The Owensboro Metropolitan Planning Commission met in regular session at 5:30 p.m. on Thursday, April 14, 2011, at City Hall, Commission Chambers, Owensboro, Kentucky, and the proceedings were as follows:

MEMBERS PRESENT:  Drew Kirkland, Chairman
Ward Pedley, Vice Chairman
David Appleby, Secretary
Gary Noffsinger, Director
Madison Silvert, Attorney
Rev. Larry Hostetter
Tim Allen
Irvin Rogers
Martin Hayden
Wally Taylor
John Kazlauskas

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CHAIRMAN:  We would like to welcome everybody to the April 14th meeting of the Owensboro Metropolitan Planning Commission meeting. Would you please stand while our invocation will be given by Mr. John Kazlauskas.

(INVOCATION AND PLEDGE OF ALLEGIANCE.)

CHAIRMAN:  First I would like to thank Mr. Ward Pedley for taking over in my absence last month. Mr. Pedley, I understand you did an outstanding job. I appreciate you chairing the meeting and leading our group. Thanks very much for
the job you did.

Our first order of business is to consider our minutes of our last meeting. Are there any corrections, additions?

(NO RESPONSE)

CHAIRMAN: If not the chair is ready for a motion.

MR. PEDLEY: Motion for approval, Mr. Chairman.

CHAIRMAN: Motion for approval by Mr. Pedley. Is there a second?

MR. HAYDEN: Second.

CHAIRMAN: Second by Mr. Hayden. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: Motion carries unanimously.

Next item.

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ZONING CHANGES

ITEM 2

2500 Barron Drive, 7.515 acres

Consider zoning change: From B-4 General Business with conditions to B-4 General Business

Applicant: LSK Properties, LLC

MR. SILVERT: State your name, please.

MR. HOWARD: Brian Howard.
MR. HOWARD: I will note that the rezonings heard tonight will become final in 21 days after the meeting unless an appeal is filed. If an appeal is filed, then the zoning change will be forwarded to the appropriate legislative body for their final consideration. The appeal forms should be available on the back table, on our web site and in the office.

PLANNING STAFF RECOMMENDATIONS

The Planning Staff recommends approval subject to the conditions and findings of fact that follow:

CONDITIONS:

1. No access shall be permitted to the Wendell Ford Expressway or Carter Road; and
2. Access to Barron Drive shall be limited to a potential of four access points in compliance with the Access Management Manual with no access point to be located within 865 feet of the centerline of the Barron Drive and Carter Road intersection subject to access number and locations approved by the KYTC and county engineering upon review and approval of a traffic impact study as required by the KYTC.

FINDINGS OF FACT:

1. Staff recommends approval because the proposal is in compliance with the community's adopted
Comprehensive Plan;

2. The subject property is located in a Business Plan Area, where general business uses are appropriate in limited locations;

3. The entire tract is currently zoned B-4 General Business; and,

4. With a traffic impact study required by the KYTC to review the access to the property and with the access plan is in accordance with the Access Management Manual, the proposal should not overburden the capacity of roadways and other necessary urban services.

MR. HOWARD: We would like to enter the Staff Report into the record as Exhibit A.

CHAIRMAN: Do we have anybody here representing the applicant?

MR. WIGGINS: Yes.

CHAIRMAN: Does anybody in the audience or the commission have any questions of the applicant?

MS. FARLEY: I do.

CHAIRMAN: Yes, ma'am. Please come to the podium, please.

MR. SILVERT: Could you state your name, please?

MS. FARLEY: My name is Karen Martin Farley.
MS. FARLEY: My question is, I'm right across the road. Actually I have Barron in front of me. I'm upgrading my home. It's going to depreciate my home if I was to sell it, which I am planning on. My question to him is: What can I do?

CHAIRMAN: Let me make sure that I understand the question. Your question to our applicant is you are upgrading your home.

MS. FARLEY: Yes. It's going to depreciate my home. If I sell it, you know, in the process of selling it.

CHAIRMAN: Please be seated.

Now, who is representing the applicant?

MR. WEAVER: Mr. Wiggins is here.

MR. SILVERT: Could you state your name, please?

MR. WIGGINS: Steve Wiggins.
Carter. I'm not certain how I can address the matter.

CHAIRMAN: Let me let him speak because for
the record we want to record his statement and then
any questions you might have regarding his statement.
I'll bring you back if it that's okay with you.

Go ahead, sir.

MR. WIGGINS: We plan on trying to develop
that property, it's about 7 1/2 acres, over the next
few years. The point of us being here today is to
attempt to change the access points that we can
ingress and degress from that site. The zoning has
already been approved back in I think 2007 to
commercial zoning, B-4. It certainly isn't our intent
to devalue any of the homes. It lays away, quite away
from the subdivision. I'm not an expert as to whether
or not it will or won't devalue the property. Other
than that, I'm not sure how to address.

CHAIRMAN: Would you give her just an
estimate. How far is your development from her home?

MR. WIGGINS: Well, if you go from the closest
site of our property to the closest home, it would be
in the curve of Barron Road. Right before you ingress
into Carter Road. I'm guessing it's probably 50 yards
at that point. We plan on starting the development of
the property all the way to the southern end. The
property is 5, 600 yards long. So the first
development will start there on the furtherest
southern end. Should really have no barring or impact
at all on any, as I see it, any of the homes in that
residential area. There's quite a bit of traffic that
goes through Carter Road now as it is. There isn't a
direct access point currently from that residential
area on to Barron Road. They have to go back out on
Carter or go all the way around to the east to access
that subdivision area around the new lake that they've
developed. We're hoping to provide convenience for
you.

    CHAIRMAN: Sir, I'm just trying to direct you
    so you'll speak in the microphone.

    MR. WIGGINS: Hopefully what we can do in that
    community is provide convenience as opposed to
    nuisance. We want to build a drugstore there, a home
    health agency and hopefully a medical center. That's
    what we're planning on doing. Hopefully that
    addresses your question.

    CHAIRMAN: Mr. Appleby, with your experience,
could you comment to this situation as far as a
development going in there and near a residential
area?

    MR. APPLEBY: I can't speak to property values
necessarily.

The fact of the matter is the property is zoned commercial today. The property across the street is zoned commercial. It's all going to develop commercially and there's going to be some additional residential development in there. You knows what effect it has on property values. I can't see -- I can't speak to that. I don't know that development necessarily ever devalues property.

CHAIRMAN: Thank you. Thank you.

Yes, ma'am, if you would like to make another comment or question, feel free to do so.

MS. FARLEY: The only thing I would like to ask him, if I may, I'm right there. If you're coming down Carter and you turn on Barron, I'm the first house on the left. Is his development project going to be across the street? Of course, you've got this over here that you mentioned. You are going to develop something across the street as you turn in to off Carter onto Barron; is that correct?

MR. WIGGINS: We hope to eventually, yes.

MS. FARLEY: I'm the only driveway there in and out of Barron. The only house if you're coming off Carter.

MR. WIGGINS: I didn't think you could --

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MS. FARLEY: On Barron I'm the first house on the left. I face whatever you build there. I'm asking: Will that depreciate my home?

CHAIRMAN: Let me ask you to sit down and I'll bring him back again.

Are you going to take that one or are you going to tag it off to somebody else?

MR. WIGGINS: I'm not sure of the question.

CHAIRMAN: I think you can answer the question about where your development is.

I hope you understand, we asked this gentleman also and then Mr. Appleby who really has nothing to do with this development but is a developer. It's almost impossible for anybody to try to answer your questions, what effect would anything have on your house.

You know, the marketplace, changes in the community, the changes in your neighborhood. You know, your next-door neighbor will have effects that our developer cannot control. But he can answer the question about where is his development and where is it in relationship to her driveway.

I think we'll leave that question to you. As far as valuation, it would be impossible for you to answer.
MR. WIGGINS: In regard to our development, we would like to eventually develop the property all the way up to the northern boundary line, which would be close to your home if it indeed lies in that curve there on Barron Drive. We don't have a definite date as to when or if it will ever be developed. Market conditions have slowed the process of the development as it is. Maybe it will pick up. Maybe it won't.

CHAIRMAN: Thank you.

Does that answer your questions to the best of our ability?

MS. FARLEY: Yes.

CHAIRMAN: Are there any questions or comments from the audience in regards to this development?

(NO RESPONSE)

CHAIRMAN: If not the chair is ready -- Yes, sir.

MR. WEAVER: The developer has a comment.

CHAIRMAN: Let me get you to the mike first.

MR. SILVERT: State your name, please.

MR. WEAVER: David Weaver.

(DAVE WEAVER SWORN BY ATTORNEY.)

MR. WEAVER: As a representative of Mr. Wiggins, we've been involved with the design of the project. We would like to request the wording for
Condition 2 be amended to the following: Access to Barron Drive shall be in compliance with the Access Management Manual. The number of locations shall be approved by KYTC and county engineer upon review and approval of the Traffic Impact Study as required by KYTC.

That's the revised wording we'd like to get.

CHAIRMAN: Mr. Noffsinger.

MR. NOFFSINGER: Mr. Chairman, I would defer to Mr. Howard. He's reviewed the transportation study that the developer prepared and he has a reason as to why this condition should not be amended.

CHAIRMAN: Mr. Howard.

MR. HOWARD: The wording of the condition as set forth was based upon the applicant's finding when the rezoning was submitted. I included in your packet the documentation from the transportation engineer. I believe it outlined support for the additional access to Barron Drive.

When the rezoning was initially done in 2007, a plan was shown that had five access points through the Green River Area Development District Transportation Plan that use items for transportation purposes for us. When he looked at that plan, he gave us a recommendation that the site shall be limited to
three access points. That was a condition that was
placed on the zoning change. So based upon the
information that was submitted by the applicant and
the wording and that type of thing, that's where the
condition came from. Specifically speaking to the 865
feet from the center line of Barron Drive for the
spacing, the property across the street, the 80 acre
property was recently rezoned and part of the
transportation engineer's review of that said due to
stacking in the vicinity that no access point shall be
located closer to that to the intersection.

So that's where the condition comes from.

We're not opposed to an additional access point as
long as they're in compliance with the Access
Management Manual and that they can meet those
staffing conditions and those types of things.

MR. NOFFSINGER: Mr. Chairman, an access point
closer to Carter Road would get into some of what this
lady has been talking about. It would move an access
point closer to her driveway. I think we have a
resident here that is concerned about that as well.
So we would recommend the condition stay as is.

MR. WEAVER: Can I interject?

CHAIRMAN: Yes, sir.

MR. WEAVER: The developer is required by the
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condition that we have on the Traffic Impact Study done. What we've talked about is a possibility of adding a right-in/right-out at that location. It would still meet the Access Management Manual at 250 foot spacing. It wouldn't meet the 865 feet distance from Carter Road, but it would be 865 minus the 250. So we'd still be 500 and some odd feet or 600 some odd feet.

CHAIRMAN: Mr. Howard.

MR. HOWARD: I guess it was a right-in and right-out that would eliminate the left turn conflict, as a potential conflict.

I guess my concern would be if there's no -- I don't know what their total amount of frontage is. If there's no specific limitation on access, then the Traffic Impact Study could potentially come back and say, well, he could have eight access points or seven access points along the road frontage. You're looking at a situation where the more access points you have the more conflict points, the more potential for safety issues and traffic entering and exiting the site. So that's why we would feel that limiting the site to four access points is a reasonable request. Based on the history and review from the GRADD transportation office and our office, and we contacted Ohio Valley Reporting

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the county engineer and the state transportation about this, and at this point they said they would defer until Traffic Impact Study is prepared so they could evaluate. It's possible they may say you can only have three access points. We don't know until the Traffic Impact Study is done.

CHAIRMAN: Please step back. I've got one for you.

At the present time in the present proposal you have four access points, correct?

MR. WEAVER: Presently right now we have three access points.

CHAIRMAN: Mr. Howard, is that correct? Do they have three or four?

MR. NOFFSINGER: I can answer that. They were approved for three access points previously. Tonight they're coming to you and asking for four, which we have agreed to. Now you're potentially looking at five or six and closer to the intersection of Carter Road.

MR. WEAVER: Yes. Could I clarify?

Actually what we're really looking for is four access points. The farther southern access point, you've got the rezoning map in front of you, would be in the general area of the triangular piece of the

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property, would basically lead you right into our retention basin. So that access point we're not planning on using.

Backing up there we've got two other access points that are currently approved. They're spaced roughly 500 feet, well, they're spaced 500 feet apart and they align with what Massie-Clarke previously approved. What we're looking to do is add an access point between those two access points, which would be in compliance with the Access Management Manual, which would be the 250 foot spacing. So that's three.

The fourth access point we'd like to have closer to Carter Road, another 250 feet. For the one that's approved that that access point be right-in/right-out.

What we're looking to do is we're going to get a Traffic Impact Study and approval of KYTC and approval of the county engineer. So it's not likely that we're going to get any further than that as far as access points. Is that clear? It's kind of hard to explain something that really requires a picture, I guess.

CHAIRMAN: Is four the number?

MR. WEAVER: Four is the number.

CHAIRMAN: You said one you're not going to
actually use. Would you want to go to three?

MR. WEAVER: We'd like to have four. Four access points that we can use. One of the access points, the Access Management Manual allow and our present zoning conditions will allow is not practical for the development.

CHAIRMAN: Mr. Noffsinger, you see where I'm going with this. If they would go to three, and the one that they're not actually going to use, would that clear up the situation of four and moving the one?

MR. NOFFSINGER: Yes, it would. Again, the concern is moving access closer to Carter Road and closer to this lady's driveway and home in that curve. They're asking for right-in/right-out. Sometimes those don't always function, right-in/right-out. The transportation study that's been prepared I believe has said that there should not be an access point closer to Carter Road than the first proposed access point. So what they're proposing would be contrary to what the Traffic Impact Study has shown. It's been our experience the closer you get these access points to major streets the more problems you have. Maybe not now. It may sound good right now, but ten years down the road you're dealing with the Highway 54 and Heartland Crossing situation.
That's where we're coming from on this. We believe you need to respect as much spacing and gain as much spacing from Carter Road as you possibly can. Especially in that curve.

MR. WEAVER: If I could interject.

What the traffic study goes on to say is they're proposed to that access point that you spoke of because of left turn maneuvers. Our right-in/right-out condition would eliminate left turn maneuvers at that location.

What we're asking for essentially is four access points. We would like to be able to defer the access points, we would like the access points to be in compliance with the Access Management Manual and to be approved by the KYTC and the county engineer upon the completion of a Traffic Impact Study. We're not looking for anything outside of the Access Management Manual.

CHAIRMAN: Mr. Noffsinger, how does his proposal line up with what's approved? He wants to move an access point basically, correct, and have the right-in/right-out closer to the curve than what --

MR. NOFFSINGER: Well, his current proposal does not match with what he's asking for here tonight because his current proposal has four access points.
and has them shown in the location where they are on this map.

Now they're saying, well, we want to close one and we want to relocate it. Our concern is that the one they're wanting to close you're moving closer to a major intersection. We would not recommend that even if it's a right turn in and out.

Again, we know how those tend to function and without a proper design they can problematic.

MR. WEAVER: I guess what we're asking for is we're asking for the ability to complete our Traffic Impact Study and to refer back to KYTC and the county engineer for approval. We're looking to meet the requirements of the Access Management Manual. We're asking for four access points is what we're asking for. We're not actually asking for that.

I would like to get Condition Number 2 worded in the findings as I stated. If you would like, I could reread that again.

Condition Number 1, the applicant is perfectly fine with that.

Condition Number 2, what we'd like to see that say is, access to Barron Drive shall be in compliance with the Access Management Manual. The number and locations shall be approved by KYTC and the county
engineer upon review and approval of a Traffic Impact Study as required by KYTC.

MR. NOFFSINGER: So you're really not asking for four. You're not asking for three or five.

MR. WEAVER: It depends on how you do the condition.

MR. NOFFSINGER: You want as many as you can get along that roadway potentially.

MR. WEAVER: If you want to amend that condition and say a maximum of four, I believe Mr. Wiggins would be fine with that because that's what we're looking for.

MR. WIGGINS: The access point to the far south of the property leads right into a retention basin. It's useless. There are currently three, as I understand, access points approved. We have submitted a proposal for a fourth one which it lies in-between the two useable access points that are in conjunction with the Massie-Clarke Development. We would like, if you count the one to the fartherest south, the non-useable access point as an access point, ultimately we would like to have that one plus four more. Four useable access points. I would like to have four useable access points.

CHAIRMAN: Mr. Noffsinger --

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MR. WIGGINS: Does that clarify it some?

MR. NOFFSINGER: Does that include the right in and out?

MR. WIGGINS: That would include the right-in/right-out.

MR. NOFFSINGER: So three full maneuvers and one right turn only?

MR. WIGGINS: That's correct.

MR. NOFFSINGER: Given what was just stated, if the condition would state that they're limited to a maximum of four entrances with one of those, which would be the one nearest the intersection of Carter Road and Barron Drive, be limited to a right turn in and out and provided the Traffic Impact Study comes back showing that it is favorable and it's approved by KYTC and the county engineer and the OMPC, then Staff would be receptive to that. We would recommend that for approval.

CHAIRMAN: I think we better make it clear, Mr. Noffsinger. I think the applicant understands you've got three levels or three people that have to approve this.

MR. APPLEBY: That's in the condition.

CHAIRMAN: In the conditions. So the OMPC would initially have the final say over the whole plan.
regardless; is that correct, Mr. Noffsinger?

MR. NOFFSINGER: Yes, sir.

CHAIRMAN: Thank you.

MR. WEAVER: What we'd like is the condition worded such a way that we don't have to go back through the rezoning process. If you want to tie it to a final development plan, I think that would be fine.

CHAIRMAN: Mr. Noffsinger.

MR. NOFFSINGER: I think what I stated will do that.

CHAIRMAN: Do we need OMPC rewording of the second condition?

MR. NOFFSINGER: Mr. Howard, would be glad to do that.

MR. HOWARD: How about access to Barron Drive shall be limited to a potential of four access points in compliance with the Access Management Manual. Access number and locations shall be approved by the Kentucky Transportation Cabinet, County Engineer and OMPC upon reviewing approval of a Traffic Impact Study as required by the Kentucky Transportation Cabinet. Then the access point located closest to Carter Road shall be limited to right-in/right-out only.

MR. NOFFSINGER: Provided there's an access
point between Carter Road and the first proposed access point shown on the applicant's preliminary plan, which is in line with access Number 2 to the property across the street.

MR. APPLEBY: You're saying any access to the property within 865 feet?

MR. NOFFSINGER: No. What we don't want to do -- we want to make sure that the access point across from access Number 2 is a fully functioning access point. If there's one located between that access point and Carter Road, we want to make sure that's right-in/right-out only.

MR. WEAVER: For further clarification, Gary. You may want to state if there's an access point closer than 865 feet that it will be right-in/right-out.

MR. NOFFSINGER: And that will be fine. I was just assuming that that's where that first one is located.

MR. WEAVER: Yes. Just to make sure that everything is clear in the wording of the condition.

MR. NOFFSINGER: That's true.

CHAIRMAN: With that being said are there any further questions, additions?

(NO RESPONSE)

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CHAIRMAN: If not the Chair is ready for a motion.

MR. APPLEBY: I'll make a recommendation for approval based on Staff's Recommendations, Condition 1 and Condition 2 as amended by the Planning Staff and Findings of Fact 1 through 4. I'm not going to try to reinterpret that.

CHAIRMAN: Thank you, Mr. Appleby.

MR. HAYDEN: Second.

CHAIRMAN: Second by Mr. Hayden. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: Motion carries unanimously.

Next item, please.

ITEM 3

7720 Windy Hill Road, 39.35+/- acres
Consider zoning change: From EX-1 Coal Mining to A-R Rural Agriculture

Applicant: Kevin R. & Gretchen F. Payne

PLANNING STAFF RECOMMENDATIONS

The Planning Staff recommends approval subject to the findings of fact that follow:

FINDINGS OF FACT:

1. Staff recommends approval because the proposal is in compliance with the community's adopted Comprehensive Plan;

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2. The subject property is located in a Rural Maintenance Plan Area, where rural farm residential uses are appropriate in general locations;

3. The subject property is a large tract with agricultural and forestry potential;

4. The subject property has access to Windy Hill Road via a private drive with no new roads proposed;

5. All strip-mining activity has ceased on the subject property; and,

6. The Owensboro Metropolitan Zoning Ordinance Article 12a.31 requires that property shall revert to its original zoning classification after mining.

MR. HOWARD: We would like to enter the Staff Report into the record as Exhibit B.

CHAIRMAN: Do we have anybody here representing the applicant?

(NO RESPONSE)

CHAIRMAN: Do we have any questions from the audience, any questions from the Staff or commission?

(NO RESPONSE)

CHAIRMAN: If not the Chair is ready for a motion.

MR. HAYDEN: I make a motion to approve with

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the Staff Recommendations and Findings of Fact 1 through 6.

CHAIRMAN: We've got a motion for approval by Mr. Hayden.

FATHER HOSTETTER: Second.

CHAIRMAN: Father Larry had the second. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: Motion carries unanimously.

Next item, please.

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MAJOR SUBDIVISIONS

ITEM 4

Locust Grove Estates, 68.789 acres

Consider approval of amended major subdivision preliminary plat.

Applicant: Eric Avery

MR. NOFFSINGER: Mr. Chairman, this plat has been reviewed by the Planning Staff and Engineering Staff. It's found to be in order and is recommended for approval.

CHAIRMAN: Do we have anybody representing the applicant?

MR. REYNOLDS: Yes. David Reynolds representing the applicant. I'm here for any questions.
CHAIRMAN: Thank you.

Are there any questions from the audience?
(NO RESPONSE)

CHAIRMAN: Any questions from the commission?
(NO RESPONSE)

CHAIRMAN: Mr. Reynolds, thank you.

Appreciate you putting this together.

MR. APPLEBY: Is Chair ready for a motion?

CHAIRMAN: Yes, sir.

MR. APPLEBY: Motion for approval.

CHAIRMAN: Motion for approval by Mr. Appleby.

MR. ROGERS: Second.

CHAIRMAN: Second by Mr. Rogers. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: Motion carries unanimously.

Next item, please.

MR. SILVERT: I do want to thank particularly County Attorney Claud Porter for his diligence in that item in particular. He really added a lot to that situation. I just want to thank him.

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MINOR SUBDIVISION

ITEM 5

3835, 3845 Riverside Drive, 0.679 acres

Consider approval of minor subdivision plat.

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Applicant: Paula M. Gastenveld

MR. NOFFSINGER: Mr. Chairman, this plan has been reviewed by the Planning Staff and Engineering Staff. The plat is found to be in order; however, it will have to be approved by this board as an exception to the subdivision regulations. Mr. Brian Howard is here to describe the situation.

MR. HOWARD: This property had a deed restriction that limited the frontage for lots within the overall subdivision to 75 feet. In your packet, I included an opinion from a local attorney that has lifted the deed restriction that would require all lots to have 75 feet of road frontage.

So the exception is in our planning zone the plat is submitted as one lot with approximately 80 feet of road frontage with only 60 feet of road frontage. The 60 feet is less than the minimum required in our zone. However, the attorney also included information with their submittal that shows that there are 91 lots within the Riverside Estate Subdivision. Of the 91 lots, 64 of the original subdivision have lots with frontage of less than 75 feet. Of the 64, 56 of the lots have 60 feet of road frontage.

With the layout and character of the

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neighborhood the lot with 60 feet of road frontage is not out of character with the overall subdivision and the lot with 80 feet of frontage is certainly in character with the existing development. So with that we could recommend that you all consider this for approval.

CHAIRMAN: Is anybody here representing the applicant?

APPLICANT REP: Yes.

CHAIRMAN: Do we have any questions from the audience or the commission or the Staff?

(NO RESPONSE)

CHAIRMAN: If not the chair is ready for a motion.

MR. KAZLAUSKAS: So move.

CHAIRMAN: We have a motion for approval by Mr. Kazlauskas.

FATHER HOSTETTER: Second.

CHAIRMAN: Second by Father Hostetter. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: Motion carries unanimously. The Chair is ready for a motion for adjournment.

MR. HAYDEN: Motion for adjournment.

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CHAIRMAN: Motion for adjournment by Mr. Hayden.

MR. TAYLOR: Second.

CHAIRMAN: Second by Mr. Taylor. All in favor raise your right hand.

(ALL BOARD MEMBERS PRESENT RESPONDED AYE.)

CHAIRMAN: We are adjourned. Thank you.

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STATE OF KENTUCKY )

)SS: REPORTER'S CERTIFICATE

COUNTY OF DAVIESS )

I, LYNNETTE KOLLER FUCHS, Notary Public in and

for the State of Kentucky at Large, do hereby certify

that the foregoing Owensboro Metropolitan Planning

Commission meeting was held at the time and place as

stated in the caption to the foregoing proceedings;

that each person commenting on issues under discussion

were duly sworn before testifying; that the Board

members present were as stated in the caption; that

said proceedings were taken by me in stenotype and

electronically recorded and was thereafter, by me,

accurately and correctly transcribed into the

foregoing 29 typewritten pages; and that no signature

was requested to the foregoing transcript.

WITNESS my hand and notary seal on this the

1st day of May, 2011.

LYNNETTE KOLLER FUCHS

NOTARY ID 433397

OHIO VALLEY REPORTING SERVICES

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OWENSBORO, KENTUCKY  42303

COMMISSION EXPIRES:  DECEMBER 16, 2014

COUNTY OF RESIDENCE:  DAVIESS COUNTY, KENTUCKY

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