

1. RAILROAD | SERVICE TO KIMBERLY CLARK
 - Can surface parking be provided in the Railroad ROW? This has been done along the railroad tracks in and near downtown through private negotiations with the Railroad company.
 - Is there a quiet zone in effect on the adjacent railroad tracks as they go through downtown Jenks? No, but it could be pursued. Staff is not aware of any outstanding issues from citizens.
 - Are train horns being sounded? Yes
 - Does the City of Jenks know the frequency of trains on that stretch of track?
 - It is known to be twice daily around 10:00 AM and 2:00 PM, Monday - Friday.
 - The AM route time: Approximately in Downtown around 10:00 AM
 - The PM route time: Approximately in Downtown around 2:00 PM
 - Tulsa Sapulpa Union railway
 - Speed | 10 mph speed limit through town
 - The train usually travels around 5-8 mph.
 - What hours (residential quiet hours between 9pm-7am). 10 AM -2 PM Mon.-Fri.
2. INFRASTRUCTURE | PARKING, STREETSCAPING, UTILITIES
 - Will the City continue its Main Street streetscaping across the tracks to Birch Street?
 - Yes, the City will be providing a sidewalk, sod, trees and irrigation.
 - (Public realm sidewalks, crosswalks, street trees, and parking like east of the tracks)
 - The Main Street Improvement plans are about 90% complete, (See Addendum No. 1) The Plans are subject to change based on selected proposal.
 - Will this be expected of the developer? There may be some partnership on completing the infrastructure.
 - Would the creation of a Metro District be a viable option as a way to finance the construction of a public parking structure, site utility improvements and the perimeter streetscape/landscaping? The Utilities for the site are in place, no significant improvements/cost are expected for development. The Parking Structure construction costs will be evaluated with the overall proposal and consideration of benefit to the public. Staff does not anticipate an assessment district would be optional at this time.
 - Can you clarify the statement about how any parking structure would need to be designed and built to be retrofitted for commercial space at a future date? The City prefers this “best practice” of retail on the ground floor.
3. ASH STREET | Is Ash Street abandoned through this site? Yes
 - Will the developer be required to preserve the remnants of that public ROW? No
4. AQUARIUM PLACE | Can Aquarium Place from Birch Street to the railroad be vacated and incorporated into the development? The City is not considering the closure at this time.
5. LIQUOR LICENSE | Are there any rules that would prevent securing a liquor license for a bar or restaurant user? The zoning code does not prohibit either for additional questions consult the ABLE Commission.
6. DESIGN STANDARDS | Are there any other use or design restrictions beyond what is in the zoning code? The RFP has outlined preferences for Model Block development and provided inspirational pictures. However, we ask proposers to use their creativity even if it means deviating from traditional design standards while still providing a safe, connected walkable urban development. Historically, there have been deliberate plans to preserve a traditional look and feel for downtown through the Appearance Review (ARC) process. This site will not be subjected to a separate ARC review. The design will be approved through the recommended PUD process.
7. TIF DISTRICT | (See State Statutes at end of text)

- Is there a Tax Increment Financing (TIF) district already in place for this site? If not, does the City of Jenks plan to create one to assist with this development? **No**
 - Does this site meet the Oklahoma statutory requirements for the creation of a TIF district? **The area easily meets subpart b of 62 O.S. § 856(B)(4), but more analysis will be required to determine the viability of the area in meeting the statutory TIF creation requirements of subpart a. The site may qualify as a reinvestment area.**
8. MAINSTREET INVESTMENT OPPORTUNITIES | Are there any planned future public investments on Jenks Main Street that we should be aware of? **The City has created several Downtown Incentive Programs for the “Downtown Core, a geographical location” which may be used as a reference by way of example. Currently, there are several private entities investing in Downtown Jenks, some are taking advantage of the recently approved “Downtown Incentives.” (See Addendum No. 2)**
9. SALE, LEASE, TRADE LAND IN LIEU OF PUBLIC BENEFIT?
- OFFER PRICE | The City is open to incentives, but the incentive must be of equal value to the public benefit provided.
10. Is there a square footage “goal” for retail/restaurant space along Main? **Staff will rely on the expertise of retail developers to identify the depth of the Main Street spaces but feels the entire first floor streetwall should be dedicated to tax generating space.**
11. Is there a workforce housing requirement for any market-rate apartments built on the site? **No**

TIF question (No. 7), the basic statutory requirements for a TIF (62 O.S. § 856(B)(4)), are the following:

a. the project area or district meets at least one of the following criteria:

(1) is a reinvestment area,

(2) is a historic preservation area,

(3) is an enterprise area, or

(4) is a combination of the areas specified in divisions (1), (2) and (3) of this subparagraph,

b. the improvement of the area is likely to enhance the value of other real property in the area and to promote the general public interest. It shall not be necessary to identify the specific parcels meeting the criteria,

Definitions of the terms used above (from section 853):

5. "Enterprise area" means any area within a designated state or federal enterprise zone;

6. "Enterprise zone" means an enterprise zone as designated by the Department of Commerce pursuant to the provisions of Section 690.3 of this title or as designated by the federal government;

8. "Historic preservation area" means a geographic area listed in or nominated by the State Historic Preservation Officer to the National Register of Historic Places, an historic structure or structures listed individually in or nominated by the State Historic Preservation Officer to the National Register of Historic Places, with such area or structure being subject to historic preservation zoning, or for purposes of ad valorem tax exemptions provided for in subsection D of Section 860 of this title, a structure subject to historic preservation zoning. Rehabilitation undertaken in an historic preservation area shall meet the Secretary of

the Interior's Standards for Rehabilitation, latest revision, in order to be eligible for the incentives or exemptions granted pursuant to Section 860 of this title;

17. "Reinvestment area" means any area located within the limits of a city, town or county requiring public improvements, including but not limited to transportation-related projects identified by any transportation authority pursuant to Section 1370.7 of Title 68 of the Oklahoma Statutes, to reverse economic stagnation or decline, to serve as a catalyst for retaining or expanding employment, to attract major investment in the area or to preserve or enhance the tax base or in which fifty percent (50%) or more of the structures in the area have an age of thirty-five (35) years or more. Such an area is detrimental to the public health, safety, morals or welfare. Such an area may become a blighted area because of any one or more of the following factors: dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning. Such an area includes a blighted area as defined in Section 38-101 of Title 11 of the Oklahoma Statutes at the time of approval of the project plan; and