

Henderson City-County
Planning Commission
August 2, 2022

The Henderson City-County Planning Commission held a meeting August 2, 2022 at 6:00 p.m., at the Henderson Municipal Center, 222 First Street, Third Floor Assembly Room, Henderson, Kentucky. Members present: Chairman David Dixon, Vice-Chairman Kevin Richard, Bobbie Jarrett, Mac Arnold, Dickie Johnson, Gary Gibson, X.R. Royster, Frank Boyett and Tommy Joe Fridy. Stacy Denton and Gray Hodge were present via ZOOM. Kevin Herron and Doug Bell were absent. Staff present: Director Brian Bishop, Jennifer Marks, Theresa Curtis, Heather Lauderdale and Chris Raymer.

MEETING BEGAN AT 6:00 PM

Chairman Dixon: I would like to call this August 2, 2022 regular meeting of the Henderson City-County Planning Commission to order. I want to welcome everybody and thank you all for coming to help us out.

Madame Secretary, can you please call the roll.

Chairman Dixon: Very good, do we have a quorum?

Heather Lauderdale: We do.

Chairman Dixon: Alright, thank you all once again. We do have a couple of Public Hearing items, I'll entertain a motion to go into **Public Hearing**.

MOTION WAS MADE BY MAC ARNOLD, SECONDED BY KEVIN RICHARD TO GO INTO PUBLIC HEARING.

Chairman Dixon: We have a motion and a second, any discussion?

All in favor say aye.

AYE: ALL

Chairman Dixon: Any opposed? Very good, we're in public hearing.

The first item is **the approval of the minutes for the July 5, 2022 meeting**. I'll entertain a motion to approve. I assume everybody has had a chance to review those minutes.

MOTION WAS MADE BY BOBBIE JARRETT, SECONDED BY FRANK BOYETT TO APPROVE THE MINUTES FROM JULY 5, 2022 MINUTES AS DISTRIBUTED.

Chairman Dixon: We have a motion and a second, any discussion?

All in favor say aye.

AYE: ALL

Gray Hodge entered the meeting via ZOOM.

Chairman Dixon: Any opposed? Very good, the minutes have been approved.

The next item is **Rezoning #1129** with a Development Plan. Mr. Bishop, are you going to help us with that?

Brian Bishop: Yes sir.

Rezoning #1129 with a Development Plan is submitted by MAKG Brothers, LLC for the property located in Henderson County at 3949 Ky. Hwy 416 West (PID#90A-21), containing approximately +/- 0.52 acres. Applicants are requesting a zoning change/map amendment from Neighborhood Business District (C-1) to General Business District (C-2) with a Development Plan to develop the property to be a convenient store with gas pumps.

As Theresa is showing on the screen, this is located in the Niagra area. It was formerly known as the Niagra Store.

The applicant is proposing the construction of a 25 foot by 75 foot canopy to cover the gas pumps that will require a setback variance from the Henderson County Board of Zoning Adjustments.

The applicant is proposing the construction of two (2) subterranean fuel tanks. One (1) of which is twenty-thousand (20,000) and the other is ten-thousand (10,000) gallons.

The applicant is also proposing to relocate an existing shed, which you can see on the screen that goes from here to there.

Rezoning #1129 should be subject to the approval of the setback variances by the Henderson County Board of Adjustments and an engineered site plan which will be subject to Planning Commission approval which means it will come back here for final approval.

We have provided a proposed motion for you to consider.

With that, I will do my best to answer any questions that you have.

Frank Boyett: I think this is a great idea for the community in Niagra and I would like to see this happen.

There were some concerns raised in the LDC meeting. The one that sticks in my mind is access from the west.

Brian Bishop: Correct.

Frank Boyett: You've got two (2) state highways coming together there and there is a stop sign right in front of the store but there is no restricting traffic leaving those gas pumps and going onto the highway.

I think we need some kind of, not a six foot (6') fence but maybe curbs, curb blocks along the property line there on the west side.

Brian Bishop: To Mr. Boyett's point, he is correct. This property sits at the intersection of two (2) highways; Kentucky Highway 136 and Kentucky Highway 416. Approximately one-thousand (1,000) cars per

day travel down 136, with approximately fifteen-hundred (1,500) cars on Kentucky Highway 416.

During the site plan process, staff will recommend and push for there to be a restrictive access on that portion because as you see on the site plan now, this is currently open. Staff will heavily recommend that this be restricted and all access come off 136 on the entrance you can see on the plan.

Mr. Boyett, I know we talked about it at LDC...

Frank Boyett: Yes, that is exactly what I would like to see.

Chairman Dixon: Where's the fire station on this map?

Brian Bishop: This is the building that exists. So, you would look at a proposed canopy in this general area and then the fire station is back here. Then there is an existing road right of way that never had a street that was developed in front of the building.

So, that's part of the reason it's just wide open.

As you can see, 136 and 416 have openings along the right of way.

Chairman Dixon: So what are you proposing, an entrance and egress restriction?

Brian Bishop: It's easily more seen on the development plan but a proposed entrance would come in here and then we would restrict traffic access to the existing highway's here. That can be done by a couple of different ways.

One of the most common ways is parking blocks, some type of curbing there or that pavement could be removed so you don't have un-restricted access.

That is something we will work with the County Engineer and the engineer of the project.

Chairman Dixon: It will in no way effect the fire station?

Brian Bishop: No. We would have access via the fire station here, along the existing right of way.

Chairman Dixon: Ok, very good.

Gary Gibson: Do we have any houses close by that might need to be blocked from the business?

Brian Bishop: There is an existing residence here Commissioner Gibson and then there is an existing residence here.

Dickie Johnson: Across the road there is a residence too, I mean.

Mac Arnold: If you're referring to having the entrance over there where it says 416 in that area, that's what you're saying, is that going to be an ingress and egress both?

Brian Bishop: Correct, that is what staff would propose...

Mac Arnold: Is there going to be some way to circle around the building?

Brian Bishop: Yes, the traffic pattern will be able to circulate onto the existing highways unless it enters through the proposed entrance.

Mac Arnold: That area out in front, I've always noticed before there's been a lot of farm trucks and things like that and kind of use that to get in and out of the store.

Is that going to be totally blocked or...

Brian Bishop: I think there would definitely be a restriction of some sort there, I think from our discussion at LDC our concern from a staff standpoint is that you would just have traffic going in all varying degrees and directions that there is no way to account for the vehicular safety at that point. Because it's not going to be just the Niagra Store anymore, this is going to be more a convenient store along the lines of a

Thornton's or something like that so you're going to need to have controlled access points in staff's opinion.

Gary Gibson: You'll still be able to get big trucks in there?

Dickie Johnson: So they're still going to be able to access it through 136?

Brian Bishop: That is what staff is going to propose.

Dickie Johnson: And 416?

Brian Bishop: With the current drawing, you would only access from 416.

Mac Arnold: Would there be an egress are there... I see a vehicle sitting there in the overhead view, in that corner which is off that road there that goes to the fire station.

Brian Bishop: Mac, can I show you this real quick...

Mac Arnold: Sure.

Brian Bishop: This is being proposed to remove, this is the area that we're referring to as un-restricted at this point. So, we would like to see this access point which is thirty-six feet (36') to be the lone access point.

Did we answer your question?

Mac Arnold: Yes.

Chairman Dixon: While we still have that up there, you spoke of traffic circulating. How would that circulate?

Brian Bishop: That is going to be up to the Engineer to show us.

Chairman Dixon: Ok.

And this proposed motion is subject-to...

Brian Bishop: Site plan approval and a variance approval from the Board of Zoning Adjustments.

Chairman Dixon: Ok but that site plan will come back to us?

Brian Bishop: Correct.

Dickie Johnson: Has there been an accident study at that intersection to see how many wrecks have occurred in relationship to the old Niagra Store?

Brian Bishop: Not that I'm aware of which is why I wanted to go to KYTC's website and get the traffic count. Those were updated in 2020 and 2021.

Dickie Johnson: I understand but I mean trying to limit that property's access just off of 416 so people off of 136 have to come down, get on 416 and turn in front of probably more traffic than what they would if they were just using 136 into that property like they've done for years and years.

Brian Bishop: I understand but it's going to be a completely new site. It's not going to exist and operate as it has for years and years. You're going to have three (3) new gas pumps, you're going to have a brand new diesel pump; it's not the same site.

Dickie Johnson: They've had gas pumps there for years they just took them out recently.

Brian Bishop: I understand but there is also going to be three (3) pumps with a large canopy and a diesel pump, it's not going to function the same from a traffic standpoint.

Which the Engineer can show us that is incorrect and there is an adequate traffic pattern in safety, we will gladly be fluid in our recommendation.

Jennifer Marks: May I mention something really quickly?

We will lean heavily on the County Engineer to make that determination on where those access points, along with the Access Standards Manual.

If there is maybe a need for an entrance on 136, we're just suggesting that it definitely be more controlled.

A typical entrance...

Dickie Johnson: These are state roads not county roads, correct?

Brian Bishop: Correct but the Access Standards Manual will still be relevant which is adopted by Henderson County.

Dickie Johnson: Ok.

Jennifer Marks: So we would, you know, if anything see something that is roughly the thirty-six feet (36') wide or something that is more of a controlled instead of people just kind of sliding in and sliding out there where there are no barriers at all.

So, if the Engineer and the County Engineer together deem that there would need to be another entrance, something like that, just something more controlled for safety issues really.

Chairman Dixon: The current zone, which is Neighborhood Business, that does not allow gas pumps?

Brian Bishop: That is the interpretation from the County Codes Administrator.

Chairman Dixon: As Commissioner Johnson pointed out, it had gas pumps out there for years and years.

Brian Bishop: My understanding from our discussion with Randy is that they have been removed and it's been such a long time they have lost their grandfather status.

Chairman Dixon: They were grandfathered originally is what you're saying?

Brian Bishop: Correct. They have been removed for over eighteen (18) months and therefore are no longer valid.

Chairman Dixon: Very good.

Does the Commission have any other questions for staff in this regard?

Do we want to hear the motion read or findings of facts added to the record? We need that I assume?

Brian Bishop: Mr. Fridy, is that appropriate?

Tommy Joe Fridy: Yes, absolutely.

Dickie Johnson: Are we going to listen to the applicant?

Chairman Dixon: Yes, by all means if you have questions for the applicant.

Dickie Johnson: I just didn't know if the applicant was going to make any kind of presentation.

Chairman Dixon: Would the applicant like to address the Commission or their representative?

Thank you sir.

I'll need your name.

David Weaver: David Weaver.

Chairman Dixon: Address?

David Weaver: 4731 Waterwheel Lane.

Chairman Dixon: Do you promise to tell the truth and nothing but the truth this evening.

David Weaver: I do.

Chairman Dixon: Thank you sir.

Dickie Johnson: Mr. Chairman, what city is he from?

David Weaver: Owensboro.

Chairman Dixon: Thank you, thank you.

David Weaver: I'm the engineer and I just wanted to speak to the engineering aspects of the project in that we agree with the staff that some restriction needs to take place off of 136 but we will have to have some kind of means of accessing from 136 to maneuver on the site.

The owner is here and he can speak to their willingness to work with the Planning staff and the County and State Engineer.

We just don't want a condition placed into the motion that would prohibit us from having an access point off of 136.

Thank you.

Frank Boyett: This doesn't need to be in the motion, does it?

Brian Bishop: No, that was not in the recommended motion.

Frank Boyett: Ok.

David Weaver: Ok, I think we should be fine then.

Frank Boyett: From my point of view, have an access along....just a single, thirty-six foot (36") access on the west side; I wouldn't have an objection to that.

David Weaver: We just have a limited amount of space. It's going to be difficult enough...

Frank Boyett: You do have limited space!

David Weaver: Oh yeah. I appreciate your time, thank you.

Chairman Dixon: Any other questions for this gentleman?

Would the applicant himself like to speak? Do we have questions for them?

Thank you, sir.

Please state your name.

Vikas Kumar: Vikas Kumar.

Chairman Dixon: Address?

Vikas Kumar: 206 Martin Way, Owensboro, Kentucky.

Chairman Dixon: Do you promise to tell the truth, the whole truth and nothing but the truth?

Vikas Kumar: Yes.

Chairman Dixon: Thank you sir.

Proceed if you wish.

Vikas Kumar: If everything is fine with you guys we will work with the county and try to keep everybody safe. I'm just trying to build something in this area because there is nothing over there.

Chairman Dixon: Very good, do we have any questions for this gentleman, folks?

Heather Lauderdale: Yes please. Could you please spell your first and last name please for the record?

Vikas Kumar: V-i-k-a-s K-u-m-a-r.

Heather Lauderdale: Thank you, Mr. Kumar.

Chairman Dixon: Thank you, sir.

Just to make clear, these issues will come back to us in the form of a site plan?

Brian Bishop: Yes.

Mac Arnold: Brian? I'm sitting here trying to look at how the site plan is here. I know in front of the entrance area there is parking there and I'm assuming... I see there is a diesel pump right there close to it. Correct?

Brian Bishop: Yes.

Mac, let me make sure we're on the same page. You're referring to here?

Mac Arnold: Yes, that's the diesel pump and then over on the left side, there are three (3)...are those gas pumps?

Brian Bishop: Yes sir.

Mac Arnold: Traffic is coming in here, they're going up there...but what are they going to do, are they going to be able to turn and come back down or what is the flow of traffic?

Brian Bishop: That's what we will work out on the site plan because it's more technical in nature. With this being a conceptual plan, the purpose is not to get into the weeds that much with this drawing, which we will look at when Mr. Weaver submits his site plan and consults with KYTC Engineers and the County Engineer.

At this point we don't have enough information to answer your question.

Gary Gibson: All that gray...

Mac Arnold: (Multiple people speaking)...approving this site plan as the way it was drawn right here?

Brian Bishop: This is the Development Plan for the rezoning, the site plan will show more detail.

Gary Gibson: All that gray, is that where you go up to the fire department?

Brian Bishop: I believe Mr. Weaver is indicating that's asphalt on his drawing. That's a way to distinguish between the building and other materials.

Gary Gibson: All that's open?

Brian Bishop: Right through there.

Frank Boyett: I'm not clear on ownership of that.

Gary Gibson: Yes, who does all that ground belong to out there?

Brian Bishop: I made a point because it's confusing, especially when you look at GIS because you just see wide open asphalt.

So, we went back to the plat of record and I think Theresa has that handy...

So, if you'll notice this is Highway 136 and Highway 416. According to this plat it just says dedicated road right of way that was never developed into a County road.

So, at this point I think the argument would be made that it's a dedicated public right of way with public ownership.

Mac Arnold: Ok. That right there is possibly showing a structure...right there kind of on the left side of where the "Y" is, right there which is not showing on the aerial view.

Brian Bishop: Mac, this is from 1979 and then it's not on the... it's been removed at some point, I couldn't tell you.

Mac Arnold: Ok.

Gary Gibson: My main concern would be the pumps.

Where somebody could come right of there and head right into the pump and knock them out.

Brian Bishop: Gary that is something we can address certainly on the site plan, some sort of protection.

Chairman Dixon: Very good, any questions? Are we prepared to hear the proposed motion and findings of facts?

Gary Gibson: Yes.

Chairman Dixon: Please proceed, Mr. Bishop.

Brian Bishop: Yes sir.

REZONING #1129 with Narrative and Graphic Development Plans – Submitted by MAKG Brothers, LLC for the property located in Henderson County at 3949 KY HWY 416 West (PID #90A-21), containing approximately +/-0.52 acres, commonly referred to as the Niagra Store and herein referred to as the subject property. Applicants request a zoning change/map amendment from Neighborhood Business District (C-1) to General Business District (C-2) with a Narrative Development Plan and Graphic Development Plan, to redevelop the convenient store to add fuel pumps.

I move that the Planning Commission recommend that the Henderson County Fiscal Court (the “County”) APPROVE Rezoning Application #1129, changing the zoning classification from Neighborhood Business District (C-1) to General Business District (C-2), subject to both a Narrative Development Plan and a Graphic Development Plan. It is further recommended that such approval be subject to: 1) Approval by County Board of Zoning Adjustments of the requested setback variance(s); and, 2) Approval by the Planning Commission of the engineered site plan and drainage plan. The Narrative Development Plan restricts and limits the use of the subject parcel to only a convenient store with fuel pumps (the Applicants have waived all other uses which are otherwise permitted in the General Business District (C-2) Zone), such Narrative Development Plan is attached hereto and incorporated herein by reference. The Applicant’s Graphic Development Plan restricts the use and development of the subject property to the layout as shown on the Graphic Development Plan, which is attached hereto and incorporated herein by reference. Both the Narrative and Graphic Development Plans are covenants running with the land, which are binding on current and future owners and may only be changed by filing an application to re-zone the subject property with the Henderson City-County Planning Commission. I

leave the motion open for other members of the Planning Commission to add findings of fact in support of this motion because;

The proposed rezoning is in agreement with the future land use map of the comprehensive plan as it shows the area developing in a commercial manner.

The current C-1 zone is inappropriate and the proposed C-2 zone is appropriate because:

- *The existing zoning classification allows the convenient store but not fuel pumps.*
- *The C-2 zone allows for fuel pumps to be added,*
- *The parcel has historically been used as a convenient store,*
- *The site is centrally located in this area of the County, and the services are badly needed in this rural part of the County.*

Chairman Dixon: Do you intend for those findings of facts to be entered into the record?

Counselor?

Tommy Joe Fridy: In the fourth line from the bottom in the motion, filling should be changed to filing. "By filing an application..."

Chairman Dixon: Good. Do we have anyone else here tonight or in any other means that would like to address this matter?

Yes sir?

William Litsey: I was wanting to...it doesn't pertain to this particular...

Chairman Dixon: Come to the podium please.

William Litsey: It does not pertain to this particular zoning issue, so I didn't know if that...but I do have something I want to present to the council.

Chairman Dixon: In regard to this matter or completely separate?

William Litsey: Completely separate.

Chairman Dixon: Very good, we'll get to you then.

William Litsey: Thank you.

Chairman Dixon: Thank you.

Any other questions on this matter?

No one else wants to speak to the issue, for or against?

Counselor, have we established the necessary findings of facts by Brian's...

Tommy Joe Fridy: I would like to as Mr. Bishop if he intends for the factual part of the motion that he read into the record to be his testimony under oath.

Brian Bishop: Yes sir.

Tommy Joe Fridy: Would you swear him in please?

Chairman Dixon: Can I have your name, sir?

Brian Bishop: Brian Bishop, 1990 Barret Court, Suite C, Henderson, Kentucky 42420.

Chairman Dixon: And do you promise to tell the truth, the whole truth and nothing but the truth this evening?

Brian Bishop: I do, sir.

Chairman Dixon: Thank you.

Is that sufficient?

Very good. Any other questions, comments or concerns. It sounds like this project will be back before us in some form.

With that being said, I'll entertain a motion in regard to Rezoning #1129.

MOTION WAS MADE BY BOBBIE JARRETT, SECONDED BY MAC ARNOLD THAT THE PLANNING COMMISSION RECOMMEND TO THE HENDERSON COUNTY FISCAL COURT, THE COUNTY, TO APPROVE REZONING APPLICATION #1129 AND INCLUDE THE FINDINGS OF FACT THAT WERE READ INTO THE RECORD BY MR. BISHOP.

Chairman Dixon: We have a motion and a second, any further discussion?

Dickie Johnson: Brian, I know that we had discussed it but I don't think it was in this motion about certain things that were going to have to be approved by the Board of Adjustment.

Brian Bishop: The variance application?

Dickie Johnson: Yes. Does that need to be included in this?

Tommy Joe Fridy: Well it says...

Dickie Johnson: I may have missed it, I'm sorry.

Brian Bishop: Item 1 (one), approved by the County Board of Zoning Adjustment.

Dickie Johnson: Ok, alright, alright. I'm sorry.

Chairman Dixon: Having to do with setback variances, correct?

Dickie Johnson: Yes.

Chairman Dixon: Good. Any other discussion or questions?

Madame Secretary, please call the roll.

AYE: ALL

Chairman Dixon: Very good, the motion passes. Thank you very much, thank you all for coming.

Perhaps this would be an appropriate time to hear from this gentleman.

I need your name, sir.

William Litsey: My name is William Litsey.

Chairman Dixon: And your address?

William Litsey: 931 First Street.

Chairman Dixon: Do you promise to tell the truth, the whole truth and nothing but the truth?

William Litsey: I do.

Chairman Dixon: Thank you sir, what's on your mind?

William Litsey: Last month I came before the City Commission to talk about redesigning our transit system, redesigning our road system in order to accommodate alternate forms of transit besides cars.

After I made my presentation, a gentleman came forward who was restricted to a mobility scooter who talked about often times he has to go to Wal-Mart to pick up things and cross over the Highway 60/US 41 crossing and how dangerous that is. I'm a mail carrier and I travel a lot on that road and I do often times see people crossing over that.

I do know that there are bicycle crossings being added in over 41 but that is specifically what I wanted to talk about.

Travelling on Hwy 60, I often see people sometimes crossing over from the Saddlebrook Apartments to the Greenleaf Market and there is no crossing, the speed limit is 45 MPH and often times people are going much faster than that.

That isn't specifically what I wanted to request either.

I have been doing a lot of research recently into what creates a strong, financially solvent and safe community, and the work of a 501c media advocacy group called Strong Towns run by a former traffic engineer, Chuck Marohn talks about how important it is to create a community that has a few things; One (1) is developmental flexibility. That mean redesigning our zoning laws so that things can be created like our downtown with commercial areas on the first floor and residential areas on the second floor with high walkability.

Sadly these places are illegal to build in most places in the United States but they remain the financial backbone of most cities.

I live, like I said over on First Street and there are so many things I can access very quickly on my bicycle. In fact, I have not touched my car in the last several months but there are still some glaring issues with that and what I want to ask is not any one specific issue because any specific one project, any specific one crossing added isn't going to fix the underlying problem and the underlying problem is we design our cities in a way that spreads people out in non-financially solvent way.

Suburbs will end up costing the city much more to maintain than they bring in with that initial tax revenue and creating our cities in a way that prioritizes not cars but pedestrians and alternative forms of transit such as public transit, bicycling, e-bikes, mobility scooters, wheelchairs, etc.

I believe that this prioritizes small, local businesses (inaudible) prioritizes safety. I can't tell you how many times I go down Green Street and see another wreck. Somebody in a poorly maintained vehicle that they probably don't want to be driving but they have no other way to access their job, their place of work.

So, I am not asking for anything (inaudible), I am not asking for any project to be done. Really, what I would like to see is a re-distribution of our ethos, away from how do we move as many cars as possible to the places that they're going but how do we move people and how do we keep them safe?

I know that is incredibly antithetical to much our culture. We like to have giant pick-up trucks and SUV's and I'm well aware of that and we like having our own parcel of land with the yard to have the dogs run in but I just do not believe that is sustainable as a city and as a culture.

Chairman Dixon: Thank you sir. That was very thoughtful.

Does anyone have a reaction or questions for the gentleman?

Mac Arnold: I've known several mobility scooters, even going down Green Street and whatever and I keep saying, this is an accident waiting to happen; that's not where they need to be, out on the road.

Gary Gibson: You know they're making improvements, the City is but it's slow. Things are being improved in different places but it is a slow going process and a time consuming process.

For example, the new strip, once we get the new bridge that's going to be a slow process and that will be able to help a lot of things like that. It's a slow process and it's being done but there is a lot more that needs to be done.

William Litsey: Like I said, it is incredibly difficult and I believe also that it makes us make some hard decisions like what happens if we take away a lane of traffic rather than widening it again. What happens if instead of re-surfacing Green Street and making it a little wider and easier to drive, which in the end will only encourage people to drive faster, what if we created a barrier and made that a bike lane or make that a priority bus lane and improve our public transit system?

That is an incredibly difficult decision and not everyone will be happy with it. There will be many people that say you took away a lane of traffic and it's hard to ask people to step out of their cars, absolutely.

Gary Gibson: Like you said, we've got a long way to go when it comes to that issue. It's well needed, we all know that.

Kevin Richard: I do appreciate your interest in the community because we need more people interested in the community. A lot of people want to say the negatives but not a lot of people want to offer solutions.

So, I appreciate you at least wanting to come up with solutions.

William Litsey: Thank you. I personally believe that Henderson is in a good position of being small enough to where big changes can be made across this entire infrastructure versus a larger city like Owensboro.

Chairman Dixon: I'm curious; Mr. Bishop, Ms. Marks as trained, professional planners do you have a reaction here?

Jennifer Marks: We currently do have a bicycle and pedestrian plan, it is probably in need of an update I will say it's a little bit older. We partnered with the EMPO in Evansville to do that and so you could come by our office and get a copy and give us your thoughts on it too.

Another thing we focus on is our Comprehensive Plan and one of our main goals in that is walkable neighborhoods and how we can improve that because I'm with you on that. There needs to be more accessibility for everyone regardless of their mode of transportation.

We do update that...we should update it more than every five (5) years but we have to update it every five (5) years and so if you wanted a copy of that section of the Goals and Objectives or any part, we would love your input on that because we don't always get that input from community members that we would need to do those updates. Definitely.

Chairman Dixon: Do you know where the Planning Office is, sir?

William Litsey: I do not.

Chairman Dixon: It's in the Peabody Building.

Tommy Joe Fridy: It's online.

Brian Bishop: Yes. This is what it looks like. This is available from the Evansville Metropolitan Planning Office, so that's the plan that is currently of record. It was done in March of 2014 and the Comprehensive Plan can be found at our website; it's Hendersonplanning.org, so you could download those off of any internet capable device.

William Litsey: Thank you.

Bobbie Jarrett: Brian, could he be added to the 41 North Planning Committee?

Brian Bishop: I think that committee's job is done but I think it's something Mr. Litsey, am I saying it right? I mean, it's something we can consider in the future if you would like to be involved.

Chairman Dixon: But that plan is still available for him to review as well?

Brian Bishop: It's available online, yes.

Chairman Dixon: There is a lot of reading available to you.

William Litsey: I'm afraid once you start diving down this rabbit hole it's pretty well the only thing you can think about.

Heather Lauderdale: For the record, will you please spell your last name?

William Litsey: L-i-t-s-e-y.

Heather Lauderdale: Thank you, Mr. Litsey.

Chairman Dixon: Any other questions or comments for this gentleman?

Is there anything else you would like to share with us sir?

William Litsey: I believe that is all for now.

The other things are small specifics and little things that would not be worth diving into, I'm afraid.

Gary Gibson: We thank you for your input.

Chairman Dixon: Very much so.

Frank Boyett: We don't get enough public input.

Dickie Johnson: No.

Theresa Curtis: Did you get the address for our office?

William Litsey: He said the Peabody Building?

Heather Lauderdale: 1990 Barret Court, Suite C.

Chairman Dixon: Don't go to the Police headquarters, it's in the same building.

Heather Lauderdale: Please use the East entrance; it's written above the double doors.

William Litsey: I appreciate it.

Heather Lauderdale: You're welcome.

Chairman Dixon: Thank you sir.

Okay, I think that would conclude the public hearing and I'll entertain a motion to leave public hearing.

MOTION WAS MADE BY MAC ARNOLD, SECONDED BY KEVIN RICHARD TO LEAVE PUBLIC HEARING.

Chairman Dixon: I have a motion and a second, all in favor?

AYE: ALL

Chairman Dixon: Any opposed?

We are out of Public Hearing.

The next item of business is the **July Finance Report**. Mrs. Curtis?

Theresa Curtis: Yes sir. For the July Finance Report, we're at twelve percent (12%) of budget, our very first month of the new budget.

Chairman Dixon: Any questions?

I'll entertain a motion to approve the July Finance Report.

MOTION WAS MADE BY DICKIE JOHNSON, SECONDED BY BOBBIE JARRETT TO APPROVE THE JULY FINANCE REPORT.

Chairman Dixon: I have a motion and a second, all in favor?

AYE: ALL

Chairman Dixon: Any opposed?

The finance report is accepted.

Next on the agenda is the **Bond Report**. Ms. Marks?

Jennifer Marks: Yes, thank you.

This month we do have three (3) bonds up for review.

The first one we have is Braxton Park, Section II. The current bond we hold on that is \$6,025. There is still one (1) lot left undeveloped so we will extend that bond for the same amount for one (1) year.

The second one is going to be River's Edge, Section I. We currently hold bonding for that for the streets, sidewalks and the erosion control. After consulting with the technical advisors they have suggested we release the erosion control bond, we would release and then submit to the City to accept the street bond. We would reduce the sidewalk bond to the thirty-five percent (35%) which is the lowest that we can lower any bond to. So, we would hold a bond for the next year until they update us and those are complete for the sidewalks in the amount of \$14,560.

Third, we have Canoe Creek II, Section II and that is the Arrow Way portion of that development. We currently hold erosion control, streets, water and sewer. The recommendation is that we release all of those and then send those street updates to the City for acceptance as well.

If you guys are all good with that, we just need an approval to move forward on that.

Chairman Dixon: Any questions on the Bond Report?

MOTION WAS MADE BY MAC ARNOLD, SECONDED BY BOBBIE JARRETT TO ACCEPT THE BOND REPORT AS SUBMITTED.

We have a motion and a second, all in favor?

AYE: ALL

Chairman Dixon: Any opposed?

The Bond Report is approved.

The next item of business is under Administrative concerning the annual evaluation of the Executive Director.

First off, I want to thank everybody on the Commission that participated in the evaluation process. The overall average results, averaging all categories is a ninety-four percent (94%). Solidly in the outstanding range would make our Executive Director eligible for a two percent (2%) merit raise.

Does anyone have any questions, concerns or comments regarding the evaluation or the evaluation process?

I will entertain a motion to grant the two percent (2%) merit raise to the Executive Director.

MOTION WAS MADE BY X.R. ROYSTER, SECONDED BY BOBBIE JARRETT TO GRANT A TWO PERCENT (2%) MERIT RAISE TO THE EXECUTIVE DIRECTOR.

I have a motion and a second, Madame Secretary please call the roll?

AYE: ALL

Chairman Dixon: Thank you all. Congratulations to Mr. Bishop.

Brian Bishop: Thank you.

Chairman Dixon: Thanks for all you do for us and the community.

Any other Administrative Business or anything?

I would remind everybody that we have a special called meeting tomorrow evening at 6 p.m. to consider the proposed site plan for the City's recreation area out on Airline Road.

6 p.m., same place, same station, right?

Brian Bishop: Same Bat time, same Bat channel.

Chairman Dixon: Does anyone else have anything for the good of the cause?

Thank you all for being here, I'll entertain a motion to adjourn.

MOTION WAS MADE BY BOBBIE JARRETT, SECONDED BY GARY GIBSON TO ADJOURN.

I have a motion and a second, any discussion? All in favor say aye.

AYE: ALL

Chairman Dixon: Any opposed to adjourning?

I hear none, we stand adjourned.

Chairman Dixon: We stand adjourned, thank you all.

MEETING ADJOURNED AT 6:42 PM.

I, HEATHER LAUDERDALE, hereby certify that the foregoing is a true and accurate transcription of the Henderson City-County Planning Commission Meeting of, August 2, 2022 to the best of my ability.

Heather Lauderdale, HCCPC Clerk

X
