

THE JENKS

COMPREHENSIVE PLAN

2015-2025

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## INTRODUCTION

### 0.1 Comprehensive Plan

#### 0.1.1 Purpose of the Comprehensive Plan

The Comprehensive Plan is a guide for the development of the Jenks area. The policies provided within the Comprehensive Plan provide a framework within which individuals and public officials can make decisions that are consistent with the community's development objectives.

### 0.2 Conformance to the Comprehensive Plan

#### 0.2.1 Plan Implementation

Historically, consistency of development decisions following the adoption of a plan have been difficult to achieve, but is essential to effective plan implementation. Such consistency is inherently dependent upon community acceptance of the plan itself, and to that end the Jenks Plan was prepared through a process which: a) public participation was sought and received, b) residents of the Jenks area of varied background and interests actively worked in preparation of the plan, and c) emphasis was on the formulation of a Comprehensive Plan that was workable and achievable. The preparation and adoption of this plan are two essential steps toward assuring the sound development of the area. To be consistent and effective, however, the guidance that the plan provides must be used.

#### 0.2.2 Public Improvements and Facilities: Relationship to the Comprehensive Plan

The policies embodied within this plan provide coordination and guidance for more precise public facilities plans. Proposals for public improvements should conform generally with the Comprehensive Plan.

#### 0.2.3 Zoning: Relationship to the Comprehensive Plan

The Plan also provides guidance for codes and ordinances relating to the physical environment. As the Plan is the fundamental development policy for the Jenks area, other plans, codes, ordinances and regulations should be in the Comprehensive Plan. The Zoning Code, in particular, has as a purpose the promotion of the development of the community in accordance with the Comprehensive Plan.

A zoning ordinance is in accordance with the Plan if the type and intensity of land use authorized by the ordinance is compatible with the goals, objectives, principles and policies specified in the Plan. Provisions of the ordinance should not be in contradiction with the intent of the Plan and should not preclude realization of the Plan.

The Comprehensive Plan should be considered in making the zoning or rezoning decisions. The Plan establishes at a general level appropriate locations for different intensities of land use with due regard to compatibility to topography, environmental considerations, traffic generation and other factors. The zoning decision-making process should require specific consideration of the compatibility of land use and environmental characteristics of a proposed use with surrounding area. Thus, zoning decisions include consideration of the general factors embraced in the Comprehensive Plan but also the individual examination of such conditions as they relate to an individual parcel of land for which rezoning is requested.

#### 0.2.4 Plan Map Categories

The Plan Map expresses graphically policies to guide the intensity of land use. The relationship between the intensity of land use categories shown on the Plan Map and zoning districts indicates to what degree each of the districts may be considered as being in accordance with each of the Plan Map categories. Three degrees of relationship have been established: a) zoning district and Plan Map category are not in accordance, b) zoning district and Plan Map category are in accordance, c) zoning district and Plan Map category may be found to be in accordance under certain circumstances.

By way of illustration, the following examples should be noted: a) An existing zoning district or a rezoning request which, if implemented, would prevent the achievement of the area shown by the Comprehensive Plan; i.e., if the Plan Map category of an area is low intensity, a proposal to rezone the area to a moderate industrial district would not be in accordance with the Comprehensive Plan. b) An existing zoning district or rezoning request which, if implemented, would directly contribute to achieving the objectives established for the area by the Comprehensive Plan would clearly be in accordance with the plan; i.e., if the Plan Map category for an area is low intensity residential, a proposal to rezone the area to a single family district would be in accordance with the Comprehensive Plan. c) If the existing zoning district or rezoning request neither contributes nor prevents the achievement of the planned use, then it must be determined whether the proposed land use, if implemented, would be compatible with the development of the surrounding

area in the manner contemplated by the Comprehensive Plan; i.e., if the Plan Map category for an area is low intensity, a proposal to rezone a portion thereof for multi-family use would be in accordance with the Plan Map if the multi-family use contemplated was of a density and type that would be compatible with surrounding uses. A multi-family zoning district used as a transition between the low intensity area and adjacent higher intensity areas would be an example of a district in accordance with the low intensity plan category. The same zoning district contemplated for a large area in the center of a low density residential neighborhood would not be in accordance with the low intensity Plan Map category.

The table shows the intent of the Plan policies but cannot be relied upon as the basis for making decisions on rezoning applications. The intensity of land use categories shown on the Plan Map should not be interpreted as a zoning map. Existing zoning will continue to operate and rezoning cannot be claimed within various categories by right. It should be recognized that the Official Zoning Map can properly vary from the District Plan Map in that the Official Zoning Map recognizes short range conditions and the Official Zoning Map is more detailed and precise than the Plan Map. Furthermore, at the time of the adoption of the Plan certain zoned parcels that are not in accordance with the Plan may be of such size, nature or location that their existence should be recognized by zoning that is not in accordance with the Plan Map categories, for example.

### 0.3 Amendment of the Comprehensive Plan

#### 0.3.1 Conflicts with the Comprehensive Plan

The effectiveness of the Comprehensive Plan will depend on maintaining the interrelationship between the Plan and implementation techniques. In cases where proposed development, codes, ordinances or regulations are not in accordance with the Comprehensive Plan, the conflict should be eliminated through a change in the proposal or through amendments to the Plan. It is recognized that there will be times when it may be desirable to take action not in accordance with the Comprehensive Plan. A decision by the appropriate body, board or officials which is not in accordance with the Plan shall be considered as an action necessitating consideration of an amendment to the comprehensive Plan.

#### 0.3.2. Keeping the Plan Current

It should be recognized that the Comprehensive Plan needs constant analysis, evaluation and amendment in order to ensure that policies expressly prepared at one time will be changed as

social and economic conditions are altered. Besides this process of ongoing change, the Planning Commission will need to periodically review the policies expressed in the Comprehensive Plan to ensure that they are consistent with the social and economic and physical conditions of the area and the goals and aspirations of the citizens.

## TEXT OF THE PLAN

### 1. GENERAL POLICIES

- 1.1.1. Provide a plan for the growth of Jenks in order to enhance the quality of life for all residents.
- 1.1.2. Provide policy to guide the placement of public and private investments to insure the provision of public facilities and services in accord with market and investment demands.
- 1.1.3. Ensure the coordination of the social and economic needs of the community as physical development occurs.
- 1.1.4. Maintain and enhance the sense of community by encouraging responsible development patterns.
- 1.1.5. Encourage the coordination of development with adjoining communities, while continuing to endorse the concept of separation of urban areas.
- 1.1.6. Promote a safe and secure environment.

### 2. SPECIFIC AREAS

There are six (6) specific areas identified within the Jenks Planning Area: 1) the southern clear zone for Riverside Airport, 2) the fuel transfer and distribution districts, 3) the industrial area historically identified for use as a tank farm, located west of 121<sup>st</sup> Street South and Peoria, 4) the central business area, 5) Riverfront Entertainment District located east of the Jenks Levee system from 1250 feet north of 91<sup>st</sup> Street (K Place) to the Creek Turnpike and to include the area south of the Creek Turnpike to Polecat Creek east of the Midland Valley Railroad, 6) Appearance Review Districts identified as Corridor, Theme, and Riverfront. Specific policy considerations have been developed for these areas.

#### 2.1 Riverside Airport Clear Zone

The clear zone consists of approximately 235 acres bounded by “K” Place (91<sup>st</sup> Street) on the north, Main (96<sup>th</sup> Street) on the south, South Elwood on the west and the Melody Lane addition and the remaining developed McCaskey addition to the east. The lands within the clear zone, though within the corporate boundaries of the City of Jenks, are owned by the City of Tulsa.

- 2.1.1 The specified area has been developed as a County public golf course identified as the South lake Golf Course and is supported by Tulsa County. This area should be maintained as a clear zone or buffer zone.
- 2.1.2 This area should be developed only when consistent with airport operations and public safety requirements.
- 2.1.3 The Airport use of lands, within the South Lakes Golf Course, for an Instrument Landing System is allowed as long as the Golf Course exists as a community amenity.
- 2.1.4 Future uses in this area should be coordinated with the Airport Zoning Advisory Board.
- 2.1.5 Tall structures and light and radio interference's, which would be hazardous to the air traffic of Tulsa Riverside Airport, should be restricted or prohibited.
- 2.1.6 Recreational and other uses must be consistent with airport clear zone use.

## 2.2 Fuel Transfer and Distribution Districts

There are two identified special districts related to the transfer and distribution of flammable materials. The first area is identified as the Conoco Phillips Tank Farm and Fuel Distribution Center located on Elwood Avenue immediately north of the Creek Turnpike. The second facility is a fuel transfer station owned by Scissortail Field Services and located on the east side of Elm Street at approximately 135<sup>th</sup> Street.

- 2.2.1 The Conoco Phillips Tank Farm and Fuel Distribution Center is designated Development Sensitive and the Scissortail site maintains the existing Medium Commercial and Medium Intensity land use pattern as associated with the properties to the north and south of the district.
- 2.2.2 The special districts as identified include a 300 foot area around the property boundary of the existing fuel facilities.
- 2.2.3 Land Use proposals within the special districts are required to address public health, welfare, and safety.

## 2.3 Industrial Special District

The special district consists of a total of 255 acres, on the north and south sides of 121<sup>st</sup> Street between Elwood and Peoria. Fifty of the acres are on the north side of the street with the balance (200) located on the south. The property is currently zoned for moderate industrial activities (IM). The property was previously used as a petroleum storage facility. Five acres of the

area north of 121<sup>st</sup> Street has been developed with the South Jenks fire station known as the Ewing-Perryman Fire Station.

- 2.3.1 Limited petroleum storage facilities still remain upon the property. Proposals to increase petroleum activities shall require further review.
- 2.3.2 Proposals to modify the use of the property for other than petroleum storage should be consistent with existing land uses and land use intensities of the current Comprehensive Plan. City of Jenks uses may be developed in furtherance of public services to the surrounding uses.
- 2.3.3 Recognition of new land restoration and clean up practices of abandoned petroleum storage sites provides a potential for the conversion of the special district to recreational and limited commercial uses. Proposals must include environmental considerations and review.

## 2.4 Central Business Area

This area is composed of two components: 1) the Business Core and 2) the Core Expansion Areas.

- (1) The Business Core is described as the properties fronting on Main Street from Birch Street on the west through the first lot east of 4<sup>th</sup> Street on the east.
  - (2) The Core Expansion is described as the balance of the properties fronting on Main Street, the properties fronting on “A” and Aquarium Place Streets from Elm Street (Peoria) on the west to the Arkansas River levee on the east and properties fronting Elm Street (Peoria) from Main Street to the Creek Turnpike.
- 2.4.1 Provide the necessary planning and public commitment to ensure that the Business Core and Core Expansion areas will continue to be a viable center of community identity, commerce and interaction.
  - 2.4.2 Implement the vehicular and pedestrian traffic circulation and parking plan for the special district.
  - 2.4.3 Prepare performance standards for both remedial treatment and new development within the special district directed toward function and design. Emphasis should be placed on visual continuity and include façade and surface treatments, landscaping, street planning programs, and sign controls.
  - 2.4.4 The Business Core and Core Expansion areas are expected to undergo extensive redevelopment. Mixed use developments utilizing commercial, office and residential uses within a single

structure will provide the vitality to the replacement of the older structures within the District.

- 2.4.5 Two major area of concern with the redevelopment of the Central Business Area will remain drainage and parking. Upgrades to the road networks should provide additional drainage capabilities. New developments will require connection to existing drainage systems or they shall provide on site retention. Alternate parking schemes have been adopted with the newly established Arts and Antique District. The new parking design should be constructed as a part of new developments within the District.

## 2.5 Riverfront Entertainment/Tourism District

The northern boundary of the Riverfront Entertainment/Tourism District is located approximately 1250 feet north of “K” Place (91<sup>st</sup>) on the east side of the Jenks Levee to the Arkansas River. The east boundary of the district is bounded by the Arkansas River. The west boundary of the district follows the Jenks Levee structure at 91<sup>st</sup> Street to the Midland Valley Railroad Tracks near 1<sup>st</sup> Street thence southward along the east boundary of the Midland Valley Railroad to the south boundary of the northeast quarter of Section 30, Township 18, Range 13. The south boundary of the district will follow the south line of the northeast quarter of Section 30 and the south line of the northwest quarter of Section 29 to the Arkansas River. Consideration for the future Expansion of the District to include properties along the Arkansas River further north of 91<sup>st</sup> Street to the north boundary of the City will require further review as development of the District progresses.

- 2.5.1 The Riverfront Entertainment/Tourism District is located outside the boundaries of the Jenks Levee System and will maintain a Development Sensitive Plan Category.
- 2.5.2 The minimum development criteria for projects outside the Jenks Levee System and within the boundaries of the Arkansas River Floodplain (500 year), but not within the river channel or floodway, shall require building construction at a height one foot above the 1986 flood event (approximately 350 year floodplain or a 306,000 cfs release from Keystone Dam) along with the requirement for zero rise to the 100 year floodplain allowing the same conveyance for floodwater.
- 2.5.3 Structural development within Floodway Districts should be discouraged.
- 2.5.4 City of Jenks should continue working with appropriate agencies in an effort to promote bank stabilization along the west bank of the Arkansas River to counteract identified erosion caused by the capturing of floodway areas along the east bank.

- 2.5.5 Single Family Residential developments within the Riverfront Entertainment/Tourism District are not in accordance with the Development Sensitive Plan Category. Multiple family residential uses within the Riverfront/Tourism District may be found in accordance with the Plan Category and the District if, at a minimum, they are designed at a 2<sup>nd</sup> floor height or greater.
- 2.5.6 Provide the necessary planning and public commitment to encourage that development within the Riverfront Entertainment/Tourism District is tourist related commercial and river-oriented commercial designed to enhance the economic viability of the District.
- 2.5.7 Tourist Related Commercial shall include those uses which make use of waterfront amenities for the enjoyment of the tourist and recreation public. The type of use and site design should harmonize with the intended character of the waterfront area. In addition to entertainment and recreation public venues the uses recognized as tourist related may include restaurants, cafes, gift shops, art galleries, museums, or like points of destination.
- 2.5.8 River Oriented Commercial shall generally be limited to lodging, restaurant facilities, and retail establishments designed to incorporate waterfront amenities and linkage to riverfront activities. Office or Residential uses may be considered accessory or compatible with river oriented commercial.
- 2.5.9 Uses within the Riverfront Entertainment/Tourism District should be designed to provide public entrance from the waterfront site of the building, and provide a view in the waterfront direction. Public access along the waterfront between buildings and the river should be promoted.
- 2.5.10 Design review standards within the Riverfront Entertainment/Tourism District shall incorporate established Riverfront District Guidelines protecting the character and mutual benefits of the uses within the area.

2.6 Appearance Review Districts

This Special District is composed of three components: 1) the Theme District 2) the Corridor District and 3) the Riverfront District.

- 2.6.1 The Appearance Review Districts are designed to promote public health, safety, and economic development along street frontages within non-residential zoning districts through the use of appearance standards to achieve aesthetically pleasing and environmentally sensitive development areas to include landscaping, building materials selection, structural design,

color scheme, sound reduction methods, improved air quality, and attractive sites for commercial development.

- 2.6.2 The Theme District is designed for the purpose of creating an overall turn-of-the-century theme of Western and Victorian architecture and appearance. The Theme District is to assist in the promotion of the downtown shopping district, and to encourage and attract a variety commercial and office uses to the area. An Arts and Antique District has been included to the Theme District Area designed to promote a broader market for the District. It is anticipated that existing older residential structures will be converted to Arts and Antique District Uses. New parking design standards have been adopted in conjunction with the Arts District. Consideration for mixed use within existing residential structures along Aquarium Drive through a Planned Unit Development Process may be considered to promote the vitality of the new district. Each structure shall be evaluated through the development process as to its ability to support such uses.
- 2.6.3 The Theme district is bounded by the Midland Valley Railroad on the west and 5<sup>th</sup> Street on the east. The north boundary of the District is recognized as the alley between “A” and “B” Streets. The south boundary is the alley between Aquarium Place and Beaver Streets.
- 2.6.4 The Corridor Appearance District is designed to extend Appearance Review standards and guidelines to achieve aesthetically pleasing and environmentally sensitive development areas to include landscaping, building materials selection, structural design, color scheme, sound reduction methods, improved air quality, and to provide attractive sites for non-residential, commercial, and industrial development to the benefit of Jenks visitors and residents development.
- 2.6.5 The Corridor Appearance District is defined as an area six hundred feet in width along and parallel to Main Street from the Midland Valley Railroad westward to US Highway 75, Elm Street from 91<sup>st</sup> to 141<sup>st</sup> Street, Elwood from 91<sup>st</sup> to 101<sup>st</sup> Street, 91<sup>st</sup> Street from Elwood to US Highway 75, and an area 300 feet wide bounded to the north by “B” Street from the Midland Valley Railroad to 5<sup>th</sup> Street. On March 3, 2008 the Corridor Appearance Review District was modified to include areas within 300 feet of U.S. Highway 75 and Union Avenue existing Rights of Ways and future Rights of Ways. With the potential imminent commercial development along 121<sup>st</sup> Street South, 121<sup>st</sup> Street from Elwood Avenue to 33<sup>rd</sup> West Avenue shall also be included into the Corridor Appearance District to include all lands up to 300 feet north of the north right of way of West 121<sup>st</sup> Street South.

- 2.6.6 The Riverfront and/or Boardwalk Appearance District is for the purpose of promoting the redevelopment and expansion of existing businesses in the district and to attract a variety of new retail, service, commercial and public attraction of educational, scientific, and cultural significance.
- 2.6.7 The Riverfront Appearance District is defined as an area bounded on the west by 5<sup>th</sup> Street, to the east by the Arkansas River and on the north by “B” Street. The South boundary of the district is recognized as Aquarium Place to 9<sup>th</sup> Street then due south to the Creek Turnpike, following the Creek Turnpike to the Arkansas River.
- 2.6.8 Each District shall be established with development guidelines outlining the procedures, development criteria, and elements of the District.
- 2.6.9 Future consideration should be given to expand the Corridor District to include areas along Union Avenue and US Highway 75.

3. LAND USE

3.1 General

3.1.1 Establish logical relationships among areas of land use activities based on sound concepts of compatibility, and consistent with man-made and natural systems.

3.2 Intensities

3.2.1 Establish a system of land use regulations based on the intensity of land use rather than specific use to maintain internal flexibility within the system to adapt to changes in conditions.

3.2.2 For the purposes of this plan, three (3) levels of intensity have been established: low, medium and high. These intensity levels can be generally described as follows:

TABLE 1

	(a)	(b)
<u>Intensity Areas</u>	<u>Floor Area % (for nonresidential Uses)</u>	<u>Dwelling units Per Acre for net area per tract (for residential Uses)</u>
Low	25% or less	up to 4
Medium	75% or less	up to 16
Medium Residential	75% or less	up to 8
High	Over 75%	up to 26

- a. The floor area of a building on a lot divided by the lot area. (Floor area does not include enclosed parking areas.)
- b. Average density.

### 3.3 Residential Areas

#### 3.3.1 Goal

Provide residential neighborhoods that are safe, pleasant, healthy, and well designed.

#### 3.3.2 Objectives

3.3.2.1 Provide existing and future residential areas with adequate and equitable public facilities.

3.3.2.2 Prevent the intrusion of inharmonious land uses into residential areas.

3.3.2.3 Protect and preserve existing houses stock to prevent the spread of blight. Promote sound residential development practices to protect area property values.

3.3.2.4 Provide for safe auto and pedestrian traffic in neighborhoods.

#### 3.3.3 Policies

3.3.3.1 Discourage through traffic in residential areas by providing major streets on the periphery of neighborhoods and by proper subdivision design.

3.3.3.2 Encourage the off-street parking of autos in residential neighborhoods to alleviate traffic congestion.

3.3.3.3 Allow no residential construction in floodplains, except as approved by Federal Emergency Management Agency guidelines.

3.3.3.4 Design residential subdivisions considering the topography of the site.

3.3.3.5 Require special design treatment of subdivisions in areas where slopes are greater than 15%.

3.3.3.6 Separate or buffer homes from non- residential uses such as schools, churches and businesses.

- 3.3.3.7 Avoid or limit residential development near airports, industrial areas, truck routes, trash dumps, or other land uses which may be hazardous to health of residents or detrimental to residential property values.
- 3.3.3.8 Locate multi-family uses near commercial areas and where infrastructure is sufficient for higher intensity uses.
- 3.3.3.9 Mobile, manufactured housing should have a buffer area of separation from conventional residential uses and must be designed and platted to conventional residential standards.
- 3.3.3.10 Medium intensity residential uses or less intense commercial uses such as office should be provided as a buffer between low intensity residential uses and high intensity commercial uses.
- 3.3.3.11 Medium intensity residential uses should be required to leave 10% of the land areas in the addition to natural vegetation. Dedication of park areas, open space or drainage easements may satisfy this requirement.
- 3.3.3.12 The Medium Intensity Plan Designation with a Single Family Residential Medium Density land use overlay is restricted to parcels that are identified as blighted, being less than 10 acres in size and located along section line roadways. The intent of the Comprehensive Plan to restrict the Single Family Residential Medium Density category to parcels meeting the blighted criteria is to promote cost effective developments of blighted properties which aides in the enhancement of area property values. Implementation of Medium Intensity – Single Family Residential will require a Plan Map Amendment acted on separately prior to a zoning approval unless already noted on the map.
- 3.3.3.13 Residential development of a greater density than RS-1 should have sidewalks.
- 3.3.3.14 New residential subdivision plats should provide open space for neighborhood recreation or adjoin open space with recreation nearby.

## 3.4 Commercial Areas

### 3.4.1 Goal

Provide planned and concentrated areas that provide diverse goods and services in a convenient and efficient manner to eliminate the need for area residents to travel out of the area for commercial transactions.

#### 3.4.2 Objectives

- 3.4.2.1 Encourage the location and aggregation of compatible commercial uses where community facilities (especially transportation facilities) are capable of supporting those uses.
- 3.4.2.2 Eliminate the incursion of commercial uses into residential areas unless specifically outlined on the Plan Map.
- 3.4.2.3 Encourage measures designed to reduce harmful effects of commercial development to residential uses.

#### 3.4.3 Polices

- 3.4.3.1 Require or provide adequate accessibility and parking for existing and future commercial development.
- 3.4.3.2 Locate commercial uses either in the Central Business Area, at major street intersections, Riverfront Entertainment/Tourism District, or along extended arterial street frontages, buffered from residential areas by less intense uses, natural physical features, or sight screening.
- 3.4.3.3 Spot zoning for commercial uses should be strictly prohibited.
- 3.4.3.4 Commercial uses should not be allowed on parcels which are too small to provide adequate off-street parking (except in the Central Business District where alternate areas may be considered), adequate ingress and egress or proper screening from neighboring residential uses.
- 3.4.3.5 The size, location and type of signs in commercial areas should be regulated to improve the aesthetics of the area while recognizing the benefit of fixed signage for commercial uses.

### 3.5 Industrial Policies

#### 3.5.1 Goal

Encourage compatible industrial development that will make efficient utilization of the areas labor force, raw materials and

transportation facilities, thereby stimulating employment and investment opportunities and stabilizing and diversifying the Jenks economic base.

### 3.5.2 Objectives

- 3.5.2.1 Accommodate the planned growth of existing industry in the area.
- 3.5.2.2 Restrict or discourage industry that will significantly lower the quality of life in a particular area or the Jenks area as a whole.
- 3.5.2.3 Encourage the development of technologically advanced, environmentally compatible “clean” industry in the area.
- 3.5.2.4 Encourage the concentration of compatible industrial uses in industrial districts and encourage compatible industrial uses in other areas on sites containing a minimum of 40 acres as specific uses.

### 3.5.3 Policies

- 3.5.3.1 Provide adequate support facilities and services to industrial areas.
- 3.5.3.2 Limit industrial traffic to major streets or industrial collector streets.
- 3.5.3.3 Separate industrial areas from sensitive non-industrial areas by the utilization of natural and man-made buffers such as expressways, topographic differential, floodplains, landscaping and screening fence.
- 3.5.3.4 Strive to attract industries which have low nuisance characteristics such as research and development laboratories, instrument and sporting goods manufacturing, food processing and printing.

## 3.6 Development Sensitive Areas

### 3.6.1 Goal

Ensure that particular naturally vulnerable areas that 1) are subject to flooding, 2) have steep slopes or eroding soils, or 3) have unique environmental or aesthetic qualities, are respected

and development of these areas is restricted to appropriate uses for the conditions and criteria of a specific site.

### 3.6.2 Objectives

3.6.2.1 Promote public awareness of areas unsafe for development.

3.6.2.2 Retain chosen natural sites for their aesthetic qualities.

3.6.2.3 Restrict development in areas that are naturally not suitable for construction or where construction would be harmful to the environment.

3.6.2.4 Identify areas that are suitable for certain non-residential uses.

### 3.6.3 Policies

3.6.3.1 Residential development in floodplain areas should be prohibited, except as permitted for by FEMA regulations. Non-residential development in such areas should be restricted (see drainage policies).

3.6.3.2 The establishment of parks in floodplain areas should be encouraged to utilize areas likely to flood for recreational purposes.

3.6.3.3 Development Sensitive designated properties not within a Floodway district may be found suitable for commercial and light industrial uses. Generally these uses would not require an outside storage component.

3.6.3.4 Development within areas designated as within a boundary of a 100 year floodplain should require that no adverse impact be produced to the floodplain by the development.

3.6.3.4 Excessive erosion of vulnerable soils by poor development practices should be discouraged.

3.6.3.5 The physical features of the Jenks area should be carefully evaluated and development limited in those areas which are unsafe, on slopes of more than 15% or in flood areas with unacceptable risk levels that cannot be mitigated

in accordance with FEMA and City of Jenks regulations.

### 3.7 Agricultural Areas

#### 3.7.1 Goal

Development in those areas that possess soil and other characteristics essential for agricultural production and propose an unacceptable level of risk with development of these lands due to floodplain characteristics should be restricted to that development which supports primary agricultural activities.

#### 3.7.2 Objectives

3.7.2.1 Agriculture as an industry is encouraged near the community where residential, commercial and industrial uses are not appropriate or restricted.

3.7.2.2 Protect prime agricultural areas from premature, unplanned urbanization until a full range of public services and utilities are available.

3.7.2.3 Encourage urban forestry and other open space practices.

#### 3.7.3 Policies

3.7.3.1 Encourage agricultural and recreation uses in the bottom-lands associated with the floodways of the Arkansas River and Polecat Creek.

3.7.3.2 Encourage improvement of public facilities serving people employed in the agriculture industry.

3.7.3.3 Encourage the conservation of soil through Soil Conservation Service programs and construction of shelter belts.

### 3.8 Recreation and Open Space Areas

#### 3.8.1 Goal

Provide conveniently located open areas, recreation areas and parks to serve all area residents. Provide multi-purpose recreation areas that conserve significant natural features, buffer the adverse external effects of certain land uses and add to the beauty of the Jenks area.

#### 3.8.2 Objectives

- 3.8.2.1 Encourage public acquisition and private donation of recreation land in or near neighborhoods and along the Arkansas River.
- 3.8.2.2 Use parks and open space areas in conjunction with other land uses such as trails, drainage and utility easements, floodplains, and development sensitive areas.
- 3.8.2.3 Encourage quasi-public and/or private recreation compatible with public parks and open space areas.

3.8.3 Policies

- 3.8.3.1 Locate large parks on major thoroughfares and provide access to smaller parks and open space areas. Where possible, connect parks and recreation areas together with multi-use trails, easements, and drainage ways.
- 3.8.3.2 Developers of residential subdivisions should provide a mandatory share of park land and/or fee for parks and open spaces.
- 3.8.3.3 Provide access to open space areas.
- 3.8.3.4 Public, quasi-public and/or private partnerships for recreational purpose should be encouraged.

4. TRANSPORTATION

4.1 Goal

Provide an integrated transportation system for the movement of people, goods and services throughout Jenks and the surrounding area.

4.2 Objectives

- 4.2.1 Provide a safe, efficient and attractive street network that is compatible with the land activity that it serves.
- 4.2.2 Provide alternatives to automobile transportation.
- 4.2.3 Minimize the conflict between Riverside Airport and residential development of the City of Jenks.
- 4.2.4 Encourage environmental awareness and mitigation measures related to transportation modes.
- 4.2.5 Maintain rail service to commercial and industrial uses.

4.2.6 Promote a Trail System that encourages pedestrian and bicycle transportation to service centers within the community and like transportation elements within the region.

4.3 Policies

4.3.1 Acquire rights-of-way and easements for anticipated transportation facilities prior to land development so as to minimize land acquisition costs.

4.3.2 Encourage bus and car pool commuter travel to conserve energy and minimize air pollution. Provide bus stops and bus shelters along bus routes.

4.3.3 Locate commercial and industrial land activities near high capacity transportation systems such as railway and freeway systems or near the intersections of major streets.

4.3.4 Encourage the use of railroad transportation facilities, especially in industrial areas.

4.3.5 Encourage warning signalization at the intersections of streets and railroads and encourage the maintenance of railroad facilities.

4.3.6 Promote the use of bicycles for transportation and recreation by connecting parks, residential areas, convenience shopping areas and schools with bike paths.

4.3.7 Require sidewalks along streets in new residential subdivisions of a greater density than RS-1.

4.3.8 Install street lights along arterial, collector and residential streets.

4.3.9 Encourage the planting of shade trees along residential streets outside of public utility easements and rights-of-way.

4.3.10 Encourage residential street maintenance and improvements.

4.3.11 When platting subdivision street systems, discourage through traffic in residential areas and encourage non-residential traffic to use major streets.

4.3.12 Discourage the on-street parking of autos except by design within the Core Business District.

- 4.3.13 Improve the flow of traffic on major streets by widening, installing of traffic signals, left turn bays and limiting the number of curb cuts.
- 4.3.14 Widen Main Street in compliance with the Major Street and Highway Plan to four lanes west of Elm to U.S. Highway 75 and Elm Street south of Main to 121<sup>st</sup> Street.
- 4.3.15 Within noise contours of the Riverside Airport, encourage the development of compatible land uses which will act as buffers between the airport and other sensitive land uses.
- 4.3.16 Discourage the expansion of Riverside Airport southward into the Jenks City Limits, which is noxious to residential development.
- 4.3.17 Prevent the closing of 91<sup>st</sup> Street by airport expansion; prevent the closing realignment of Elwood for airport expansion.
- 4.3.18 Oppose any new regulation by the Tulsa Airport Authority or the Federal Aviation Administration that would hinder Commercial or Residential development within the City outside of the flight zone recognized by the Comprehensive Plan.
- 4.3.19 Future regulations of the Tulsa Airport Authority or the Federal Aviation Administration may be determined a change to existing land use approvals authorizing Airport activities and therefore warranting the review of existing Land Use Approvals for continued compliance with identified conditions and application submittals.
- 4.3.20 Encourage flight patterns which carry air traffic away from sensitive residential areas of Jenks.
- 4.3.121 Encourage the installation of airport safety equipment and facilities.

## 5. PUBLIC FACILITIES

### 5.1 Goal

Provide a system of public facilities that protect, serve, educate and entertain all citizens of Jenks, thereby improving the quality of life in the City.

## 5.2 Objectives

- 5.2.1 Provide a wide range of public educational and cultural facilities for the entire City.
- 5.2.2 Promote safety and security in the area by providing protection from crime, fire and other threats to public welfare.
- 5.2.3 Upgrade and modernize existing public water and sewer systems and provide developing areas of the City with those city services necessary for long term viability.
- 5.2.4 Acquire all land needed for facilities in advance of when it is needed to decrease public costs.
- 5.2.5 Develop park facilities in existing and proposed park areas through the City and area for citizens of all age groups.
- 5.2.6 Encourage the use of electronic technology to extend the public safety protection.
- 5.2.7 Encourage and develop solid waste recycling capabilities.
- 5.2.8 Provide emergency medical services to all citizens.
- 5.2.9 Provide animal control compatible with public safety and humane treatment.
- 5.2.10 Provide for best practices in public utility system management.

## 5.3 Policies

- 5.3.1 Coordinate with Jenks School Board the location of new school facilities within the district.
- 5.3.2 Encourage library development to serve existing and developing areas of the community.
- 5.3.3 Maintain transportation routes throughout the City to allow the fast and safe passage of emergency vehicles.
- 5.3.4 Develop electronic surveillance of public areas to facilitate public safety.

- 5.3.5 Update and maintain Civil Defense provisions and facilities.
- 5.3.6 Require in delineated urban area all new developments to use the City's sewage facilities instead of using individual septic systems.
- 5.3.7 Upgrade old, inefficient and unsafe water lines, fire hydrants and sewer lines in the City.
- 5.3.8 Provide adequate fire protection and water availability to urban design standards.
- 5.3.9 Major feeder water lines should be a minimum of 12" in diameter when serving both sides of a Section Line road or the equivalent for development purposes.
- 5.3.10 Coordinate the City's water supply with the City of Tulsa.
- 5.3.11 Improve the aesthetic atmosphere in city parks by sodding, planting and landscaping.
- 5.3.12 Provide park facilities in existing and future parks through governmental grants and capital outlay programs.
- 5.3.13 Utilize a joint school/park combination of recreational facilities for a more efficient use of tax revenue and to avoid duplication of facilities.
- 5.3.14 Coordinate emergency medical services with the Emergency Medical Services Authority.
- 5.3.15 Provide emergency medical response by ambulance and fire apparatus (priority, initial response).
- 5.3.16 Provide for animal control facilities and provide for control of animals within zoning districts.
- 5.3.17 Encourage the development and implementation of electronic meter reading.

## 6. DRAINAGE

### 6.1 Goal

- 6.1.1 Relieve Jenks from flooding, excessive erosion, siltation, and standing water.

- 6.1.2 Develop an effective program of floodplain management that is concerned with the future role of the floodplain as an integral part of the community.
- 6.2 Objectives
  - 6.2.1 Correct current flood problems and prevent new problems from occurring through proper land use development practices.
  - 6.2.2 Manage floodplains so that they will accommodate flood waters without causing undue flood losses.
  - 6.2.3 Encourage wise construction practices which will discourage excessive erosion and standing water.
- 6.3 Policies
  - 6.3.1 Residential construction should be in accordance with Federal Emergency Management Agency and City of Jenks guidelines. No construction should be allowed which will cause a flood hazard to neighboring development.
  - 6.3.2 Projects should be implemented along streams and in areas of poor drainage to remedy causes of present flooding in the planning area.
  - 6.3.3 Improvements in stream flow should be undertaken in segments which proceed upstream from the lowest point of development.
  - 6.3.4 Adequate drainage structures under driveways and streets should be enforced to engineering standards to prevent minor ponding in inappropriate places such as residential property and streets. The placing of drainage tile under driveways and the maintenance of bar ditches and whistles should be strictly enforced.
  - 6.3.5 Storm water storage should be encouraged in open space areas and in ponding areas of high water infiltration as measured by percolation tests.
  - 6.3.6 Open space, grass cover and drainage facility maintenance which will aid water infiltration into the soil should be encouraged.
  - 6.3.7 Deposition of trash and silt in existing ditches and channels that causes obstructions, minor ponding and flooding should be discouraged.

- 6.3.8 When land is developed or improved it should be required that excess water runoff be retained and/or detained to avoid any increase in velocity and/or volume per time period in water discharge from developing land.
- 6.3.9 Proper techniques of terracing, landscaping, retention and detention should be encouraged to limit excessive soil erosion in hilly topography by flowing water.
- 6.3.10 Dedication of open space and parks along linear streams and in areas of shallow flooding should be encouraged.
- 6.3.11 The dedication of adequate easements along drainage ways in the platting process should be encouraged for multi-purpose uses, especially for parks and drainage facilities.
- 6.3.12 Ponding areas should be constructed with low flow channels to facilitate effective maintenance.

## 7.0 HOUSING

### 7.1 Goal

- 7.1.1 Provide the citizens of Jenks with a variety of quality and safe housing.
- 7.1.2 Encourage the private sector rehabilitation of deteriorating housing stock and the maintenance of all housing stock.
- 7.1.3 Encourage safe and secure housing.

### 7.2 Objectives

- 7.2.1 Promote sound residential areas through equitable zoning and land use policy.
- 7.2.2 Institute utility and municipal development projects in blighted areas.
- 7.2.3 Encourage quality housing by continued enforcement of building codes.
- 7.2.4 Encourage development and implementation of fire suppression construction technology for Jenks housing stock.

- 7.2.5 Encourage development and implementation of home crime prevention programs, practices, and techniques.
- 7.3 Policies
  - 7.3.1 Promote sound residential neighborhoods throughout the city by instituting residential land use goals, objectives and policies of this Plan.
  - 7.3.2 Develop adequate water and sewer lines and institute paving and drainage programs in blighted and older areas of the City.
  - 7.3.3 Enforce building and electrical codes in remodeling and new residential construction to International Code Council (ICC) Code standards, or better.
  - 7.3.4 Encourage development and implementation of a minimum housing code.
  - 7.3.5 Encourage the development of a minimum Fire Prevention and Safety Code.
  - 7.3.6 Encourage the development of a minimum Crime Prevention and Safety Code.

#### BASIS FOR THE PLAN

The Jenks Plan is based on carefully thought out planning principles, current information, existing policies and ordinances, and the desires of the citizens of the area. This portion of the document recognizes the importance of an awareness and knowledge of all available information upon which to build the Plan. This basic knowledge covers not only a familiarity with the natural man-made or man-imposed physical features of the district but a knowledge of the population and social and economic characteristics of the problems facing the area and the citizens needs.

The following sections are a description of the citizen participation process, a summary of existing basis data and a description of the elements of the Plan. Combined, these sections present the rationale and justification for the Jenks Plan.

#### CITIZEN PARTICIPATION

Fundamental to the success of any planning process is the active involvement of those directly affected and those affecting changes in policy in the planning process. At the outset of the planning effort in 1977 to write the Comprehensive Plan, discussions were held with local government officials to determine the form and organization of a citizen involvement structure. At the suggestion of the City Manager, three committees were formed to develop and recommend policies relating to the major areas of concern. The three committees formed are to deal with land use, drainage and public facilities. A series of meetings were held with each committee reviewing existing information, data and existing policies relating to each

area of concern. After reviewing several alternatives, each committee selected a set of policies to recommend to the Planning Commission. Subsequent updates have either involved a combination of citizens, members of City Council, Planning Commissioners or the Planning Commission itself, depending on the scope of the revisions, the greater the revision the wider the participation.

## DESCRIPTION OF THE ELEMENTS

### Land Use

The following is a discussion of land use activities for the Jenks Comprehensive Plan. The intention is for the Plan Map to illustrate, not only land uses, but also levels of land use intensity. The primary land use determination is in of the intensity of land use activity with the designation of actual land patterns (such as residential, commercial, etc.) being added where it is necessary to establish more definite guidance for the activities. The areas where this is likely to be needed is in already developed parts of the City, and especially in areas where transition occurs between types of land use (such as around the edge of the central business area).

The current Land Use Designations identified on the Comprehensive Plan Map are Residential, Office, and Single Family Residential Medium Density. The Single Family Residential Medium Density land use overlay shall be restricted to parcels identified as blighted, located along section line roadways and no greater than ten (10) acres in size. This Land Use designation will allow for residential development, through a Planned Unit Development, process to a density of up to eight (8) dwelling units per acre. This density exceeds the four (4) dwelling units per acre allowed under a Low Intensity Plan Designation but will restrict development from the 16 dwelling units per acre allowed under the Medium Intensity Plan Designation. This land use designation will also restrict multiple family residential developments that would be currently allowed by the Medium Intensity Plan Designation.

### Intensities

Where the Plan Map shows only intensities the intention will be to guide development toward the uses and density allowed by the intensity areas outlined by the Plan Map:

<u>Intensity Areas</u>	<u>Non-Residential Floor Area Ratio</u>	<u>Residential Dwelling Units per Acre</u>
High Intensity	Over 75%	up to 26
Med. Intensity	75% or less	up to 16
Low Intensity	25% or less	up to 4

The expressions of non-residential intensities are in terms of floor area ratios (FAR). This is defined as “The floor area of a building or buildings on a lot divided by the lot area”. (Only the principal use area of the structure or structures is calculated, excluding any enclosed parking.)

The expressions of residential intensities are in terms of number of dwelling units per net acre and are determined per an individual tract of land. The net acre is established by the subtraction of streets, alleys, and utility easements in order to calculate on the basis of the

residence-related space only. The floor area ratios that apply in three categories of intensity area: High- over 75%; medium- 75% or less; and, low- 25% or less.

The various levels of intensity are designed to relate the functions placed on the land to the services and facilities available to the particular area, such as transportation, schools, recreation areas, utilities, etc. The intensities are also designed to be compatible with the categories of the Jenks Zoning Ordinance. However, the relationship to the Zoning Ordinance must also consider the types of land uses that are listed as permissible in the various areas.

In order to set the stage for the relationship between the intensities, determined as a part of the land use planning and the administration of the Zoning Ordinance, a matrix is included as a part of this document. This matrix provides for three levels of relationship between the Plan and the Zoning, as follows: Situations where the Plan and certain zoning classifications are in accordance with each other, situations where upon review it may be found that a particular zoning classification is compatible with the Plan designation, and situations where the Plan cannot be found to be in accordance with some zoning districts. The matrix does not follow exactly the schedule of intensities as outlined above because it attempts to provide consideration of additional factors such as the types of land uses permitted in the various districts of zoning.

The employment of the lowest intensity classification (Low Intensity) recognizes the semi-rural character and life style within Jenks' fence line and also the ultimate potential of the area for the development at urban densities. Characteristically infrastructure is extremely expensive at low intensities of development. Environmentally, the City requires new subdivisions to have sanitary sewer system connected to the Central Wastewater Treatment Plant and to conform to the City's Master Plan. Urban standards are also required for the water distribution system.

There are six specifically described areas in the Plan identified as the Southern clear zone for the Riverside Airport, the industrial special district, the central business area, the Fuel Transfer and Distribution Districts, the Riverfront/Entertainment Tourism District, and the Appearance Review Districts. These areas were addressed individually due to special considerations required within each and are covered in the Text of the Plan section.

Low intensity is represented on the Plan Map by the darker yellow. The color covers all of the area within the areas of anticipated urbanization with the exception of those specified for medium intensity. The average residential density within the low intensity areas would be four dwelling units per acre. Low intensity commercial areas have been identified at various intersections where the need for commercial support of residential developments is still evident but not rising to a medium intensity level or a need for a buffer in transition to residential use has been identified. Office zoning should be encouraged within buffer or transition situations.

Medium intensity areas are shown in brown on the Plan Map. The boundaries correspond with the specific area designations and are intended to encourage continued commercial, industrial, and office vitality in the area. Other areas of medium intensity are shown along Elm Street, south of Main Street, to the levee on Polecat Creek and bordered by Koa Street on the west. Elm Street north of Main Street is designated Medium Intensity in recognition of the properties that are developed for residential use. The Medium Intensity designation for this area is designed to support redevelopment of these properties to a commercial use.

Industrial uses within this area may not be found compatible with the existing development patterns of the area.

The Medium Commercial designation is designed to promote commercial development. The Medium Commercial designation is to provide aggregated areas that can provide commercial services and needs in support of the rapidly growing residential developments and transportation elements of the City. The Zoning Matrix of the Comprehensive Plan identifies that all Single Family Residential Zoning Districts and RM-1 (Multiple Family Residential) are uses in accordance with the Medium Intensity Plan Designation. However, the Single Family Residential zones are not in accordance with the Medium Commercial Designation and the Multiple Family zones are specified as May Be in accordance with the Medium Commercial Designation. The zoning of properties should follow the configurations indicated on the Plan Map with flexibility in design and layout to meet certain physical requirements being allowed through the Planned Unit Development process or, in some cases, alternately the Specific Use Permit process. This process will allow for the proper development of the land by utilizing flexible design criteria and at the same time provide a greater protection of these lands to meet the future market demands for commercial, office and light industrial uses.

The growth of residential properties has created increased pressure to allow residential developments on lands previously recognized for commercial and industrial uses. The Medium Commercial Designation has been applied to all properties within 1/4 mile west of US Highway 75 and north of Highway 117 (121<sup>st</sup> Street South) except for the existing Commerce Industrial Park that will maintain a Medium Designation. This will allow these lands to meet the future market demands for commercial, office and light industrial uses.

The area west of Elwood Avenue between 91<sup>st</sup> Street and the Floodplains of Nickel and Polecat Creek has seen a considerable change in the developed land use patterns. The introduction of three large residential developments requires a more exact approach to the future growth of this area. The residential areas developed between 1996 and 2004 identified as Staplehurst, Woodcreek Villas, and South Lakes Villas are recognized as Low Intensity uses. The areas along 91<sup>st</sup> Street west of Hagar Creek require the flexibility provided by the Medium Intensity Plan Designation. Medium Commercial designated lands have been established along the Elwood Avenue and the Main Street frontages of Staplehurst and South Lakes Villas developments and south of Main Street to the Polecat Creek Floodplain. The area recognized as the Coonce Airview Addition north of Main Street and West of Adams Street is currently residentially developed. Those lands fronting onto Main Street are expected to develop for commercial use. A Medium Commercial Designation is established along Main Street to coincide with the Medium Commercial located on the frontage of the Staplehurst Addition. The remainder of this area has also been designated Medium Intensity to provide the development flexibility that this category offers. Industrial uses within this planning area east of Highway 75 may not be found compatible with the intensity of the residential character that has been established. The area between Main Street and the Jenks Levee from Hagar Creek to Koa Street is designated Light Commercial due to the limited development area of this site.

North of 91<sup>st</sup> Street from the Jenks Levee to the east side of 2<sup>nd</sup> Street has been designated Medium Intensity Residential Land Use. The older structures in this area are anticipated to be replaced. The proximity of these properties to the multiple family uses and the access points of Riverwalk Crossing and the Jenks Entertainment District limit the viability of Single Family uses in this area.

Significant changes are also transpiring to the southern area of the City facilitating the need to designate lands around 131<sup>st</sup> and Yale Place for Medium Commercial uses. A major factor to these designations is the addition of the proposed South Tulsa County (Yale Place) Bridge as documented by the inclusion of the bridge and supporting road network into the Transportation Element of the Comprehensive Plan in October of 2004. The proposed bridge is important to public health and safety as a reliever to South Elm Street and to provide better access to medical facilities for the residents within south Jenks.

Another controlling factor towards potential land use and Plan Designations of this area is the introduction of the Kimberly Clark Manufacturing Plant located in northeast quarter of Section 9. It was also documented in October 2004 that the Kimberly Clark facility receives and departs 190 trucks each day. This creates an environment that is not conducive to residential development along Kimberley Clark Way within the north half of Section 9. The changes as reflected on the Plan Map take into account these factors by introducing a Medium Commercial designation in the NW/4, NE/4 and the SE/4 of the Northwest Quarter of Section 9. The SW/4 of the NW/4 of Section 9 is to be designated Medium Intensity to allow an area of transition to the Low Intensity areas to the south. This Medium Intensity area could develop with a mix of uses that range from commercial, office, and a higher density of residential use. The Comprehensive Plan does specify that Light Industrial uses may be found in accordance with the Medium Intensity designation but is doubtful that such use could be found compatible with this area.

The Plan Map shows an upgrade of the commercial node at the northeast corner of South Harvard and East 131<sup>st</sup> Street from a Light Commercial designation to the Medium Commercial Designation. This designation will also extend to the east, to the extension of South Yale Place that provides access to the planned bridge. The entire Commercial Node shall be upgraded from the Light Commercial to a Medium Commercial designation and enlarged on the southwest corner from the customarily 5 acre node to a 10 acre node. These changes will help support the planned traffic patterns and increases associated with the development of the South Yale Place Bridge.

The concentration of medium intensity at the intersections to form nodes is designed to provide a manageable land use scheme for commercial activities. Along with other areas of medium intensity and medium commercial designated along U.S. Highway 75, Highway 117 (West 121<sup>st</sup> Street), 96<sup>th</sup> Street, South Elm, and 141<sup>st</sup> Street will provide ample areas of commercial, office and other development to meet market demands and, at the same time, prevent the problems that can be created by haphazard location of these uses. The area located along the west side of Elm Street from the PSO sub station at 116<sup>th</sup> Street to the Medium Commercial node at 111<sup>th</sup> Street is also designated Medium Intensity to provide development a flexibility that this category offers. Industrial and CG (General Commercial) uses within this planning area may not be found compatible with the intensity of the residential character that is expected in this area. The Medium Commercial designation along Elm Street south of 131<sup>st</sup> Street is buffered by an area designated Medium Intensity. This buffer area is designed to allow larger commercial developments along with higher density single family residential developments as a transition to the standard residential developments to the east. Multiple family uses within this area would not be supported due to potential impacts on existing infrastructure and land use patterns. Other than those areas specifically identified the zoning of properties should follow the configurations indicated on the Plan Map with flexibility in design and layout to meet certain physical requirements

being allowed through the Planned Unit Development process or, in some cases, alternately the Specific Use Permit process.

Areas of medium intensity that are conducive to industrial use are located north of 91<sup>st</sup> Street and adjacent to Riverside Airport east of Elm Street. This area provides a prime location for airport-related industrial uses and accomplishes a reasonable transition between the airport and low intensity areas to the east. The area identified as Commerce Park located west of U.S. Highway 75 and South of 111<sup>th</sup> Street is approximately a 30 acre industrial park designed to provide both an attractive and functional light industrial neighborhood.

The balance of the medium intensity areas are shown on the Comprehensive Plan Map.

The intensity designation shown in green on the Plan Map is Development Sensitive. These areas identify property subject to flooding as determined by the Flood Insurance Administration. The purpose of this designation is to specify which areas of the community need special regulatory devices to ensure the health, safety and welfare of the community. Drainage policy is set out in the Text of the Plan.

High Intensity is represented on the Plan Map by Red. Non-residential floor area ratios exceed 75%. Residential dwelling units per acre range from 17 to 26. Existing High Intensity areas are primarily in the downtown area from Elm Street to the Arkansas River.

The Central Business District, located between Elm Street and the Jenks Bridge (96<sup>th</sup> Street), generally along Main Street between Aquarium Place and “A” Streets has been previously designated High Intensity. “Buffer zones” or “transition areas” surrounding the downtown High Intensity area separating established Low Intensity residential neighborhoods generally south of Aquarium Place and north of “A” Street from the High Intensity area have been in place for a number of years. These “buffer zones” consist of Medium Intensity-Residential areas and Medium Intensity-No Specific Use areas and are reflected on the Jenks Comprehensive Plan Map.

The use of “buffer zones” to protect the remaining residential land uses outside the transition areas from encroachment of non-compatible land uses should be continued and strengthened. Of particular significance is the residential medium intensity “buffer zone” in place east of the Missouri-Pacific Railroad along the south frontage of Aquarium Place Street and extending to 7<sup>th</sup> Street on the east. Another “buffer zone” of significance is the residential medium intensity area along the north side of “C” Street between 3<sup>rd</sup> and 5<sup>th</sup> Streets and along the north frontage of “B” Street.

Within the time period 2015-2025, significant land use changes will continue to occur within the Medium Intensity areas immediately north and south of the central business district’s high intensity area from Elm Street to the (96<sup>th</sup> Street) Arkansas River Bridge. Evidence of the transition from earlier residential uses along “A” Street and Aquarium Place is reflected in the number of rezoning request approved in this section of the City during the past 5-10 years. This trend is expected to continue at an accelerated rate as older homes decline and increased need for commercial areas near the core of the city expands.

Single-family and multiple-family land uses and compatible office uses in accordance with the Zoning District Matrix should be utilized in these “buffer zones” to provide acceptable land uses within the transitional areas to provide protection to existing stable residential neighborhoods.

## Transportation

The traffic way portion of the transportation element is represented by the Jenks Major Street Plan, adopted in May of 1973, and updated in 1985, 1992, 1997, 2002, 2004, and 2009. This plan defines seven classifications of streets based on function. These classifications are freeway, parkway, special traffic way, primary arterial, secondary arterial, residential collector, and commercial central business/industrial district collector. The right-of-way and paving standards associated with each classification are included within the plan.

The Major Street Plan and Comprehensive Plan was modified in 1985 to include the use of Main and "A" Street as one-way streets between the Jenks Bridge and Cedar Avenue. This plan was adopted as a long-range plan and includes a phased development process. The Comprehensive Plan identified the link between "A" Street and West Main Street to be from a Northeast to Southwest direction. In 2002 the evaluation of the proposed alignment identified the need to amend the plan for an upgrade of Cedar Avenue to a three-lane roadway utilizing the existing alignment of the road.

The historical record identified various modifications and updates to the Jenks Major Street Plan that were approved by the Planning Commission. These modifications consisted of removing 121<sup>st</sup> Street South from the Tulsa County Major Street and Highway Plan Map from its intersection with South Florence Avenue to the east bank of the Arkansas River, as no crossing of the river is planned in this area in the future by the City of Jenks. A Modification to 121<sup>st</sup> Street west of U.S. Highway 75 to the Creek County line as it was designated a Primary Arterial Street. The Major Street Plan was updated to reflect the relocation and improvement to Kimberly Clark Way between 131<sup>st</sup> Street and 141<sup>st</sup> Street, and the partial closing of Yale Avenue from 131<sup>st</sup> Street south to 136<sup>th</sup> Street. An interchange/grade separation was designated for the intersection of U.S. Highway 75 and 111<sup>th</sup> Street which has been completed. South Elm (Peoria) Street from 96<sup>th</sup> Street to 141<sup>st</sup> Street was designated as a Secondary Arterial Street.

In September of 2004 following the annexation of approximately three square miles within the Jenks Fence Line between 131<sup>st</sup> to 141<sup>st</sup>, and the initial developments in the area that would add over 1000 residential lots to the City, the Major Street Plan and Comprehensive Plan was modified to include a Yale Place Bridge from 131<sup>st</sup> Street to 121<sup>st</sup> Street and Yale Avenue in Tulsa as documented on the Plan Map and to include supporting road networks. This bridge is recognized as an important element to the transportation plan improving health and safety by providing relief to existing road networks and decreasing response times for emergency services. In 2009 the alignment was modified to continue east on East 131<sup>st</sup> Street South.

The 2009 update of the Jenks Comprehensive Plan Street and Highway Plan identified the following changes.

The Oklahoma Department of Transportation (ODOT) upgrade to US Highway 75 between 121<sup>st</sup> Street to 111<sup>th</sup> Street included the new interchange with overpass at 111<sup>th</sup> Street. Included within this project was the extension and upgrade of Union Avenue from 121<sup>st</sup> to 111<sup>th</sup>. Union Avenue from 111<sup>th</sup> to 121<sup>st</sup> Street will be recognized as a Secondary Arterial roadway. James Avenue will be modified to be a Commercial Collector from 111<sup>th</sup> to 121<sup>st</sup> Street. The ODOT plans facilitated the closing of the access to US Highway 75 at 113<sup>th</sup> and 116<sup>th</sup> Streets and rerouted to the west utilizing a new Residential Collector identified as

Cleveland Street that provides access to West 111<sup>th</sup> Street. Emerson Street from the Glennwood South development to 121<sup>st</sup> Street will be designated a Commercial Collector to facilitate the future developments expected within this area.

Within the southeast area of the City two modifications were identified related to existing Secondary Arterial roadways. Lewis Avenue is currently written within the plan as continuing north to West 126<sup>th</sup> Street South. Lewis will be designated as a Secondary Arterial between 131<sup>st</sup> Street to 141<sup>st</sup> Street. The area north of 131<sup>st</sup> is limited in development capabilities related to the topography of the land and the Five Oaks Ranch Lake. 131<sup>st</sup> Street is currently designated as a Secondary Arterial from Elwood Avenue to Kimberly Clark Way. The Yale Avenue Bridge may require location further south due to connectivity issues and therefore the 131<sup>st</sup> designation needs to be extended to the Arkansas River.

In the northwest quadrant of the City the planned commercial developments associated with the Staplehurst plat and the West Gate plat will require Commercial Collector designations for the planned supporting road networks for this area. These roadways are described as Franklin Street from 91<sup>st</sup> Street South to 101<sup>st</sup> Street South, 101<sup>st</sup> Street South from Franklin to Elwood Avenue, and Adams Street from Main Street to 101<sup>st</sup> Street South.

The Core Business Area included various Commercial Collector Streets to include the extension of Beaver Street to the west from Elm Street over the Jenks Levee for connection to West 101<sup>st</sup> Street South. Koa Street will also be designated as a Commercial Collector south from Main Street through Park West and continuing with 101<sup>st</sup> Street to South Elm. Apache Street was renamed to Aquarium Place and designated as a Commercial Collector from Elm Street to Aquarium Drive within the Aquarium Campus. This roadway was originally designed to access Aquarium Drive at the entrance to the Aquarium.

The Village on Main development will be recognized as being within the Business Core Area of the City and would include 7<sup>th</sup> Street as a Commercial Collector from “A” Street south to West 106<sup>th</sup> Street South. A future 106<sup>th</sup> Street would also be designated as a Commercial Collector for connection to South Elm. Riverfront Drive, previously identified as 9<sup>th</sup> Street, would be designated a Commercial Collector from “B” Street through the Village on Main Development, with potential connection to Terrace Drive for a link to 7<sup>th</sup> Street, should the residential properties within this neighborhood be included in future commercial developments utilizing Plan Amendments to remove any residential land use restrictions within this area. Riverfront Drive would also be considered a Commercial Collector northward from “B” Street through the Riverwalk development to 91<sup>st</sup> Street and continuing northward along the Jenks Levee to North Elm Street.

A traffic hazard has been identified by the Oklahoma Turnpike Authority that relates to vehicles being stacked from the Creek Turnpike off ramp on to the Turnpike. This situation is directly related to the need for two sets of signals within 30 feet of each other and the timing criteria associated with the design. This situation also complicates the traffic flow on South Elm Street which is designated as a Primary Arterial for the City, thus creating delays and stacking at peak times back to Main Street. The roadways associated with this area of the City have a direct effect to the Business Core Area of the City and the Riverfront Entertainment District. A designed fix to these conditions that voters approved with the 2012 Bond Elections is the designation of 101<sup>st</sup> Street South, located on the north side of the Creek Turnpike, as a Commercial Collector and renamed to Aquarium Loop. This roadway, on the north side of the turnpike, would be changed to a one way west bound street from Midland Valley Railroad to Elm Street with the Turnpike off ramp being redirected to merge with it.

The removal of one set of signals would then be possible with the redesign of the on ramp located on the west side of Elm for connection to 101<sup>st</sup> Street. To facilitate the corrective actions identified, an east bound Aquarium Loop, designated as a Commercial Collector would be required along the south side of the Creek Turnpike. This Commercial Collector would connect to Elm Street at the current location of the east bound on ramp to the turnpike. The east bound Aquarium Drive would provide pass through connections at 1<sup>st</sup> Street, 7<sup>th</sup> Street and ultimately under the Turnpike's Arkansas River bridge for a link to Shark Lane within the Aquarium Campus. This design will facilitate maximum development capabilities for all properties being traversed on the south side of the turnpike and provides maximum relief to the current roadway safety issues as specified. The Jenks Trail System provides a pedestrian and bicycle transportation element to the Comprehensive Plan. As of 2014 the trail system has been established through Riverwalk Crossing and the Oklahoma Aquarium Campus with a link to the Pedestrian Bridge that ties to the River Park Trail System in Tulsa and continuation to the west past Veterans Park along 101<sup>st</sup> Street South to South Elm Avenue. Future development of the trail system is designed to include a segment along Elm Street to 131<sup>st</sup> and along 131<sup>st</sup> Street over the proposed Yale Avenue Bridge with connection to Riverside Drive. The Creek Turnpike segment is designed to continue from Elm Street along the Creek Turnpike to 33<sup>rd</sup> West Avenue. A spur segment is planned from Elwood Avenue along Main Street through Park West with connection to the existing system at Elm Street. Other elements of the trail system have been established within the numerous residential developments within the City. The most notable of these neighborhood trails segments is the link from 116<sup>th</sup> and South Elm traversing for 1 ½ mile through the Churchill, Park Stonehorse, Church of Christ and Eddington Place developments. Residential Developments are encouraged to provide links to the Jenks Trail System with new trail segments and sidewalk systems.

#### ARKANSAS RIVER CORRIDOR MASTER PLAN

The Arkansas River is a resource of paramount importance to the City of Jenks and the Greater Tulsa community. In 2005, An Arkansas River Master Plan was developed by C. H. Guernsey & Company in cooperation with the Indian Nation Council of Governments, the US Army Corps of Engineers and all local municipalities with Arkansas River frontage for maximizing the beneficial use of this resource in Tulsa County. The Arkansas River Corridor stretches 42 miles from just below the Keystone Dam then east and south through Tulsa County to the Wagoner County line.

The objective of this master planning process was to develop a multi-purpose, conceptual, comprehensive Arkansas River Corridor Plan that addresses flood damage reduction, ecosystem restoration and economic development opportunities consistent with the communities overall vision for growth and development. The Plan identifies projects and design concepts that have potential to stimulate public and private investment in the corridor. The Plan also serves as a guiding framework for the U.S. Army Corps of Engineers working with local public sponsors and other interests to implement projects.

This Master Plan offers a guide to community enrichment through identifying the “highest and best” use of the River Corridor and creating a meaningful connection between the Riverfront and the surrounding communities. Relying heavily on input from the public, the Master Plan establishes a comprehensive system of concepts, features, and goals that allow the River to weave a unique and valuable tapestry for its surrounding communities.

Elements including parks, multi-use trails, wildlife habitat, gateways, ball fields, boat ramps, fishing piers and marinas are prominently weaved throughout the conceptual plans. Low water dams represent a key element of the Master Plan addressing the strong public desire for water in the River. The dams and the river lakes they create provide important wildlife habitat, flow management opportunities, aesthetic qualities, economic development opportunities, and water quality improvement opportunities.

The Master Plan includes results from engineering analyses and water quality modeling for several potential dam locations. Based on these analyses two low water dams are initially proposed for development as part of a comprehensive ecosystem restoration project. The identified locations of these top priority low water dams are near the Creek Turnpike Bridge in the Jenks area and near the State Highway 97 Bridge in the Sand Springs area.

The coordinated implementation of the Arkansas River Corridor Master Plan holds promise to enhance the quality of life in the Greater Tulsa community for current and future residents by capitalizing on our most prominent physical asset --- the Arkansas River.

The Arkansas River flows from 91<sup>st</sup> Street South to 141<sup>st</sup> Street South within the boundaries of the City of Jenks. Various elements within the Arkansas River Corridor Master Plan to include the proposed Yale Avenue Bridge, the Creek Turnpike Low Water Dam, and the Jenks/South Tulsa Riverfront area have direct impact to development within the City. The Arkansas River Corridor Master Plan is incorporated into the Jenks Comprehensive Plan to be utilized as a planning tool for the development of lands along the Arkansas River.

## COMMUNITY FACILITIES

### Parks and Open Spaces

Many factors contribute to the demand for parks in Jenks. The city's growing population creates a direct and increasing demand for parks. The city's citizenry possesses increasingly more spare time and money for recreation and energy shortages may, in the future, tend to keep people nearer to home for recreational purposes. Also, Jenks parks serve an increasing population outside the Jenks City Limits. Residents of neighboring communities are drawn to Jenks by park facilities and programs and by the lack of recreational opportunities in their own communities.

In a growth area like Jenks, the need for parks is often overshadowed by construction of homes, offices and businesses. The City's growth places park land in direct competition with other needed and desirable land uses. Also, park development is not usually a high priority when a sizable part of the surrounding area is open space. When the available open space is quickly developed, however, the need for parks and facilities is realized, but at a time when the best land is too expensive or already developed. It is, therefore, important to recognize the present and future demand for parks in Jenks and the importance of establishing parks as the City grows and develops.

### Definitions and Standards

The concept of a "general park" is considered somewhat obsolete. A balanced park system is composed of several types of areas and many types of facilities. General definitions of the different types of parks and facilities follow.

### Mini-Parks

The tot lot is a small area designed for children up to six or seven years of age and usually substitutes for a backyard in an apartment complex or densely developed area. The size of this type of park varies, but the area that the park serves should be small enough so that children are not required to cross major streets to reach the park. The tot lot may be called a mini-park or play lot and may be private or public and contain a variety of toys and facilities. Vest pocket parks are usually vacant lots converted to recreation areas. The size and location of such parks varies with the availability of vacant land and many times such parks suffice recreation needs in the absence of larger parks. Age of users and types of facilities also vary. Generally, however, there should be one vest pocket park for every subdivision or small neighborhood.

### Neighborhood Park

The neighborhood park or playground usually serves elementary school aged children and may be located in conjunction with a school. The park should accommodate approximately the same area as an elementary school or about one square mile. It is often desirable to locate active recreation facilities near the interior of the park so that landscaping and other buffers may protect the surrounding neighborhood from night lighting and noise. The night lighting of neighborhood parks extends the parks usefulness and deters vandalism. This park is typically located on a collector street so that users may bicycle or walk to the park.

### Community Park

The community park serves the active and passive recreational needs of junior and senior high aged students and adults. Field and court games are usually found at the park and the facility may serve a radius of one and one-half miles or four and five neighborhoods. The community park may be a center for community activity and may provide open space in an urban area to enhance a community's aesthetic quality.

### Park Standards

Park standards, like park definitions, are elastic and may vary considerably from city to city because of differing situations and tastes. Adopted park standards should be reevaluated occasionally to reflect changing tastes of Jenks residents and to take into account the changing nature of the community.

As new development occurs in the area designated for low intensity urban development, increased demands will be placed on existing recreation and open space facilities. These demands can be met initially through program improvements at existing sites. However, provisions should be made to set aside appropriate sites, particularly in the area south of Polecat Creek, to serve new development. In review of standards from other communities and conversations with local recreation officials, the standard of 16 gross acres of public land per square mile will be necessary to serve new residents within neighborhoods. This figure represents the active and passive recreation requirements. At least one site within each square mile with a minimum of 10 acres should be designated to provide an area large enough for active recreation demands.

Several methods of achieving this objective are available. The most obvious of these methods would be the fee simple purchase of properties in advance of development. Many times, however, the City will not be in a financial position which allows this to occur. Research has shown that a number of cities and towns are developing and implementing systems of mandatory dedications for recreation and open space purposes. Recognizing the fact that open space and recreation are an integral part of the urban system as are sewer, streets and drainage they are requiring at the platting stage of development the mandatory dedication of a percentage of the gross area of development for park, recreation and open space utilization. Also offered normally as an alternative to direct dedication is a fee in lieu of that dedication. This option is exercised by the developer if the scale of the development is such that no productive piece of ground is available for recreation and open space purposes or if it is determined that yield from the property for other purposes is to his advantage. In either case, the City has a depository of land and/ or monies to acquire land for a stated recreational need. The City of Jenks utilizes a system of park dedication and fees for park development. The Planned Unit Development process has also allowed the establishment of various park and recreational amenities in each of the residential developments. These amenities are owned and maintained by a mandatory Homeowners Association for the use of the residents within the specific developments that are members to the association. This form of park and recreational development has allowed the establishment of neighborhood swimming pools, parks, basketball courts, walking trails and other like recreational amenities. The utilization of Homeowner Association park lands within new developments along with the other mechanisms to establish these type uses has ensured that the goal established by the Comprehensive Plan for park and recreational lands is being met.

## PUBLIC UTILITIES

### Sanitary Sewer

The City has developed sanitary sewer waste plans for the construction of new service through the corporate limits and fence line. Most of this area is now reachable for developments of considerable size where economics would justify the extension. Very small developments still cannot reach City services economically in some areas. The City has Master Sanitary Sewer Plans for all areas of the corporate limits and fence line.

The City's Wastewater Treatment Facility completed in 1982 operates under a facilities plan for capital expansion in conformity with the Oklahoma Department of Environment Quality regulations.

### Water

The City of Jenks receives potable water at various meter vault locations within the City through long term contractual arrangements with the City of Tulsa. The City of Jenks operates its own water distribution system which has undergone considerable expansion in the last decade, including service to the western and southern boundaries of the Jenks Fence Line. The City maintains a Water Distribution Master Plan and future construction must conform to this Plan which has been developed to meet urban standards.

### Fire Protection

The objectives as outlined by the 1992-2005 Comprehensive Plan for the establishment of a second Fire Station in South Jenks has been accomplished. The second facility was

constructed utilizing the existing historic building known as the Perryman Pump Station at 1115 West 121<sup>st</sup> Street South. The new fire station has been identified as the Ewing-Perryman Fire Station. The new station along with the original station located at the northeast corner of “A” and Elm Street will provide adequate fire protection and response to a completely urbanized City of Jenks.

### Education/Culture

The Jenks School District currently provides an Elementary School, the 5<sup>th</sup> and 6<sup>th</sup> Grade Center, and the Jenks High School within the City of Jenks. The High School added new parking areas in 2005 north of the main campus and along “B” Street in 2010. Between 2006-2010 the High School main campus was upgraded with new football, baseball, tennis, and track facilities. The school completed planned upgrades to the High School Campus in 2013 that included a new Administration Building, Math and Science Building that included a Planetarium, a new Olympic size Aquatic Center, Music and Arts building, and a large Field House. These new developments have placed Jenks High School as one of the premiere High School educational centers in the country. Areas generally south of 125<sup>th</sup> Street are located within the Bixby School District. It is desirable that a site for a Bixby Elementary Center is being considered for an area in South Jenks.

The city-county branch library, located on Elm Street, will need to be expanded to the serve the population growth of the City of Jenks. The County Library System has purchased a full City Block from the Midland Valley Railroad to Birch Street on the south side of Main Street. It is anticipated that a southern regional library will be developed at this location as an anchor for other activity within the development.

The Oklahoma Aquarium, a scientific and educational aquatic learning facility, is a family attraction for the entire State of Oklahoma. Conceived by the non-profit Oklahoma Aquarium Foundation and managed by the Jenks Aquarium Authority, the Oklahoma Aquarium enjoys partnerships with the Oklahoma Department of Wildlife Conservation (ODWC), the State Department of Education, the Oklahoma Department of Tourism, and school districts throughout the state.

The Oklahoma Aquarium is also recognized as a cultural facility that will feature over 70,000 square feet of building and exhibit space, highlighting thousands of aquatic animals in more than 200 freshwater and saltwater exhibits.

### Drainage

The City of Jenks, throughout its development history, has been impacted periodically by flooding. This flooding initially was a result of overflows from the Arkansas River and in more recent year’s tributaries of the Arkansas River, primarily Polecat Creek, has been causes of problems. Early steps were taken by the community to mitigate the effects of flooding. An extensive levee or dike system was constructed around the original town site of the City and provided a reasonable level of protection to the residents. With construction of the Keystone Dam on the Arkansas River in the late fifties, a significant portion of the flood danger was reduced. Policies have been developed by the community to deal with the future flood problems. These policies are directed generally toward new development in an effort to ensure quality and safe residential neighborhoods in Jenks’ future and to provide responsible commercial development within the Riverfront Entertainment District and at other appropriate locations. In addition to placing controls on new development, several

remedial actions should take place in developed areas to bring the level of design and maintenance of drainage facilities to safe standards. To this end a Drainage Plan was completed by the City's consulting engineering firm in August, 1988. Since 1988, the City has increased the size and capabilities of the regional detention facility for the original town site located within Veterans Park. Numerous road improvements to include the "A" Street project, Elm/Main intersection and the Elm Street (Turnpike to "B" Street) project has upgraded the storm water capabilities for areas within the levee and within the original town site. The construction of the 96<sup>th</sup> Street Bridge over the Arkansas River in the mid 1990's included a Storm Water system from Main, "A", and "B" Streets with discharge to the Arkansas River. Future road improvements will further implement the City's Storm water management plan; these improvements include Elm Street from the Turnpike to 111<sup>th</sup> Street and 91<sup>st</sup> Street from the railroad right of way to the Jenks Levee System. The Meshek Study of Polecat Creek performed in 2003 provides the best available information for development characteristics along this water way. This study is being included by the Federal Emergency Management Agency into the new 100 year floodplain digital mapping expected to be released by 2008. New developments within the City, unless providing a direct discharge to the Arkansas River or Polecat Creek, have been required to establish detention of all storm water up to a 100 year flood event. The development of any tract requires certification that no greater amounts of storm water run off from the property is allowed at any given time than what existed prior to the development. This site specific drainage control has been very effective in considering the existing topography and drainage basins within the City.

## MULTI-HAZARD MITIGATION PLAN

The City of Jenks, like all communities, is vulnerable to natural and man-made hazards. The Jenks City Council adopted a Multi-Hazard Mitigation Plan in June of 2004. This plan is a strategic planning guide designed to assess the ongoing mitigation of natural hazards within the community. The Multi-Hazard Mitigation Plan planned for update in 2015.

The plan identifies and assesses the hazards that pose a threat to citizens and property, evaluates mitigation measures that should be undertaken, and outlines a strategy for implementation of mitigation projects.

The objective of this plan is to provide guidance for community activities to ensure that implemented activities are the most effective and appropriate for mitigating natural hazards and hazardous materials incidents.

The Multi-Hazard Mitigation Plan as adopted and updated by the Jenks City Council is incorporated into the Jenks Comprehensive Plan to be utilized as a planning tool for the mitigation of hazardous material incidents and natural hazards within the community.

## ANALYSIS OF EXISTING DATA

### Introduction

Planning for the future must be based on careful consideration of existing conditions. The existing physical conditions often influence the social and economic constraints. These factors will be instrumental in shaping the physical form and infrastructure of a community. Therefore, it is important to develop an understanding of the population and economy of Jenks as well as the physical setting.

This section is an inventory and analysis of available basic data. This information takes the form of soils, topography, floodplains, analysis of public facilities such as streets, parks and open space, schools, fire protection, public utilities, and social and economic conditions. Included are some of the characteristics about past and present trends and estimates of future potentials.

## PHYSICAL CHARACTERISTICS

### General

One of the first steps in planning for a community is the evaluation of the physical characteristics of the land within the City Limit Boundary. Consideration of the natural environment can yield dividends in the ease, efficiency, economy and safety of both building and operating the city. An additional benefit from development of a community in harmony with the natural environment is the resultant improvement in aesthetics and quality of life from maintaining the proper relationship between living, working, and playing spaces and landscape.

The City of Jenks is located in a growing metropolitan area and is developed adjacent to a primary natural feature- the Arkansas River. The River has played a significant role in the history of Jenks. At periodic intervals the Arkansas River has reclaimed its natural floodplain and sent flood waters through the community. Two major flood control projects have permitted the City to peacefully co-exist with the River. Those projects were the construction of the levee protecting the City from the flood waters of the Arkansas River and Polecat Creek and the development of the Keystone Reservoir approximately 23 miles upstream on the River.

The City is nearly surrounded by floodplains or located on land actually reclaimed from the floodplain by levees. The floodplain constraint plus such man-made features as the Riverside Airport and various jurisdictional boundaries will significantly direct the future growth of Jenks. Consequently, both the natural and man-made environments will require careful examination to determine their influence on the future growth and development of the City.

### Existing Land Use

The concentration of existing land use within the Jenks area has expanded since the mid 1990's to not only include the older portion of the community contained within the levee system but to those areas along Main Street to US Highway 75 and between Elwood and the Arkansas River between 106<sup>th</sup> Street to 141<sup>st</sup>. Predominantly the land use in these area is single family residential, which is scattered generally throughout. There are several multi-family developments within the original town site, but again the predominant residential choice within the City is single family. Commercial development is primarily located within the Riverfront Entertainment District, Elm Street, and along Main and "A" Streets where out side of the core of the downtown area it is interspersed with older single family development and some quasi-public uses, such as churches. A Special Theme District was added to the Downtown in the mid-1980's to strengthen the economic viability of the area focusing on a Victorian style with antiques and collectables as the marketing strategy. New City office facilities were added near the intersection of Elm and Main during the same period. In 1998 the Appearance Districts were expanded to include the Riverfront District and a Corridor District along the primary roadways within the City. Since the year 2000, with the introduction of the Oklahoma Aquarium, the Riverfront District has seen considerable

growth adding new markets to the City. The residential growth rate of the City has continued to be on a very fast tract with over 4000 new residents moving into new housing developments between 2000 and 2006 and a population in excess of 19,000 in 2015. Considerations for the development of the commercial nodes at main intersections throughout the City in support of rapid residential growth are now becoming a reality.

The annexation in 2003 of the areas west of Highway 75 and South of Polecat Creek and the area south of 131<sup>st</sup> Street between Elm and Yale Place has facilitated the development of the City at its furthest boundary's. Sewer and water infrastructure has been extended to accommodate the growth in these areas. The Highway 75 corridor is expected to undergo major changes during the 2015-2025 time periods. The Highway 75 extension of Union Avenue from 121<sup>st</sup> Street to 111<sup>th</sup> Street allows for commercial frontage road development along the entire mile section.

The City of Jenks is limited in the number of acres available for Industrial Use. However, the Industrial tax base is very well established. A Public Service of Oklahoma gas fired electric generating plant facility, located along the Arkansas River south of Polecat Creek at the end of 116<sup>th</sup> Street South, was constructed in the early 1970's. A Kimberly-Clark \$167,000,000 manufacturing facility was added to the Jenks tax base in the mid-1980's. In 2000, over 1/2 billion dollars in new and expansion of existing industrial construction had begun. Kimberly-Clark started their \$230 million dollar expansion to their manufacturing facility to include a paper towel division and distribution center. Green Country Energy started construction on a new \$340 million dollar; 810-megawatt natural gas fired electric generating facility. The City has established an Industrial Park along 111<sup>th</sup> Street South immediately west of US Highway 75. The complex was platted as "Commerce Park" with the east half of the complex being developed with a manufacturing facility of Tulsa Winch. Commerce Park is designed to provide an area for clean manufacturing facilities that create job generation within the City.

Recreational facilities within the City of Jenks have been undergoing various upgrades over the last 10 years. A by-product of the development of the Creek Turnpike was that the City obtained possession of additional lands expanding Park West to a size that accommodates various sporting activities. The Park West Complex includes 16 little league baseball fields, 4 girls softball field, and two football fields (one practice and one for games). The South Lakes Golf Course was constructed in the mid-1980's between 91<sup>st</sup> and 96<sup>th</sup> Streets at Elwood and contributes the largest single recreational amenity to the community. The swimming pool located in Central Park was removed and replaced with a splash park for the summer of 2005. The Central Park is also utilized as a practice field by soccer, baseball and softball organizations. The development of Veterans Park went into construction in late 2005. Veterans Park hosts a casting pond with fishing docks, two large pavilions, an arboretum, and a Veterans Memorial. Future expansion of the park facilities may include additional pavilions and walking trails connecting to the Jenks Trail System. A Jenks/Glenpool Community Center operated by Tulsa County was opened in June of 2006. The new Community Center provides a swimming pool, indoor basketball court, and state of the art workout equipment. New residential neighborhoods within the City of Jenks have been established with some form of a recreational amenity providing park facilities in close proximity to almost all Jenks residents.

## LOCAL HISTORY

Jenks like most other communities in the state and nation was geographically located at an auspicious point on a major transportation route. A cooperative agreement between the

Midland Valley Railroad and the Midland Valley Townsite Company established the community site along the railroad which was constructed in 1904 between Tulsa and Muskogee. The future community's location was further enhanced by the proximity of the Arkansas River, which was navigable by shallow draft steamboats when the river level was high. The new town was most influenced by the railroad though, and took its name from a director of the railroad who lived in Philadelphia. There are other unconfirmed stories, however, that claim the settlement was named in honor of a railroad conductor or engineer or for a contractor who built the train depot or for an early doctor who resided in the area.

The Midland Valley Townsite Company filed the original townsite plat on July 15, 1905, but the townsite was sold to the Illinois Townsite Company soon thereafter. Lots were inexpensive at that time and ownership of lots changed frequently, sometimes during poker games. To promote the sale of lots, one Realtor sold shares of a nearby oil lease located near the mouth of Polecat Creek. No oil was found on the lease, however. Early promoters of land sales in the area also planned a baseball game to attract land buyers. The game was to be played on August 3, 1905, between Bixby area men and a team composed of men living near the Jenks depot. Influenced by a liberal amount of liquor, a free-for-all brawl ensued from an argument between two contestants over a \$2 bet. Genteel spectators who came to witness the sporting event were shocked by the "swearing, carousing, and fighting". The game was never finished, and U.S. Marshalls quelled the "more enthusiastic participants" using the barrels of their Winchester rifles as clubs.

The discovery of oil near Glenpool late in 1905 greatly affected Jenks' early development, and at the height of the oil boom the railroad station at Jenks did nearly \$100,000 of business a month. In 1906 oil tank farms were constructed near Jenks to store oil from area oil fields. The expensive tank farms increased the area property valuation and contributed considerable revenue to the Jenks School District. Jenks experienced a rapid growth in 1906 due to the Glenpool oil discovery and boom. To meet the needs of an increasing population, a non-denominational Church was started, and services were held in the Jenks depot. New business and the first bank were also established in 1906. Not all of the early business enterprises were successful; a sawmill opened in 1906 failed two years later.

Lit Roper, "Jenks Founded Amid Baseball Fight", Tulsa Tribune, August 3, 1957  
"Jenks Shares Tulsa's Anniversary", Tulsa Tribune, May 30, 1957, page 20.

In 1908, Baptist and Methodist churches were founded in Jenks and the first public school was opened. Jenks' first damaging flood occurred in 1908; another serious flood followed in 1923, and floods continued to plague the city until the Jenks levee was completed in 1949. A disastrous tank farm fire probably caused by lightning also occurred in 1908. In 1909, an unpaved highway was built and connected Jenks to Tulsa, and a bridge was constructed across the Arkansas River.

Agriculture, oil and the railroad were the primary economic forces in the town's early history. Cotton was a major crop, and a cotton gin was opened in 1909. Cotton continued to be a major crop until 1915. A feed mill and a grain elevator were built in 1909, but both businesses soon failed.

Oil was discovered near Jenks in 1912, and petroleum extraction and distribution were thereby established as primary industries in the town. As nearby oil fields played out, however, tank farms were dismantled, and farming regained importance. The role of

agriculture in the area was further strengthened with the immigration to the Jenks area of sizable settlement of Bulgarian farmers and their families in the 1920's. Truck farming, livestock production, and dairying became the dominant activities.

Throughout Jenks history the Jenks schools have played an influential role as an institution around which the community was unified.

Perhaps there is nothing else like the Jenks schools in Oklahoma. Very likely there is not its equal in size and equipment of plant, in number of scholarships, of faculty, when the size of the village is taken into consideration, in the United States.

When one rounds a house or two in what is called Jenks, and beholds five buildings, handsome brick and stone, spacious edifices all under one school leader, built for the purpose of feeding the right education to the children of the American working class, mainly a rural people, the chief feeling is one of amazement that such a thing has been done.

Jenks is not a town; it is scarcely a village. It is a vast outpouring of oil into tanks, a stopping of a train on the Midland Valley, between Tulsa and Muskogee and then the marvelous school.

Louis Freeman, History of Jenks, (Mimeographed).  
Ibid.

The first public school consisting of three buildings was constructed in 1908. Four boys made up the first graduating class of the Jenks High School in 1913. The Jenks schools have been traditionally well financed by generous tax levees and the high tax evaluation of corporate investments in the school district.

Primarily because of Jenks' late development, there are few historical sites, which have been previously identified. Also, many buildings constructed in the City's oil boom have either been extensively remodeled or razed for newer construction. The Tulsa County Historical Society has no information on historical sites, buildings or markers. However, this planning process has identified significant sites and buildings on the following Historical Sites Map.

In 1998 the City of Jenks determined that for the purpose of promoting the redevelopment and expansion of existing businesses in the downtown shopping district, and to encourage and attract a variety of new retail, service, and to create an area to provide public attractions of educational, scientific, and cultural significance, a Riverfront District was designated near to the existing downtown shopping district and to include land along the Arkansas River. The Riverfront District has established building guidelines that promote a Riverfront appearance in new construction and remodels in commercial and industrial buildings.

The City of Jenks is proud to have been recognized as the Antique Capital of Oklahoma. Downtown Jenks offers the charm and lifestyle of a small community. The turn-of-the-century look that reflects the Jenks downtown offers a quaint and unique shopping experience. The addition of the Arts District to the Jenks downtown will allow for the next page to add to the charm of the community.

From 2010 to 2015 Jenks Public Schools (JPS) constructed various new significant school facilities including a new Education Service Center, Early Childhood Center, a large Field

House for sports operations, a math and science building and a Olympic size aquatic center. With these additions the school was designed into the downtown character through the creation of building design, sidewalks, landscaping and lighting.

The Oklahoma Aquarium was constructed in 2001 as a cultural, scientific and educational aquatic learning facility, designed to provide an exciting learning experience for visitors of all ages. The Oklahoma Aquarium has over 200 exhibits and a million gallons of water displaying ponds, rivers, reservoirs, streams, rocky coasts, tide pools, coral reefs, and dozens of other aquatic habitats. These environments are home to trout, big bass, giant catfish, moray eels, Alaskan king crabs, sharks, stingrays, alligator gars, seahorses, anemones, shrimp, jellyfishes, sea stars, and thousands of other aquatic creatures. The Oklahoma Aquarium contains over 70,000 square feet of building and exhibit space; the great hall is utilized nightly for special events from birthday parties to business conventions. The Aquarium houses a reference library, Wetlabs and classrooms, freshwater and marine water chemistry and microbiology labs, research and ecology labs, and docent and volunteer training rooms and facilities.

The Oklahoma Aquarium's campus was designed for the development of other tourism attractions, retail centers, and entertainment venues. A 75 room, 4-story hotel was constructed in early April 2004. The Oklahoma Department of Wildlife Conservation has located its northeastern Oklahoma offices and the ODWC Aquatic Education Program is located in the Oklahoma Aquarium. The Aquarium campus is traversed with the regional trail system and will incorporate a boardwalk trail and is expected to promote further dining and shopping venues along the boardwalk.

The "Riverwalk Crossing" development is in keeping with and further anchors the planned Riverfront venue for the City of Jenks. Riverwalk Crossing is an entertainment/shopping life style center located just north of the Oklahoma Aquarium along the west bank of the Arkansas River. This development is home to retail, restaurants, and office space. The objective behind the development of Riverwalk Crossing is the establishment of a high quality, vibrant entertainment and mixed use center that attracts visitors from a local, metropolitan and regional area. Buildings feature a Mediterranean style architectural theme and are linked by an uninterrupted riverfront pedestrian plaza, which connects to the Oklahoma Aquarium campus. This plaza serves as an outdoor dining space, an area for live concerts and events, and as an area for visitors to stroll around while enjoying many shopping and dining opportunities.

The Jenks pedestrian bridge was designated for pedestrian use and connection to the River Parks Trails system upon completion of the existing 4 lane 96<sup>th</sup> Street Bridge that parallels it. The bridge has been painted white and developed with period lighting and lighting features. Future use of the bridge beyond pedestrian access will include music concerts and special events hosted by the Jenks Chamber of Commerce and various civic organizations.

Over the past few years many new residential subdivisions have been developed. In fact, in 2005 the U.S. Census Bureau labeled Jenks as the second fastest growing city in the state. The Jenks population has grown from a 9500 population with the 2000 census to over 17,000 at the end of 2010.

The City of Jenks provides a small town atmosphere with big city convenience minutes away. Located along the West Bank of the Arkansas River, Jenks is the host of the region's first river entertainment/activity center. As the years have progressed, Jenks has developed

from a small, suburban town to a City which is known for its quality housing, business environments, and tourism growth.

## NATURAL FEATURES

### Drainage Basins, Floodplains and Topography

The City of Jenks lies adjacent to the 100-year floodplain of the Arkansas River. The community is located on land reclaimed from the Arkansas floodplain by a system of levees which protect the City. The drainage basin of Polecat Creek, and its confluence with the Arkansas River stretches immediately south of the major urbanized portion of the City. Coal, Nickel and Hager Creeks are tributaries of Polecat Creek which are within the Jenks Fence line and have a significant impact on the future development areas in the City. The Drainage Basins Map illustrates the major drainage basins within the City.

There are approximately 20 square miles within the Jenks Fence Line of which nearly 10 square miles are in the Polecat Creek drainage basin. The Polecat basin area lies to the west and southwest of the City. A large portion of this area is within the 100-year floodplain and consequently has restricted use for urban development.

Nearly six square miles of the area within the Jenks Fence Line lies in the Posey Creek drainage basin. This basin is located primarily south of 131<sup>st</sup> Street. The remainder of the Fence Line area drains directly into the Arkansas River.

Clarence B. Douglas, History of Tulsa, Vol. 1 (Chicago: S. J. Clarke Publishing Co., 1921), p. 692.  
Jenks High School, History of Jenks School and Community, (Mimeographed).

The Floodplain Map indicates those areas subject to periodic flooding based on a generalized 100-year frequency. In developing the Plan, it will be most important to consider the effects of improper floodplain development. Properly utilized, the floodplains can afford several advantages to future development, such as providing opportunities for open space, recreation, and the Riverfront commercial centers while at the same time providing areas to contain flood waters to help eliminate serious property damage.

The Slopes Map indicates those areas within the Fence Line which have significant slopes. In the planning process, it is important to consider areas which have steep slopes with soils that provide a high erosion capability. Caution should be exercised in these areas to assure that development proposals are sensitive to the potential for erosion and other development problems associated with steep topography. Planned Unit Development proposals should be encouraged in these areas to assure that the public's interest is well served in preserving the natural environment to the greatest extent possible in the development process.

### Soils

All components of a home, including the house, driveway, patio, underground utilities, fences, plantings, etc., are dependent upon the soil as supporting medium. Yet, in many areas homes have been and are being constructed without first considering the soil conditions at the building site. This practice often leads to problems which are difficult and costly to correct.

In the past the data gathered by soil scientists have been used mainly by farmers. The use of these same data by urban developers is becoming increasingly important. Because the urban “crops” are homes, highways, and large commercial buildings which cannot be adjusted every year, on-site soil testing prior to construction is especially important.

The purpose of this discussion is to identify some of the problems commonly associated with soils and to provide some information concerning the soils in the Jenks area. This discussion of soils and soil problems in Jenks and environs is designed to help homeowners, contractors, and other interested persons recognize the importance of soil evaluation prior to utilization. Because it is not possible to discuss each topic and soil type in detail in this brief Plan element, persons planning to use soils are urged to seek the services of a specialist for an on-site inspection and subsequent evaluation of a particular soil site.

Any one construction problem may be the result of several characteristics of the underlying soil. The following is a checklist and a brief discussion of some important soil characteristics which should be considered before selecting a site for a new home or before buying an existing home.

### Topographic Position

An ideal location for a home is on a nearly level to gently sloping upland position. Homes built in depressions, stream valleys, and river bottoms are subject to flooding from either streams overflow or a high water table during the rainy seasons. Steep slopes usually have associated erosion problems resulting from the action of water and gravity in which the soil either washes or slides (slumping) and creeps (“slow motion” slumping) downhill. Steeper slopes require more cutting and filling for home construction, thereby causing an increase in construction cost and erosion and settling potential. Homes located at the base of a steep hill receive the runoff and eroded material from the hillside above.

### Drainage

Water drainage can be either external (surface runoff) or internal (movement downward through the soil medium). External drainage is influenced largely by topography in that water will run into a depression but away from the crest of a hill or knoll. Internal drainage is governed by soil particle size and the presence of impermeable layers beneath the surface. Soils with small-sized particles (clay soils) and those with impermeable clay or rock layers within 60 inches of the surface are said to have poor internal drainage or a slow percolation rate. These soils are wet for long periods in the spring and after heavy rainfalls, and are droughty during extended dry periods. Septic tank systems in soils with poor internal drainage fail even after a very limited usage. Sandy soils which are excessively drained do not allow adequate time for decomposition of septic tank effluents and are not recommended for such installations. Loamy soils usually are moderately well drained or well drained and are best suited for septic tank systems.

### Depth to Bedrock

Shallow soils, which have rock layer at a depth of less than 60 inches, are (1) unsuitable for septic tank systems, (2) difficult and costly to excavate, and (3) more subject to erosion and less productive than are deep soils. Near-surface rock layers are more troublesome than the deeper-lying layers.

### Soil Fertility

Many factors govern soil fertility; however, a deep, loamy soil is the best compromise for supporting trees, shrubs, lawns, and gardens.

### Soil Stability

Expansion and contraction of a soil during alternating wet and dry cycles can literally break apart an inadequately constructed house or brick fence. Increasing quantities of fine particles (clay) in a soil cause increasing shrink and swell which results in poor stability. These soils will exhibit large desiccation cracks during extended dry periods, whereas those soils composed mainly of sand and silt do not expand or contract noticeably.

### Pipe Corrosion

Certain chemical properties in some soils cause iron pipes to corrode much more rapidly than in other soils. Pipes installed in a soil with a high corrosion rating should be packed in gravel.

### Water Seepage

Soils located over the junction of sandstone overlying shale are subject to water seepage problems and can be recognized by localized wet spots at the soil surface. These soils are not recommended for home construction sites.

### Disturbed Land

Soils over strip mines, sanitary land fills, and other areas disturbed by man are highly variable in chemical and physical properties and usually are not recommended for home sites unless after close inspection, a qualified specialist has approved a particular location.

The Soils Map illustrates the general soils associations found within the Fence line of Jenks. The six soil associations have the suitability ratings as defined in Table 1.

TABLE 1: SUITABILITY OF SOILS FOR DEVELOPMENT USE

Soil Assoc. Map Symbol	<u>Topography</u>	<u>Percolation</u>	<u>Drainage</u>	<u>Depth</u>	<u>Resistance to Erosion</u>
1	Excellent	Good	Fair	Excellent	Good
2	Good	Fair	Poor	Excellent	Excellent
3	Good	Good	Good	Poor	Fair
4	Good	Good	Poor	Excellent	Excellent
5	Good	Good	Very Poor	Excellent	Excellent
6	Fair	Excellent	Excellent	Poor	Poor

The following narrative descriptions of the soils associations are provided.

### Soil Association Map Symbol

1. Deep to moderately deep, very gently sloping and gently sloping loamy soils over sandstones, shale, and clay on prairie uplands.
2. Deep, nearly level loamy soils with clayey sub-soils over shale and clays on prairie uplands.
3. Shallow to deep, gently sloping to strongly sloping loamy and clayey soils over sandstones and shale or prairie uplands.
4. Deep, nearly level soils over recent alluvial deposits on high bottomlands that flood rarely.
5. Deep, nearly level loamy and clayey soils over local alluvial deposits on low bottomlands that flood occasionally.
6. Shallow to deep, gently sloping to strongly sloping, loamy soils with loamy and clayey sub-soils over sandstones with some shale on wooded uplands.

The more soils surveys and soil interpretations are used by persons constructing homes and other facilities, the less likelihood there is of becoming a flood victim or sustaining other costly structural damage.

To assist in understanding the effects of floodplains, soils and slopes on the urban environment, it is helpful to map the composite results after considering each of those factors. A General Suitability Map of Construction Conditions within the Jenks Fence line is provided. The information on the map gives a general indication and guide for planning purposes only. It should not be constructed as a recommendation for or against the development of any piece of property. The following legend corresponds to the symbols indicated on the General Suitability Map of Construction Conditions.

1. Construction problems minimal for homes and industry.
2. Generally satisfactory for home construction. Bedrock terraces, especially upper terraces, are ideal; steep shale and rubble slopes and creek bottoms may be hazardous. Slopes in much of these areas are not suitable for industry.
3. Low areas generally contain clayey soils and sub-soils. Problems of wetness and swelling may exist unless foundations properly prepared. High areas composed of shallow soil and hard massive limestone or sandstones often difficult to excavate.
4. Has been subject of flooding in the past. Most areas protected by dikes and levees are safe if works are properly maintained. Keystone Dam should effectively control most flooding in the future.
5. Check with the U.S. Corps or Engineers and other floodplain information prior to site selection to determine degree of danger from seasonal flooding.

## COMMUNITY FACILITIES

### Traffic Ways

In May of 1973, the City of Jenks adopted a Major Street Plan as a part of the Comprehensive Plan. The Major Street Plan is updated periodically to keep abreast of land use and development changes. The street plan classified the various traffic ways in the planning area based upon function. The street plan itself calls out five specific types of streets: freeway (turnpike), primary arterial street, secondary arterial street, central business district/commercial-industrial Collector Street, and residential collector street. Standards for three various streets are as follows:

1. Freeway (Turnpike)

- Right-of-way - varies as per standards of the Oklahoma Department of Transportation
- Lane widths - 2 or more 12-foot moving lanes each direction
- Access - limited

2. Primary Arterial Street

- Right-of-way - 120' to 150'
- Lane widths - three 12-foot moving lanes each Direction
- Access - Spacing between access points to be recommended by Planning Commission

3. Secondary Arterial Street

- Right-of-way - 100' minimum
- Lane widths - two 12-foot moving lanes each direction
- Access - Spacing between access points to be recommended by Planning Commission

4. Central Business District/Commercial-Industrial Collector Street

- Right-of-way - 80' minimum
- Lane widths - two 11-foot moving lanes each direction with 8' of parking on either side
- Access - no limits of access

5. Residential Collector Street

- Right-of-Way - 60' minimum
- Lane widths - two 13-foot moving lanes with 8' Parking on one side
- Access - No limits of access

The Creek Turnpike opened in 1992 and provides a major east-west link across the City crossing the Arkansas River just south of 101<sup>st</sup> Street and continuing in the Polecat Creek watershed to U.S. 75 at approximately 106<sup>th</sup>. The Creek Turnpike extension from U.S. 75 to I-44 at the Turner Turnpike was completed in 2000.

Two Primary Arterial streets are designated on the Jenks Major Street Plan:

121<sup>st</sup> Street from U.S. Highway 75 to 33<sup>rd</sup> West Avenue, and  
Elm Street from 96<sup>th</sup> Street South to 141<sup>st</sup> Street South.

Streets designated as secondary arterial streets follows:

91<sup>st</sup> Street South from 33<sup>rd</sup> West Avenue to the Arkansas River,  
96<sup>th</sup> Street South from Union Avenue to Elm Street,  
111<sup>th</sup> Street South from 33<sup>rd</sup> West Avenue to Elm Street (Peoria),  
121<sup>st</sup> Street from U.S. Highway 75 to Florence Avenue,  
131<sup>st</sup> Street South from Elwood to South Yale Place, and continuing to the Arkansas River  
141<sup>st</sup> Street South from Elm to South Harvard Avenue,  
33<sup>rd</sup> West Avenue from 121<sup>st</sup> Street South to 91<sup>st</sup> Street South,  
Elm Street from Main Street (96<sup>th</sup> Street South) to “K” Place (91<sup>st</sup> Street South),  
Elwood Avenue from 131<sup>st</sup> Street South to 91<sup>st</sup> Street South,  
South Lewis Avenue from 141<sup>st</sup> Street South to 131st Street South,  
South Harvard Avenue from 141<sup>st</sup> Street South to 126<sup>th</sup> Street South,  
126<sup>th</sup> Street from South Harvard to South Florence,  
South Florence from 126<sup>th</sup> to 121<sup>st</sup>, and  
South Yale Place from 141<sup>st</sup> Street South to 131<sup>st</sup> Street South and continuing North to include the proposed Bridge connecting to Yale Avenue in the City of Tulsa, and  
Union Avenue from 111<sup>th</sup> Street to 121<sup>st</sup> Street.

The following streets are designated as Central Business District Collector/Commercial-Industrial Collector streets:

Main Street from Elm to the 96<sup>th</sup> Street Bridge across the Arkansas River,  
“A” Street from Cedar to Riverfront Drive (9<sup>th</sup> Street),  
Cedar from “A” to Main Street,  
Aquarium Place (Apache Street) from Elm Street to Riverfront Drive (9<sup>th</sup> Street) and continuing as Aquarium Place into the Aquarium Campus for direct connection to Aquarium parking entrance,  
Elm Street from 91<sup>st</sup> Street South to the North City Limits,  
First Street, Second Street, Third Street and Fifth Street from Apache to “B” Street,  
Fourth Street from Apache to Main Street,  
106<sup>th</sup> Street South from South Elgin to Elm Street and continuing to east to 7<sup>th</sup> Street,  
7<sup>th</sup> Street from 106<sup>th</sup> Street South to “A” Street  
111<sup>th</sup> Street South from Elm Street east to South Ash Street,  
116<sup>th</sup> Street South from South 5<sup>th</sup> Place to Elm Street,  
Aquarium Drive from Riverfront Drive (9<sup>th</sup>) and “B” to 101<sup>st</sup> Street South and continuing along 101<sup>st</sup> Street South on the north side of turnpike to Elm Street to be designated Aquarium Drive,  
Aquarium Drive east bound to be located on the south side of turnpike from Elm Street to the Arkansas River with connection under Arkansas River Bridge to Shark Lane,  
South Yale Avenue from 141<sup>st</sup> Street South to 136<sup>th</sup> Street South,  
Franklin from 91<sup>st</sup> Street South to 101<sup>st</sup> Street South,  
101<sup>st</sup> Street South from Franklin to Elwood Avenue,

Adams Street from Main Street to 101<sup>st</sup> Street South,  
Riverfront Drive from 7<sup>th</sup> Street to 91<sup>st</sup> Street South and continuing northward to Elm Street following Jenks Levee,  
Koa from Main Street to 101<sup>st</sup> Street South,  
101<sup>st</sup> Street South from Koa (Park West) to Elm Street,  
Beaver Street from Elm Street over the levee for connection to 101<sup>st</sup> Street South,  
James Avenue from 111<sup>th</sup> Street South to 121<sup>st</sup> Street South, and  
Emerson Street from 121<sup>st</sup> Street South to 115<sup>th</sup> Place South, then eastward along 115<sup>th</sup> Place South as a Residential Collector to continue north on Cleveland to 111<sup>th</sup> Street South.  
Riverfront Drive would also be considered a Commercial Collector northward from “B” Street along the Jenks Levee to North Elm Street,  
Koa from Main Street to 101<sup>st</sup> Street South,  
101<sup>st</sup> Street South from Koa (Park West) to Elm Street,  
Beaver Street from Elm Street over the levee for connection to 101<sup>st</sup> Street South,  
James Avenue from 111<sup>th</sup> Street South to 121<sup>st</sup> Street South, and  
Emerson Street from 121<sup>st</sup> Street South to 115<sup>th</sup> Place South, then eastward along 115<sup>th</sup> Place South as a Residential Collector to continue north on Cleveland to 111<sup>th</sup> Street South.

Residential collector streets are shown within each square mile on the Major Street Plan where residential development is anticipated to occur. These residential collector streets are designed to provide access to the neighborhoods from the arterial street system. Collector streets are designed so as not to provide a direct movement through a neighborhood connecting one arterial street with another. The collector streets are joined near the center of each square mile requiring the vehicles to stop and/or make turning movements in order to traverse a square mile. The development of 5<sup>th</sup> Street from “B” Street to “K” Place (91<sup>st</sup> Street) has increased the importance of the collector status designation of this roadway.

Within the time period 2015-2025, traffic ways planning will focus on reaching the Revised Comprehensive Plan objectives of providing a safe and efficient street and highway transportation system while exploring alternatives to automobile transportation.

## HOUSING POLICY

### Providing for Residential Rehabilitation and New Residential Development

Because housing is a basic need of all people, sufficient land must be available to satisfy new housing demands. Therefore, the Comprehensive Plan policies are intended to be flexible enough to permit housing needs and desires to continue to change over time with corresponding review of residential densities. The residential character of established neighborhoods needs to be protected, particularly within the older areas of the City of Jenks. Incentives are needed to encourage rehabilitation and construction of new residential units in the older areas, which will assist in maintaining the vitality of neighborhoods in the older portion of the City. In some of the newer developing areas, flexibility in the design of the residential subdivision is needed in certain areas to encourage appropriate use of rough terrain, rolling topography and preservation of natural drainage.

Since Jenks has a limited supply of future residential land to be developed, a variety of housing types and lot sizes should be evaluated over time by periodically reviewing the type and amount of residential land available and comparing this to the housing needs of the

community. The review should be made periodically and should be aimed at matching the amount of residential land use to the needs of the housing market.

### Residential Policy Plan

The City seeks to preserve the integrity of established neighborhoods by requiring compatibility of new land uses being located within the vicinity of older neighborhoods. Residential development should be pursued which fosters neighborhood identification, encourages a mixture of housing types, and provides compatible land use relationships. Such actions should be accomplished by:

- 1) Requiring that proposed changes be in harmony with established neighborhoods.
- 2) Exercising great care in the design of multi-family dwellings and non-residential uses within the proximity of established single family neighborhoods, and
- 3) Recognizing that economics alone is not sufficient reason to alter established land use patterns.

The environmental impact of residential development should also be carefully noted within floodplains.

The building code and housing codes that maintain and enhance the physical appearance of neighborhoods and the urban environment should be diligently enforced.

The establishment of a density bonus provision to provide an incentive to local developers to encourage the utilization of the Planned Unit Development ordinance and clustering of residential development should be encouraged. For instance, the City should encourage clustering of development via the Planned Unit Development in any plan for development of property which is adjacent to a park and recreation area of natural drainage ways. Utilization of cluster development should be sensitive to housing costs and should assist developers in holding costs down. This involves subdivision regulations and zoning that encourage cluster housing patterns to minimize street and utility costs, to reduce per unit land costs through increased densities, and to encourage natural drainage rather than structural solutions to storm runoff, which are often much more expensive.

Taking into consideration the above discussion concerning the general housing structural condition in the City of Jenks and some of the desirable policy goals which have been stated, the following residential and housing policy statements have been developed. Through the close monitoring and utilization of these goals and policies, the Jenks housing supply and structural conditions can be carefully monitored and modifications made where needed.

- Provide residential neighborhoods that are safe, pleasant, healthy, and well designed, having a diversity of housing types and sizes.
- Provide existing and future residential areas with adequate and equitable public facilities.
- Prevent the intrusion of inharmonious land uses into residential areas.
- Protect and preserve existing housing stock to prevent the spread of blight.

- Provide for safe auto and pedestrian traffic in neighborhoods.
- Discourage through traffic in residential areas by providing major streets on the periphery of neighborhoods and by proper subdivision design.
- Encourage the off-street parking of autos in residential neighborhoods to alleviate traffic congestion.
- Allow no residential construction in floodplains, except in conformance with FEMA Regulations.
- Design residential subdivision considering the topography of the site.
- Require special design treatment of subdivisions in areas where slopes are greater than 15%.
- Separate or buffer homes from non-residential uses such as schools, churches and businesses.
- Avoid or limit residential development near airports, industrial areas, truck routes, trash dumps, or other land uses which may be hazardous to health of residents or detrimental to residential property value.
- Locate multi-family uses near commercial areas on collector or arterial streets so as to limit heavy traffic on residential streets.
- Locate mobile homes in mobile home parks and buffer or screen them from conventional single family homes.
- Medium intensity residential uses or less intense commercial uses such as office should be provided as a buffer between low intensity residential uses and higher intensity commercial uses.
- Medium intensity residential uses should be required to leave 10% of the land area in addition to livability space requirements in natural vegetation. Dedication of park areas, open space or drainage Easements may satisfy this requirement.
- Residential development of a higher density than RS-1 should have sidewalks.

## POPULATION AND ECONOMY

The 2010 U.S. Census of Population of Jenks was recorded at 16,924 inhabitants and is estimated to be in excess of 19000 at the time the 2015 plan was written. It is anticipated that the Jenks population will continue to experience steady growth over the plan period due primarily to the continued attraction of a quality public school system; quality neighborhoods, the Riverfront Entertainment District; the foundation of three large industrial sources: PSO's Riverside Electric Generating Station, the Kimberly-Clark Corporation's Tissue Manufacturing Facility, and the Green Country Energy Electric Generating Station. The Jones Riverside Airport, along with the opening of the Creek Turnpike; and, the pending

construction of the Yale Place Bridge and planned expansion of US Highway 75 are the transportation elements that provide the necessary links to support growth within the City.

These factors not only strengthen the population growth of Jenks but strengthen the local economy. Other factors strengthening the Jenks economy for the planning period will be the continued development of the traditional Downtown for retail and tourism, the continued development of the Riverfront Entertainment District, the redevelopment of the expanded business core area of Jenks with linkage to the Riverfront areas, the development of small and medium light industry, the recruitment of more retail centers, and the development of quality of life programs which re-enforce the community's traditional small town values, such as further modernization of security programs important to the well-being of a growing population. Programs of community involvement also will reinforce Jenks' sense of community, such as leadership programs, youth organizations, church development, civic organizations, etc.

## Zoning Districts

PLAN CATEGORIES	AG	RE	RS-1	RS-2	RS-3	RD	RTH	RM-1	RM-2	RM-3	RMH	OL	OM	ROC	RTC	LC	CS	CG	CH	IL	IM	
<b>LOW INTENSITY</b>																						
Low Residential	+	+	+	+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Low Commercial	-	-	-	-	-	0	0	0	-	-	-	+	0	-	-	0	0	-	-	-	-	
Low Industrial	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	+	0	-	-	0	-	
<b>MEDIUM INTENSITY</b>																						
Medium Residential	+	+	+	+	+	+	+	+	0	-	0	0	0	-	-	-	-	-	-	-	-	
Medium Office	+	-	-	-	-	0	0	+	0	0	0	+	+	-	-	+	0	-	-	0	-	
Medium Commercial	+	-	-	-	-	-	-	0	0	0	-	+	+	-	-	+	+	0	-	0	-	
Medium Industrial	+	-	-	-	-	-	-	-	-	-	-	+	+	-	-	+	+	0	-	+	0	
<b>DEVELOPMENT SENSITIVE</b>																						
Development Sensitive	+	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	0	0	-	-	0	0
Development Sensitive Riverfront Entertainment	-	-	-	-	-	-	-	-	-	-	-	-	0	0	+	+	0	0	-	-	-	-
<b>HIGH INTENSITY</b>																						
High Residential	-	-	-	-	-	0	0	+	+	+	0	+	+	-	-	+	0	-	-	-	-	
High Commercial	-	-	-	-	-	-	-	-	0	+	-	+	+	-	-	+	+	+	+	0	-	
High Industrial	-	-	-	-	-	-	-	-	-	-	-	+	+	-	-	+	+	0	-	+	+	

- + Zoning District and Plan Category are in accordance
- 0 Zoning District and Plan Category may be found in accordance
- Zoning District and Plan Category are not in accordance

The matrix shows the general relationship between the plan map intensities and zoning districts in the City of Jenks. Each zoning district may be found to be in conformance (+), may be found not to be in conformance (-), or may be found to possibly be in conformance (0) with a specific plan category.

An RS-1 residential zoning district, for example, would generally be found to be in conformance with a Low Intensity plan category. The RS-1 zone would not be in conformance with a specific land use category in that intensity other than residential. The RS-1 district also would not be in conformance with the High Intensity plan category.

If an area is colored on the plan map to designate a intensity with no specific land use shown, then generally all the zoning districts shown as in conformance (+) on the matrix are acceptable zones for the areas unless identified specifically by the Comprehensive Plan Text.

If an area on the plan map shows a pattern designating a specific land use then all zones in conformance with a category, for example Low Industrial, would be generally acceptable zones.