

MINUTES

CITY PLANNING COMMISSION

Thursday, February 8, 2007

Municipal Building Conference Room

MEMBERS PRESENT: Mayor Iriti
Mike Sobczyk
Joe Opperman
Thom Hershey
Tom Joseph

STAFF ATTENDING: Jacqueline J. Schroeder, Chief Engineer
Bill Homka, HRPC Director
Judy Scrimshaw, HRPC Staff
Dave Hackenberg, Law Director
Gary Braun, Fire Prevention

GUESTS: 18

APPROVAL OF MINUTES

Tom Joseph moved to approve the minutes of the January 11, 2007 meeting. Thom Hershey seconded the motion. Motion carried 5-0.

ITEMS TABLED AT THE JANUARY 12, 2006 MEETING

SITE PLAN APPLICATION #799-SP FILED BY Ballinger Family Partnership for proposed Hunter's Edge, a multi-family development to be located at 1920 Fostoria Avenue.

HRPC

**(4/4/06) (5/1/06) (5/30/06)
General Information**

The site is located on the north side of Fostoria Avenue just west of Shorty's Truck Repair and Findlay Industries. It is zoned B-2 General Business and is not within a flood hazard area. The parcels to the north and east are zoned I-1 Light Industrial. The land to the west is zoned B-2 General Business and to the south is C-Residential. (Eastowne Estates)

Parcel History

The FCPC tabled this request at its January 12, 2006 meeting due to pending litigation on this site.

Mr. Phillip Rooney requested that the item be lifted from the table at the February 9, 2006 meeting. His request was denied.

The site has been vacant for several years, but was once the location of Day's Nursery.

Staff Analysis

The proposed site of 10.15 acres does not exist at this time. Applicant will need to do the necessary lot split to create the parcel as shown on the plan.

On November 15, 2005 City Council passed an ordinance that removed all residential uses from the B-1 Local and B-2 General Business districts. Apartment units are no longer permitted in B-2 General Business. The applicant will need to file for a rezoning to C-Residential in order to construct the housing units here.

The applicant is proposing to construct 78 two (2) bedroom rental units on the site. All are single story and are attached in rows. There are two (2) rows of 22 units, one with 20 units, and one with 14 units. According to the plan each has a two car garage and room in the driveway for two additional cars. There are an additional 14 parking spaces shown along the internal roadway. There are two parking spaces per unit required by the City Code and the total spaces shown per plan are 326 which exceed the minimum by 170 spaces.

Staff would have preferred to see the roadway system in this development be made a private street with a 60' right-of-way. However, the current subdivision regulations do not permit that requirement within a single lot development. Staff recommends that FCPC work on amending the regulations to require such development in the future.

Staff recommends that there be some east/west cross street within the development to break up the length of the buildings (the two buildings with 22 units are 615' long). A cross street will allow for easier access to the rear of the units for any emergency services.

Staff recommends that the dumpster area be moved elsewhere on the site also to avoid any additional congestion at the entry. The refuse trucks may only come once or twice a week, but the residents will be stopping here often to deposit their trash and may impede the flow of traffic at the entry.

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ENGINEERING

Access –The right-of-way of SR 12 is a 50’ half on the north side. The Hancock County Thoroughfare Plan identifies SR 12 as a Major Thoroughfare, which requires a 60’ half right-of-way. The site plan indicates that the applicant intends to dedicate the additional right-of-way.

Given the high-density nature of this proposed development, as well as the high traffic volumes along this block of Fostoria Avenue (11,000 vehicles per day) additional consideration has been given to the entrance area and traffic movements. There is a concern that the proposed layout will adversely affect traffic flow on Fostoria Avenue, and potentially cause back-ups and confusion on-site.

Currently Fostoria Avenue, which is two lanes in the area of this development, carries in excess of 11,000 vehicles per day on most days. The capacity of this roadway is near its limit for providing a reasonable level of service to the traveling public. In order to accommodate the proposed development with as little impact as possible to traffic flow along Fostoria Avenue, a left turn lane for eastbound traffic is recommended. Such a turn lane would be designed to applicable standards acceptable to ODOT and the City of Findlay.

Hunter’s Crossing is a development similar to the one proposed with this site plan. It is an existing high-density residential development located on CR 236 (8,700 vehicles per day). The entrance drive for Hunter’s Crossing is similar to the one proposed for Hunter’s Edge in that it provides a very short stacking length for vehicles waiting to enter the public roadway before affecting on-site traffic movement. The Engineering Department has fielded multiple complaints regarding the entrance drive to Hunter’s Crossing for this reason. Engineering continues to work with the adjacent development, The Villas at Burberry, which shares the same drive, to review the possibility of creating an additional entrance. To prevent this situation from occurring at Hunter’s Edge, the following recommendations are made:

- Lengthen the stacking area provided between the edge of pavement on Fostoria Avenue and the edge of pavement on proposed Veteran’s Lane to provide space for three vehicles before affecting on-site traffic flow.
- Move the proposed dumpster area away from the front entrance so that residents will not impede vehicles entering or exiting the site when they are dropping off their garbage. This may mean moving the dumpster area to a location along Veteran’s Lane or to the rear of the site.

Water – The applicant proposes a private waterline for both fire and domestic purposes. A large meter is proposed within the right-of-way of SR 12. Fire hydrants should be purchased from the City to insure that the Fire Department can connect to them in case of an emergency.

The applicant may wish to review the minimum monthly charge rate for an 8” meter and compare to the cost of installing a separate fire line. The City will accept whichever option the applicant chooses.

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Sanitary Sewer – The applicant is proposing private sanitary sewers within the site. Public sewer is proposed to be extended from an existing manhole on SR 12 east of the property. A sewer capacity study in this area indicates that the proposed development could be serviced by the existing sanitary sewer on SR 12. The applicant proposes to extend this public sewer to the west property line of the development, as required.

Stormwater Management – The applicant has provided detention calculations for the proposed detention pond. The proposed grading plan addresses areas along the property lines to control run-off toward adjacent properties.

Sidewalks – The site plan indicates sidewalks to be installed along SR 12.

Staff Recommendation (from 8-10-06 minutes)

HRPC Staff recommends approval of the site plan subject to the following:

1. The lot be split and recorded as shown on the plan (HRPC)
2. The extra ten feet of right of way be dedicated along Fostoria Avenue (HRPC)
3. The proper setback requirements be shown in the notes on the drawing(HRPC)
4. Elimination of the flare out at the entry (HRPC)
5. An east/west cross access be constructed to allow for better access to the rear of buildings for emergency services (HRPC)
6. The dumpsters be moved from the front of the development (HRPC)
7. The proposed sign be moved in accordance with the new right of way line (HRPC)
8. Change the name of the development and possibly assign names to the internal roadways if they will be used for addressing purposes. (HRPC)
9. Provide left turn lane for eastbound traffic on Fostoria Avenue. (ENG)
10. Lengthen entrance drive to provide stacking area for minimum three vehicles before affecting onsite-traffic flow. (ENG)

***NO ACTION TAKEN ON THIS ITEM.**

ITEMS TABLED AT THE NOVEMBER 9, 2006 MEETING

STREET VACATION PETITION filed by Scott Heidelbaugh, 216 First Street, to vacate 16' of right-of-way on maple Street abutting Lot #31 in the Central Subdivision.

HRPC

General Information

This request is located in the first block of Maple Avenue north of First Street. The applicant is the only abutting property owner.

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Parcel History

None

Staff Analysis

The existing right-of-way at this location is 16' wider than the right-of-way in the other half of the block running between First St. and Hancock St. It continues to be only 50' wide north of Hancock Street also.

ENGINEERING

The applicant has expressed his wish to maintain this item on the table until he has time to review and consider other options. A meeting between Engineering and the applicant is scheduled for February 15, 2007.

STAFF RECOMMENDATION

Staff recommends vacation of the 16" right-of-way of Maple Avenue subject to approval of the City Engineer.

***NO ACTION TAKEN ON THIS ITEM.**

NEW ITEMS

HRPC

- 1. SITE PLAN APPLICATION #3034-SP filed by Wash N Shine,LLC for proposed addition of automatic car wash to existing car wash facility located at 1100 W. Main Cross Street.**

General Information

This project is located on the north side of W. Main Cross Street across from Glessner Avenue and just east of the Findlay ENT office building (former Bill Knapp's restaurant). It is zoned B-2 General Business. Land to the north, east and west is also zoned B-2 General Business. The Land to the south is B-2 General Business and C Residential.

A portion of the lot is in the flood plain area. The portion that is in the flood plain is currently asphalt and some grass area.

Parcel History

None

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Staff Analysis

Applicant is proposing to add an automatic car wash stall and a concrete area to the north end of the existing six (6) stall self-wash facility. There are no new access points proposed.

Parking required per the City Zoning Code is one (1) space per employee, plus three (3) spaces per each self serve wash stall excluding the stall itself and five (5) spaces per automatic wash stall. This translates to 18 spaces for the self serve bays and 5 spaces for the new automatic wash stall. The plan shows that there is adequate space for 23 cars to be queued up on the property waiting to use the car wash.

A sign is proposed to be located in the southwest corner of the lot. It will be 18' tall with 30 square feet per sign face. This is well within the limits for an accessory sign which are 50 square feet of sign face and 40' in height. The Code requires a setback of 10' from a property line and road right of way. The location is 10' from the road right of way, but only 4.3' from the west property line. The sign will have to be moved east to meet the 10' setback.

ENGINEERING

The applicant proposes to add one automatic bay to an existing self-serve car wash. The existing car wash has 6 self-serve bays.

Access – Existing access to the site is not proposed to change. The current entrance/exit drive is located near the eastern property line. Access is not available to the property just west of the site as curbing exists along the property line.

Water – The existing water service will supply the building expansion as well.

Sanitary Sewer – The existing sanitary sewer lateral will service the building expansion as well.

Stormwater Management – Currently, pavement run-off from the site collects in a catch basin located in the parking lot. This catch basin outlets to the public storm sewer through a 6" pipe, the minimum diameter allowed for maintenance reasons. Adequate detention storage volume is available by allowing run-off to pond within the parking area.

Sidewalks – There are existing sidewalks adjacent to this property.

FIRE PREVENTION

No Concerns

Staff Recommendation

Staff recommends approval of the site plan subject to:

- The sign is moved to 10' from the west property line
- Approval of the City Engineer

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MOTION

Thom Hershey moved to approve Site Plan Application #3034-SP with the following two (2) conditions:

1. The sign is moved to 10' from the west property line
2. Approval of the City Engineer

Tom Joseph seconded the motion. Following is the roll call vote: Mr. Hershey, aye; Mr. Joseph, aye; Mr. Opperman, aye; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 5-0.

2. **SITE PLAN APPLICATION #3035-SP filed by James Heck, Heck Rentals for addition to Kennedy Printing building located at 1631 Broad Avenue.**

HRPC

General Information

The subject parcel is located at the southeast corner of Broad Avenue and Rockwell Avenue. The site is zoned I-1 Light Industrial and is not within a flood hazard area.

The parcels to the south are B-2 General Business and I-1 Light Industrial. Across Rockwell Avenue to the north and immediately east of the parcel is zoned I-1 Light Industrial. Across Broad Avenue to the west is zoned B-4 Expressway Service.

Parcel History

The Kennedy Print business has been located on this site for many years. The site was before FCPC on January 12, 2006 for an addition to the building and parking areas.

There was an issue of split zoning at that time. The parcel fronting on Broad Avenue was B-2 General Business and the land to the east on Rockwell Avenue was I-1 Light Industrial. FCPC recommended that the entire site be I-1 Light Industrial. Findlay City Council rezoned the lot on Broad Avenue from B-2 to I-1 per Ordinance #2006-48 on July 18, 2006.

FCPC also requested that the lots be replatted into one as the building would straddle both when the addition was built. The replat was approved by FCPC on April 13, 2006.

Staff Analysis

Applicants are proposing to construct an approximately 6,025 square foot addition to the east side of the existing business. The previously approved addition was approximately 5,300 square feet. The addition still meets required setbacks. The Industrial zoning requires 20' at the rear and 40' on the sides. The north building line is permitted to continue the setback of the existing structure per the City Zoning Code. (1163.04)

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The plan states that the largest working shift will have 26 employees. The Code requires one parking space per every two (2) employees which will translate into thirteen (13) spaces. Although the previous plan had 11 more spaces along the east side of the lot which are now eliminated, the Industrial zoning does not require as much parking as the B-2 General Business district did. Applicant has 22 existing spaces around the old building and five (5) new spaces shown on the plan, so it still exceeds the required parking.

ENGINEERING

In January 2006, City Planning Commission reviewed and approved a site plan for a building expansion at this location. That site plan has not been acted upon. At this time, the applicant has submitted a new site plan for review. The site plan being reviewed today provides a larger building addition than the previous one.

Access – Access to the site will be through an existing drive to Broad Avenue and a new drive located at the east property line on Rockwell Avenue. The drive to Rockwell Avenue will be constructed of heavy duty pavement to be used for deliveries. Another small existing delivery drive is located on Rockwell Avenue. The applicant proposes to keep this drive as well.

Water – The existing water service will also supply the addition.

Sanitary Sewer – The existing sanitary sewer service will be used to serve the addition.

Stormwater Management – stormwater runoff will be collected by onsite catch basins and directed to an existing catch basin located on Broad Avenue. Detention is provided in a swale proposed along the south property line. The onsite drainage system will back up into this swale during heavier storm events.

Sidewalks – sidewalks exist adjacent to this site along both Broad Avenue and Rockwell Avenue.

FIRE PREVENTION

No Concerns

STAFF RECOMMENDATION

HRPC Staff recommends approval of Site Plan #3035-SP for the addition to the Kennedy Printing business.

MOTION

Thom Hershey moved to approve Site Plan Application #3035-SP as submitted. Joe Opperman seconded the motion. Following is the roll call vote: Mr. Hershey, aye; Mr. Opperman, aye; Mr. Joseph, aye; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 5-0.

3. FINAL PLAT APPLICATION #3036-FP filed by Nom Findlay, LLC for proposed Replat of Lot 1 in the Main Street/East Trenton Subdivision.

HRPC

General Information

This subdivision is located on the northeast corner of N. Main Street and Trenton Avenue. Lot 1 is currently zoned I-2 General Industrial.

Parcel History

The plat of the Main Street/East Trenton Subdivision was approved by FCPC on October 12, 2006. This plat created Lots 1 and 2. Lot 2 was rezoned to B-2 General Business and Lot 1 was left zoned as I-2 General Industrial. A site plan for a new Rite Aid store to be located on Lot 2 was approved by FCPC on October 12, 2006.

Staff Analysis

Applicant is proposing to split the existing Lot #1 into a 2.250 acre parcel that fronts onto N. Main Street and a 14.702 acre parcel. Lot # 3 (2.250 acres) is the next item on today's agenda for a rezoning request.

Errors were found on the original plat of this subdivision when it was being filed. The stub of land shown extending under Trenton Avenue in the southeast corner of Lot #1 was not on that plat. There is some street right of way and old lots that still exist and need to be vacated. The Auditor's office discovered the errors and the applicant is correcting that plat. The original plat must be filed prior to this replat.

The P.O.B. notations for each lot are labeled as "Parcel" 1, 2, and 3. These need to be changed to "Lot" 1, 2, and 3 on the plat.

One of the conditions of approval for the original plat was that there would only be one access granted onto N. Main Street and one onto Trenton Avenue. The location of each access point was agreed upon and easements of access were recorded on the plat to the portions of Lot #1 that abut existing Lot #2. The new Lot #3 fronts onto N. Main Street but also has a strip that runs down the east side of Lot #2 to Trenton Avenue. Because no other access points are permitted onto Trenton Avenue, "Access Easement B" must be shown to continue through Lot 3 to its east edge.

ENGINEERING

The applicant proposes one additional lot, Lot 3, in the recently approved Main Street/East Trenton Subdivision. An accompanying zoning request seeks to zone this lot for commercial use. The proposed Lot 3 would front North Main Street, but is shaped

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similar to a flag with the “pole” portion extending to East Trenton Avenue so that access to the recently approved drive for Lot 2 may be used.

With the lot shape proposed, access would be available from both Main Street and Trenton Avenue through Access Easement A and Access Easement B. These are the only location in which access to Lot 3 may be located. Access Easement B should be extended across Lot 3 so that it may also serve Lot 1. In addition, a left turn lane was approved on East Trenton Avenue as a condition of approval for the site plan for Lot 2. This turn lane has not yet been bonded to guarantee construction. Approval of this replat should be conditioned upon bonds being posted with City Engineering Department to guarantee construction of the turn lane.

AT&T has requested that a 10’ utility easement be platted along the property line adjacent to Lot 2.

Some corrections related to the lot descriptions will be needed. This information has been sent to the applicant.

FIRE PREVENTION

No Concerns

STAFF RECOMMENATION

HRPC Staff recommends approval of the site plan subject to the following conditions:

- The corrected original plat of Main Street/East Trenton Subdivision is recorded
- P.O.B. notations for each lot are changed from “Parcel” to “Lot”
- Access Easement B is extended through to the east edge of proposed Lot 3
- Post bonds with City Engineering Department to guarantee construction of previously approved turn lane on E. Trenton Avenue.
- Remove wording “Final Lot Split Plan” from the final plat heading.
- Provide 10’ utility easement adjacent to property line of Lot 2.

MOTION

Thom Hershey moved to approve Final Plat Application #3036-FP with the following six (6) conditions:

1. The corrected original plat of Main Street/East Trenton Subdivision is recorded
2. P.O.B. notations for each lot are changed from “Parcel” to “Lot”
3. Access Easement B is extended through to the east edge of proposed Lot 3
4. Post bonds with City Engineering Department to guarantee construction of previously approved turn lane on E. Trenton Avenue.
5. Remove wording “Final Lot Split Plan” from the final plat heading.
6. Provide 10’ utility easement adjacent to property line of Lot 2.

Tom Joseph seconded the motion. Following is the roll call vote: Mr. Hershey, aye; Mr. Joseph, aye; Mr. Opperman, nay; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 4-1.

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- 4. PETITION FOR ZONING AMENDMENT filed by Nom Findlay, LLC to rezone Lot 3 in the Main Street/East Trenton Subdivision from I-2 General Industrial to B-2 General Business.**

General Information

This lot will be created by the Replat of the Main Street/East Trenton Subdivision in previous item #3 on today's agenda. It is currently a part of Lot 1 and is zoned I-2 General Industrial.

Parcel History

The original plat of Main Street/ East Trenton Subdivision was approved by FCPC on October 12, 2006.

Staff Analysis

The applicant is proposing to rezone new Lot #3 to B-2 General Business. As reported in the Courier recently, the Findlay City School Board is interested in purchasing the 14.7 acres in Lot 1 as indicated on the replat of the subdivision in Item #3. The applicant will retain the N. Main Street road frontage to be used as a future commercial lot.

The new Lot #3 will not be permitted a curb cut onto either N. Main Street or Trenton Avenue. Access will only be permitted via the shared access points as indicated on the plat.

ENGINEERING

No comments at this time.

FIRE PREVENTION

No Concerns

STAFF RECOMMENDATION

Staff recommends that FCPC recommend approval of the rezoning to Findlay City Council subject to the recording of the Final Plat creating said lot.

MOTION

Thom Hershey moved to recommend approval of the Zoning Amendment to City Council as requested. Tom Joseph seconded the motion. Following is the roll call vote: Mr. Hershey, aye; Mr. Joseph, aye; Mr. Opperman, nay; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 4-1.

- 5. PETITION FOR ZONING AMENDMENT filed to rezone Lots 4, 7, 10, 11 and additional land in the Findlay Commerce Park Subdivision from PUD and B-2 General Business to B-4 Expressway Service District.**

HRPC

General Information

The land in this request is a combination of parts of the Findlay Commerce Park PUD and the recent Kotlarczyk annexation of land north of Hillcrest Golf Course.

The land north of this parcel is in Allen Township and therefore is not zoned. To the west is zoned PUD, to the south is R-1 One Family Residential in Liberty Township and to the east is Interstate 75.

The land is not in a flood hazard area.

Parcel History

Lots 4, 7, 10, and 11, and the 14.418 acre and 42.226 acre parcel in this request are a part of the Findlay Commerce Park Subdivision. Lots 2, 7, 10 and 11 are a part of the original Findlay Commerce Park Subdivision that was approved by FCPC on February 28, 2002. The two large acreage parcels are a part of the overall plan for the subdivision but were never final platted into the lots that were proposed on the Preliminary Plat of the subdivision.

The 51.195 acre parcel in this request was annexed to the City by Ordinance #2005-81 on November 15, 2005. The land was zoned B-2 General Business upon its annexation.

Staff Analysis

HRPC Staff has met with Mr. Elias representing Developers Diversified Realty to discuss the development of this land. A Planned Shopping Center type development is probable on the site. Due to the split zoning of the site, one district must be applied to develop across the property lines. The PUD District is no longer valid in the City of Findlay Code and thus the PUD could not be expanded into the B-2 General Business land. HRPC Staff recommends the rezoning to B-4 Expressway Service for all the parcels in the request

ENGINEERING

No comments at this time.

FIRE PREVENTION

No Concerns

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STAFF RECOMMENDATION

Staff recommends that FCPC recommend approval of the B-4 Expressway Service District to Findlay City Council due to the proximity of the land to Interstate 75 and the proposed use of the site.

MOTION

Thom Hershey moved to recommend approval of the Zoning Amendment as submitted. Mike Sobczyk seconded the motion.

Discussion followed regarding uses allowed in B2 General Business vs. B-4 Expressway Service District. Dennis Russell, Russell Electric, spoke of concern with traffic problems. He said a service drive is needed for the area.

Following is the roll call vote: Mr. Hershey, aye; Mr. Sobczyk, aye; Mr. Joseph, nay; Mr. Opperman, aye; Mayor Iriti, aye. Motion carried 4-1.

6. ALLEY VACATION PETITION filed to vacate the alley behind Lots 5887-5891 and 5969-5965 in the Howard Addition.

HRPC

General Information

This petition is for an east/west alley north of Davis Street in the second block east of Bolton Street.

Parcel History

In September, 1998, a petition to vacate the east/west alley from Morey Avenue west to within three (3) lots from Bolton Avenue was reviewed by FCPC. The block in today's request is within that area. City Planning denied the 1998 request as there were many petitioners that had not signed and some apparent disagreements amongst owners abutting said alley. Findlay City Council also denied the petition at that time.

Staff Analysis

Three (3) of the abutting property owners at 501 and 509 Swing Avenue as well as 434 Davis Street have not signed the petition. Without these signatures, the request will have to be advertised as a public notice for six consecutive weeks preceding action of City Council. (ORC 723.07) The applicants are required to pay for all publications.

The alley in question is unimproved. The north/south alleys at each end of this block are vacated from Davis Street north to this alley. There do not appear to be any rear driveways that are serviced by this alley.

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ENGINEERING

The applicant is requesting vacation of a portion of an east-west alley located between two north-south alleys. The alley is a “paper alley” that is platted, but has never been improved with pavement. It does not appear to serve as an access for any of the adjacent properties and all adjacent properties have driveways entering either Swing Avenue to the north or Davis Street to the south. This alley is not located in a flood plain area. Engineering records indicate that no City utilities are located within the alley right-of-way and no other utility companies have indicated a concern with the vacation request.

FIRE PREVENTION

No Concerns

STAFF RECOMMENDATION

Staff recommends approval of the vacation request subject to approval of the City Engineer.

MOTION

Tom Joseph moved to recommend approval of the Alley Vacation Petition and further recommended vacating the entire alley from Bolton Street to Morey Avenue. Joe Opperman seconded the motion. Following is the roll call vote: Mr. Joseph, aye; Mr. Opperman, aye; Mr. Hershey, aye; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 5-0.

7. AMENDMENT TO CHAPTER 1168 UNIVERSITY DISTRICT OF THE CITY OF FINDLAY ZONING CODE

The University of Findlay has submitted language to be added to Section 1168.09 (d) pertaining to freestanding accessory signs in the University District. The University is contemplating installing a new sign in front of the Koehler Fitness and Recreation Center. They wish to install an illuminated sign with an electronic message center for advertising University related events and information.

The current sign section of the University District is vague at best in some areas. The code refers to free standing accessory signs with a maximum size of 50 square feet per sign face. It permits one sign per building. There is no maximum height stated in the code. The general sign section of the Findlay code addresses free standing accessory signs by district, but there is no mention of the University District in that section. The University District sign section does not permit moving parts, flashing lights or flashing illumination.

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The new text requested by the University would permit double the sign face (100 square feet) and an illuminated message board. It states that one (1) such sign is permitted along each "major thoroughfare on the perimeter of the campus". HRPC would only recognize N. Main Street as a major thoroughfare by the City of Findlay Thoroughfare Plan map.

The proposed text change is being requested to facilitate an alumni sponsored new sign for the university. Currently changeable copy message boards are not permitted in the city's business zoning districts. Staff would oppose any change that would allow flashing changeable copy message boards to the business districts, as it would open up the door for an array of unappealing signs in the business areas. However, this proposal has merit due to the civic type uses and venues that the University provides and, whereas various events are held and community outreach is not commercial in nature. In this regard, staff supports the changeable copy sign.

The height of signage could be of issue. The visibility the university wants to provide drivers translates to enough lead time for reading the changeable copy and related messages. However this could be viewed as aesthetically unappealing. Looking north or south on Main Street, other property owners will see the sign from a long distance away. From a planning perspective, ground mounted monument signs are always more preferable than the elevated pylon signs.

ENGINEERING

No comments at this time.

FIRE PREVENTION

No Concerns

STAFF RECOMMENDATION:

Staff recommends approving the amendment to allow for only one (1) such sign. The approval is primarily due to the amount of frontage the single property owner has along Main Street, and due to the civic nature of the university.

MOTION

Joe Opperman moved to approve the proposed text change. Tom Joseph seconded the motion.

Discussion followed regarding height limitations.

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Thom Hershey moved to amend the motion to include a maximum height limitation of 20 feet. Tom Joseph seconded the amendment. Following is the roll call vote on the amendment: Mr. Hershey, aye; Mr. Joseph, aye; Mr. Opperman, aye; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 5-0.

Following is the roll call vote on the amended motion as follows: To approve the text change with the addition of a maximum height limitation of 20 feet. Mr. Opperman, aye; Mr. Joseph, aye; Mr. Hershey, aye; Mr. Sobczyk, aye; Mayor Iriti, aye. Motion carried 5-0.

ADMINISTRATIVE APPROVALS

None

OTHER BUSINESS

Reminder – Public Meeting for discussion regarding Land Use Plan to be held 2-15-07 at 9:00 a.m. in Council Chambers.

With no other business before the Commission, the meeting was adjourned.

Anthony P. Iriti
Mayor

Mike Sobczyk
Service Director