entertainment venues.

Promote neighborhood commercial uses in proximity to residential neighborhoods.

Jenks' subdivisions are desirable places to raise a family, but they can be isolated from surrounding areas. There is a growing demand from empty-nesters, young professionals, and young families to live in neighborhoods with options for recreation, shopping, and work within walking or biking distance of home. To accommodate the demand for greater walkability, the Land Use Plan identifies areas adjacent to residential neighborhoods that are best suited for neighborhood-serving commercial uses, such as grocery stores, eateries, or pharmacies. Commercial uses already exist in many of these areas, but most of them are not neighborhood serving or incompatible with adjacent residential uses, such as a self-storage facility, gas station, or car wash. Many of these commercial uses are zoned CS – Shopping Center District, which is designed to accommodate convenience, neighborhood, sub-community, community, and regional shopping centers providing a wide range of retail and personal service uses.

The City should consider updating its commercial zoning districts to better align with the Land Use Plan and distinguish between commercial uses at different scales. An example of this might include a local or neighborhood commercial district and a regional or general commercial district. Separate zoning districts give the City greater control over the types of commercial uses permitted adjacent to residential areas by articulating how that development responds and interacts with the neighborhoods. The City should also consider establishing specific use provisions for new commercial uses near residential zoning districts. These standards could include intersection location requirements, enhanced landscape regulations, traffic study requirements, and design guidelines.

Strive to create safe and attractive pedestrian environments for all commercial sites.

Commercial development in Jenks has largely been developed with a focus on ease of access and convenience for passing motorists. As a result, pedestrian access to most commercial development is limited or non-existent. The current lack of pedestrian infrastructure eliminates the option to arrive by a means of transportation other than a car. The necessity of driving to all destinations in Jenks compounds issues of traffic congestion along roads like Elm Street and Elwood Avenue, a top issue for the community.

Where possible, the City should work with property owners to provide sidewalks, paths, or designated walkways within their developments, establishing new connections to adjacent residential neighborhoods and commercial properties. Additionally, the City should include pedestrian circulation standards as a part of off-street parking requirements to help protect the safety and welfare of pedestrians navigating parking lots.

Improve the appearance of the City's commercial areas by promoting high quality development and rejecting national templates.

Jenks' commercial districts are high-profile areas and high-traffic corridors that attract visitors and play a significant role in defining the image of the community. Each new commercial development should be considered an opportunity to incrementally improve the appearance and character of the community. Consideration should be given to discouraging national templates of chain stores and ensuring that new development use quality-building materials and provide attractive architecture viewed from all sides.

The City should consider developing design guidelines and establishing a site plan review process for all commercial uses, not just those in the Appearance Review Districts. In addition, the City should maintain a façade improvement program to assist businesses and property owners with improvements to signage, façades, landscaping, parking areas, and the modernization of aging structures and facilities. The City should consider adopting required parking maximums and a shared parking approach.

Revise signage regulations to provide a better balance between business identification and minimizing visual clutter along the City’s corridors.

Some of Jenks’ commercial areas suffer from excessive or oversized signage which result in visual clutter, detracting from their character. The lighted dual pylon sign with attached bucket for the KFC restaurant located at the corner of Main Street and 3rd Street is an example of this – the sign does not fit within the context of its Downtown surroundings.

Just as with commercial structures, commercial signage should also be designed to respect the scale and character of surrounding development. The City should consider updating its sign ordinance to right size the type and size of signs that are in the various place types in the community. For example, pole signs and monument signs may be permitted in auto-oriented commercial districts but should be prohibited in pedestrian oriented districts. Conversely, projecting or blade signs should be permitted in pedestrian oriented commercial districts, and not in auto-oriented districts. Further, the City should consider prohibiting billboards or off-premises signs and adding amortization provisions to eliminate over time signage that is non-conforming.

Consider allowing live/work spaces in appropriate locations and encourage artisan manufacturing.

Artists and artisans throughout the country are encountering difficulty locating suitable and affordable spaces where they can live, create, and sell their goods. Areas similar to the Tulsa region, such as Nashville, Tennessee; Indianapolis, Indiana; and Somerville, Massachusetts; have developed innovative solutions to overcome these barriers to help the arts and culture community thrive. These cities have amended their zoning codes to create clear categories for arts and culture-related uses and remove barriers and special permit requirements for artisan and micro-businesses. Jenks should consider making zoning text amendments to industrial or commercial areas in need of reinvestment. To ensure that these areas experience continual reinvestment, and to support the arts and culture community in Jenks, the City should consider allowing artisan manufacturing, especially in areas close to Downtown.

To accomplish this, the City should explore:

- ~ Creating a new use definition for Artisan Manufacturing.
- ~ Allowing Artisan Manufacturing in small lot industrial areas near commercial areas.
- ~ Permitting multi-family live/work housing within Artisan Manufacturing.
- ~ Allowing some retail collocated with production spaces.
- ~ Deploying additional zoning and specific permitting mechanisms necessary to attract craft breweries, tap rooms, coffee roasteries, and small distilleries in Jenks’ Downtown and other commercial areas.

Consider the development of retrofit standards to ensure appropriate reinvestment in existing industrial and commercial properties as ownership or uses change.

When an existing industrial or commercial building changes ownership, or a new use moves in, the property owner or tenant is required to bring the building up to code before they can receive an occupancy permit. These required improvements, although essential, do not require investments that would improve the appearance of the site or building. Retrofit standards expand upon these requirements to ensure that new owners or tenants make improvements, such as installing landscaping, re-striping parking lots, or installing internal sidewalks.

The City should expand its zoning clearance permit process, included in Section 1410 of the Zoning Code, to require all new uses to certify with the Department of Planning and Zoning that they comply with all zoning ordinance requirements. Current regulations only require a zoning clearance permit when a person erects, moves, adds to, or structurally alters a building. When seeking compliance certification, appropriate users would be required to apply retrofit standards to their property. The City could also establish a menu of retrofit options to allow developers to choose the most effective and financially feasible option for the development.

Mitigate the effects of industrial uses on growing neighborhoods and existing adjacent and nearby residential properties by developing quality business parks in employment areas.

Although the Land Use Plan does not include recommendations for expanding the amount of land in the City dedicated to heavy industrial uses, the plan does recommend new residential uses in proximity to existing industrial areas. The City must ensure that all industrial uses, including both light industrial uses and current heavy industrial users, like Kimberly-Clark, continue to flourish in Jenks with room to expand and intensify their operations. To do this, the City should promote the development of business parks in areas directly adjacent to industrial uses. These business parks should incorporate deep setbacks, conserve open space, utilize landscape and other materials for screening, and orient activity away from existing or planned residential areas.

SUBAREAS

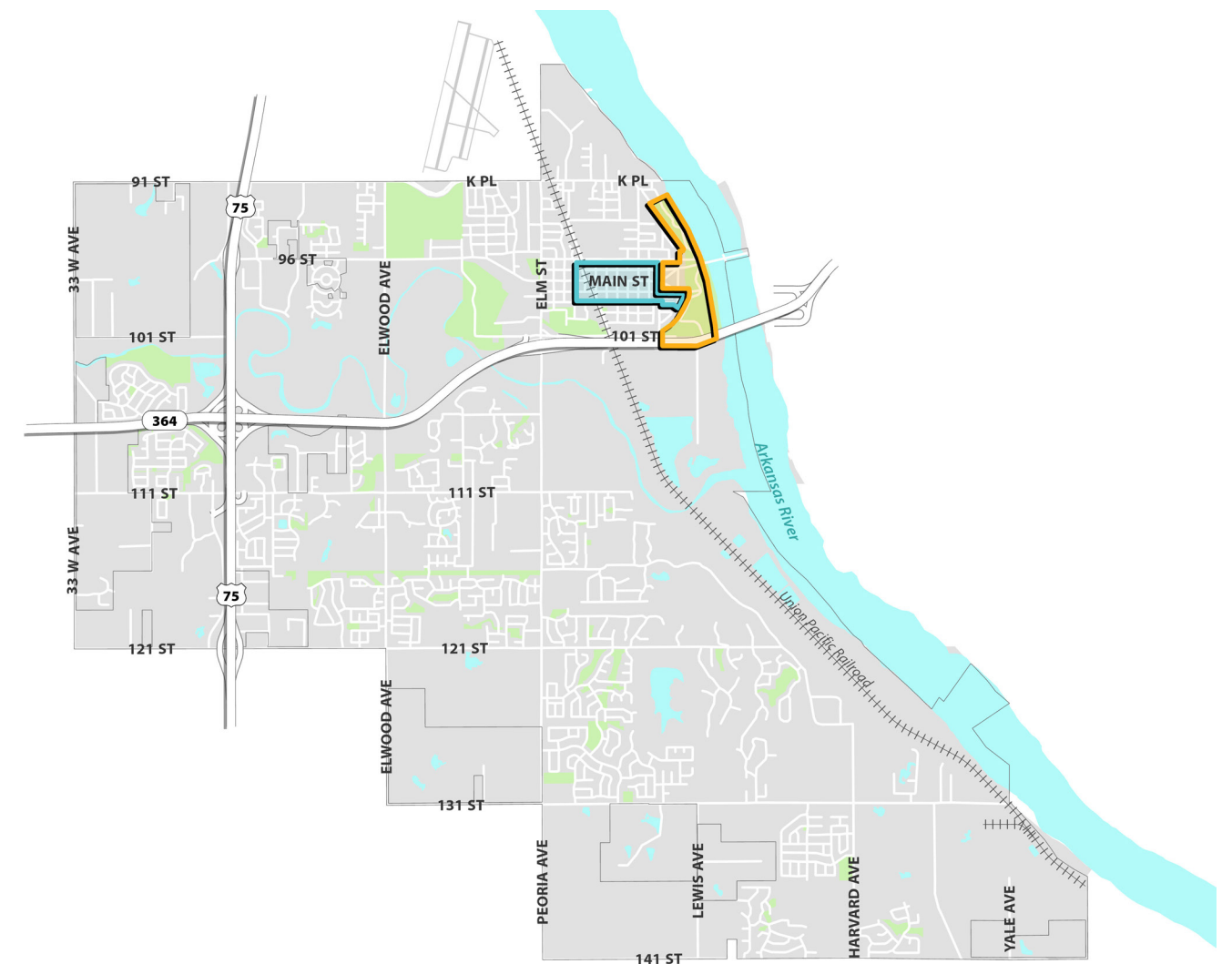
The Horizon Jenks Subarea Plans provide in-depth, detailed recommendations for two key areas of the City that are most likely to see redevelopment and reinvestment over the lifetime of the Plan. Each Subarea Plan begins with a summarized community vision statement which acts as a basis for recommended land use changes, desirable developments, transportation and circulation improvements, and other specific functional improvements. The Subarea Plans are intended to provide a framework for the redevelopment and revitalization of each area, and to establish policies for Jenks moving forward.

RIVERFRONT

The Riverfront Subarea is already a destination and asset for all in the community. The District should continue to develop as a unique area with a distinctive mix of uses and activities, and a cohesive, enjoyable waterfront for the City. The Riverfront Subarea focuses on the needs of the District, identifying functional improvements, new bike and pedestrian connections, and key opportunity sites.

DOWNTOWN

The Downtown Subarea Plan builds on existing assets, with the goal of increasing the appeal of Downtown while maintaining and improving its status as the heart of Jenks. 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.



RIVERFRONT DISTRICT FUNCTIONAL IMPROVEMENTS

Jenks’s Riverfront District should be an active entertainment destination that incorporates full utilization of the Arkansas River as a recreational and environmental asset. Accessibility should be improved for all modes of transportation, including vehicles, bicyclists, scooter riders, and pedestrians. To meet these needs for residents and visitors, the Riverfront Subarea Plan outlines improvements to ensure the district succeeds and grows as the community envisioned.

Gateway Signage

A gateway sign should be installed in this location to communicate entry into the Riverfront. The sign should incorporate Riverfront branding and as well as Jenks identity utilized throughout the Subarea.

Wayfinding Signage

Wayfinding signage should be installed in these locations to let people know how easy it is to navigate the Riverfront by foot and entice visitors to explore the District. The signage should incorporate Riverfront branding and identity utilized throughout the Subarea.

Intersection Improvements

The pedestrian crosswalks at this intersection should be improved to enhance their appearance and function. Improvements could include replacing the existing, standard crosswalks with continental style crosswalks or brick pavers, installing countdown timers, 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.

Water Taxi

After the completion of the South Tulsa/Jenks Low Water Dam, the City should follow up on past River Projects Tulsa plans and explore opportunities for a water taxi. This would be a unique way to connect key attractions along the riverfront in Jenks with amenities across the river in South Tulsa, such as the River Spirit Casino Resort.

Recreation Opportunities

Playground equipment, kayak put-ins, and other low impact recreational amenities should be incorporated into the Riverfront Park.

Outdoor Aquarium Element

The open space at the rear of the Oklahoma Aquarium is underutilized and could be better leveraged for outdoor learning opportunities. Jenks should work with the Aquarium to better activate this area. Seasonal outdoor exhibits and public gardens could make the outside of the Aquarium convey the excitement found inside.

Lighthouse Preservation

This lighthouse gateway element is loved by the community and featured in many Jenks promotional materials. The City should preserve this symbol and utilize its design in the branding of the community.

Public Open Space

While the District should be comprised of public and private spaces, the waterfront should be accessible to the public in perpetuity. Waterfront space is loved and enjoyed by people of all ages and backgrounds, and preservation and activation of this public open space is a highlight of the District.

Roadway Connection

The City should formalize the right-of-way adjacent to the parking lot from 5th Street to Riverfront Drive. This will minimize conflict between drivers looking to park and vehicles passing through, and it will improve safety for pedestrians and cyclists. Formalizing the street and limiting parking lot entrances will also define access points to the Riverwalk.

Streetscape Beautification

The City should extend the streetscape utilized on B Street and Aquarium Drive from the Downtown fully to the Riverfront Subarea. Further detail on these streetscape recommendations for these roads can be found in the Downtown Subarea Plan.

Bike Route

Aquarium Place and B Street should be designated on-street bicycle routes, connecting to the multi-use Riverfront trail system.

Multi-Use Trail

Jenks Aquarium trail currently provides off-street access for pedestrians and cyclists throughout the Riverfront Subarea. The City should work to better connect gaps in the system, including along the waterfront behind the hotel, Department of Wildlife Conservation office, and the Oklahoma Aquarium. The trail should also be extended to connect to the outlet mall.

Multi-Use Trailhead

This area is currently an informal trailhead with trail parking and public bicycle rentals. The City should formalize this trailhead as a multimodal hub, connecting the trail system, the 96th Street Pedestrian Bridge, and on-street bikeways. The trailhead should provide a wayfinding map to encourage enjoyment of the area on foot. An informative sign should be provided, detailing the history of Jenks’s waterfront and the adaptive reuse of the Pedestrian Bridge. Water fountains, benches, a bike fix-it station, and dog waste stations should be provided and the substation should be screened.



DRAFT
FOR STAFF REVIEW



RIVERFRONT DISTRICT

LAND USE & DEVELOPMENT

The Riverfront District is comprised of distinct areas defined by their form, uses, conditions, characteristics, and potentials. The Riverfront District Subarea Plan addresses the specific needs of each area and establishes recommendations for the improvement and enhancement of key opportunity sites and redevelopment blocks. Jenks should coordinate with the Creek Muscogee Tribe and other area stakeholders in the implementation of the Subarea Plan.

- Entertainment Destination**
The Entertainment Destination area is what most residents and visitors consider Jenks's Riverfront. The district includes the Riverwalk development and is comprised of restaurants, a Holiday Inn Express hotel, a Flying Tee golf driving range, the Oklahoma Aquarium, and several offices. The auto-oriented nature of these uses has resulted in large, visually dominant surface parking lots that represent opportunities for redevelopment and activation.
- Downtown Transition**
This area differs in appearance and development pattern from both the Downtown and Riverfront Subareas. Once imagined as a walkable, mixed-use village with retail, restaurants, multifamily housing, professional offices, healthcare facilities, and a hotel and events center, this area has developed as primarily auto-oriented financial and medical offices and strip retail. Increased density and mixed-use developments should be deployed to align this area with the community's vision.
- Riverfront Gateway**
The Riverfront Gateway provides the first opportunity for people coming from the Downtown to experience a shift to the Riverfront District. This area is comprised of primarily vacant land and lacks distinguishing features or a Riverfront identity. The 96th Street Pedestrian Bridge and Aquarium Trail access points in the northern portion of the area provide opportunities for trailhead or park development while the vacant and underutilized land in the remainder of the area provide opportunities for new development.
- Riverfront Park**
The Riverfront Park area runs linearly along the bank of the Arkansas River. This area is currently open to the public via the Aquarium Trail, but a lack of amenities and access to the River make it an underutilized asset for the District. There are opportunities for activation in partnership with the Riverwalk and Oklahoma Aquarium. The planned low-water dam will increase the beauty of the park.
- Opportunity Sites**
Opportunity sites are vacant or underutilized lots where redevelopment, outlot development, or adaptive reuse would have a significant positive impact on the Riverfront.

This site is an underutilized parking lot for the Riverwalk development.

- 1

The lot is divided into two parcels and should be used for outlot development. Outlot development should be designed with 360-degree architecture since all sides of the buildings will be visible. Entrances should be situated on Aquarium Drive. The City should encourage restaurants and entertainment uses to occupy the outlot buildings.
- 2

This site is vacant except for overhead utility high-tension wires spanning the site with three utility pylons near the center point. The wires and pylons limit what can be developed on the site but do not completely preclude its development potential. The site should be redeveloped with a mixed commercial building or hotel that fronts onto Aquarium Drive. Restaurants and entertainment uses should occupy the ground floor of the building and parking should be accommodated under the overhead utilities in the rear of the building.
- 3

This site presents Jenks with the chance to connect the Riverfront Subarea to the planned West Bank Public Access Park further south. The two parks should be connected through the Aquarium Trail and wayfinding signage. The Riverfront Park should be activated with recreation uses that complement rather than duplicate those planned for the West Bank Public Access Park. Following Jenks's innovative approach to park spaces, amenities could include a food park and beer garden, a seasonal ice skating and rollerblading rink, and more.
- 4

This site is currently the parking lot for the Oklahoma Aquarium, however if the lot were to be relocated to the vacant space beneath the powerlines, the gained space could be better utilized. The City should work with the Aquarium to relocate the parking lot and market the gained space for the development of a mixed commercial building that fronts on Aquarium Drive. Restaurant and entertainment uses should occupy the building and parking should be shared with the Aquarium.
- 5

This site is a nearly 10 acre, flat, vacant field and the most prominent opportunity for development in the Riverfront Subarea. The site has potential for a variety of uses and could include developments such as a hotel and brewery or a mix of larger scale entertainment uses such as indoor skydiving, indoor rock climbing, and a movie theater.



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

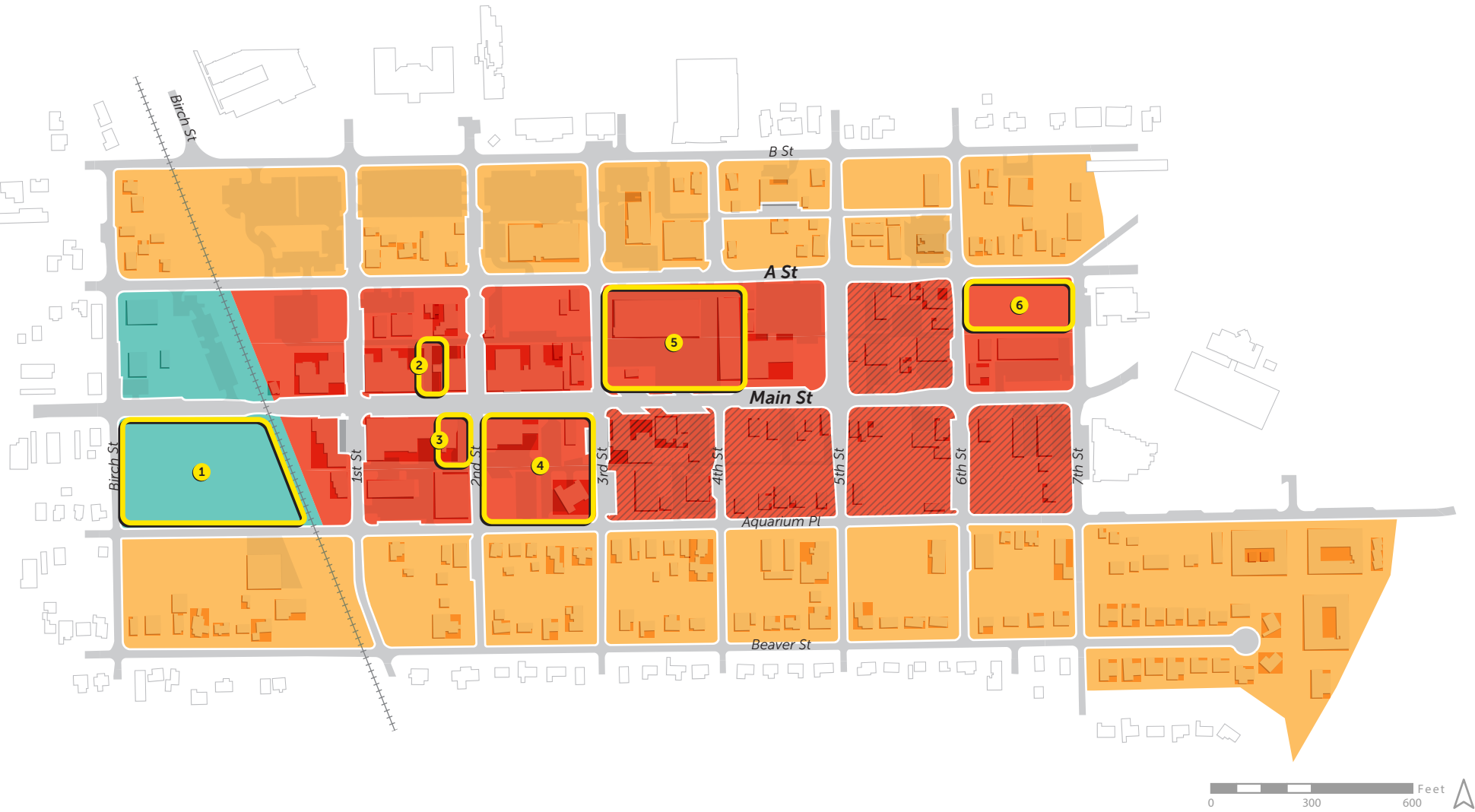
The blocks immediately surrounding the Core consist of a mix of uses ranging from single family detached homes to higher density housing, offices, and stores. This area is more auto-oriented than the Core, and surface parking lots, vacant and underutilized lots, and a lack of sidewalks detract from the 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.

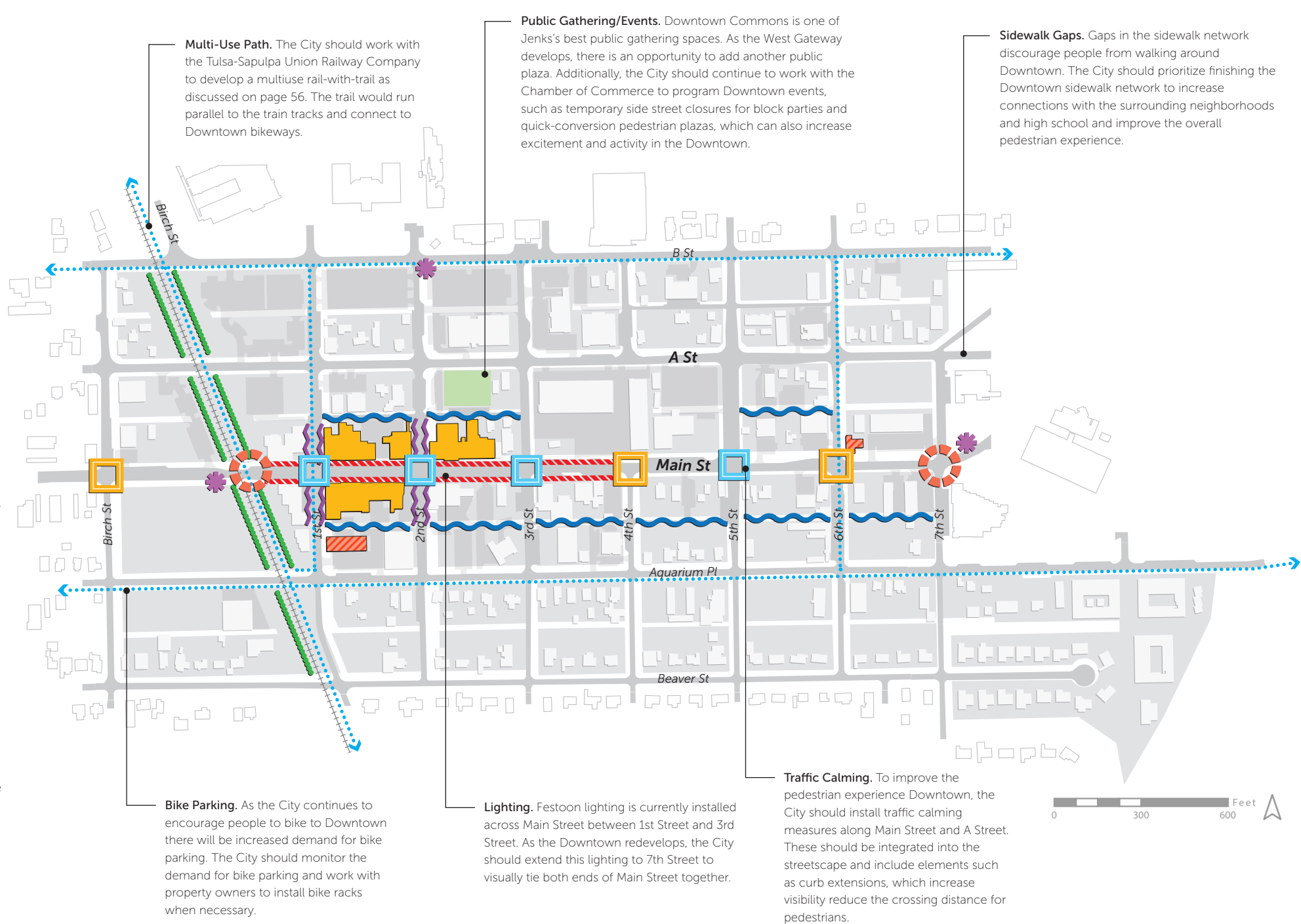
If Tulsa City-County Library plans to market the property for development, the City should work with the Library to create redevelopment concepts to guide and attract potential buyers. Redevelopment in this scenario should divide the lot lengthwise to mimic the primary development pattern in the remainder 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.

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.



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.

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.

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

TRANSPORTATION AND MOBILITY

The Transportation and Mobility Plan explores city-wide policies and builds upon relevant recommendations from the 2015-2025 Comprehensive Plan, an existing conditions assessment, and input received during the community outreach process. The Plan covers general policy recommendations related to functional classification, agency coordination, traffic circulation, parking, complete streets, bicycle mobility, sidewalks and pedestrian access, and transit.

FUNCTIONAL CLASSIFICATION

All roadways in Jenks are classified according to a national system utilized by the Federal Highway Administration (FHA). The classification establishes the function of each segment within the larger transportation network, and includes the following designations:

FREEWAYS AND EXPRESSWAYS

Freeways and Expressways are high-speed roadways that provide high levels of mobility but no direct land access. They connect activity centers, employment hubs, and other important destinations to one another, and prioritize regional efficiency and speed.

PRIMARY AND SECONDARY ARTERIALS

Primary and Secondary Arterials carry lower traffic volumes than expressways but are still busier than most other roadways. They connect expressways, rural highways and major urban activity centers and traffic flow is predominantly across or through a city.

COLLECTORS

Collectors provide traffic circulation with neighborhoods, commercial, and industrial areas, and collect traffic from local streets and channel it into the arterial system.

LOCAL ROADS

Local roads include all other public or private roadways not classified as expressways, arterials, or collectors. They are typically used for local trips and provide direct access to local land uses.

TRAFFIC CIRCULATION

Maintaining efficient, safe circulation of the City's roadways is crucial to establishing and maintaining a transportation network that maximizes vehicular and pedestrian accessibility while minimizing potential conflicts. Establishing a transportation system with complete north-south and east-west throughways, an easily accessible Downtown, safe and efficient intersections, and well-circulated parking will improve the quality of life of residents and visitors. In addition, improving the access and circulation of commercial areas benefits businesses by enabling customers to conveniently visit business establishments.

PRIMARY NORTH-SOUTH TRAVEL CORRIDORS

Elm Street and Elwood Avenue are the primary north-south travel corridors in Jenks. Because of their arterial function, these corridors should provide efficient mobility for drivers. Elm Street and Elwood Avenue should also accommodate pedestrians, cyclists, and other alternative modes of transportation. Traffic congestion along these roadways was a top concern of participants throughout community outreach. As Jenks' population continues to increase, future improvements including parkway elements, curb and gutter, dedicated turn lanes and intersection improvements will be necessary.

PRIMARY EAST-WEST TRAVEL CORRIDORS

Main Street/96th Street, Creek Turnpike, 111th Street, 121st Street, and 131st Street are the primary east-west travel corridors in Jenks. The Creek Turnpike and 96th Street are currently the only two roads in Jenks that cross the Arkansas River, however a new bridge has been proposed connecting Tulsa and Bixby to Jenks at 131st Street.





POLICIES AND RECOMMENDATIONS FOR NETWORK IMPROVEMENTS

Revise the subdivision ordinance to improve network connectivity.

Some of the more recent subdivisions in Jenks were developed with long blocks and minimal connectivity, resulting in fewer alternative routes for pedestrian and vehicle travel. In some cases, it also encourages cut-through traffic on local and residential streets which were not designed to handle the traffic. This is caused by the arterials becoming overly congested because of the limited route options. A grid pattern, like the older development pattern occurring near Downtown, features more street intersections and shorter blocks, which provide alternative routes for pedestrian and local vehicle travel and tends to slow traffic.

The City should ensure new development provides a well-connected roadway network with shorter block lengths and a balanced street hierarchy with well-spaced collectors. To accomplish this, the City should revise its subdivision ordinance to include a connectivity index minimum requirement for new residential and nonresidential subdivision street networks. Additionally, the City should lower the maximum block length for new subdivisions to make the blocks more walkable and bikeable. The connectivity index requirement and block lengths are discussed further in the Housing and Neighborhoods Plan on page 37.

Implement streetscaping projects.

Streetscaping has a significant impact on the overall appearance of the community. Citywide, streetscape projects should be used to improve cohesiveness and add to the beauty of the community. Street design contributes to the sense of character and place for residents and visitors, and it adds to the functionality of a street. Considering the impact of streetscaping on community character, it is discussed in depth in the Community Character and Urban Design Plan on page 57.

Create a safe environment for pedestrians with traffic calming improvements.

Traffic calming involves the installation of physical measures on the roadway to reduce traffic speeds in the interest of safety and livability. Traffic calming techniques vary based on the classification of roadway they will serve. For example, local and collector street traffic calming could include changes in street elements and alignments to discourage cut-through traffic and control traffic volumes while traffic calming on arterial roads could include narrowing street or drive lane widths.

Examples of traffic calming techniques that are appropriate for City collector and local streets include narrow streets and lane widths intended to reduce automobile speeds; landscaped curb bump outs; refuge islands to reduce crossing distances; and on-street parking to provide a pedestrian barrier and narrow the roadway. Examples of traffic calming techniques appropriate for most roadway types include reduced lane widths, street trees, textured or otherwise enhanced crosswalks, and pedestrian refuge islands across roadways with landscaped medians.

Reduce driveways and curb cuts.

Many of Jenks' commercial driveways are oversized and redundant, leading to issues of safety and traffic congestion. Curb cuts and driveways should be consolidated, shared and generally minimized for new development and in instances of significant reinvestment in a property. Internal cross access should be provided wherever possible between commercial properties, connecting adjacent parking areas either in the front or rear of the buildings. Design of the access drive should indicate that the pedestrian is given priority and pedestrian refuge medians should be considered for wider driveways requiring more than two lanes. The City should work with area businesses to consolidate curb cuts and require access design to give priority to pedestrian crossings and sidewalks.

Continue proactive roadway maintenance.

The continued function of roadways in Jenks is critical to support redevelopment and reinvestment in the community. The City currently has a Capital Improvements Plan (CIP) to guide the budgeting and planning of roadway maintenance. CIPs are typically short-range, four to 10 year plans that identify capital projects and equipment purchases, provide a planning schedule, and identify options for financing. CIPs tie the recommendations of comprehensive plans to a municipality's annual budget. Jenks should continue to develop CIPs to plan for roadway maintenance and other significant investments in the community.



Pass a Complete Streets ordinance.

Many of Jenks’ residential subdivisions feature internal walking paths but lack out-of-neighborhood connections. Although the City should continue promoting the development of neighborhood walking paths as a part of all new residential subdivisions, Jenks should also promote their connection outside of each neighborhood. To address this, the City should pass a Complete Streets ordinance to expand its network of multimodal transportation routes throughout the community. Complete Streets policies require that as roadway projects are planned and new streets are constructed, consideration is given to the safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The ordinance would encourage healthy lifestyle choices, alleviate traffic congestion, and relieve demand on parking facilities.

Complete streets policies should be targeted to fill gaps in the existing and proposed bicycle and trail network. Priority areas surrounding schools and on key arterials such as Elm Street or Elwood Avenue are identified in the Bike and Pedestrian Mobility map. Implementation of complete streets in priority areas should be closely aligned with a Capital Improvement Plan (as recommended earlier in this Chapter) to ensure that pedestrian and bicycle facilities are considered for all planned road improvements.

Reference local best practices, such as the Jenks Pedestrian Bridge.

The Jenks 96th Street Pedestrian Bridge is an existing complete streets example that took into consideration the transportation needs of all road users as a major transportation project was built. The bridge is discussed further in the Multi-Use Trails section of the Parks, Open Spaces, and Environmental Features Plan (pg 65). Local best practices should be referenced as the City develops its network and seeks funding for complete streets improvements.

Develop a cohesive and safe bikeway network.

The City should reference resources such as the Federal Highway Administration’s (FHWA) Bikeway Selection Guide as it develops its bikeway network. Regionally, INCOG is designated as the organization responsible for implementing bike and pedestrian improvements. The organization’s GO Plan is the Tulsa Region’s Bicycle/Pedestrian Master Plan. Building off the Go Plan’s regional recommendations, Jenks should:

- ~ Work closely with INCOG to ensure that its bikeways and multi-use trails coordinate with regional routes.
- ~ Separate bike facilities from automobile traffic wherever possible. Off-street multi-use trails offer the greatest level of safety for bicyclists.
- ~ Separate on-street bike lanes with a physical median where roadway widths and conditions allow.
- ~ Utilize striped bike lanes where buffered lanes are not feasible.
- ~ Utilize shared bikeways only when bike lanes are not possible.
- ~ Cohesively connect the bikeways and multi-use trail system.
- ~ Work with INCOG to create a local bike facilities map with routes and parking identified.

PARKING

Adequate and convenient parking is essential for Jenks’ Downtown and commercial areas to thrive. Parking, however, should not be overemphasized at the expense of a walkable, inviting Downtown. It should include an interesting and stimulating pedestrian environment where very few Downtown trips generate more than one parking action, converting drivers to pedestrians while they are Downtown. Outside of Downtown, Jenks’ commercial areas predominantly provide surface parking located at the front of buildings. Many of the lots do not feature perimeter and internal landscaping, making commercial areas aesthetically unappealing and negatively impacting stormwater runoff.

POLICIES AND RECOMMENDATIONS FOR PARKING

Improve the appearance and function of parking lots.

The City should revise its zoning ordinance to require that property owners screen and improve parking lots with pedestrian-scale lighting, perimeter screening and landscaped islands. Jenks should encourage or incentivize the integration of green infrastructure practices within parking areas, including high-performance permeable pavement systems; reflective pavement and increased shading through trees and other elements; bio-retention landscape elements such as bioswales; and energy-efficient lighting. These efforts not only improve appearance, they add to parking lot functionality by reducing surface water runoff, improving water quality, and mitigating urban heat islands.

Adjust minimum parking requirements.

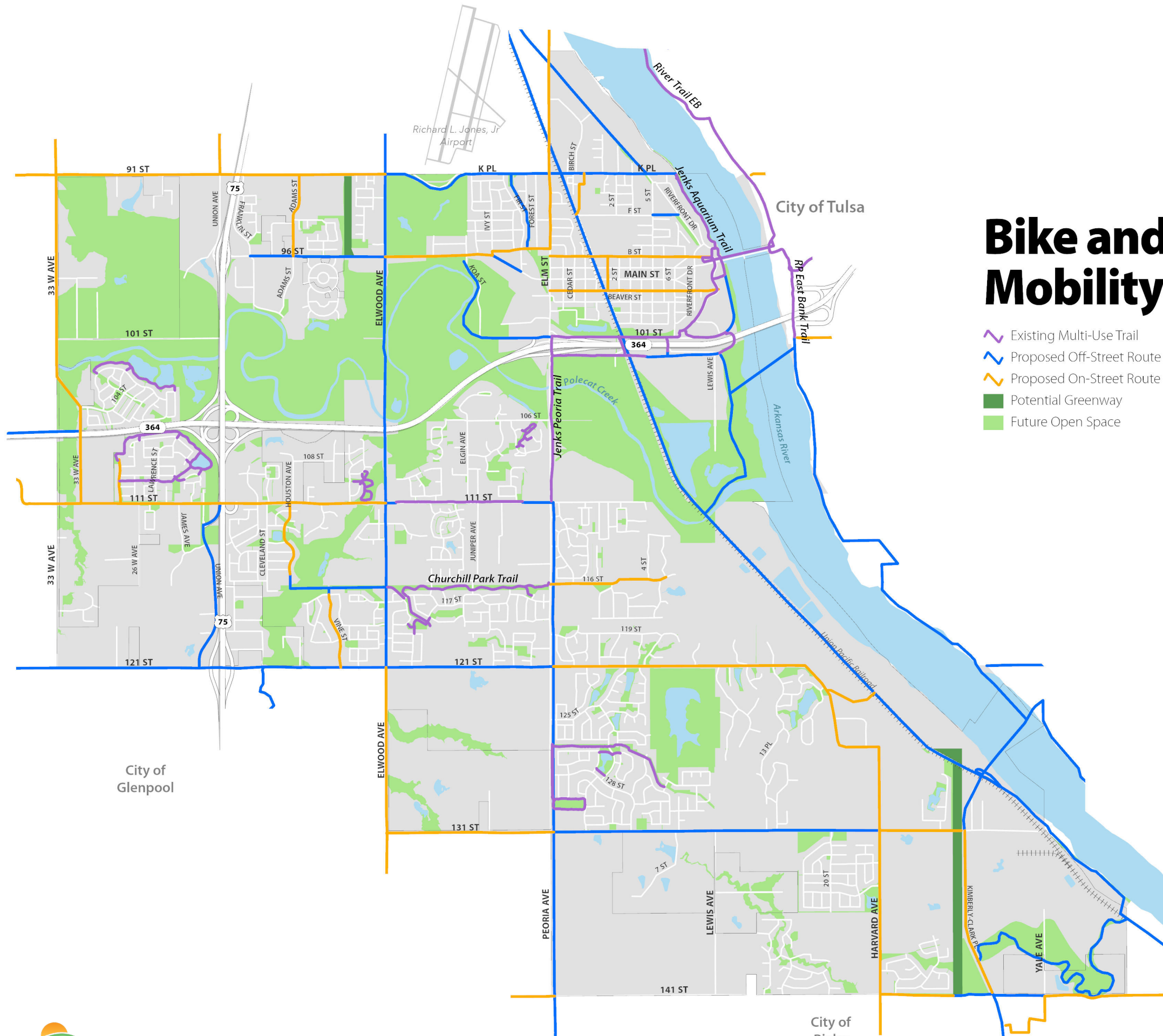
The City should monitor parking demand and adjust minimum parking requirements, or introduce maximums, to prevent retailers from oversupplying parking, creating large, unused parking areas.

Ensure public parking efficiency.

The City should also continue to explore ways to improve the efficiency of the existing public parking supply through time restrictions, enforcement, permitting, wayfinding, real-time signage, and marketing. New development in the Downtown should be required to provide convenient on-site bicycle parking. A convenient place to park can encourage quick trips by bike and help reduce the need for additional car parking. Further detail on Downtown parking, including reconfiguration of the diagonal on street spaces to parallel parking, is included in the Downtown Subarea Plan (pg 47).

Assess the supply of public parking.

The City should comprehensively evaluate its existing supply of public parking in the Downtown and Riverfront and identify opportunities for increased on- and off-street parking through modifications to circulation and layout. If further study indicates that additional public parking is needed, the City should consider constructing public parking facilities off Aquarium Place or ‘A’ Street. Parking lots on Main Street in the Downtown should not be considered. The City should consider providing priority parking spaces for car-share and no- and low-emissions vehicles in its public parking facilities and incentivize the provision of similar spaces in private parking facilities. Further, the City should update its zoning code to clarify the percentage of required parking spaces that may be reserved for pick-up only customers.



Bike and Pedestrian Mobility

- Existing Multi-Use Trail
- Proposed Off-Street Route
- Proposed On-Street Route
- Potential Greenway
- Future Open Space



TRANSIT

Transit service in Jenks is provided by Tulsa Transit Route 500 fixed bus service. Service to Jenks is limited to the Old Town Jenks area, taking passengers to amenities such as Downtown and the Riverfront. The bus route terminates at the Denver Avenue Station in Tulsa at the northern end and the Tulsa Hills Shopping Center at the southern end.

TRANSIT POLICIES AND RECOMMENDATIONS

Examine the feasibility of express commuting routes.

The City should coordinate with Tulsa Transit to study the feasibility of running express routes to Downtown Tulsa from a park and ride lot in Jenks. Possible locations for park and ride lots include the parking lot at Central Park or the Public Library. Reliable and fast bus service would provide a valuable resource for some of Jenks’ commuters.

Expand bus service to Jenks’ key commercial areas.

Jenks should coordinate with Tulsa Transit to expand bus service to new commercial areas as future development occurs according to the Land Use Plan. For example, as the Outlet Mall is developed, it should be considered for a new stop to serve both employees and shoppers.

FREIGHT RAIL

Tulsa-Sapulpa Union Railway Company (TSU) leases and operates the Jenks Industrial Lead line from Union Pacific. The active rail line generally follows the Arkansas River north approximately 13 miles from the Kimberly-Clark facility in Jenks to the BNSF railyard in West Tulsa. It continues to play an important role in the regional economy, hauling paper products, silica sand, soda ash, limestone, plastic pellets, glass bottles, and steel products.

The line runs through the eastern portion of the City in a north-south direction. With no grade-separated railroad crossings, the rail line divides the City north of the Creek Turnpike and threatens connectivity between established Jenks neighborhoods and the Arkansas River. South of the Creek Turnpike, the TSU line runs along the outlet mall site before traveling through the Polecat Creek floodplain and along utility areas before shifting to a location along the River.

FREIGHT RAIL POLICIES AND RECOMMENDATIONS

Ensure freight rail serves local industry.

Jenks should coordinate with TSU and Kimberly-Clark to ensure that the rail line remains operational and serves the needs of the City’s largest industrial business. Kimberly-Clark’s recent investment in its Jenks facility indicate that it will require the transportation of paper products for years to come.

Consider rail-with-trail development as a key component of the larger transportation network.

The TSU line creates an opportunity for rail-with-trail development. A rail-with-trail would benefit from the line’s direct north/south route, uninterrupted by rail spurs and passing through the Polecat Creek floodway. This would contribute an important segment to Jenks’ bike and pedestrian network. This concept is explored further in the Parks, Open Space, and Environmental Features Plan.



COMMUNITY CHARACTER AND URBAN DESIGN

Jenks’ greatest asset is the quality of life it offers its residents and businesses. This is achieved in part by the City’s “small town character,” which can be enhanced through the creation of a clear identity and the implementation of effective design elements. Public and private realm improvements such as streetscape enhancements, design guidelines, gateways, and signage all contribute to Jenks’ community character and sense of place.

The Community Character and Urban Design Plan provides recommendations for improving the overall appearance and character of Jenks to assist the City in making planning and policy decisions to improve the appearance and image of the community. While recommendations relating to community character and design are found throughout the plan, the Community Character and Urban Design plan is intended specifically to improve the appearance, character, and attractiveness of the City.

POLICIES AND RECOMMENDATIONS FOR THE PUBLIC REALM

The design of the public realm – streets, parks, and civic spaces – has a significant impact on how people perceive the character of Jenks. Currently, the public realm in Jenks does not communicate the community’s identity or character. Parts of Jenks could be mistaken for anywhere in the Tulsa region. Improvements to the public realm should be undertaken in collaboration with local partners such as Up With Trees, the Chamber of Commerce, and Jenks Public Schools. As the City works to create a cohesive branding effort, it should also foster discernable districts, such as Downtown, the Riverfront, and Old Town Jenks, as outlined in various other chapters of the Horizon Jenks Comprehensive Plan.

Implement cohesive and uniform streetscape improvements.

The design of public streets can convey a sense of character and place for residents and visitors, help to identify commercial areas, and improve the overall appearance of the community. Jenks should work to implement cohesive and uniform streetscape improvements throughout the community at varying intensities based on the roadway classification as defined in the Transportation and Mobility Plan and as detailed below.

Primary Arterial. Elm Street is Jenks’ primary arterial roadway and the main north-south corridor in the community. The width and streetscape treatment of the roadway varies as it travels through different parts of the community, resulting in an inconsistent character. Similarly, sidewalk types and widths vary as well. To streamline the appearance of Elm Street, the City should coordinate planned street widening projects with the installation of streetscape elements. Elements that should be incorporated include parkway trees, streetlamp banners, hanging baskets, trash and recycling receptacles, improved pedestrian crosswalks, and public art. Further, the City should work to extend the landscape median that currently exists between River District Drive and 111th Street and fill in all gaps in the sidewalks and multi-use paths. Where feasible, the City should implement multi-use paths to better support multi-modal transportation, as outlined in the Bike and Pedestrian Mobility Plan.

Secondary Arterial. Secondary Arterial roadways such as 111th Street, 121st Street, and Elwood Avenue are the City’s key corridors. Most of Jenks’ Secondary Arterials lack basic elements such as curb, gutter, and sidewalks.

The City should prioritize the improvement of these roadways with these basic elements as well as make coordinated improvements to the streetscape including the installation of parkway trees, sidewalks or multi-use paths, and streetlamps.

Collectors and Local Roads. All other roadways in the City are considered collectors and local roads. These roads primarily serve Jenks residents and are often improved with curb, gutter, and sidewalks. Although the roadways are improved beyond a rural intersection, they do not feature parkway trees. The City should establish a cost-sharing program for the installation of parkway trees and work with homeowners’ associations and Up With Trees to improve the tree canopy in the community, as discussed in the Housing and Neighborhoods Plan and Commercial and Industrial Areas Plan. Additionally, the City should revise its subdivision ordinance to require the installation of specific streetscape elements with the development of new roadways. The City should include in the ordinance cross sections for varying street types to create visual interest and more clearly delineate roadway types.

Conceal unsightly utility lines where feasible.

In addition to streetscape enhancements, the City should work with utility companies to bury overhead utility lines which are common above many of the City’s corridors. Burying overhead utilities will improve the appearance of these corridors and contribute to the overall appearance of Jenks. Although burying overhead utilities is an expensive project, the City should budget for the project through a the capital improvements plan further discussed in the Transportation and mobility chapter. Coordination with utility companies to include the burying of utilities into planned street resurfacing or right-of-way improvements can also reduce cost. The City should require developers and utility companies to screen utility boxes from the street either through landscaping, fencing, or a combination of the two.

Support construction of a low water dam.

The City should work with Tulsa County, INCOG, the City of Tulsa, and the U.S. Army Corps of Engineers to ensure that plans progress for the Jenks low water dam. The low water dam has the potential to jumpstart riverfront parks, multi-use trails, boat ramps, fishing piers, and kayaking in Jenks, significantly increasing the City’s reputation as a place to get outdoors and enjoy the water.



Utility Line Burial - before



Utility Line Burial - After

Promote public art.

The City’s investment in public art can have a profound impact on the character and identity of the community as well as its perception by residents and visitors. The City should work to incorporate public art throughout the community, involving local artists and community members. One way to feature public art in Jenks is to work with Jenks Public Schools students to design streetlight banners that represent what the community means to them. By setting a theme for colors and design elements that should be utilized in the design of the banners, they will have a streamline yet unique appearance that sets the community apart and highlights one of its greatest assets, its schools.

Murals are another opportunity to introduce public art in the community. Downtown offers opportunities for murals that would contribute to the area’s character by activating blank walls or sides of buildings. The City should continue to seek opportunities for the creation of murals within Downtown, with a focus on entrances of alleys, windowless walls, and the sides of buildings. An example location for a potential mural includes the brick walls on 1st Street north and south of the Main Street intersection. Encouraging murals on Downtown side streets can provide visual connection to Old Town Jenks and the high school and increase the Downtown footprint.





Create new gateways.

Gateways are visual indicators to residents and visitors that they have arrived at a certain location. The City should continue to develop a gateways signage plan to provide design guidelines and outline strategic locations for sign placement as well as contribute to the overall character of the City.

The City should work with current property owners to acquire the property or easements necessary to install gateway features. Gateways should be placed and oriented to be easily visible for both motorists and pedestrians.

Jenks' most notable existing gateway feature is the lighthouse monument at Riverfront Drive and 96th Street, where drivers traveling west into the City via the 96th Street bridge approach the split into Main Street and 'A' Street. The lighthouse is a well-loved local monument that plays on the City's river-orientation; however, the theme is not carried throughout the Downtown or the rest of the City. Jenks should consider further developing this theme or carrying over elements from premier local attractions such as the Aquarium as it develops new gateways.

Gateways should be of reasonable cost for both construction and ongoing maintenance. Elements such as the Jenks logo or the City flag should be consistently used throughout the community, but each gateway should be unique. In addition to installing new gateway features, landscaping and decorative lighting can enhance existing gateway signage. Additional recommendations for gateways and wayfinding can be found in the Subarea Plans (pg 45 and 49).

Install wayfinding signage throughout Jenks.

Wayfinding signs effectively direct motorists, cyclists, and pedestrians to points of interest throughout a given area as well as add to the community's sense of place and encourage people to explore areas on foot. In conjunction with gateways, the City should continue to develop a wayfinding system that clearly directs people to key destinations and points of interest. Signs should be installed along the multi-use trail system to direct users and at key intersections to direct visitors to destinations including the Riverfront, Downtown, the outlet mall, and Jenks High School Campus.

Use branding to promote Jenks as a distinct and unique City.

Working with the Chamber of Commerce, Jenks should continue to clearly convey its image and brand, promoting the City as a distinct and unique place in the Tulsa region.

Jenks should require City naming for new projects. Major upcoming projects include opportunities to add the name Jenks including the low water dam, and to the new bridge (South Jenks Bridge or South Tulsa-Jenks Bridge).

The Chamber of Commerce Jenks Flag Project gathered community input and support for a City flag design. The new Jenks flag was unveiled in the Summer of 2019 and its elements should be incorporated widely into the City's gateways and wayfinding signage. The graphics and colors should be made public via City and Chamber websites so that individuals and businesses can feature flag elements in local art, in business signage, and more.

The City should use branding efforts to establish its identity distinct from Jenks Public Schools. This will help to demarcate the City from the school district boundary, which extends into Tulsa and doesn't cover all of Jenks. The branding effort should be focused on defining the City of Jenks while maintaining the relationship with Jenks Public Schools as a key stakeholder in Downtown, Old Town Jenks, and citywide.



Billboards in Neighborhoods - Before



Billboards in Neighborhoods - After



Facade Improvement - Before



Facade Improvement - After

POLICIES AND RECOMMENDATIONS FOR THE PRIVATE REALM

As the City invests in the public realm, private property owners should similarly contribute to the character of the community by ensuring that development is attractive and reflective of the broader vision for Jenks. The City has already taken steps to accomplish this, through the adoption of appearance district guidelines. However, the appearance districts are limited to the Downtown and Riverfront District and should be improved and revised as outlined in the Commercial and Industrial Areas Plan on page 38.

Create dedicated design guidelines.

To assist the City in encouraging high-quality design and construction for new development throughout the community, design guidelines should be created that reflect the community's preferred architectural elements and design features. The guidelines should include architectural standards for different building types such as civic, institutional, mixed-use, and commercial and should address topics such as pedestrian oriented primary façade entrances, façade articulation, design details like awnings, building materials, roof pitch and style, and the appearance of drive-through areas.

Design guidelines should also be developed to increase the curb appeal for single-family detached, single-family attached, and multi-family housing. These guidelines should address topics such as fences, usable porches and stoops, garage design, foundation finishes, façade articulation, building materials, and more.

Establish anti-monotony standards.

The City should establish anti-monotony standards to ensure that new subdivisions are required to build a variety of styles of homes to help new neighborhoods age with character. Additional recommendations to encourage the development of unique residential subdivisions, including specific anti-monotony standards and street naming variation can be found in the Housing and Neighborhoods Plan on page 36.

Restrict billboards in residential areas.

Recommendations to revise signage regulations are found in the Commercial and Industrial Areas Plan on page 42. To maintain the residential character of its neighborhoods, the City should also revise signage regulations to prohibit billboards on lots or easements in a neighborhood create a jarring visual impact that is not in character with Jenks' reputation for high quality neighborhoods.

Encourage improvements to private businesses.

Citywide, Jenks should encourage the improvement of the appearance of existing commercial and industrial buildings with screening and buffering. Service and loading areas should be located on the rear of the property and appropriately screened. Mechanical equipment should not be visible from the public right-of-way. The City should work with property owners and developers to ensure buildings are attractive in design the entire length and height of the building's primary façade. In certain cases, incompatible uses should be relocated from highly-visible sites. Examples may include businesses with industrial activities, earth moving, and outdoor storage in the Downtown. Long term, Employment Areas may be more appropriate for these activities, as outlined in the Commercial and Industrial Areas plan.

Consider a façade improvement program.

The City should consider a façade improvement program to ensure building façades, awnings, storefronts, and signage meet preferred standards. In the Downtown, it is important that façades contribute to the pedestrian experience with large windows allowing clear views at street level, and awnings or canopies, as outlined in the Downtown Subarea Plan.

PARKS, OPEN SPACE, AND NATURAL FEATURES

Parks, open spaces, and environmental features are key components of quality of life within Jenks, providing spaces for residents to spend leisure time, gather with friends and neighbors, get active, and enjoy the outdoors. These include both passive and active recreational spaces, as well as environmental features, which can contribute to the City's natural beauty and sense of place. In Jenks, parks, open spaces, and environmental features increasingly contribute to the character of Jenks and the community's identity. The Parks, Open Space, and Natural Features plan identifies how these elements should be preserved and protected, better connected to one another, and cohesively incorporated within the community.

PARKS AND RECREATION

The City of Jenks owns and operates nine parks. The Jenks Public Works Department is responsible for the maintenance and operation of the public parks as well as the Jenks Aquarium Trail. Additional parks in Jenks are private, neighborhood parks, developed as a part of residential subdivisions. These help ensure that the City is served throughout its residential areas by parks and open spaces.

PUBLIC PARKS

Jenks' public parks exhibit a range of amenities and varied levels of upkeep and attractiveness to residents. The City's most notable public parks are located north of the Creek Turnpike, while new residential development has been accommodated to the south with private subdivision parks, recreational facilities, and open spaces.

CENTRAL PARK

Central Park features a splash park and large unprogrammed green space that has been used for soccer, baseball, and softball. A basketball court and playground equipment round out the park's amenities. Located across Elm Street from City Hall and the City's police and fire departments, this park should be improved with updated playground equipment and landscaping to improve its perception and ensure that it is a positive reflection of the City, acting as Jenks' civic front yard.

NEIGHBORHOOD PARKS

The City maintains neighborhood parks serving some of its neighborhoods and subdivisions. Generally, these function in the same manner as private neighborhood parks, but they are maintained by Jenks Public Works and are open to all Jenks residents. These can be unprogrammed open spaces, but some have playground equipment, benches, tables, and other amenities.

DOWNTOWN COMMONS

Downtown Commons is the City's newest park, featuring a plaza, stage, and landscaped green spaces. The park provides a downtown gathering place for live music and public events. It acts as multi-purpose oasis between the Jenks High School campus and Downtown for residents, students, and visitors. Innovative components such as electric hookups for food trucks ensure that the park will remain a Downtown asset for events as well as passive open space. Partnering with the Chamber of Commerce and Jenks High School, the City should continue to encourage activities and events in Downtown Commons.

VETERANS PARK

Veterans Park was developed in 2005 as a part of the City's centennial celebration. This flagship park incorporates a casting pond, picnic pavilions, new trees, and the City's Veterans Memorial. Multi-use trails connect the park to existing and proposed linkages on the Jenks trail system. As Jenks develops new parks, Veterans Park should be a model for incorporating activities for all ages.

SKATE PARK AT VETERANS PARK

The skate park is located on the west side of Veterans Park. At 8,000 square feet, the modern public skate park provides a large active environment for skateboarders, bicyclists, rollerbladers, and scooter riders to enjoy the outdoors. Cities across the country are increasingly embracing skate parks as active and healthy places for young residents, and Jenks' welcoming attitude toward these sports reflects a best practice approach to the development of its parks.

FISHING AT VETERANS PARK

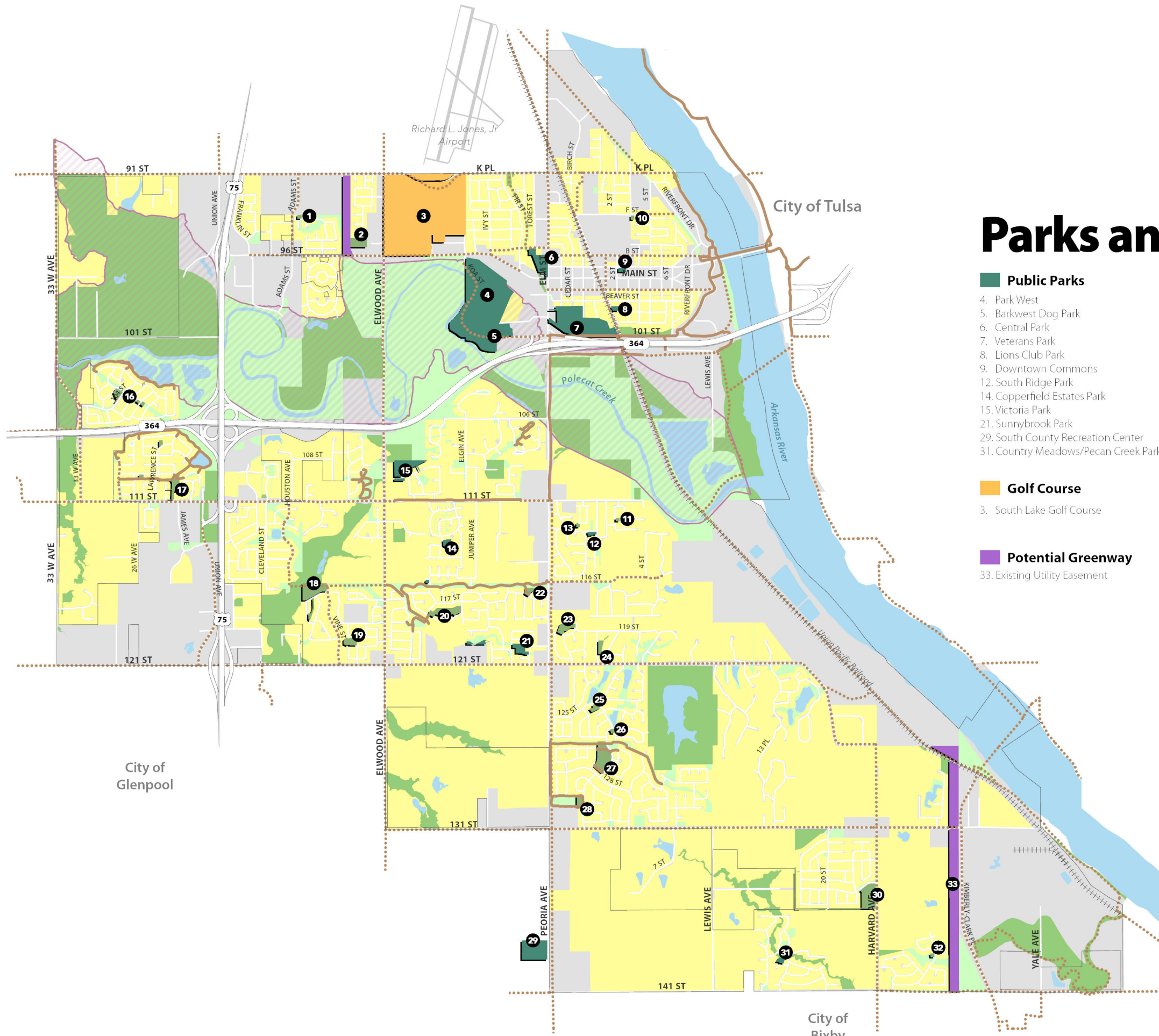
The Veterans Park casting pond provides fishing docks accessible for all people, regardless of physical ability. The Oklahoma Department of Wildlife Conservation (ODWC) stocks the casting pond with catfish, bass, sunfish, and trout, depending on the time of year. The City partners with ODWC in support of the Close to Home Fishing Program, encouraging residents of all ages to learn and enjoy the sport. The program is supported by the ODWC Aquatic Resources Education program clinics, which are held at another casting pond near the Oklahoma Aquarium. As the City works to complete the West Bank Public Access Park and the Riverfront Park (detailed in the Riverfront Subarea Plan on page 49), it should partner with the ODWC to expand programming to these locations.

PARK WEST

The Park West complex includes 16 little league baseball fields, four softball fields, and two football fields. The City developed the park on land obtained along Polecat Creek as the Creek Turnpike was constructed. Following this model, the City should continue to opportunistically acquire land along Polecat Creek, especially where the floodway and floodplain affect buildability. Long term, a system of connected parks and trails along Polecat Creek should be developed.

BARKWEST DOG PARK AT PARK WEST

Located along the banks of Polecat Creek just south of the Park West athletic fields, Barkwest is a three-acre public dog park. The park has fenced areas for small and large dogs, pavilions and seating areas, and water fountains. This pleasant section of Park West preserved old growth trees along the creek, creating a shady and comfortable atmosphere for dogs and their owners. Wherever feasible, tree preservation should remain a priority as new park land is developed and open space is preserved.



Parks and Open Space

Public Parks

4. Park West
5. Barkwest Dog Park
6. Central Park
7. Veterans Park
8. Lions Club Park
9. Downtown Commons
12. South Ridge Park
14. Copperfield Estates Park
15. Victoria Park
21. Sunnysbrook Park
29. South County Recreation Center
31. Country Meadows/Pecan Creek Park

Golf Course

3. South Lake Golf Course

Potential Greenway

33. Existing Utility Easement

Private Parks

1. Wood Creek Villas Park
2. South Lake Villas Park
10. Flycatcher Trail Outdoor Classroom
11. Valley View Park
13. Bridle Ridge Park
16. Southern Reserve Park
17. Woodlake Park
18. Eddington Place Park
19. Stonehorse Park
20. Churchill Park I
22. Churchill Park II
23. Becket Ridge Park
24. Oakwood Park
25. Wakefield Crossing Park
26. Wakefield Park
27. Yorktown I
28. Yorktown II
30. Providence Hills Park
32. Dutchers Crossing Park

- Future Residential Areas
- Future Open Space
- Existing Open Space
- Potential Trail/Connected Creek-Front Parks
- Existing Multi-Use Trail
- Proposed Trail/Route



PRIVATE NEIGHBORHOOD
PARKS, TRAILS, AND
OPEN SPACES

Jenks’ subdivisions and developing residential neighborhoods often include private open space, parks, trails, and recreational amenities, especially south of the Creek Turnpike. Amenities range from basketball half-courts to pools and playground equipment. These are generally limited in use to the residents of the specific neighborhood, either explicitly through signage, or simply by their location in the interior of the subdivision. The development pattern for these parks and open spaces has occasionally led to adjacent trails and open spaces separated only by subdivision fences. As Jenks continues to grow and approve more residential subdivisions it should ensure that usable and attractive parks and connected trails are constructed and maintained. To achieve this, the City should update its subdivision ordinance to enhance park and trail dedication and connection requirements, establish minimum design standards for the construction of trails, and establish provisions for the continued maintenance of private parks and trails.

SOUTH COUNTY
RECREATION CENTER

Tulsa County opened the South County Recreation Center in 2006 on South Peoria Avenue, the boundary between Jenks and Bixby. The center serves the Jenks, Bixby, and Glenpool communities. Amenities provided at the facility include a zero-entry pool, basketball court, meeting rooms, game room, and fitness center. Activities and programs are available year-round for Tulsa County residents of all ages.

SOUTH LAKES
GOLF COURSE

The South Lakes Golf Course is located between 91st and 96th Streets at Elwood Avenue. The 18 hole public course is a recreational amenity, drawing golfers from throughout the Tulsa region.

PARKS AND
RECREATION
POLICIES AND
RECOMMENDATIONS

*Develop a Parks and
Recreation Master Plan.*

Jenks should develop a dedicated parks and recreation master plan, which would provide a comprehensive inventory of City-owned parks and formalize plans for enhancing and expanding parks, recreation facilities, and the trail network. This plan will be essential to guide how Jenks’ parks and recreational areas evolve in the future. As a first step, the City’s parks audit, last conducted in 2015, should be updated and necessary repairs and improvements to City-owned parks should be cataloged and prioritized. The parks and recreation master plan should examine funding sources for new parks and improvements to existing parks, such as installing a splash pad at Veteran’s Park, as well as the feasibility of a dedicated City parks department. A parks department will be an important consideration as Jenks grows and the need for new parkland and parks programming increases.

*Plan new parks to
coincide with growth.*

As Jenks grows, access to parkland should be improved for its residential areas. The City should consider developing new neighborhood and regional parks south of the Creek Turnpike. This may involve coordinating the selection of new park locations and facilities, offering new incentives to developers of residential subdivisions to provide enhanced park amenities and open spaces, and locating funding sources. The City should also ensure that existing and future parks are well connected by roadways, on-street bikeways, and multi-use trails.

*Maintain Jenks’ innovative
and thoughtful approach
to public parks.*

Jenks has a recent history of an innovative and thoughtful approach to its parks. Veteran’s Park hosts a variety of recreational opportunities, ranging from a skate park to casting ponds. As the City developed, Barkwest at Park West maintained mature trees along Polecat Creek, and Downtown Commons provides hookups for food trucks. These features and amenities indicate that Jenks’ parks are already equipped to serve a wide swath of the community.

As new parks are developed, the City should continue to think outside the box and engage the public to understand how its open spaces and recreational amenities can continue to serve the community’s needs. Examples of this may include new types of sports fields or facilities, such as pickle ball; new programming; and new partnerships for parks programs and classes.

Improve Central Park.

Central Park should act as the City’s civic front yard, but it is dated and under-programmed. The park has lagged in improvements compared to Veteran’s Park, Downtown Commons, and Park West, but its location ensures that it will remain prominent in the community. A complete park redesign should be undertaken with improvements including screening of the McDonald’s and its drive-through, installation of modern and accessible playground equipment, and improvements and updates to the basketball court and shelter. With community input, consideration should also be given to sports facilities such as a soccer field or tennis court, which may be in demand but not offered at the City’s other parks. Updates to Central Park would contribute to the public park amenities provided north of the Creek Turnpike, helping to define Old Town Jenks and the surrounding area as a place for everyone to get outside and enjoy healthy activities.

*Establish the Jenks
Adult Activity Center.*

During the outreach process for Horizon Jenks, many participants identified the need for a dedicated adult activity center. This center would provide programs and facilities to serve the community’s growing older adult population. To support such a center, the City should first work with Jenks Senior Citizens and Tulsa County to audit participation in the programs, organizations, and clubs offered at City Hall and the South County Recreation Center. While the South County Recreation Center is located just outside Jenks’ southwest border in Glenpool, it is intended to also serve the residents of Jenks. Prior to developing the Jenks Adult Activity Center, utilization and programming of the South County Recreation Center should be examined, including availability of dedicated programs for older adults, ease of citywide access for Jenks older adult citizens who are no longer able to drive, current membership, and membership cost. Building on local best practices and targeting specific needs will ensure that the Jenks Adult Activity Center truly meets the community’s needs.



MULTI-USE TRAILS

Multi-use trails are off-street facilities separated from vehicle traffic that provide bicyclists and pedestrians with the safest and most comfortable environment for both commuting and recreation. Jenks' off-street trail system is developing, but currently lacks citywide connectivity. As new trail segments are proposed and developed, the Tulsa Regional Trail System should be referenced to ensure that the Jenks' trail system coordinates with regional trail connections. Key segments and components of Jenks' multi-use and off-street trail system are highlighted below. Connectivity with on-street routes is key and the Bike and Pedestrian Mobility Plan (p. 55) should also be referenced. Further, the City should revise its subdivision ordinance to require that subdivisions developed adjacent to planned trail segments contribute to the funding for its construction.

JENKS PEDESTRIAN BRIDGE

The Jenks 96th Street Pedestrian Bridge is a notable example of adaptive reuse for bicyclists and pedestrians. The historic truss bridge was bypassed in 1996, and rather than demolishing it, it was transitioned to non-vehicular use. The bridge now offers a first-class bike and pedestrian amenity for the City. Although there are no additional opportunities for river bridge adaptive reuse, the collaborative approach to preserving and maintaining the bridge can inform additional multimodal projects in Jenks.

116TH STREET UTILITY TRAIL

The 116th Street Utility Trail connects Jenks' two principal north-south arterials, Elwood Avenue and Elm Street. Extending nearly a mile and a half, the trail utilizes and beautifies a utility corridor, connects to private neighborhood trail systems, creates an east-west linkage, and provides a public use in an otherwise underutilized utility corridor. Utility trails like this one are a best practice, and further opportunities to develop trail and open space systems in easements or along unused rights of way should continue to be explored.

JENKS AQUARIUM TRAIL

The Aquarium Trail runs along 101st Street and Aquarium Drive from Elm Street to the 96th Street Pedestrian Bridge. North of the 96th Street Pedestrian Bridge, it extends to K Place. The trail provides waterfront bike and pedestrian access, and across the pedestrian bridge, it connects to the river parks in Tulsa and the Creek Turnpike trail system. The Aquarium Trail also serves the Oklahoma Aquarium and Jenks Riverwalk. The City should plan further extensions to the south, and increased riverfront access via a connecting trail segment to the east of the Aquarium. Additional detail on recommended connections and extensions to the Aquarium Trail can be found in the Riverfront Subarea Plan on page 49.

POLICIES AND RECOMMENDATIONS FOR MULTI-USE TRAILS

Encourage multi-use trail connectivity as new residential areas develop.

Residential developers should provide a mandatory share of public park land or pay a fee to support public parks and open spaces. As new residential areas develop, the City should work with developers in the form of public private partnerships for recreational purposes. This might include providing public permissions for trail access, connecting adjoining open spaces across subdivisions, and contributing to the larger system of open space and trail connections. With thoughtful design and public access requirements, subdivision neighborhoods can maintain the private character desired while allowing public access to trails. Additionally, developers who are developing beside a designated or planned trail should contribute to a certain percentage of the trail's construction and maintenance costs.

Develop utility trails.

Opportunity exists for a greenway trail like the 116th Street utility trail along the utility easement parallel to Kimberly Clark Place in the southeast corner of the City. This trail would activate the utility easement, connect to the proposed Union Pacific rail-with-trail, and expand the trail system south of the Creek Turnpike. Long term, if the potential South Tulsa/Jenks Bridge develops, the utility trail would provide connection to a multimodal link across the river for the south side of the City.

Incorporate trail signage.

Trail signage is essential to increase awareness and use of Jenks' trail system. Trail signage should include directional signs which address distance, direction, and destination; regulatory signs, which prohibit certain uses on the trail system; objective signs, which provide information about trail conditions; and interpretive signs, which offer educational information to trail users about the trail environment or historical characteristics of the area. Jenks should install trail signage based on a hierarchy where directional signs are highest because they increase awareness and ease of use of the trail; objective and regulatory signs are next because they ensure the safety of trail users; and where interpretive signs would be at the bottom.

Explore opportunities for rails-with-trails.

Tulsa-Sapulpa Union Railway Company (TSU) leases and operates the Jenks Industrial Lead line from Union Pacific. The TSU line provides an opportunity for a rail-with-trail development, especially where it passes through Downtown and the Polecat Creek floodplain and travels south. Rails-with-trails are a concept for developing trail systems along an active railroad corridor and transforming adjacent properties into lively assets. A Jenks rail-with-trail should be considered to enhance multimodal transportation and recreation opportunities and provide safe and pleasant community-wide connection. The TSU rail-with-trail should be developed with attractive fencing between the pathway and the railway and a hard surface path for bicyclists, joggers, and pedestrians. The City should work with INCOG, TSU, and Union Pacific to explore viability for the facility. Additional detail on this multi-use path opportunity can be found in the Downtown Subarea Plan.



ENVIRONMENTAL FEATURES AND OPEN SPACES

Environmental features and open spaces are vital assets to the Jenks community. These include features such as floodplains, the Arkansas River and Polecat Creek, and forested areas, all of which help to define Jenks’ character, promote community and environmental health, and support local wildlife. Jenks’ quality of life and environmental integrity is directly impacted by the health and preservation of open space areas. To maintain healthy, high-quality open spaces and natural resources, the City should play a key role in open space identification and preservation.

FLOODWAYS, FLOODPLAINS, AND WETLANDS

There are significant 100 year and 500 year floodplains in Jenks, especially in the Old Town Jenks area. Additionally, floodways and wetlands contribute to areas susceptibility to being overcome by floodwaters. The Federal Emergency Management Agency (FEMA), which administers the National Flood Insurance Program (NFIP), regulates development activities in the floodplain, and encourages local governments to adopt higher standards for floodplain development. Jenks benefits from its levees, and developed parcels are located on land reclaimed from the floodplain by the levees. Development in the floodplain should be carefully considered, and either elevated out of the floodplain or protected by levees to reduce public funds used in relief efforts. Development in floodways and wetlands is not feasible or desirable, and these constraints are reflected in the Land Use Plan and subsequent plans.



ARKANSAS RIVER

The Arkansas River is Jenks’ most prominent natural feature, providing scenery, a public waterfront, and contributing to the City’s identity. More than six miles of riverfront act as the eastern boundary of the City, separating Jenks from Tulsa. While it is an iconic natural feature and focal point for Jenks, it is not always picturesque. Due to the Keystone Dam upriver, which forms the Keystone Lake reservoir, frequent low water levels in the Jenks area often leave the river uninviting and muddy, limiting usefulness for recreation and enjoyment. Jenks’ section of the Arkansas River warrants special attention as a key environmental feature, and as such it is discussed throughout the Comprehensive Plan. As a focal point for the City, the waterfront is detailed in the Riverfront District Subarea (p. 49).

POLECAT CREEK

After the Arkansas River, Polecat Creek is the second significant watercourse in Jenks. It bisects the City, running from the northwest side of Jenks near 101st Street before meeting up with the Arkansas River near 111th Street. Approximately 10 square miles of the City are in the Polecat Creek drainage basin, and a large portion of this area is within the 100-year floodplain, which restricts development uses.



FORESTED AREAS

Jenks’ tree canopy plays a vital role in shaping the community’s quality of life. In addition to beautifying the community and providing wildlife habitat, the tree canopy aids in providing shade, absorbing rainwater, and improving air quality. To ensure the continuation of these natural amenities, Jenks should proactively protect and increase its urban tree supply. Opportunities exist in the City’s open space and natural areas to preserve mature trees as parkland and trails are developed. In developing areas, requirements for tree preservation and planting of new trees should be formalized and codified. New trees should be planted to enhance Jenks’ streetscape. Preserved tree stands at Barkwest and new tree plantings at Veteran’s Park provide models for improving Jenks’ forested areas.

OPEN SPACE AND
NATURAL FEATURES
POLICIES AND
RECOMMENDATIONS

Regulate development
in floodplains.

Jenks can help to protect its existing and future development from flooding and preserve and enhance the floodplain by requiring appropriate setbacks and vegetative buffering around Polecat Creek and the City’s other floodways to minimize incidences of flooding and soil erosion, reduce sedimentation, and improve water quality. The City should encourage property owners and developers to install green infrastructure such as rain gardens, pervious asphalt, and permeable pavers in areas with existing development and planned redevelopment to mitigate flooding.

Develop a connected
system of parks and trails
along Polecat Creek.

Polecat Creek should be preserved as an open space amenity and significant outdoor and recreation opportunity that benefits Jenks residents citywide. The Polecat Creek floodway limits development but provides the City with the opportunity to acquire land and create a connected system of parks and trails spanning the City, following the blueprint for development of Park West. Development of this park system should be undertaken with the goals of transcending the north-south Creek Turnpike divide and better connecting residents living on the west side of Jenks to the riverfront. The system should serve the dual purpose of increasing outdoor recreation opportunities while preserving the floodway and adjacent floodplain areas for long term resiliency.

Support construction of a low
water dam to maintain water
levels in the Arkansas River.

As part of River Projects Tulsa, various organizations and entities have collaborated over the past two decades to plan for the Arkansas River corridor in Tulsa County. For Jenks, a common theme and top priority has been a low water dam on the Arkansas River immediately south of the Creek Turnpike. This would maintain water in the river north of the Turnpike, improving the City’s riverfront. The Arkansas River in Jenks is already significantly altered by the Keystone Dam upriver, and low water dams can improve aquatic habitats; create aesthetic improvements; increase the presence of water in the river to encourage river district development; and create recreational opportunities. The low water dam has the potential to jump start riverfront parks, multi-use trails, boat ramps, fishing piers, and kayaking in Jenks. The City should work with Tulsa County, INCOG, the City of Tulsa, and the U.S. Army Corps of Engineers to ensure that plans progress for the Jenks low water dam.

Expand Jenks’ tree canopy and
improve its forested areas.

Jenks’ urban tree canopy and forested areas should be maintained and increased. To enhance the tree population’s resiliency to disease and climate change, the City should work with the local organization Up With Trees to ensure that its urban tree canopy is comprised of a diverse mix of young and mature trees of different species. Tree planting should be site-appropriate to ensure survival, maintain required lines of sight for safe pedestrian and vehicular movement, and prevent damages to public infrastructure. Tree planting and preservation is a key recommendation of the Comprehensive Plan and is further discussed in the Housing and Neighborhoods Plan, Commercial and Industrial Areas Plan, and Community Character and Urban Design Plan.

Implement conservation
design measures.

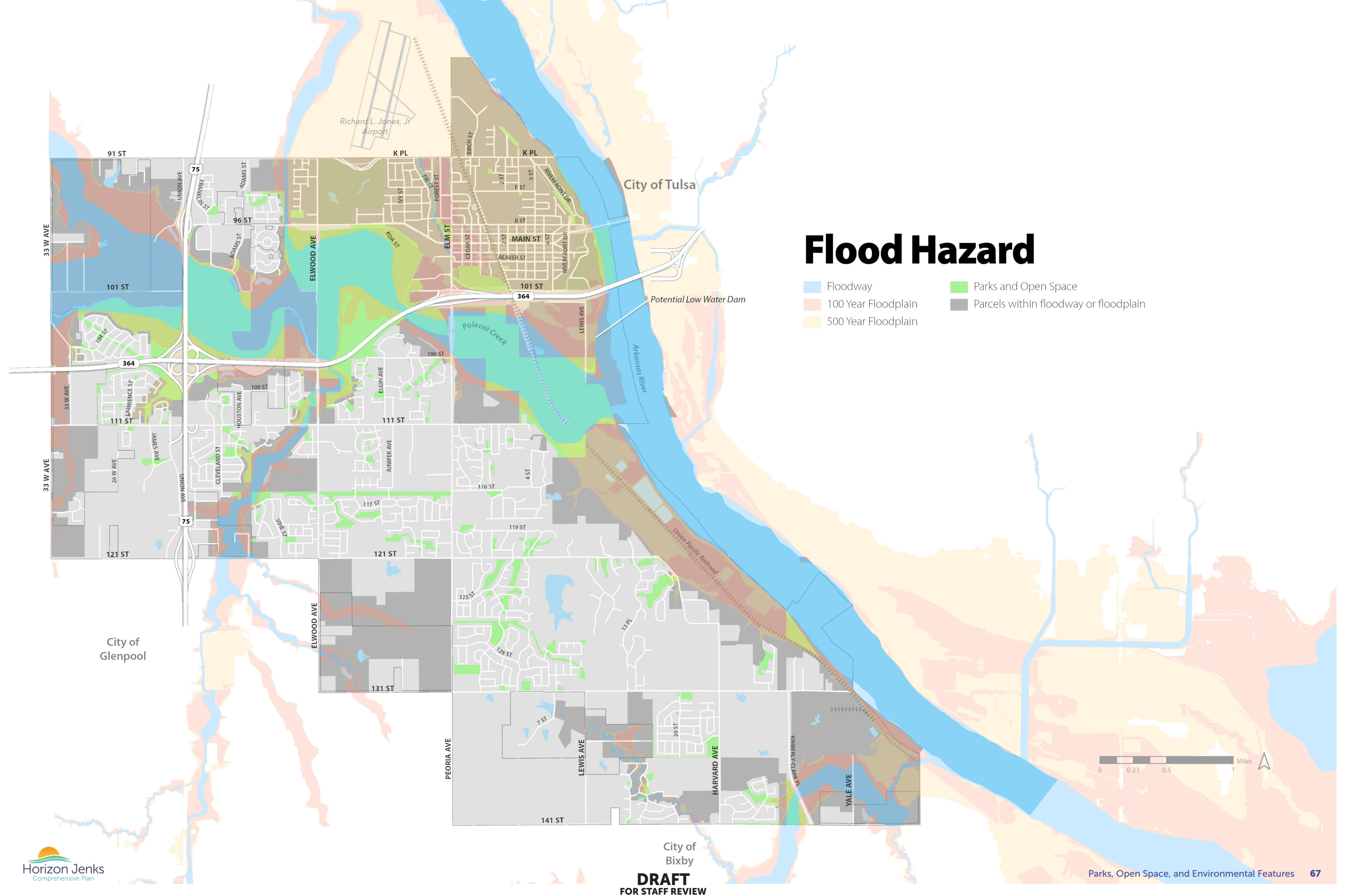
Conservation design, also known as conservation development, protects an area’s natural features through the preservation of open space, forested areas, and natural habitats for wildlife. Conservation design usually dedicates a minimum percentage of the total developable parcel as open space through partnerships between land-use conservation organizations, private property owners, and the local government. Land that is set aside can be held by a conservation organization or protected by a conservation easement. Benefits of conservation design include access to open space, reduced infrastructure costs, stormwater management, protection of wildlife habitat, and potentially higher home values. Conservation design is further explored for residential areas in the Housing and Neighborhoods Plan (p. 37).

Utilize conservation easements.

Through the United States Department of Agriculture, the Agriculture Conservation Easement Program (ACEP) enables the Oklahoma Natural Resources Conservation Service (NRCS) to acquire or provide funding for the acquisition and conservation of easements to protect natural resources. Conservation easements are voluntary legal agreements between the landowner and a land trust to permanently limit uses of the land. The land trust oversees the terms of the conservation easement, and land covered by the easement remains in ownership by the landowner. In addition, easements exist in perpetuity, regardless of changes in ownership. The benefits of conservation easements include:

- ~ Preserving natural, scenic, or open-space values of real property;
- ~ Ensuring the availability of land for forest, recreational, or open-space uses;
- ~ Protecting natural resources; and
- ~ Maintaining and enhancing air or water quality.

The City should encourage the use of conservation easements for the preservation of sensitive natural areas including floodway and wetlands in areas identified for development in the Land Use Plan such as the area west of the 96th Street interchange designated for regional commercial land uses.



COMMUNITY FACILITIES

The City of Jenks is a great place to live in part because of the dedication of the various organizations, agencies, and departments that provide essential services to residents. Community service providers maintain the public facilities and services that make a community work, and are key contributors to the quality of life enjoyed by Jenks' residents. Community facilities include public and quasi-public uses provided by the City, the County, and other governmental districts and organizations including schools, emergency responders, utilities, and the library.

This chapter discusses Jenks' community facilities and presents recommendations to help ensure high-quality facilities and services remain available and desirable throughout the City. The recommendations presented in this section support existing community facilities and services and ensure that Jenks continues to be well served as it grows.

The Community Facilities and Utilities Plan presents general policies and guidelines for community facilities. Since many of the community facilities are not under the control or direction of the City of Jenks, it is important that the City maintain active communication and coordinate planning efforts with other government bodies and agencies. The following recommendations underscore the need for the City to work with other service providers to accommodate the appropriate expansion of community facilities within Jenks.

SERVICE PROVIDERS AND FACILITIES

EDUCATION

The City is served by three public school districts – Jenks Public Schools, Bixby Public Schools, and Glenpool Public Schools. The City attributes much of its growth and success to the high quality public education made available by these districts.

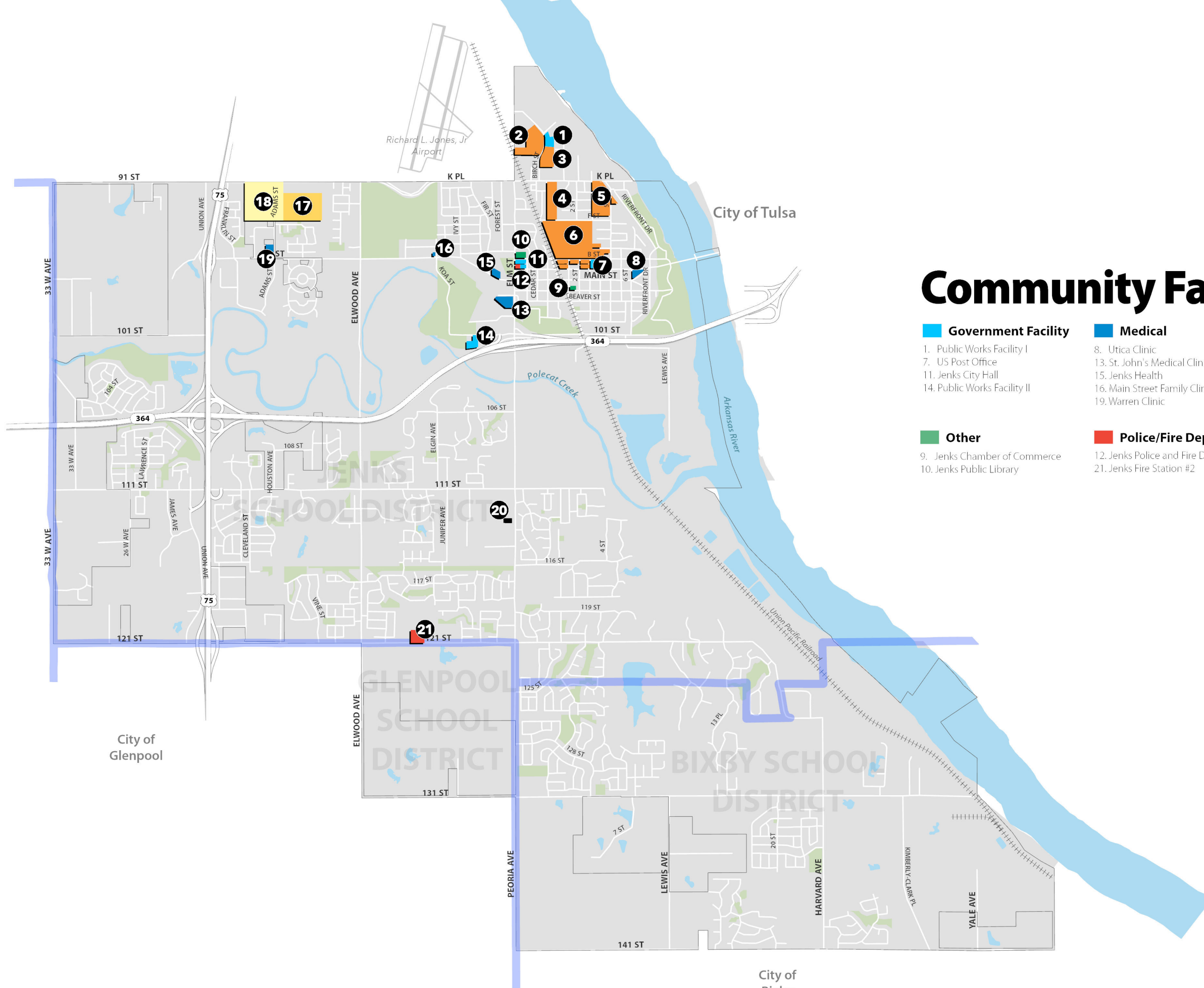
JENKS PUBLIC SCHOOLS

Most students in the City attend Jenks Public Schools. The district also serves portions of south and west Tulsa, for a total of 12,438 students. Throughout community outreach, participants cited the district as a key asset of the community that attracts residents to the City because of its forward thinking, innovative curriculum, and high level of student participation in arts, activities, and athletics.

The district is comprised of four elementary schools, two intermediate schools, one middle school, one freshman academy, one high school, and an alternative center. In addition to traditional school sports, clubs, band, and other programming for students, Jenks Public Schools offers continuing education for learners of all ages. Jenks Public Schools also offers public access to the Trojan Aquatic Center and Planetarium. Some of the distinguishing Jenks Public Schools facilities include:

- ~ **The Jenks Alternatives Center (JAC)** is in the Sooner Building of the Jenks High School Central Campus. The Center serves more than 100 at-risk students in grades 9-12. The mission of the Center is to identify at-risk students and maximize their chances of completing their high school education.

- ~ **Performing Arts Center** includes auditorium and drama spaces, as well as a black box theater.
- ~ The **Math and Science Center** includes 10 modern math classrooms and 14 flexible science teaching studios. The Center also includes a 120-seat planetarium, housed in a geodesic dome.
- ~ The **Trojan Aquatic Center** includes an Olympic-size competition pool and a smaller instructional pool. The Center offers a variety of programs including the Jenks Trojan Swim Club and is open to the public for lap swimming, rentals, and classes.
- ~ The **Allan Trimble Stadium** includes a weight room, fitness center, sports medicine center, meeting rooms, and banquet rooms.





BIXBY PUBLIC SCHOOLS

Jenks residents who live south of 121st Street and east of Elm Street are in the Bixby Public School District. The district primarily serves the City of Bixby, where the high school, middle school, 9th grade center, three intermediate schools, three elementary schools, and learning center are located. The total enrollment across the seven schools was 6,661 in 2019.

GLENPOOL PUBLIC SCHOOLS

Jenks residents who live south of East 121st Street and west of South Elm Street live in the Glenpool Public School District. The district primarily serves the City of Glenpool. The district includes an elementary school, intermediate school, middle school, and high school. The district also offers virtual school. Total enrollment across the six schools was just under 3,000 students in 2019.

CITY GOVERNANCE

The City of Jenks provides a variety of municipal services to its residents. Daily operations are divided into nine departments, including Building Inspections, Engineering, Finance, Fire and Rescue, Senior Citizens, Municipal Court, Planning and Zoning, Police, and Public Works. Each department is overseen by the City Manager and answers to the Mayor and City Council.

CITY HALL

City Hall is located at 211 North Elm Street in Old Town Jenks and houses the administrative functions of the City. The building is reported to be nearing capacity in terms of available space and may need to be replaced with a larger, modern facility as the City continues to grow.

SENIOR CENTER

Jenks Senior Citizens, Inc. operates the senior center out of the first floor community room in City Hall. The Center is open to anyone 55 years of age or older who live in Jenks or the surrounding communities. The Center has limited hours of operation and programming; in outreach, participants communicated a desire for a stand-alone senior center or recreation center with targeted programming for older adults.

PUBLIC WORKS

The Jenks Public Works Department is responsible for the maintenance and improvements of Jenks' infrastructure including facilities, sewer systems, storm drain systems, water systems, and City vehicles. Public Works functions as the City's parks department and is responsible for maintaining the City's six parks. The department has identified plans for the renovation of the animal shelter, the pavilion at Central Park, the wastewater treatment plant, and the Veteran's Park Trail, as well as for various splash pads, trails, and sidewalks.

ENGINEERING

The Engineering Department is responsible for planning and design of current and future infrastructure needs, including parks, roadways, and water, sewer, and storm drain systems. The department collaborates on private projects as well as with regional and state departments on the City's infrastructure design and construction. As larger projects such as the South Tulsa-Jenks Bridge and the low water dam begin construction, the Engineering Department will have critical role on behalf of the City for review and coordination with Tulsa County, the City of Tulsa, the Army Corps of Engineers, and INCOG.

PUBLIC SAFETY AND EMERGENCY SERVICES

POLICE

The Police Department is housed in City Hall and serves Jenks through a community policing model. The Department is divided into the patrol division and the support division. The support division is comprised of dispatchers, records, animal control, jail, and code enforcement. Code enforcement is done on a complaint basis only. The Department employs 25 officers and has identified a need for approximately six more. As the City grows and additional officers are hired, additional facilities will be necessary.



Source: GS Helms and Associates, LLC

FIRE RESCUE

The Jenks Fire Rescue Department serves all of Jenks and portions of Tulsa County, totaling a population of approximately 23,000 residents. The Department is staffed by 18 full-time firefighters, the Chief, the Assistant Chief, an executive assistant, and eight volunteer firefighters who respond to approximately 1,800 calls per year. Of those calls, approximately 65 percent involve medical and rescue and five percent involve fire suppression. The Department receives funding through a two cent sales tax which is shared among fire, police, and public works. The Department operates two fire stations in Jenks.

The Fire and Rescue Department has identified that additional firefighters and stations will be necessary as the City continues to grow, especially in the southern portion of the City. The Department stated that calls to the southern portion of the City, near Kimberly Clark, can exceed the optimal response time of nine minutes.

Fire Station #1 is located at 205 North Elm Street, directly south of City Hall. The Department is in the early planning stages for the rebuilding of this station.

Fire Station #2, named the Ewing-Permyman Fire Station, is located at 1115 West 121st Street on the north side of the roadway between Elm and Elwood. All Department administrative functions are housed at this location. The station is an example of adaptive reuse, respecting Jenks' oil industry history by incorporating a long vacant Gulf Oil pump station. It contains space for offices, sleeping quarters, a day room, and weight room.

OTHER SERVICE PROVIDERS AND FACILITIES

LIBRARY

The Jenks Library is part of the Tulsa City-County Library system. It is located at 523 West 'B' Street, directly north of City Hall. Most recently renovated in 2003, the Library features a collection of printed books, audio books, DVDs, and eBooks; 10 computers for public use; and a meeting room which holds up to 50 people. The Tulsa City-County Library also owns undeveloped property along the south side of West Main Street, west of the railroad tracks and east of South Birch Street.

HEALTHCARE

The Jenks community benefits from the proximity of Hillcrest Hospital South, approximately seven miles east of Jenks in Tulsa; as well as Saint Francis Hospital, approximately eight miles south of Jenks in Glenpool.

OKLAHOMA AQUARIUM

The Oklahoma Aquarium first opened in 2003 and features nine exhibits including: Shark Adventure, the Ecozone, Ozark Stream, Aquatic Oklahoma, Polynesian Reef, Extreme Fishes, Sea Turtle Island, and Amazing Invertebrates. The Aquarium's Shark Adventure exhibit features one of the largest collections of bull sharks in the world. The Aquarium hosts fundraising events and can be reserved for private events, weddings, and more. The Aquarium is a 501(c)(3) organization, operating under a board of directors and the Aquarium Authority, comprised of trustees, City Councilors, and the City Manager.

CHAMBER OF COMMERCE

The Jenks Chamber of Commerce operates out of the Hive, an arts facility and event space located in Old Town Jenks. It serves member businesses with programs and services aimed at making Jenks a more vibrant community. The Chamber helps members build their brands, expand their marketing reach, and enhance their business skills. The Chamber also functions as the economic development arm of the City of Jenks, promoting and hosting events in the Downtown and the Riverfront.

PUBLIC UTILITIES

WATER AND SANITATION

Water and Sanitation is provided by the City of Jenks. The City purchases all water from the City of Tulsa, which receives its water from Lake Hudson, Lake Oologah, and Lake Spavinaw. Portable water is treated by the Tulsa Jewell Water Treatment Plant before distribution. Wastewater is treated at the Jenks Wastewater Treatment Plant located along the Arkansas River on South Florence Avenue.

ELECTRICITY AND GAS

Jenks residents are served by three electricity and gas providers including the Public Service Company of Oklahoma, Oklahoma Natural Gas, and Oklahoma Gas and Electric. The Public Service Company of Oklahoma operates a gas fired electric generating plant along the Arkansas River south of Polecat Creek. J-Power USA operates Green Country Energy, a natural gas generating plant located along the Arkansas River south of Jenks' Wastewater Treatment Plant.

STORMWATER MANAGEMENT

The City's first Stormwater Management Plan was developed in 2005 and led to Jenks being granted authorization for stormwater discharge from a phase II small municipal separate storm sewer system. In 2007, Jenks adopted a Stormwater Management Ordinance to regulate illicit runoff discharge into water bodies and streams. The ordinance establishes discharge requirements, private property maintenance duties, construction and post-construction runoff controls, and more. The ordinance, along with the City's stormwater management plan have been appropriately established and updated to bring the community into alignment with phase II municipal MS4 requirements.

POLICIES AND RECOMMENDATIONS

The Community Facilities and Utilities Plan policies and recommendations focus on maintaining the high level of service that currently benefit Jenks residents. As the City continues to grow, policies and recommendations are intended to assist the City in future decision making regarding community facilities and utilities.

Coordinate new development with school capacity.

As Jenks continues to grow in population, demands on school facilities will increase. The City should prioritize cooperation with the Jenks, Bixby, and Glenpool school districts for the approval of significant residential development projects to ensure that school capacity is a central component of decision making.

Revise the Planned Unit Development (PUD) Ordinance process.

The City should revise the Planned Unit Development (PUD) Ordinance process to ensure that City staff have an opportunity to meet with the appropriate school district after the pre-application conference and prior to referral to the Plan Commission. This will ensure that school leadership is informed of development proposals at the beginning of the PUD process. By meeting with the appropriate school district to discuss PUD applications, school district leadership will have the opportunity to provide feedback and convey concerns to City staff and appointed and elected officials as they consider requests for modifications to underlying zoning.

Establish requirements to notice school districts.

Development seeking a specific use permit requires a Planning Commission public hearing. This hearing gives residents and other stakeholders the opportunity to express their support or concerns with the proposed development to the Commission before they make their recommendation to the City Council. The City requires that public hearings be noticed by both publication in a newspaper of general circulation and by mail to all owners of property within a 300-foot radius of the exterior boundary of the subject property. The code currently does not include the school districts as a party of interest in the public hearing process; the districts rely on newspaper notice to stay informed of public hearing opportunities. It is recommended that the City revise its public hearings requirements in Sec. 1704.3 to include the school districts in notice requirements for all residential specific use permit public hearings.

Prioritize key infrastructure projects around the Jenks Public Schools central campus.

The City should work with Jenks Public Schools to identify and prioritize future infrastructure projects around its Old Town Jenks campus. These may include direct physical improvements such as safe vehicle and pedestrian connections, as well as indirect improvements like screening and buffering from the surrounding neighborhood.

Assess the staffing and facilities needs of all City departments to balance population growth and the need to maintain high quality services.

Almost all City departments expressed concern over staffing levels and the need to increase the number of personnel serving the community as Jenks continues to grow. The City is projected to add more than 4,000 residents by 2024 and to continue this trend through 2040. To ensure that Jenks balances population growth and development with the need to maintain the high-quality services currently offered to residents, a staffing needs assessment should be performed. Special consideration should be given to the staffing needs for the establishment of a stand alone Parks and Recreation Department as recommended in the Parks, Open Spaces, and Environmental Features Plan on page 63. In addition to a staffing needs assessment, it is recommended that the City perform a facility needs assessment to establish short term solutions for capacity issues facing existing facilities. In the longer term, the feasibility of developing the Jenks Adult Activity Center should be assessed, and a older adults-focused recreational component should be considered as discussed on page 44.

Acquisition costs, maintenance costs, operational lifetime, and environmental impact should be integrated into regular maintenance and special projects moving forward. For example, adaptive reuse can reduce acquisition cost and limit environmental impacts from demolition. Jenks has examples of adaptive reuse such as the HIVE and the Ewing-Perryman Fire Station which can serve as models for creative adaptation in new facilities. Best practices such as green building certifications and construction methods that consider water, energy, materials, and indoor environmental quality should be considered to ensure that the City's new facilities are long-lasting and cost effective.

Coordinate system improvements and cooperate with utility providers.

Jenks should continue to coordinate and cooperate with utility providers in the City to ensure that the community continues to be well served as it grows and demand for services increase and change. In addition, the City should require new developments of major subdivisions to use the City's sewage facilities and prohibit the use of individual septic systems and continually plan and budget for upgrades to critical infrastructure such as water lines, fire hydrants, and telecommunications.

Undertake a water service plan and wastewater facility plan.

The City should undertake a detailed water service plan that identifies long-term water service improvements. As part of this plan, the City should identify potential locations for water towers and other public utilities required to maintain Jenks' current level of water service as new residential areas are developed. The City should create a wastewater facility plan to consider long-term wastewater collection and treatment system projects.

Ensure healthcare services are adequate for Jenks residents

The City should continue to work with regional healthcare providers, ensuring that they consider expansion with new satellite offices and clinics in Jenks. The nearest hospitals are in Tulsa and Glenpool, but specialized facilities and services for older adult citizens and youth populations such as orthopedic offices and sports medicine clinics may be appropriate in Jenks.

IMPLEMENTATION

The Horizon Jenks Comprehensive Plan provides direction for growth and development within the City and serves as a guide for City staff, officials, residents, and stakeholders. The Comprehensive Plan is the collective effort of City staff, the Comprehensive Plan Advisory Committee, the Planning Commission, City Council, and most importantly, the Jenks community. Adoption of the Horizon Jenks Comprehensive Plan represents the end of the planning process, but it is also the first step toward guiding change within the community and implementing the recommendations of the plan.

The Implementation Chapter outlines specific steps to assist the City in achieving the Comprehensive Plan's long-term vision and translates the Comprehensive Plan's policy and land use recommendations into action. It includes an action matrix detailing recommendations to realize the Comprehensive Plan's supporting strategies and identifies potential funding sources to support these efforts.

ADOPT THE HORIZON JENKS COMPREHENSIVE PLAN AND USE IT DAILY

Horizon Jenks is the official policy guide for improvement and development and reflects considerable public investment. It should be used on a day-to-day basis by City staff, officials, and commissions to shape policies and regulations, work with partner agencies and service providers, review and evaluate development proposals, prioritize public expenditures, and encourage private sector investment. New facilities, infrastructure, and programming should align with the Comprehensive Plan's priorities. Jenks officials should refer to the Comprehensive Plan for direction in evaluating regulatory recommendations and actions that impact development.

DEVELOP INTER-AGENCY COOPERATION AND COMMUNICATION

The City of Jenks will require close coordination and cooperation from local and regional partners in order to fully implement the Comprehensive Plan's recommendations. As the entity charged with adopting and maintaining the Comprehensive Plan, the City should spearhead its implementation; however, factors such as fiscal constraints and jurisdiction can limit the City's ability to meet all the supporting strategies included in the Comprehensive Plan.

A variety of other governments and agencies provide services or have jurisdiction over facilities throughout the Jenks planning area, including the Indian Nations Council of Governments (INCOG), the Muscogee (Creek) Nation, the City of Tulsa, Tulsa County, the school districts, and others. Collaborative relationships with local partners maximize the success of implementation. These relationships can take the form of regular communication, shared capital investments, coordinated policies, joint-grant applications, and pooled resources.

MAINTAIN OPEN COMMUNICATION AND TRANSPARENCY

Horizon Jenks serves as a reflection of the collective goals and vision of the Jenks community. As such, consistent dialogue with residents and businesses is necessary for successful implementation. The City plays a critical role to ensure that the Comprehensive Plan's major recommendations and overall vision are conveyed to the community. To both educate and keep the community informed about the Comprehensive Plan, the City should:

- ~ Make the Comprehensive Plan available online.
- ~ Provide hard copies at City Hall, the Jenks Library, and Jenks Public Schools for reference.
- ~ Aid the public in explaining the Comprehensive Plan and its relationship to private and public development projects and other proposals, as appropriate.
- ~ Continue to keep the public informed on all planning developments and policy changes through the City's website.
- ~ Actively seek public feedback in the development of new plans and review of the Comprehensive Plan.

UPDATE THE COMPREHENSIVE PLAN REGULARLY

The Horizon Jenks Comprehensive Plan is a dynamic document. It reflects the existing goals and supporting strategies of the community; however, it also recognizes an evolution due to implementation of recommendations within the Plan, unforeseen events or shifts in the market, changing demographics, and shifting community attitudes. The City should undertake a systematic review of the Comprehensive Plan every three years, and revise and update the Comprehensive Plan accordingly. The review should coincide with the preparation of the City's budget and capital improvements planning. This enables resource alignment and coordinates proposed changes with commitments for the upcoming fiscal year. Routine examination of the Comprehensive Plan will help ensure that it remains relevant to community needs and aspirations.

AMENDMENTS

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-Density Residential to Medium-High Density 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.

IDENTIFY AND PURSUE FUNDING OPPORTUNITIES

Many of the policies and strategies recommended in the Comprehensive Plan can be implemented through regulatory amendments, administrative policies, or partnerships, and can be executed immediately with minimal or no financial cost. However, some may require special financing or expertise. In these cases, the City should pursue external partnerships and funding sources. A list of potential funding sources and incentives follows. City staff should regularly monitor these sources to account for legislative or statutory changes that may influence the applicability or availability of funding, as well as proactively seek new, available funding sources.

FAÇADE IMPROVEMENT PROGRAM

Façade Improvement Programs can be used to help improve and retain existing business by offering low interest loans or grants earmarked for improving the exterior appearance of designated properties. A façade improvement program provides financial and technical assistance to owners that invest in the aesthetics of their property. This type of program is targeted at existing buildings that are in need of a face life. Such programs are often credited with sparking revitalization in downtowns and commercial corridors.

Programs may be funded through Community Development Block Grant funds, Tax Increment Financing (TIF) districts, or Special Service Area (SSA) districts. Façade improvement programs typically operate as a matching grant or as a rebate program payable once construction is complete.

TAX INCREMENT FINANCING

Many states have successfully used tax increment financing to promote redevelopment through public/private partnerships. Tax increment financing (TIF) is a tool to use future gains in taxes to finance the current improvements that will create those gains. Areas eligible for TIF must be determined to be unproductive, undeveloped, underdeveloped, or blighted. While TIF is a potential mechanism for facilitating development within the boundaries of a designated TIF District, its usage is not automatic and other factors should be considered, such as whether an area would be developed without the TIF and the potential negative impact it may have on public finances.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act, which is implemented and administered by the Federal Highway Administration (FHWA), aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorizes \$305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

OKLAHOMA RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program (RTP) is a state-administered, federal-aid program managed through the Oklahoma Tourism and Recreation Department and the Federal Highway Administration in consultation with the Department of the Interior. The RTP is a reimbursement-type grant program that provides for an 80% federal share and 20% non-federal share for each project. Additional federal funds may be used to provide up to 95% of the total project amount. Reimbursable project costs include land acquisition, labor and material costs, service contracts, design and engineering services and purchase or rental of equipment. The value of any donated items can also be included.

SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program is particularly appropriate in Old Town Jenks to fund improvements around the district's central campus. SRTS provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at a 100 percent match with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- ~ Sidewalk improvements;
- ~ Traffic calming and speed reduction improvements;
- ~ Pedestrian and bicycle-crossing improvements;
- ~ On-street bicycle facilities;
- ~ Off-street bicycle and pedestrian facilities;
- ~ Secure bicycle parking system; and,
- ~ Traffic diversion improvements in the vicinity of schools.

LAND AND WATER
CONSERVATION
FUND (LWCF) ACT

The LWCF Act was enacted in 1964 to assist in preserving, developing and assuring accessibility to outdoor recreation resources for all citizens of the United States of present and future generations. The LWCF Act established a funding source for both Federal acquisition of authorized national park, conservation and recreation areas and for grants to State and local government to help them acquire, develop and improve outdoor recreation areas. Areas funded through LWCF grants must be maintained for recreation use in perpetuity; therefore the LWCF assures that funded areas will be available for future as well as present generations. The program encourages conservation of key open spaces, such as riverfronts, forests, and wetlands. However, the program usually requires that lands purchased with grants be made accessible to the public for appropriate recreation uses. From Oklahoma’s allocation of LWCF funds, 50/50 matching grants are offered to eligible applicants for the acquisition and development of outdoor recreation projects.

BUSINESS INCUBATORS

Business incubators are facilities designed to accelerate the development and success of start-up and existing businesses. By providing affordable lease space and a wide array of on-site managerial, administrative and financial services, the incubator assists entrepreneurs and small business owners in overcoming challenges faced in the marketplace. Incubators provide leasehold space for a wide range of tenants in service and light manufacturing industries, as well as firms conducting research and development activities.

MAIN STREET PROGRAM

For more than 30 years, Oklahoma’s Main Street program has been adding new life back into the heart of communities across the state. Combining historic preservation and downtown revitalization efforts with powerful economic stimulation, Main Street restores the core assets of our communities and enhances the quality of life for citizens. Based on the National Main Street Center’s guiding principles and nationally recognized Four-Point Approach, the program offers a practical strategy scaled for each local community. Main Street promotes public and private partnership and local leadership, commitment, and synergy while delivering tangible and intangible benefits to communities.

USE THE ACTION
MATRIX TO MONITOR
AND PRIORITIZE
KEY STRATEGIES

Horizon Jenks is a long-range document with numerous action items. Implementation items such as new policies and infrastructure investments should be prioritized and measurable. City staff and officials should evaluate each recommendation and annually prioritize execution based on community needs, ease of implementation, and current and projected resources. An Action Matrix consists of:

- ~ A description of the projects and activities to be undertaken.
- ~ A general time frame for each strategy.
- ~ An indication of potential partners that may aid with each activity.

TIMELINE

A general timeline is assigned to each strategy, considering the cost of various types of improvements and their ability to set other actions in motion. Short-term time frames apply to actions that are administrative in nature and/or low-cost. Each strategy in the Implementation Matrix is indicated with one of the following:

- ~ Short: low-cost, ease of implementation, directly addressing top priorities, or critical to the advancement of other strategies, and to be implemented within the next one to five years.
- ~ Medium: important actions that have some level of significant cost and can be implemented within the next five to seven years.
- ~ Long: actions that often require significant amounts of funding that must be planned for over time or require other strategies to be completed prior to their implementation.
- ~ Ongoing: actions that have begun or require continuous implementation and attention.

PARTNERS

Jenks will require the assistance of local and regional governments, organizations, and community groups to fully implement the Horizon Jenks Comprehensive Plan. While the City of Jenks is generally responsible for initiating and implementing many of the Comprehensive Plan’s strategies and recommendations, there are many partnership opportunities that will be required to achieve the goals and supporting strategies within the Comprehensive Plan. The partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the plan goals, supporting strategies, or recommendations has been excluded from a list of potential partners for a given topic. As with the rest of the Comprehensive Plan, the Action Matrix is a flexible document that should be regularly updated and revised to reflect the evolving needs and assets of the Jenks community.

IMPLEMENTATION
ACTION COMMITTEE

To further the implementation of the Jenks Comprehensive Plan, the City should assign an existing group, such as the Plan Commission, or form a new committee responsible for holding the City accountable for implementing the Comprehensive Plan. Working in an advisory role, the committee would be able to provide City staff with prioritized actions that adhere to the Comprehensive Plan’s goals and supporting strategies. Committee members should meet annually throughout the life of the plan, allowing recommended actions to be tailored to City finances, economic development, and implementation progress.

#	Page	Policy	Recommended Actions	Timeline	Partners
Land Use and Development					
5.1	33	Preserve the character of Jenks’s existing suburban residential neighborhoods.	Establish standards for residential development or redevelopment in suburban residential areas to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods.	short	Planning and Zoning Department
5.2	33	Right-size bulk and dimensional standards of residential districts.	Analyze the need to right-size the bulk and dimensional standards of residential districts to better fit existing development patterns.	short	Planning and Zoning Department
5.3	33	Continue to ensure that Jenks provides housing opportunities for young families.	Encourage the development of a wide variety of housing types, in accordance with the Land Use Plan and Housing and Neighborhoods Framework.	ongoing	Planning and Zoning Department, Development Community
5.4	33	Support property maintenance.	Consider working with the contracted partner for trash collection to waive fees associated with dumpster placement for a limited time period every year to encourage homeowners to reinvest in their properties.	medium	American Waste Control, Utility Department, Planning and Zoning Department
5.5	34	Expand the Planning and Zoning Department.	Consider expanding the Planning and Zoning Department to include a dedicated Zoning Code Enforcement Officer.	medium	Planning and Zoning Department
5.6	34	Conduct efficient code enforcement.	Adopt technology to maximize the time inspectors spend in the field, speed the flow of information between concerned parties, foster accountability, and track results.	medium	Police Department, Planning and Zoning Department
5.7	34		Put systems in place to establish a fast and seamless process by which cases move through the enforcement process by coordinating code enforcement activities with the activities of other City departments.	short	Police Department, Planning and Zoning Department
5.8	34		Identify which property maintenance issues should be prioritized and focus resources to these categories.	short	Police Department, Planning and Zoning Department
5.9	34		Continue to foster strong working relationships with Jenks residents, neighborhood associations, and homeowners’ associations to capitalize on their first-hand knowledge of code enforcement issues.	ongoing	Police Department, Planning and Zoning Department
5.10	34		Build an information system on the City’s website to better communicate the code enforcement process with the Jenks community.	medium	Police Department, Planning and Zoning Department
5.11	34	Promote areas for new residential development in accordance with the Land Use Plan.	Encourage residential development in accordance with the Land Use Plan and only make thoughtful and intentional changes to the Land Use Plan to ensure that the vision of the community is realized.	ongoing	Planning and Zoning Department
5.12	34	Proactively rezone properties to align with the Land Use Plan.	Consider up-zoning designated areas, such as the agricultural district, to the appropriate residential district that would better accommodate the preferred housing type identified in the Housing and Neighborhoods Framework.	short	Planning and Zoning Department
5.13	34	Establish standards of review for zoning text and map amendments.	The City should establish standards of review that require the consideration of alignment with the Land Use Plan as well as several other factors as detailed on pg. 34.	short	Planning and Zoning Department
5.14	34	Encourage the development of unique residential subdivisions that create a sense of place.	Establish anti-monotony standards for new residential subdivisions as well as design standards for various housing types.	short	Planning and Zoning Department
5.15	34	Encourage smart growth.	Establish standards of review for the Planning Commission and City Council for their review of subdivision applications. Amongst other factors, the standards of review should include principles of smart growth such as availability of existing utilities and infrastructure.	short	Planning and Zoning Department
5.16	35	Minimize the impacts of planned nonresidential areas on existing residential neighborhoods.	Enhance the City’s zoning ordinance through the establishment of City-wide landscape requirements including screening and buffer yards.	short	Planning and Zoning Department
5.17	35		Consider establishing an amortization schedule to ensure compliance for non-conforming properties within a set time frame.	short	Planning and Zoning Department
5.18	35	Encourage new residential development in select areas to provide for the needs of the Jenks population throughout every stage of life.	Permit accessory dwelling units in select residential zoning districts when certain conditions are met.	short	Planning and Zoning Department
5.19	35		Encourage and promote the use of universal design standards in new residential development.	short	Planning and Zoning Department

#	Page	Policy	Recommended Actions	Timeline	Partners
5.20	36	Locate senior housing near amenities.	Encourage senior housing to be located within proximity to Downtown, the Riverfront District, or Regional Commercial areas to offer older adults convenient access to shopping, services, dining, and transportation.	ongoing	Planning and Zoning Department
5.21	36	Increase connections between residential subdivisions.	Revise the City's subdivision ordinance to establish a connectivity index minimum requirement.	short	Planning and Zoning Department, Engineering Department, Public Works Department
5.22	36		Revise the block length maximum included in Section 3.2 of the Subdivision Ordinance from 1,320 feet to between 600 and 800 feet.	short	Planning and Zoning Department, Engineering Department, Public Works Department
5.23	36	Establish anti-monotony development standards.	Require variations amongst houses in a block in roof type and pitch, window type and placement, and construction materials and colors.	short	Planning and Zoning Department
5.24	36		Establish residential design guidelines that include standards such as façade articulation requirements, specifications for the percent of a front façade that can be comprised of a garage and the maximum width of garage door(s), and front porch or stoop requirements.	medium	Planning and Zoning Department
5.25	36		Enhance Section 3.4(J) of the City's Subdivision Regulations to require greater variation in street names.	short	Planning and Zoning Department
5.26	37	Include infrastructure improvement requirements in the City's Subdivision Regulations.	Enhance Block Standards included in Section 3.2 of the Subdivision Regulations by establishing the required elements in a cross section of a road.	short	Planning and Zoning Department, Engineering Department, Public Works Department
5.27	37	Require the preservation of unique environmental features such as changes in terrain and wooded areas.	Require that developers incorporate existing environmental features to help create distinct and interesting neighborhoods.	short	Planning and Zoning Department
5.28	37	Promote conservation development to accommodate residential growth in sensitive natural areas.	Update the City's subdivision ordinance to include provisions related to conservation-oriented subdivision development.	short	Planning and Zoning Department
5.29	40	Improve and revise the regulations for Appearance Review Districts.	Clarify the appearance review process through the establishment of standards of review.	medium	Planning and Zoning Department
5.30	40		Removed design standards from the zoning and code and establish a stand alone design guidelines document with graphics, illustrations, and photographs.	medium	Planning and Zoning Department
5.31	40		List the design guidelines as a plan to which development in an Appearance Review District must align.	medium	Planning and Zoning Department
5.32	40	Promote distinctive small town character in the Tulsa region.	Use streetscapes and architecture, cultural events, parks and open space, local festivals, the natural environment, and the way the community interacts with each of these elements to promote Jenks' distinctive character.	ongoing	Planning and Zoning Department, Muscogee (Creek) Nation
5.33	40	Support small business development.	Create incubator spaces in vacant storefronts on Main Street and 'A' Street to help accelerate the pace at which innovative startups can launch their businesses in Jenks.	medium	Planning and Zoning Department, Chamber of Commerce, Muscogee (Creek) Nation
5.34	40		Streamline Jenks' development process and highlight local resources through the development of a Small Business Starter Guide to help small businesses open quickly.	short	Planning and Zoning Department, Chamber of Commerce, Muscogee (Creek) Nation
5.35	40		Continue to proactively engage with the Jenks Chamber of Commerce to promote Jenks businesses and events.	ongoing	Planning and Zoning Department, Chamber of Commerce, Muscogee (Creek) Nation
5.36	40		Continue marketing Jenks' receptiveness to innovative businesses by showcasing food trucks in Downtown Commons Park. Food trucks often function either as starter restaurants or a way to explore new markets, and Jenks' receptiveness will indicate that the City is open for business.	ongoing	Planning and Zoning Department, Chamber of Commerce,, Muscogee (Creek) Nation
5.37	41	Evaluate development standards to ensure landscaping, walls, and other materials are appropriately used.	Enhance screening requirements to ensure that unsightly uses such as parking lots, garbage and recycling receptacles, ground and roof mounted utilities, or outdoor storage do not detract from the community's appearance and desired aesthetic.	short	Planning and Zoning Department
5.38	41		Consider an amortization schedule to require that non-conforming sites become compliant with new screening requirements within a specified time period.	short	Planning and Zoning Department

#	Page	Policy	Recommended Actions	Timeline	Partners
5.39	41	Provide better connections between the City’s commercial and employment districts and its residential neighborhoods, schools, and other community facilities.	Continue to expand and improve the sidewalk network to provide better connections between Downtown, the Riverfront, adjacent residential neighborhoods, the high school, and other community facilities.	ongoing	Planning and Zoning Department, Engineering Department, Public Works Department
5.40	41		Install wayfinding signage in key areas to ensure visitors and residents are aware of their proximity to restaurants, shops, and entertainment venues.	medium	Planning and Zoning Department
5.41	41	Promote neighborhood commercial uses in proximity to residential neighborhoods.	Consider establishing additional commercial zoning districts te better distinguish between local or neighborhood commercial uses and regional or general commercial uses.	short	Planning and Zoning Department
5.42	41		Consider establishing specific use provisions for new commercial uses near residential zoning districts.	short	Planning and Zoning Department
5.43	41	Strive to create safe and attractive pedestrian environments for all commercial sites.	Work with property owners to provide sidewalks, paths, or designated walkways within their developments, establishing new connections to adjacent residential neighborhoods and commercial properties.	medium	Planning and Zoning Department, Engineering Department, Public Works Department
5.44	41		Include pedestrian circulation standards as a part of off-street parking requirements to help protect the safety and welfare of pedestrians navigating parking lots.	short	Planning and Zoning Department
5.45	41	Improve the appearance of the City’s commercial areas by promoting high quality development and rejecting national templates.	Consider developing design guidelines and establishing a site plan review process for all commercial uses, not just those in the Appearance Review Districts.	medium	Planning and Zoning Department
5.46	41		Maintain a façade improvement program to assist businesses and property owners with improvements to signage, façades, landscaping, parking areas, and the modernization of aging structures and facilities.	ongoing	Planning and Zoning Department, Chamber of Commerce
5.47	41		Consider adopting required parking maximums and a shared parking approach.	short	Planning and Zoning Department
Transportation and Mobility					
7.1	53	Revise the subdivision ordinance to improve network connectivity.	Revise the City’s subdivision ordinance to include a connectivity index minimum requirement for new residential and nonresidential subdivision street networks.	short	Planning and Zoning Department, Engineering Department, Public Works Department
7.2	53		Lower the maximum block length for new subdivisions to make the blocks more walkable and bikeable.	short	Planning and Zoning Department, Engineering Department, Public Works Department
7.3	53	Create a safe environment for pedestrians with traffic calming improvements.	Explore traffic calming techniques such as narrowing streets and lane widths to reduce automobile speeds; install landscaped curb bump outs; install refuge islands to reduce crossing distances; and establish on-street parking to provide a pedestrian barrier and narrow the roadway, for the City’s collector and local roads.	long	Planning and Zoning Department, Engineering Department, Public Works Department
7.4	53		Explore traffic calming techniques such as reducing lane widths, installing street trees, enhance crosswalks with a different texture or other distinguishing methods, and install pedestrian refuge islands across roadways with landscaped medians, for the City’s other roadway types.	long	Planning and Zoning Department, Engineering Department, Public Works Department
7.5	53	Reduce driveways and curb cuts.	Revise the City’s zoning ordinance to require that new development consolidate, share, or otherwise minimize curb cuts and driveways .	short	Planning and Zoning Department, Engineering Department, Public Works Department
7.6	53		Require internal cross access to be provided between commercial properties.	short	Planning and Zoning Department, Engineering Department, Public Works Department
7.8	53		Work with area businesses to consolidate curb cuts and require access design to give priority to pedestrian crossings and sidewalks.	long	Planning and Zoning Department, Engineering Department, Public Works Department
7.9	53	Continue proactive roadway maintenance.	Continue to develop CIPs to plan for roadway maintenance and other significant investments in the community.	ongoing	Planning and Zoning Department, Engineering Department, Public Works Department
7.10	54	Pass a Complete Streets ordinance.	Prioritize filling gaps in the existing and proposed bicycle and trail network on key arterials such as Elm Street or Elwood Avenue and in areas surrounding schools.	ongoing	Planning and Zoning Department, Engineering Department, Public Works Department

#	Page	Policy	Recommended Actions	Timeline	Partners
7.11	54	Develop a cohesive and safe bikeway network.	Work closely with INCOG to ensure that its bikeways and multi-use trails coordinate with regional routes.	ongoing	Planning and Zoning Department, INCOG
7.12	54		Separate bike facilities from automobile traffic wherever possible. Off-street multi-use trails offer the greatest level of safety for bicyclists.	long	Planning and Zoning Department, INCOG
7.13	54		Separate on-street bike lanes with a physical median where roadway widths and conditions allow.	long	Planning and Zoning Department, INCOG
7.14	54		Utilize striped bike lanes where buffered lanes are not feasible.	medium	Planning and Zoning Department, INCOG
7.15	54		Utilize shared bikeways only when bike lanes are not possible.	medium	Planning and Zoning Department, INCOG
7.16	54		Cohesively connect the bikeways and multi-use trail system.	ongoing	Planning and Zoning Department, INCOG
7.17	54		Work with INCOG to create a local bike facilities map with routes and parking identified.	short	Planning and Zoning Department, INCOG
7.18	54	Improve the appearance and function of parking lots.	Revise the zoning ordinance to require that property owners screen and improve parking lots with pedestrian-scale lighting, perimeter screening and landscaped islands.	short	Planning and Zoning Department
7.19	54		Encourage or incentivize the integration of green infrastructure practices within parking areas.	ongoing	Planning and Zoning Department
7.20	54	Adjust minimum parking requirements.	Monitor parking demand and adjust minimum parking requirements, or introduce maximums, to prevent retailers from oversupplying parking, creating large, unused parking areas.	ongoing	Planning and Zoning Department
7.21	54	Ensure public parking efficiency.	Continue to explore ways to improve the efficiency of the existing public parking supply through time restrictions, enforcement, permitting, wayfinding, real-time signage, and marketing.	ongoing	Planning and Zoning Department
7.22	54		Require new development in the Downtown to provide convenient on-site bicycle parking.	short	Planning and Zoning Department
7.23	54	Assess the supply of public parking.	Evaluate the existing supply of public parking in the Downtown and Riverfront and identify opportunities for increased on- and off-street parking through modifications to circulation and layout.	medium	Planning and Zoning Department
7.24	54		If deemed necessary, consider constructing public parking facilities off Aquarium Place or 'A' Street. Parking lots on Main Street in the Downtown should not be considered.	long	Planning and Zoning Department
7.25	54		consider providing priority parking spaces for car-share and no- and low-emissions vehicles in its public parking facilities and incentivize the provision of similar spaces in private parking facilities.	short	Planning and Zoning Department
7.26	54		Update the zoning code to clarify the percentage of required parking spaces that may be reserved for pick-up only customers.	short	Planning and Zoning Department
7.27	56	Examine the feasibility of express commuting routes.	Coordinate with Tulsa Transit to study the feasibility of running express routes to Downtown Tulsa from a park and ride lot in Jenks.	long	Planning and Zoning Department, Tulsa Transit
7.28	56	Expand bus service to Jenks' key commercial areas.	Coordinate with Tulsa Transit to expand bus service to new commercial areas as future development occurs according to the Land Use Plan.	long	Planning and Zoning Department, Tulsa Transit
7.29	56	Ensure freight rail serves local industry.	Coordinate with TSU and Kimberly-Clark to ensure that the rail line remains operational and serves the needs of the City's largest industrial business.	ongoing	Planning and Zoning Department, TSU, Kimberly Clark
7.30	57	Implement cohesive and uniform streetscape improvements.	Work to implement cohesive and uniform streetscape improvements throughout the community at varying intensities based on the roadway classification as defined in the Transportation and Mobility Plan and as detailed on page 57.	long	Planning and Zoning Department, Engineering Department, Public Works Department
Community Character and Urban Design					
8.1	58	Conceal unsightly utility lines where feasible.	Work with utility companies to bury overhead utility lines which are common above many of the City's corridors.	long	Planning and Zoning Department, utility companies

#	Page	Policy	Recommended Actions	Timeline	Partners
8.2	58	Support construction of a low water dam.	Work with Tulsa County, INCOG, the City of Tulsa, and the U.S. Army Corps of Engineers to ensure that plans progress for the Jenks low water dam.	medium	Planning and Zoning Department, Engineering Department, Tulsa County, INCOG, the City of Tulsa, and the U.S. Army Corps of Engineers
8.3	58	Promote public art.	Work with Jenks Public Schools students to design streetlight banners that represent what the community means to them.	medium	Planning and Zoning Department, Jenks Public Schools
8.4	58		Continue to seek opportunities for the creation of murals within Downtown, with a focus on entrances of alleys, windowless walls, and the sides of buildings.	ongoing	Planning and Zoning Department, Chamber of Commerce, Muscogee (Creek) Nation
8.5	59	Create new gateways.	Develop a gateways signage plan to provide design guidelines and outline strategic locations for sign placement as well as contribute to the overall character of the City.	short	Planning and Zoning Department, Chamber of Commerce
8.6	59		Work with current property owners to acquire the property or easements necessary to install gateway features.	medium	Planning and Zoning Department, Chamber of Commerce
8.7	59		As the City develops new gateways, it should consider further developing the lighthouse theme of the existing gateway or carrying over elements from premier local attractions such as the Aquarium.	medium	Planning and Zoning Department, Chamber of Commerce
8.8	59		Consistently use elements such as the Jenks logo or City flag throughout the community.	medium	Planning and Zoning Department, Chamber of Commerce
8.9	59		Enhance existing gateway signage with landscaping and decorative lighting.	short	Planning and Zoning Department, Chamber of Commerce
8.10	59	Install wayfinding signage throughout Jenks	Develop a wayfinding system that clearly directs people to key destinations and points of interest.	short	Planning and Zoning Department, Chamber of Commerce
8.11	59	Use branding to promote Jenks as a distinct and unique City.	Work with the Chamber of Commerce to clearly convey the City's image and brand, promoting the City as a distinct and unique place in the Tulsa region.	short	Planning and Zoning Department, Chamber of Commerce, Muscogee (Creek) Nation
8.12	59		Require City naming for new projects.	ongoing	Planning and Zoning Department
8.13	59		Use branding efforts to establish the City's identity distinct from Jenks Public Schools.	short	Planning and Zoning Department
Parks, Open Space, & Environmental Features					
9.1	63	Develop a Parks and Recreation Master Plan.	Develop a dedicated parks and recreation master plan, to provide a comprehensive inventory of City-owned parks and formalize plans for enhancing and expanding parks, recreation facilities, and the trail network.	medium	Planning and Zoning Department, Public Works Department
9.2	63	Plan new parks to coincide with growth.	Consider developing new neighborhood and regional parks south of the Creek Turnpike.	long	Planning and Zoning Department, Public Works Department
9.3	63		Ensure that existing and future parks are well connected by roadways, on-street bikeways, and multi-use trails.	medium	Planning and Zoning Department, Public Works Department
9.4	63	Maintain Jenks’ innovative and thoughtful approach to public parks.	Continue to think outside the box and engage the public to understand how its open spaces and recreational amenities can continue to serve the community’s needs.	ongoing	Planning and Zoning Department, Public Works Department
9.5	63	Improve Central Park.	Undertake a complete park redesign with improvements including screening of the McDonalds and its drive-through, installation of modern and accessible playground equipment, and improvements and updates to the basketball court and shelter.	medium	Planning and Zoning Department, Public Works Department
9.6	63		Consider including sports facilities such as a soccer field or tennis court, which may be in demand but not offered at the City’s other parks, in the redesign of Central Park.	medium	Planning and Zoning Department, Public Works Department

#	Page	Policy	Recommended Actions	Timeline	Partners
9.7	63	Establish the Jenks Adult Activity Center.	Work with Jenks Senior Citizens and Tulsa County to audit participation in the programs, organizations, and clubs offered at City Hall and the South County Recreation Center.	short	Planning and Zoning Department, Jenks Senior Citizens, Tulsa County
9.8	63		Build on local best practices and target filling specific needs gaps in the development of the Jenks Adult Activity Center.	medium	Planning and Zoning Department, Jenks Senior Citizens, Tulsa County
9.9	64	Encourage multi-use trail connectivity as new residential areas develop.	Require residential developers to provide a mandatory share of public park land or pay a fee to support public parks and open spaces.	short	Planning and Zoning Department, Development Community
9.10	64		Work with developers in the form of public private partnerships for recreational purposes. This might include providing public permissions for trail access, connecting adjoining open spaces across subdivisions, and contributing to the larger system of open space and trail connections.	medium	Planning and Zoning Department, Development Community
9.11	64		Require developers who are developing beside a designated or planned trail to contribute to a certain percentage of the trail's construction and maintenance costs.	short	Planning and Zoning Department, Development Community
9.12	64	Develop utility trails.	Explore opportunities for a greenway trail like the 116th Street utility trail along the utility easement parallel to Kimberly Clark Place in the southeast corner of the City.	long	Planning and Zoning Department, Kimberly Clark
9.13	64	Incorporate trail signage.	Install trail signage including directional signs which address distance, direction, and destination; regulatory signs, which prohibit certain uses on the trail system; objective signs, which provide information about trail conditions; and interpretive signs, which offer educational information to trail users about the trail environment or historical characteristics of the area.	medium	Planning and Zoning Department, INCOG
9.14	64	Explore opportunities for rails-with-trails.	Explore opportunities for a Jenks rails-with-trails to enhance multimodal transportation and recreation opportunities and provide safe and pleasant community-wide connection.	long	Planning and Zoning Department, TSU, INCOG, Union Pacific
9.15	64		Incorporate attractive fencing between the pathway and the railway and a hard surface path for bicyclists, joggers, and pedestrians.	long	Planning and Zoning Department, TSU, INCOG, Union Pacific
9.16	66	Regulate development in floodplains.	Require appropriate setbacks and vegetative buffering around Polecat Creek and the City's other floodways to minimize incidences of flooding and soil erosion, reduce sedimentation, and improve water quality.	short	Planning and Zoning Department
9.17	66		Encourage property owners and developers to install green infrastructure such as rain gardens, pervious asphalt, and permeable pavers in areas with existing development and planned redevelopment to mitigate flooding.	ongoing	Planning and Zoning Department
9.18	66	Develop a connected system of parks and trails along Polecat Creek.	Preserve Polecat Creek as an open space amenity and significant outdoor and recreation opportunity that benefits Jenks residents citywide.	ongoing	Planning and Zoning Department, Public Works Department
9.19	66		Acquire undevelopable land in the Polecat Creek floodway and create a connected system of parks and trails spanning the City, following the blueprint for development of Park West.	long	Planning and Zoning Department, Public Works Department
9.20	66	Support construction of a low water dam to maintain water levels in the Arkansas River.	Work with Tulsa County, INCOG, the City of Tulsa, and the U.S. Army Corps of Engineers to ensure that plans progress for the Jenks low water dam.	medium	City of Jenks, Tulsa County, INCOG, City of Tulsa, U.S. Army Corps of Engineers
9.21	66	Expand Jenks' tree canopy and improve its forested areas.	Work with the local organization Up With Trees to ensure that its urban tree canopy is comprised of a diverse mix of young and mature trees of different species.	ongoing	Planning and Zoning Department, Up With Trees
9.22	66		Ensure that tree planting is site-appropriate to ensure survival, maintain required lines of sight for safe pedestrian and vehicular movement, and prevent damages to public infrastructure.	ongoing	Planning and Zoning Department, Up With Trees
9.23	66	Utilize conservation easements.	Encourage the use of conservation easements for the preservation of sensitive natural areas including floodway and wetlands in areas identified for development in the Land Use Plan such as the area west of the 96th Street interchange designated for regional commercial land uses.	long	Planning and Zoning Department, Oklahoma Natural Resources Conservation Services

#	Page	Policy	Recommended Actions	Timeline	Partners
Community Facilities					
10.1	73	Coordinate new development with school capacity.	Prioritize cooperation with the Jenks, Bixby, and Glenpool school districts for the approval of significant residential development projects to ensure that school capacity is a central component of decision making.	ongoing	Planning and Zoning Department, Jenks, Bixby, and Glenpool school districts
10.2	73	Revise the Planned Unit Development (PUD) Ordinance process.	Revise the PUD Ordinance process to ensure that City staff have an opportunity to meet with the appropriate school district after the pre-application conference and prior to referral to the Plan Commission.	short	Planning and Zoning Department
10.3	73	Establish requirements to notice school districts.	Revise the public hearings requirements in Sec. 1704.3 to include the school districts in notice requirements for all residential specific use permit public hearings.	short	Planning and Zoning Department
10.4	73	Prioritize key infrastructure projects around the Jenks Public Schools central campus.	Work with Jenks Public Schools to identify and prioritize future infrastructure projects around its Old Town Jenks campus.	medium	Planning and Zoning Department, Public Works Department, Jenks Public Schools
10.5	73	Assess the staffing and facilities needs of all City departments to balance population growth and the need to maintain high quality services.	Perform a staffing needs assessment to ensure that Jenks balances population growth and development with the need to maintain the high-quality services currently offered to residents.	medium	City of Jenks
10.6	73		Perform a facilities needs assessment to establish short term solutions for capacity issues facing existing facilities.	medium	City of Jenks
10.7	73		Assess the feasibility of developing the Jenks Adult Activity Center with an older adult-focused recreational component.	long	Planning and Zoning Department, Jenks Senior Citizens, Tulsa County
10.8	73	Coordinate system improvements and cooperate with utility providers.	Continue to coordinate and cooperate with utility providers in the City to ensure that the community continues to be well served as it grows and demand for services increase and change.	ongoing	Public Works Department, utility providers
10.9	73		Require new developments to use the City's sewage facilities and prohibit the use of individual septic systems	short	Planning and Zoning Department
10.10	73		Continually plan and budget for upgrades to critical infrastructure such as water lines, fire hydrants, and sewer lines.	ongoing	Public Works Department, Engineering Department
10.11	73	Undertake a water service plan and wastewater facility plan.	Undertake a detailed water service plan that identifies long-term water service improvements.	medium	Public Works Department, Engineering Department
10.12	73		Identify potential locations for water towers and other public utilities required to maintain Jenks' current level of water service as new residential areas are developed.	medium	Public Works Department, Engineering Department
10.13	73		Create a wastewater facility plan to consider long-term wastewater collection and treatment system projects.	medium	Public Works Department, Engineering Department
10.14	73	Ensure healthcare services are adequate for Jenks residents.	Continue to work with regional healthcare providers, ensuring that they consider expansion with new satellite offices and clinics in Jenks.	ongoing	City of Jenks, regional healthcare providers