

MINUTES
JENKS PLANNING COMMISSION
7:00 P.M. THURSDAY, SEPTEMBER 14, 2017
COUNCIL CHAMBERS, JENKS CITY HALL, 211 NORTH ELM STREET
JENKS, OKLAHOMA

The meeting was called to order by Vice Chair Scott West. A roll call vote was taken by City Clerk Josh McCorkle as follows:

Larry Wewers	Present
Gary Isbell	Present
Ray Stephens	Present
John Brown	Present
Matt Lay	Absent
Chair Carol Minden	Absent
Vice Chair Scott West	Present

Request to approve minutes of September 14, 2017. Vice Chair Scott West said since date for the minutes was incorrect, Staff has asked that we continue the approval of the August 30, 2017 Special Meeting Minutes to the next regular meeting. Larry Wewers made a motion to continue the approval of the August 30, 2017 Special Meeting Minutes to the next meeting. Seconded by Ray Stephens. A roll call vote of members was taken as follows:

Larry Wewers	Yes
Gary Isbell	Yes
Ray Stephens	Yes
John Brown	Yes
Vice Chair Scott West	Yes

Motion carried.

New Business

1. Request by Wallace Engineering Structural Consultants, Inc. for approval of a PUD Site and Landscape Plan per PUD 105 on property described as:

PART OF THE NORTHEAST QUARTER OF THE. NORTHWEST QUARTER (NE/4 NW/4) OF SECTION NINETEEN (19), TOWNSHIP EIGHTEEN (18) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEGINNING 1465.3 FEET EAST AND 25 FEET SOUTH OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER (NW/4); THENCE EAST 167.5 FEET; THENCE SOUTH 1302 FEET; THENCE WEST 167.5 FEET; THENCE NORTH 1301.9 FEET TO THE POINT OF BEGINNING. LESS AND EXCEPT THE SOUTH 856.50 FEET THEREOF.

General Location: 206 West K Place. Erik Enyart addressed the Commission and gave the Staff report, including an overview of the project. Erik Enyart stated Staff recommends approval as submitted. Commissioners asked questions regarding fencing. John Brown made a motion to approve PUD 105 as presented. Seconded by Gary Isbell. A roll call vote of members was taken as follows:

Larry Wewers	Yes
Gary Isbell	Yes
Ray Stephens	Yes
John Brown	Yes
Vice Chair Scott West	Yes

Motion carried.

2. JZ-606 (SUP-105) Request by Anchor Stone Company to Amend the approved Specific Use Permit (SUP No. 105) to allow excavated sand and gravel to be transported using the turnpike frontage roads instead of requiring to the use of dredge vehicles in the river only to the Delaware Sand Plant (located at the 11500-block of S. Delaware Ave. in Tulsa) on property described as:

A tract of land located in the E/2 of Section 30, the W/2 of Section 29, the NE/4 of a tract of land located in the E/2 of Section 30, the W/2 of Section 29, the NE/4 of Section 31 and the NW/4 of Section 32 all in T18N, R13E of the Indian Meridian, Tulsa County, State of Oklahoma, according to the Official U.S. Government Survey thereof; being more particularly described as follows:

Beginning at a point of intersection of the south boundary of the Creek Turnpike Right of Way and the 1/2 section line of Section 30, T18N R13E; Thence South along the 1/2 Section Line of Section 30 to the SW Corner of the NE/4 of Section 30 T18N R13E;

Thence east along the South boundary of the said NE/4 to the east boundary of the Midland Valley Railroad Right of Way; Thence southward along the east boundary of the Midland Valley Railroad Right of Way to the south Section line of Section 30; Thence west along said the South Section line of Section 30 to the centerline of Polecat Creek; Thence eastward along the Centerline of Polecat Creek to the west bank of the Arkansas River; Thence continuing east to the centerline of the Arkansas River; Thence northward along the Centerline of the Arkansas River to a point of intersection with the South boundary of the Creek Turnpike Right of Way, this description of the centerline to follow the jurisdictional boundary as outlined in City of Jenks Ordinance 1220 annexing to the centerline of the Arkansas River; Thence West along the South Boundary of the Creek Turnpike Right of Way to the Point of Beginning.

General Location: 7th Street and East 101st Street South. Erik Enyart addressed the Commission and gave the Staff report. Erik Enyart stated City Staff has spent much time discussing a consensus recommendation to the Planning Commission and to City Council. We do not believe it is appropriate to attempt to restrict access to public streets. We are supportive of allowing them to access the public streets. There are concerns, and we ask that your recommendation to Council be to impose a one year limitation on the approval so City Staff can assess any impact to traffic or the conditions of the streets. Erik Enyart discussed ironing out the number of loads per day, the types of trucks, and the routing plan. Larry Wewers expressed that those were his concerns as well, and wants more information before he can consider a yes or no voted. Gary Isbell said he would also like information regarding the size, load limits, weight per axle of the trucks, and how we intend to comply with State requirements for weight if there are no weight stations between here and the destination. Larry Wewers said I would also like to know the process of getting the sand, dirt and gravel out of the river, how it will be loaded in the trucks, and where they're going to enter and exit Jenks roads. Gary Isbell agreed. John Brown shared the concern about the routes and any impact it would have on the streets, as well as commercial impact. Gary Isbell expressed that he would like to know the time of day that the trucks would be moving to see if there is any impact with the school system. Vice Chair Scott West opened the floor and asked the representative for the applicant to come forward. Vic Vreeland of 109 East G Street addressed the Commission and stated that Anchor does not want to cause a negative impact on the outlet mall or any other development that comes to the area, so the area would be vacated as soon as the developers come onto the property. Ninety percent of the sand coming out of this area will go to the roadway projects between here and Oklahoma City. Leaving the property they would come through where the old road is that goes under the turnpike, turn west and go west to get on the turnpike. Vehicles coming back would for the most part be empty. The only time they wouldn't be empty is how the agreement is set up between Anchor and the landowner is that they're going to come in and reclaim the bank.

There is a FEMA approved map that shows the bank line that's approved by them, so when the bank line is reclaimed the sand will come out of the river and be processed right there. There will be a weight scale that sits there, and it will all meet State requirements. Instead of paying a royalty for that sand they are going to do it in kind with riprap. Anchor will bring riprap in from their rock quarry and laying it and reclaiming the bank. The leftover material will be put in to raise the bank up. The bank has to be raised quite a bit to make it developable. Times of operation will be 7:00 a.m. to 5:00 p.m. Monday through Friday. As far as affecting school traffic, it will not impact school traffic. There is a possibility that 10 percent of this could go to the other side of the river if for some reason the plant on the other side is shut down. If that happens the trucks will get on the turnpike and go straight across. I cannot imagine that there will be any residential area movement. The trucks will be regular dump trucks or a semi load. The semi load would be a maximum that would ever come out of there. That would not be every day, only when they are running to the road projects. These trucks will be contractors, but Anchor owns the scales and will be weighing the trucks. I will meet with Robert Carr on the site and we'll probably put in a temporary road for truck entry. There's another reason the landowners are wanting this done since the City put in the road project and didn't finish it. It is an absolute nightmare keeping people out of their property. We now have the cops coming in and it's the most amazing thing I've ever seen. We have to run people out every day. There's a big lake where the landowners put a boat ramp in and stocked it with fish so they could fish it. I pulled down there one day and there was a man backed in on that ramp and about 12 or 13 kids out in the lake swimming. As fast as we put up signs, people tear them down. We're going to gate all of this and shut off access. Larry Wewers said he still wants to see the routing plan on paper. Vice Chair Scott West said we can still make that a requirement. Gary Isbell said I would like to see it written that every 12 months the renewal will be evaluated as opposed to after a year. Erik Enyart said Staff can recommend up to four one year renewals, or not approve renewals. John Brown and Vice Chair Scott West both interjected that they feel "annually" should be put in so that there is an actual annual review, and change "could" to "should". Vice Chair Scott West closed the floor. Vice Chair Scott West voiced that in the conditions it needs to be added that each truck is weighed to meet Oklahoma ODOT standards. Mr. Vreeland said hours of operation will be 7:00 a.m. to 5:00 p.m. Monday through Friday, and that needs to be put in the conditions. Maximum trucks exiting daily of 125, and then the one year horizon renewable by a review of City Staff to be done annually needs to be added. We need to make sure we get the correct routing. Larry Wewers said there needs to be something in the agreement that they will be held responsible for repair to the roads in the City. Gary Isbell said that's a State law. Article 47, Chapter 14, that they're responsible for damage to streets, underpasses, overpasses, anything that they damage. Erik Enyart reiterated that the recommendation should include to approve the City Staff recommendation of no objection to public street use, applicant should provide City Staff

a routing plan, information on time of day, types of trucks to be employed, specific recommendations from Planning Commission should provide approval for a period of one year to enable City Staff to assess road surface conditions and the impact of trucking operations upon recommendation of Staff at that time, four additional assessments shall be required in up to four one year renewals could be allowed without the requirement for City Council action on a year to year basis. We've also added that each truck shall be weighed and that the inbound unloaded trucks will have a bypass around the round-about, and the routing plan will be on a drawing and the drawing should be consistent with what was presented to the Commission. John Brown made a motion to approve JZ-606 with the recommended modifications to the language as discussed. Seconded by Ray Stephens. A roll call vote of members was taken as follows:

Larry Wewers	Yes
Gary Isbell	Yes
Ray Stephens	Yes
John Brown	Yes
Vice Chair Scott West	Yes

Motion carried.

Correspondence from Staff. No correspondence from Staff.

Adjournment. Ray Stephens made a motion to adjourn. Seconded by Gary Isbell. A roll call vote of members was taken as follows:

Larry Wewers	Yes
Gary Isbell	Yes
Ray Stephens	Yes
John Brown	Yes
Vice Chair Scott West	Yes

Motion carried.

Motion carried. The Jenks Planning Commission adjourned at 7:27 p.m.