CITY OF SHEPHERDSVILLE
REGULAR COUNCIL MEETING MINUTES
MONDAY, September 28, 2020
6:30 PM

Invocation given by Pastor Tom Elbert, Divine Lutheran Savior Church and the Pledge of Allegiance was recited.

Mayor Hockenbury called the meeting to order at 6:34 p.m.

All Council members present.

Mayor Hockenbury asked for a motion to approve the 9/28//2020 regular meeting minutes. Motion made by Lisa Carter 2nd by Stacey Cline. Before the vote Bonnie Enlow stated she had a correction to the minutes on page three under Council Comments where we discussed the COVID and getting employees back to work; but it didn't have your reply that said that you were working on it and it would be two weeks. Mayor Hockenbury asked if everyone was okay with that change. Motion carried 6-0.

NEW BUSINESS:

City Attorney Tammy Baker opened the bids for painting the Government Center. There were 3 bids received. The first from Top Notch Painting LLC--$62,500; next Ralph Meyers & Sean Wesley--$39,000; next Hammond's Painting LLC--$65,000. Some of them did not provide all the information other than the middle one, Ralph Meyers, but they did not say if they were going to use rimer. Ben Hammonds did not say they had insurance and we only have $50,000 in our budget for it. Tammy will go back and talk to each of them and get better information on what their bid is. And if it is not satisfactory, we will send it out for bid again, if that is alright with you all, because there's just not enough information there to make a decision. Always make sure we ask the exact same questions to all the bidders. I think she sent it out what was wanted, they just did not all answer it all. Lisa Carter made motion to table to get more information. Bonnie Enlow 2nd. Motion carried 6-0.

Mayor Hockenbury stated next is to open sealed bids for 35 self-contained breathing apparatus. City Attorney Baker stated there was only one bid. Fire Department Service and Supply Company. The total cost $245,000. Chief Layne Troutman asked if that was the total? He stated there should be two additional items at $46,000. City Attorney Baker asked if we needed both of them? One is $245,000 and the two additional items are $46,000. Council question: What are they needed for? Chief Troutman: It is the air packs we wear when fighting a fire. We have actually received a grant for this; $186,000 from the Federal Government to help offset the cost to the City. no, because I really thought we were going to get at least one or two more. Council question: In your opinion does that seem like a reasonable amount of money? Chief Troutman: Cheaper than I thought. Mayor Hockenbury: Will you want to look at this to make sure it covers everything you have ordered or are you already familiar? Chief Troutman: I have not seen it and we want to look at it and make sure it covers everything.

Mayor Hockenbury stated we are ready to award the Bernheim Sewer Project. After discussing some requested changes and easements that needed to be acquired Larry Hatfield made motion to table until all easements are signed. Bonnie Enlow 2nd. Motion carried 6-0.

A public hearing was held on Ordinance 020-015 the rezoning amendment request by CDF Builders to rezone 41 acres from AG to R-3 Residential located at 5741 S Preston Highway. Eric Farris was present on behalf of the applicant CDF builders, Kurt and Daniel Greenwell along with LouAnn Moore. In light of the reasoning that Tammy just outlined for you I want to basically put on a new presentation. CDF Builders has 41 acres approximately just south of Kentucky 245 on Preston highway. They are seeking to rezone that from AG to R-3 zoning. I have material for you that we are going to run through. I am going to talk about some of it then we will talk about the real estate aspects demand. Then I think Kurt is going to speak on behalf of the Greenville brothers. The proposed preliminary design, the layout on the large pullout sheet contemplates approximately 100 lots 99 in the preliminary design, with an entrance to come off Kentucky 61 at the north end of the property, it will have two primary streets that would terminate at a point at the end that is being preserved dedicated to a conservation easement. That is approximately nine acres, which roughly represents about 23%. This property that will be dedicated to a conservation easement is not suited to agricultural development by virtue of its layout. But it does have everything that makes sense for a R-3 zoning. One of the concessions that will be made here to reduce the density somewhat and to allow for slightly bigger lots is the minimum lot width would be 65 feet as opposed to 60 feet that is set forth in the zoning regulations. The next page is a statement from the Sewer Department setting out the capacity for the sewer service to this property. Because of the density it goes in to make it feasible there is ample capacity. In fact, because of that extension, that interceptor down there will actually help to have additional customer base for that property and help reduce the odor and corrosion. Next, you will see an email that was provided to me by the engineer at Kentucky Department of Transportation who reviewed the drawing. He reviewed it initially when it had both the north and the south entrance designed to it. I asked if he could give me a preliminary review for encroachment purposes, because I know the traffic ingress and egress was a question raised at the Planning Commission. Mr. Carrico District 5 of the Highway Department indicates there is at the north entrance adequate sight distance in both directions in the location that will work in a home. The only point he makes is that the geometry of the entrance will have to take into account the guardrail adjacent to its location. One thing to note about this from the aerial photos is that there is a pretty substantial ditch along the inside along the property on Kentucky 61. That is why there is a guardrail along part of that. And that is a consideration on the cost of an entrance into this property. But as a result of this email, the south entrance was removed from the design and there would only be the one entrance as recommended by the Department of Transportation. In addition, LouAnn has secured a map of the current traffic congestion in the county from the Kentucky Regional Planning and Development Agency that did take it out to 2014 that reflects increased traffic the various locations. But just south of 245, that is actually I65 that is not 61. There is still even with the projected growth in population for our county, there is measured impact in this area. As a result of this proposed increase on I 65 there has been a recommendation from KIPDA from the north end of the County to Lebanon Junction. The first three pages is part of the study that KIPDA had done between 2015; the first one deals with population 2015 the actual population 77,394. They are projecting population to be as high as 97,880 in 2040.You can see that from various places from 2010 we are looking at 74,319 per the US Census Bureau. 2015 gave us an actual of 77 394. There is a study that was done by Point2Homes.com. They have an actual number in Bullitt County right now 102,704. So, you can see that the estimated planning study forecast is probably going to be low when we hit 2040. Next is actual households. In Bullitt County as of 2015 actual households were

28,533; KIPDA projected 2040 we are looking at 42,464. They are defining a household as at least three people. We are looking at a projection of approximately 49% change for KIPDA in 2040. 2015 actual employment numbers 29,700. Their projections are over 86,000 with a change of employment of 191%. With all of our industrial property, we see that coming very easily. Interesting is the low income from 2018 was only 10.36%. Next, we are looking at actual market trend comparisons, the number sold this year are going to be about the same as 2019. What we found interesting is the number of listings that have come in in 2020. COVID played a big part; also, interest rates being very low has people wanting to purchase houses. The market comparison on listings, even though sales are about the same as 2019 and 2020 thru the end of September; we have got 954 listings for the year 2020 and Bullitt County only 692. That is a drastic change in listings, and we expect that trend to continue to the end of the year and probably first quarter of next year. We are hoping for that trend to continue. The last that I have is Shepherdsville statistics; just this afternoon we have 25 active residential listings. One month ago, we had 31. One year ago, we had 99. We expect that consumer development is going to come but at this point, we have very, very, very low inventory. Question: What's the turnaround for houses on the market right now? We listed four houses this weekend; this afternoon we had four sales. If they are priced properly and in the right location, they are selling quickly. The only thing I did not go over is the median price range. The median price range in Bullitt County right now is $259,000. Our tends to be the more economical houses for first time homebuyers. They are a little bit smaller, smaller houses are going to fit on a lot. Almost all of the subdivisions that have been classified first time homebuyers have been R-3 zoning all off Beech Grove of the five subdivisions the majority is smaller subdivisions. First time homebuyers fit into R-3 zoning. Does that include apartments? Yes, for zoning in Bullitt County, it falls under that classification. But this particular property has exited out of any type of apartments because we do not think that is going to be suitable with what they are looking for in residential housing. Question: Under that median, or right around that medium price range, or right after that, why only 65 feet wide because R-3 allows the 60 feet of frontage in the front and R-2 allows 70 feet of frontage in the front. So, the majority of houses that they are going to build will fit into 65? They are just making that exception. We hope for you all to recognize the subdivisions that are being developed and designed now and approved are R-3 single family subdivisions. I have had several lately in Mount Washington in particular. But Mount Washington has had a number of them they have been dealing with lately and approving, and they have got more to come. The County also had one; I think Hillview is going to be taking it in. And of course, we have a number on Beech Grove Road. Correct me if I am wrong but the homebuyers do not want that much loss, they want more money to go into their actual house. And we have the sewer service that can allow for the density to do that. These gentlemen want to reduce that density by increasing the lot width. That is a pretty good concession when you take almost 100 lots. Basically, they will be wider in front, but not as deep to stay within the minimum. They are pretty deep, but there is going to be more of those along the front that will be in that range, actually be a little bigger because of a 65-foot width. As you go back, the only concern I have with the water is flat parking. I have a terrible time where people park in the street, because the driveways are not wide enough to get more cars in. I think part of that is we have more cars than we used too. Bonnie Enlow: I know Arthur says that we have capacity, but we have had information that says we do not have enough capacity, and that we need to upgrade our sewer plant. We need more capacity, clarifiers, and some other things. And I am concerned that we will not be able to hold what you bring. City Engineer Arthur Jones: We do need more clarifiers. That is part of the plan with the Asset Management Program we are looking at right now is how

do we effectively expand our plant in the future, knowing that we're going to have stresses in the next 10 to 15 years. So that is not an immediate need. We are still at half capacity. Bonnie Enlow: That's not what we were told we were told that we are at full capacity. Arthur Jones: That was the meeting we had five or six weeks ago in Chuck Keith has now retired. Bonnie Enlow: Why would he change what he said? Arthur Jones: I do not know. Bonnie Enlow: If we have a heavy rain and we add 100 homes to it, what kind of fines are we going to pay? Arthur Jones: Just my point, in dry weather we are good but not in wet weather. We are taking their best information and we understood that with this and also with the other extensions. They have the extension we have talked about of the commercial and industrial tracks that this would be within capacity as well as beneficial to the system. Question: Could you talk a little bit about what the house looks like that you are building and what it is that you and your brother typically separate brick fronts? What we are looking to do, you have seen some of our work on Riverview Lane, that was a recent project. That kind of style home, 1100 square foot to 1500 square foot Ranch is our main target build. There will be some mix of stories. We are looking at starter homes, the 1100 square foot Ranch, without a garage will be starting in the $185,000 range. The 1500 square foot on a basement, will be getting close to the $300,000 range. Mainly the starter home to the community no one's building that is a needed product for the community. Question: What percentage do you think will have garages? I would say probably in the 90% range, it is a pretty standard option that people want. However, there are people out there that cannot afford that. Question: What have you found in your experience, do most people want the storage of a garage? Again, parking is a big deal so if you have a garage, you have set aside parking. a house without a garage will help eliminate people parking in the streets. Question: I was asked by one of the neighbors, and I want to make sure I have told them correctly. If CDF Builders purchases this property, and they sell it or transfer it to another identity, the restrictions stay with the property? They want to go and come back and do something different; we will have to go back through the whole process. The City's restrictions that we talked about just to review and make sure you guys are on board with this. We talked about a 65-foot minimum width. We have talked about a dedicated conservation easement in the back that relate to the nine acres. We have single family housing. No apartments. No multi family. Question: Will there be an HOA? Yes, we will have an HOA. Question: Will there be an acceleration lane? It would go without saying that we have to comply with whatever the encroachment permit is from the Department of Transportation to follow all requirements for the entry/exit, which is what we have been basing our preliminary information from. We expect there to be two different retention basins. But until the engineer does the calculations, I do not know where they will be. The City will also have to sign off on drainage plan, overviews, advance plan, and design. Question: I do not want to end up with another 44 so that is going to be a stickler with me, and I want to make that perfectly clear tonight. I am only one person. You have been very upfront about that. We have discussed it and it is a problem cost wise. It is a worry they are right there with that ditch that would take a tremendous amount of grief to keep covered over. One issue is to make sure water flows, then existing drainage and to design that with the extra lane. That is kind of creating a culvert. If you want to expand on it, we're looking to do an oversize sewer main, we've been working on getting the sewer, not completely approved, but in the works to make sure things work out with it is that we do a gravity feed to the pump station, and an oversize pump that we agreed to. That is a pretty substantial expense, with the nine acres that are fully left into the green space. Making this project for the number of lots on the budget, and if you go add substantial cost, acceleration/deceleration lane, it is kind of makes the project not really worth doing. Something that we can propose the lieu of a future expansion right away, on the property

push our lands back a little bit and in the future if there is a need for the road to be with turning lanes, you have the property there to do it. You have the easements everything set in place. But at this point, the traffic counts that we are seeing does not necessarily warrant the acceleration deceleration lane even looking 20 years out. They are not showing any significance or any impact on 61 at all 20 years out even with 91% increase in employment 25% increase in population. Question: Would you guys consider holding what Lot 96 and Lot 91 and not build anything on the property. I know how wide a turning lane is. I think a regular lane is roughly about 10 foot. Would that be a reasonable amount? Maybe holding off until the very end that way, if the traffic picks up tremendously out then you all would know that we are going to have to build the lane. We are predicting to sell in three to four years. The neighborhood will be built out in three years. We are looking to do 30 to 40 houses a year. Personally, I would hate to know that I was buying a house and then have that road brought in. With it being on the road, you are going to have a certain amount of easement with the road itself, so it is going to make that a lot wider. To begin with, all the ones that are attached to the road are going to have a certain amount of utility easements from the road. We have to take that into account when we put our build plans into the State. Larry Hatfield: I know the mistakes I've made before and I'm really really pushing for this the acceleration and acceleration lane because I know for my experience that if we waited for everybody to do something before we let them develop we never would do that. From the difference in the traffic count we have a million square foot building. That road has a lot of traffic on it though. Would you consider holding those two lots? That is not an easy move, we will hold on to last. But no, it is expensive. We cannot afford to put it in on the project with everything else that is already on the project. We could do a force main. I do not think gravity feed is something that we absolutely have to do. But that is a better alternative. I understand exactly what you are talking about. And I appreciate that. But the Comprehensive Plan calls that can be commercial and having a gravity sewer for the City is a whole lot better than having a force main. I was going to touch on the Comprehensive Plan which we have attached to the back part of your information. Some of the things I would ask you to consider before this comes to the vote is the fact that the residential strategists do recommend they blend types of housing that we've done, we're better off putting a residential development to make commercial and industrial demand in a lower traffic area than any other commercial or industrial developments. It's benefits still having to support it with residential and then having whatever the traffic would come from that now the traffic probably wouldn't be as much as many of you still are not addressing the supply that's required to feed the 191% growth in 2015 to 2040 we know we're going to have so it's a good spot for a residential development in at least a lesser populated area. I think the road is a good road. It can be done in a way that the state believes is safe. And we are able to contribute toward the sewer. It helps them put in a park redevelopment, but it also contributes to the community. You know it all comes down to the almighty dollar sometimes they just have to be able to finish this with a feasible amount. We do need housing. Homes versus Warehouses, Apartments. Starter homes is what young people want. I am about the housing though we can agree 44 it is a nightmare. It cannot be any worse than 44 is any other options to go south besides this. If traffic was building up on 61 and somebody lives in LJ, they can always go 61 and hit 65. With 44 there is one way to go there unless you want to go all the way around the Snyder. It is apples to oranges in my opinion. And I think if we deny this because of the acceleration lane, they're going to sell the property to commercial business who can afford to put that in, but then you're going to have semis, you're still going to have traffic, you're going to have a big warehouse sitting there. If I lived there, I would rather have the houses myself. You are losing potential tax base. We really appreciate the

time you have given. We are happy to answer questions. Speakers against the rezoning: Rhonda Walls, 5688 Preston Highway. First, I want to say that Mr. Farris had said that he was going to send a letter to all the adjoining property owners before this meeting, and that letter never went out. That is why there is no representation here tonight but myself, my mom and dad and the neighbor next to me. So, none of our adjoining neighbors. It was in the *Pioneer News*, but it was not mailed out to the adjoining property owners. I do not know if that was an oversight or if that was intentional. So just for the record. In July, the County Planning and Zoning Commission did the right thing by denying CDF Builders their request for rezoning. They listened to our voices and did the right thing by the citizens of this County. Now I ask you to do the same as they did back in July at the County Zoning meeting. This site is located on a State Road, and an encroachment permit is required. They said in 2017, that the daily traffic was 4300 vehicles, but I can tell you that road is shut down almost once a week. And when 65 is shut down, traffic gets stopped in front of my house for a minimum of two hours every single time. Case in point tonight on the way here 65 was shut down. What do they do, they get off and they travel 61? If you all do not commute out there all the time, it is a dangerous road, and it is busy. When 65 shuts down and this occurs, traffic comes to a standstill on 61 and 245 putting lives in danger. This is starting to become a weekly occurrence, where traffic is going to stand still for hours. Not to mention when that million square foot facility opens, and you add in all of this traffic, you are looking at becoming another Highway 44. And you definitely won't be able to turn off of Highway 245 onto 61 either north or south because when that Interstate was shut down for six hours back in July, I sat for 40 minutes from the Bernheim entrance to the Southeast Bullitt Firehouse, that's as far as I could go. Once I got there, I could not turn to go south down to my house. Everybody was trying to go north, but they will not let you out to turn off. Every week this is happening. Additionally, the Kentucky Transportation Cabinet has issues at how we should keep on having poor pavement conditions. This stretch of road where the proposed subdivision would be located has been dangerous for years, there have been lives lost on this road and multiple accidents every year. My family has been personally affected by the road conditions from being hit turning out of our driveway to putting up 23 mailboxes over the course of 40 years to a life lost in our driveway when I was a young child. I remember hearing that person crying for help and so long my dad finally said go back to sleep. You are just dreaming. While I was not dreaming. There was a person stuffed in our yard and a helicopter landed in our yard. Yesterday a motorcycle laid his bike down in that curve. That is how dangerous it is. And people want to set here and say that it is not a dangerous road. You do not live there, and you do not see the accidents all the time. When the traffic, like I mentioned on July 6th, I sat for six hours, your big required emergency services like fire, EMS because there is no way for them to get to you. And if they do get you, there is no way to get out. It is certain our homes would burn down. The interstate state was shut down again on August the 26th, the 27th and again on September 20th. And again, today that I know of because I do work. Additionally, the bridge at Bardstown Junction cannot support much more traffic with the big semis traveling 61 when the interstate is shut down. If you contact the State, they will tell you there has only been seven reported accidents in two years on that road. But I can tell you firsthand, there have been a lot more than that because nine times out of 10 the police are not called. As I mentioned yesterday, a motorcycle had a wreck right there in the curb and the Reed driveway. My neighbor who will probably mention this is concerned about his two sons. When you add in all of those extra cars, catching the school bus at the end of the road it's already dangerous and you add in this additional traffic would you want your children to go to the end of the driveway to catch the bus. It was dangerous when I was a child standing at the end of the driveway to catch the

bus. My parents always made us stay way far back in the driveway, watch for the bus to come turn on the lights and knew we were allowed to go down to the end of the driveway and this was 30 plus years ago. Think about with cell phones in your hand. Now we did not have cell phones back then. I mean this roadway is almost 60 on the list of projects by the State to be repaved. They told me that we are looking at two years or more for repaving, we must fix our infrastructure before we continue to build. There is nowhere for the traffic to go now. The roadway cannot support additional traffic. Again, we are setting the residents and the citizens that travel this roadway every day for another 44 experience, not to mention if they required emergency service, how would they get to them? We must put these issues first and foremost, and not after we have lost another life. Then we backtrack to see what we could have done better. This is why you ran for election to make things better not to add to the problems that already exist in this County. And again, we had mentioned about the sewers in the County in the Comprehensive Plan. The Comprehensive Plan says that a huge collection and disposal facility should be adequate prior to approval of any new developments. Well, they are not adequate. So how can we approve it? This plan should be tabled until proper public support services are in place. Additionally, the Bullitt County Comprehensive Plan under Land Use and Environmental factors stated the goal of land use should be growth and development within the County and it should take place in an orderly manner in order to protect and preserve the community's natural and manmade amenities. How is this proposal protecting and preserving natural and manmade amenities? Once you destroy the landscape, the trees, the hills, and the pond, you will never get this back. What are we going to do when we start flooding because you've destroyed this landscape? Drainage is an ongoing and a serious problem all over this County due to all the subdivisions going up and we must start doing proper studies before we continue to approve rezoning. We must stop catering to the builders to start doing the right thing for the citizens of this County, especially the citizens of this County, and not the builders who do not even live in the County. One thing the good Lord never granted is more land. My neighbors and I chose this area for its peace and quiet and not for subdivision life and traffic jams. The subdivision will only bring additional traffic and crime to our area. I do not believe anyone would dispute that roadway that carries gas and water are vital Community Services. However, if your gas transportation and drainage studies have not been completed and approved, and is accountable, approve the rezoning of this property. If the roadway is inadequate to serve the existing traffic, how will it serve additional traffic created by the subdivision and the 1 million square foot facility that is about to open. And I can tell you that if we don't turn on our turn signal before the Webbwood subdivision, there is a good chance you will be rear ended trying to turn into your driveway because one day I had my signal on at the Webbwood subdivision, I was stopped in front of my driveway waiting for a truck to pass me actually it was a school bus to be exact, and I had to accelerate and take off to prevent from being rear ended because he was on his cell phone. That is how dangerous that stretch of road is. Because as one of the ladies said at the Planning Commission meeting when they get to 245 and they get to that light and they turn on to 61 from 245 you can hear the motorcycle engines winding up and they're 65 mph before they get to Wembley, and people are used to doing that, and then you throw this in there and it's going to cause more risk. Again, it is a dangerous stretch of road with multiple wrecks, not to mention not protecting and preserving our natural and manmade futures. Furthermore, the Residential Land Use plan states having a state housing construction should be located in areas with adequate facilities and support services, which do not exclusively burden the community financial resources or harm the natural environment. This development would burden the community financial resources for having to establish services not readily available. Finally, residential

development should be planned in such a way to protect and enhance the natural environment. And I would beg to differ that this proposal does not enhance our natural environment. I often wonder what we are all gaining from all this annexation. I feel like no one wants to answer the question I just get told it is legal. In closing, I respectfully ask this town to deny this proposal for rezoning. Perry Kreutzer: I live directly across from the property that they are proposing to build on. As with Rhonda, I have been sitting there waiting to turn into my driveway, I had a gray Ford Fusion come flying up behind me. I'm sitting there in a big Dodge Dooley waiting to turn in my driveway, they narrowly missed the back of my truck, barely missed the gas line that is sitting out there goes all the way across the Beam field across my neighbor's front yard and all the way over into his hay field before they were able to get stopped. And we are wanting to add more traffic to this. I mean, that is just one instance. It happened probably five or six times. I moved there August 13, 2016. That is just right in front of my driveway. As I'm waiting to turn in, if I got my truck, my trailer, my tractor and I'm heading down 61 to the north side of 245 and I go over that bridge right there if there's a semi, I literally have to stop and wait for them to pass so I can go over that bridge. The two of us do not fit. And this is just a Dodge Dooley. You know, it is inadequate, the whole pathway all the way around there is inadequate, it just does not work. And then we want to add another 200 plus cars for that. Because as their little statistics say there is going to be three to four people in at home. Well, how many of those are going to be teenage drivers? So now you are adding a bunch more basically new people to the road. And, you know, I have sent my kids out to the driveway to get on a school bus every morning, you know, when we have school. And then we have all these extra new people coming out there. And for as far as Mr. Newton's statement is, I would rather look at a warehouse than I would a bunch of houses because every one of those trucks would come in and out of there are professional drivers. I mean, I have been a truck driver, I have done this. There is a lot more accountability when you have a CDL than some teenager with a driver's license. So, I mean, it is just as far as the sewers go, we are pumping sludge out to other facilities to get it processed. So, if we are doing that now and you are going to add another 200 homes to it. How is that adequate facilities? It is a legitimate question. I mean that is why we make the flow experience. Right? Well, there is three different stages of sludge. Well, nobody ever said what stage waiting to please everybody. We never would do. Well, I am sorry if we all waited to please somebody, we never would get nothing. But for the people that live right there and deal with this traffic understand. On the way here traffic was already starting to build. I got to be at work at three in the morning. So, what I am actually going to get home because I am here speaking my piece about, you know, how I live where I live. So just take that into consideration. I am probably going to get maybe four hours of sleep before I have to go to work, because of the inadequate roadways. I was just thinking most people would probably want houses. But if that is me, I will have warehouses. I moved from Lowell to come here. And the main reason why I left there my kids was getting off the school bus, there was a church right there. There were heroin addicts passed out on the porch. I am like, I got to go. So, we found this place out here in the middle of nowhere. No one around but wonderful neighbors on all sides. And before, you know it they sold. That was the whole reason for moving out here was to get away from other homes, you had 200 homes, all those teenagers over there. Well, they are just going to pump the drugs right into the area that I fled from. I travel that road I set for two hours and could not turn my car around. I did not know what I was going to do. I mean, I could not move step by step, literally. I am just saying. traffic's terrible. I know people that have gotten hit there. I know how bad it is. I sympathize with you. I mean, honest to God, my neighbor on the left-hand side pulled a guy that was knocked unconscious out of his truck as it was burning to the

ground. I owned a towing company 15 years ago I worked that stretch a lot. I was there. So I know how bad that route is. Well, that road is not nowhere near as bad as where I live. So, you live on 44 I get that. I think I have traveled it at night. Been there at 9:00, 10:00 at night. I am telling you, Larry, they drive like maniacs. I mean 44 is bad. I will tell you it takes me 20 minutes, but I have actually sat there on that road and thought I would never make it there. I sit on my front porch and you can hear the cars just coming up through the road. They use it as a personal racecourse. They go whizzing past my house at 100 miles an hour. And then they are like, oh, there is a curve here. And they end up in the field every single time. Larry Hatfield: Rhonda, my opinion on that is, you know we cannot please everybody. And we are not going to please everybody. But my decision is supposed to be what is best for the City. And, you know, that is what I have always tried to do. No, I've made a lot of people mad over the years, and we'll probably make a lot more mad before January 1st but you can't stop people from trying to make a living when they do it legally. There are a few things we can put in to slow it down , but you know, I am not going to please everybody. Eric? I do not want to belabor it; I just want you to consider the written documentation we provided that was not otherwise provided. I do not know where Mr. Kreutzer lives and that for some reason, these did not show up on PVAs ownership track. Jason tracked information that we were given. But I do know that the data that we provided is accurate and factual. You know if we hadn't had allowed growth and expanded, what we saw 50 years ago, we wouldn't have the Brooks Interchange, we wouldn't have the Bernheim Forest that we've come to know and love, Jim Beam Distillery that has meant so much in employment, we wouldn't have the school base, the dollars, all of these things, if you look back over the last 23 years, these folks wouldn't have their lives that they have now. You know, we do not have a stopping point. It is just an effort in doing what we believe is a reasonable roadmap. And we think this is a good place for more people to be welcomed into the County and City. We hope you will agree. Rhonda Walls: But again letters. And the property that adjoins their property. Because it has to join the property for you all to get the letters. That is what I am saying. I am just saying that is one of I know that for a fact. That is why I am asking so your property adjoins this. But you all did not get one either. Okay, that's what I want to put on the record is why I'm asking where the PVA gives us adjacent property owners and that certification so that the statute requires and notice is given for the Planning and Zoning hearing. Then thereafter the City advertisements for Public Hearing. Letters are required for the Planning Commission hearing is arbitrary and accurate.

Mayor Hockenbury: That concludes the public hearing

City Attorney Tammy Baker had first reading of Ordinance number 020-015 an ordinance amending the Bullitt County/City Zoning Order and Bullitt County/City Zoning Map as amended, changing the zoning of 41 acres more or less. Located at 5741 South Preston Highway PVA Map number 048-000-00-008 in the City of Shepherdsville, Kentucky from Agricultural to R-3 Residential.

Tammy Baker had first reading of Ordinance 020-016 requesting consent of abandoned alleys inside the former Publisher's Printing campus by Simon Family Assets, LLC, and two other adjacent property owners representing all property owners affected.

OLD BUSINESS:

Mayor Hockenbury stated Stephanie is aware of the amendment to Sewer Budget Line Item

7031 Office Updates. (*This will be completed after the current Audit is finalized.*) Discussion followed regarding Line Item 5773 MS4 Contracting Services that needs to be moved out of the Sewer budget to the Public Works budget. Public Works Foreman Tom LaFollette stated he was unaware of this discussion. City Engineer Arthur Jones spoke about the issues with moving this line item to the Public Works budget. He believes it should be a Sewer's responsibility. Bonnie Enlow made motion to table this item until City Attorney Baker can look into to see if it is being funded correctly. Stacey Cline 2nd. Motion carried 6-0.

SIGN IN SPEAKERS:
Mr. John Wesley was present at the meeting to answer any questions the Council had on his bid to paint the Government Center. He stated they are insured with a $1 million insurance policy. We are going to use Lanning Paint. They are the only existing family owned company in Louisville that makes their own paint. They have a product called a 300 series which has an extra thick base. It does have the coverage of what your normal five-gallon paint would do. It does double the coverage, but it is only going to get half the amount. It is a very thick paint. It is a one coat paint which we will give back on labor. As far as coming back and having to add a second or maybe third coat this stuff seals. It does everything; it is an immaculate product. I can give you the number to Lanning if you like; used them for many years. We are going to pressure wash the building. And then we will come back and paint with existing type color. We will do two coats on the roofing because it is a dark color, and it does take extra fill for that just. On the beige, it will be one coat with two to three coats. Like I said, it's very heavy paint, I can supply the specs on the paint. Our bid was over $20,000 less, I mean, that's good news for the city. And that cuts back on our labor because we are not going back over and over the building, we are going to start here and then start back over and keep going over it. It will be sufficient. It will eliminate any kind of problem, it is very durable, because of the thickness of it, it is almost like a shell, you can come back and spray it. And it will clean up very nicely compared to any other paint it is not going to flake; in my mind is what is best for the City. Just the cost savings alone. We will have a six-man crew. We do not have a lot of overhead as a lot of other companies do. We will be renting equipment, and everything is going to be here locally. So, all the money is coming right back into the City. We just wanted to get that out and answer any questions you might have about us.

COUNCIL COMMENTS:
Lisa Carter: I guess everyone got the letter that everybody is back to work at City Hall. Did everybody get paid full-time hours the last two weeks? City Clerk Richmond: My people in the Admin Department have been working at home full time hours. All you still got your 40 hours. Bonnie Enlow: I think the Departments they were referring to is public works, sewer, and police.

Mayor Hockenbury: We are still in a State of Emergency declared by the Governor as well as the President. But yes, everyone can back to their regular schedules today.

Kenny Newton made motion to adjourn. Stacey Cline 2nd. Motion carried 6-0. Meeting adjourned 8:13 p.m.

Curtis Hockenbury

Curtis Hockenbury, Mayor

Tammy Richmond

Tammy Richmond, City Clerk