

Agenda

NEW BUSINESS

1. Request referred back to Traffic Commission from City Council to reconsider the one way direction of the alley at the east side of the intersection of South Main Street and Baldwin Avenue from eastbound to westbound.
2. Request of Jeremy Kalb, City Engineer, to reconsider crosswalks at the intersection of Western Avenue and West Sandusky Street.

FINDLAY CITY COUNCIL MEETING MINUTES

REGULAR SESSION

APRIL 20, 2021

COUNCIL CHAMBERS

ROLL CALL of 2020-2021 Councilmembers:

PRESENT: Greeno, Hellmann, Niemeyer, Palmer, Russel, Shindledecker, Slough, Warnecke, Wobser

ABSENT: Haas

President of Council Harrington pointed out that Councilman Haas informed him that he would not be in attendance tonight. Councilman Russel moved to excuse Councilman Haas, seconded by Councilman Hellmann. All were in favor. Filed.

President of Council Harrington opened the meeting with the Pledge of Allegiance followed by a moment of silence.

ACCEPTANCE/CHANGES TO PREVIOUS CITY COUNCIL MEETING MINUTES:

Councilman Slough moved to accept the April 6, 2021 Regular Session City Council meeting minutes, seconded by Councilman Palmer. All were in favor. Motion carried. Filed.

ADD-ON/REPLACEMENT/REMOVAL FROM THE AGENDA: none

PROCLAMATIONS: none

RECOGNITION/RETIREMENT RESOLUTIONS: none

ORAL COMMUNICATIONS:

Eric Sharrer – City Mission

Mr. Sharrer lives near the City Mission and has experienced issues ever since they have expanded their building. The neighborhood has had individuals sleeping in their yards, have had a gentleman set a lawn chair in yards while placing his feet on cars, and have individuals there every day when they leave for work and come home. Some have even parked in yards. Mr. Sharrer received damage to his yard – has a rut visible in photographs taken on his cell phone. Mr. Sharrer circulated his cell phone around to Councilmembers for their review of the photos he took. He contacted his Council Representative – Councilman Niemeyer, about the City Mission having a refrigerated truck deliver to their property where it parks far away from their building and as close as possible to neighborhood properties which is approximately twenty feet (20 ft) or less from a house. The refrigerated delivery truck runs forty-nine (49) times a day. It is off for twenty-two (22) minutes, and then runs for seven (7) minutes. It is loud enough that he lives across the street from it and can hear it in his house with his windows closed. It is the same for one of his neighbors in that he too can hear it with his windows closed. He is seeking City Council's help in doing something to remedy the situation. He has called the Police about it with a fifty/fifty (50/50) chance that they will show up because he refuses to call the 911 phone number for someone blocking his driveway. Back in March when Findlay received ten inches (10") of snow, he had someone blocking his driveway, so he was only able to clear the snow from half (1/2) of his driveway and had an Officer drive by four (4) times where he pointed at the car, but all the Officer did was give him a dirty look and never stopped. He then called the Police where it took an hour and a half for someone to come out and do something about it in order for the car to be removed. It is a constant problem for the neighborhood. One of the photos on his cell phone shows an SUV parked near the edge of his driveway – only about a foot and a half from his driveway. The law states that they have to be three feet (3') from a driveway. Technically, he could call the Police almost every day about someone parking either right next to his driveway, across his driveway or in his or a neighbor's yard. He does not feel the neighborhood should have to put up with it. He invited several Councilmembers out to see it for themselves. One of his cell phone photos shows a diesel truck sitting in front of the refrigerated truck. There is a sewer drainage approximately fifty feet (50') from the five hundred (500) gallon diesel tank that has no spill containment connected and he doubts the City Mission has a Hazmat team or have anything to do with Hazmat. Currently, there is an extension cord that runs out to the tanker with no lock on the tank. Anyone could walk over with an extension cord and disburse diesel fuel wherever they want to (i.e. disburse it on the ground, down the sewer line, etc.). There is nothing to stop anyone from doing whatever they want to do. He is before City Council in an attempt for them to hear his plea to remove the refrigerated truck and diesel tank from his neighborhood, and provide the neighborhood with some type of assistance so that they do not feel so helpless with people sleeping in their yards and parking in their yards. He has spoken with the City Street Department about the damage to the curb in which he is told it is not their problem and that it is an Engineer's problem, so he then talked with the Engineering Department who has told him that it is not their problem and is the Street Department's problem, so he then called the Street Department back and told them what the Engineering Department said. The Street Department came out and looked at the damage and still stated that it is the Engineering Department's problem. He then talked with the City Engineer who also came out and looked at it, but did nothing about it and told him it wasn't his problem, so he gave up on it and has not brought it up since.

President of Council Harrington informed Mr. Sharrer that his four (4) minutes of allotted time has expired.

Discussion:

Councilman Wobser moved to extend Mr. Sharrer's allotted time of two (2) more minutes.

Mr. Sharrer continued stating that he gave up on trying to resolve the issues for awhile, but brought them up again last year to a General Manager that had nothing to do with the Street Department or Engineering Department. The Street Department called him back telling him that his street will be on the list this year for replacement and that they will send someone out to fill in the rut next to the curb with stone, but that has not happened yet. There is a six to ten inch (6-10") hole right next to the curb in front of his house that someone could fall into and injure themselves. He is at his wits end and does not know what to do. The neighborhood was not that bad before the City Mission expanded. There are residents overdosing at the City Mission. There is an ambulance there at least once a month. He spoke with a lady who had stayed at the City Mission who told him about how others overdose. He is before City Council asking for their help because he is to the point he may have to call the Police every single time one of the issues he has mentioned comes up and see what happens.

Councilman Russel informed Mr. Sharrer that he stopped by his residence and took pictures and forwarded them on to the City's Zoning Department who was to be out there looking at the situation today and are to get back with him on responses of the refrigerated truck and diesel tank. He also spoke with the Mayor yesterday afternoon about Mr. Sharrer's concerns. He encouraged Mr. Sharrer to call the Police Department when he sees motorists parking illegally or parking on his property. The only way the Police Department can respond is if they know when it is going on. While he apologizes for it being a challenge for Mr. Sharrer and his neighbors, conversations with the City Mission have not yet taken place, but that they have previously stated that they want to be good neighbors and citizens of Findlay. The City Mission has been notified of these challenge in front of them, but need to have the opportunity to respond accordingly. As soon as he hears back from the City's Zoning Department, either he or the Mayor will be in touch with Mr. Sharrer to let him know what the next steps will be. Mr. Sharrer replied that the last time he spoke to the City Mission about a car parked across the street, he was told it was not their problem and that it was the Police's problem and that he needs to call them and that they have a right to park on the street. His response to them was that he understands that and that he was not complaining that they are parking in front of his house, but is complaining that they are parking across his driveway to which the City Mission said it was not their problem and that there was nothing they were going to do about it and that he needs to contact the Police Department. That is the response that the neighborhood is receiving. Filed.

Sharon Jess – change alley to one-way

Ms. Jess is before City Council tonight to ask that the City not make the alley that runs parallel to her property a one-way alley as proposed during a Traffic Commission meeting. Their drive is entered from the east going west. Their driveway faces Main Street. If she enters their drive, she will be entering the wrong way by changing the alley to a one-way. When she exits, she will have to back the car out to the alley and cannot go forward to the light to get out safely. She will blindly back across an alley intersection that is right behind her house far enough to be able to make a choice to go either north or south which would be very unsafe. She and her husband have lived there for thirty (30) years and do not choose to do that. Another option is for her to come from the west and go east where she would have to back into her drive and try to back into a single-car attached garage with a larger car in which she is not looking forward to doing. She feels it is a safety problem as she does not want to back across an intersection alley to try to get out. Currently, she goes forward directly out of her garage into the alley to safely exit onto South Main Street. She is of the understanding that the one-way is only for one block which is the only way she and her husband get in and out of their driveway.

Discussion:

Councilman Hellmann asked if the one-way proposal Ms. Jess is describing has been adopted already. Mrs. Jess replied it has not. When it was addressed, it seems as if the City does not understand the Jess' problem of accessing their driveway. She assumes the Traffic Commission is who put up a camera to see how residents of the area go in and out of their driveways and in and out of the alley which does not address their problem. There are curbs on both sides of the alley that are very wide that could have been used for two (2) cars at one time and may have been an intersect/offshoot of Baldwin Avenue. Over the thirty (30) years that they have lived there, they have not had any problems with traffic going both ways in the alley. Her understanding is that it would be easier to put a one-way sign up instead of putting a signal up which would be a huge safety issue for them if that were to happen.

President of Council Harrington asked which Traffic Commission meeting this was addressed. Ms. Jess replied that they were notified several months ago that this was being proposed, so she called right away and told whomever she talked to what the problem would be for them, but she did not hear from anyone for months. President of Council Harrington asked if this is currently under study right now and if that is where it stands right now. Safety Director Schmelzer replied it is not. The motion has already been made. The minutes for it are before City Council tonight for Council's acceptance. The City sent another notice to the residents informing them that this is up for consideration and that they can come and voice their opinion. There are a couple of residents that are not in favor of the alley going one-way, so the Traffic Commission recommended they come to tonight's City Council meeting and inform Council about their position. Ms. Jess asked if it is legal to back out over an intersection. Safety Director Schmelzer replied that there are a lot of legal issues with this. What bothered the Traffic Commission the most is that two-way traffic is encouraged on a road that is not wide enough to carry two-way traffic. By signaling it, it transforms it from an alley to a roadway. It is not wide enough to be a road and should not offer a thoroughfare like Main Street that encourages two-way traffic into a road that is not wide enough to carry two-way traffic. A decision needs to be made if the alley is to widen the pavement section, in which he is unsure if that could be done with the pavement that exists, make it one way, or ignore the situation. Signalization costs are not a concern nor would it be easier to just put up a one-way sign and not put up a signal, but has everything to do with the pavement width and whether or not it is safe to operate two-way traffic. This item started out in October of 2020 with the recommendation of the Traffic Department to make it one-way. It was followed up on in November and followed up again in January. There was a lot of follow up because of the video that was set up to examine the amount of traffic and the direction of it. Based on the video evidence, the volume of traffic was sufficient to warrant signalization of two-way traffic or for an improvement of the alley. Ms. Jess noted that everyone that lives on Second and Third Streets have garages in the back of their properties and use the alley to access them.

Councilman Hellmann asked if the alley could be made a one-way alley the other way. Safety Director Schmelzer replied it could be. Ms. Jess added that would solve their problem in that they could exit how the car is pointed. Safety Director noted that if the alley were to be one-way the other way, the intersection would then be signalized and would be safer with a signalized intersection than two-way traffic. Councilman Hellmann pointed out that would mean that there would be a signal in an alley. Ms. Jess replied it is an offset that already has a signal there. Safety Director Schmelzer replied it does not meet the transportation code guidelines because of the offset. Additional signalization would be needed to meet code to signal the alley.

Councilman Russel informed Council that the alleys by his property have been two-way with most motorists keeping it under 35mph since he has lived there. With the low volume in this particular alley, motorists simply adjust with two-way traffic. One of the three options given on this is to ignore it. He asked why the option to just ignore it is not the solution even if it means removing the signal for the alley and include exists onto Main Street if that would make it legal per the specs. Safety Director Schmelzer replied that he did not say that ignoring it would make it legal. He just stated that it was one of the options. If Council wants to signalize the intersection, it would be treating it differently than other alleys and would be treating it like a street. Given the traffic volume, it was a sufficient reason to do so. The City went out of their way to inform residents that there was going to be discussions on this because of so many using the alley. The City could signalize it and make it one-way going to the west, in which he prefers that option, as opposed to ignoring it and leaving it the way it is because there is a non-conforming situation there. Ms. Jess added that there have only been a couple of incidences in the alley over the years that they have lived there. Not many use the alley except for the residents who use it to access their garages. There really is no other purpose to go down the alley. Anyone pulling into the alley can pass a car as it is wide enough and has curbs, so it has not been an issue for motorists. She doubts motorists use the alley often because it does not go anywhere else except for those trying to access their garages.

Councilman Russel asked if Council could ask the Traffic Commission to look at this item again when Council is asked to accept the Traffic Commission minutes later in tonight's meeting. Safety Director Schmelzer replied that Council can ask for that to be done when the Traffic Commission meeting minutes are to be accepted later during tonight's meeting. He has already provided an accurate depiction of what took place during that Traffic Commission meeting and is in the minutes in tonight's packet. Council can accept minutes without agreeing with everything that is in the minutes. Council can accept the minutes and take Ms. Jess's comments into an account and request the Traffic Commission to take another look at any alternative they chose and would then go back to the Traffic Commission. Any Councilmember can attend a Traffic Commission if they want to. Access to the video can be reviewed then. Councilman Russel asked if the one-way alley heading east is the best solution given the Jess's situation as they are most likely the single highest user of the alley, the fact that this change makes their access to their garage difficult, and that a one-way alley headed east is what causes concerns to the Jess'. Safety Director Schmelzer replied that he does believe it is the best solution from the City's perspective and from an Engineering perspective, but is willing to take another look at it. Ms. Jess added that the video does not show what her problem would be as she does not look forward to backing across an intersection and not knowing who is coming at her and possibly getting broadsided, or her backing out and not seeing someone and doing it to someone else.

Councilman Wobser asked if the committee's concern was that additional funds would have to be spent to signalize it if the alley were to be made one-way towards Main Street. Safety Director replied additional funds would have to be spent to signalize it, but that is not really a concern. It is a consideration of the City, as is every dollar spent in that the City takes a look at what the cost benefit is. The cost of the signalization did not enter into the decision as it is minimal and is more about whether or not the alley should be treated as a street when it is not. There are standards of streets such as the width of a street, etc. and if the commission is to ignore that fact that this does not conform to the standards of a street, but be treated like a street, especially given the traffic volume it has. Filed.

PETITIONS:

Alley vacation request – W Main Cross St

Angela Roth Tong, on behalf of The City Mission of Findlay, is requesting a vacation for the alley running north and south between West Main Cross Street and West Front Street. Referred to City Planning Commission and Planning & Zoning Committee. Filed.

WRITTEN COMMUNICATIONS: none

REPORTS OF MUNICIPAL OFFICERS AND MUNICIPAL DEPARTMENTS:

Findlay Municipal Court Activities Report – March 2021. Filed.

Findlay Fire Department Activities Report – March 2021. Filed.

Findlay Police Department Activities Report – March 2021. Filed.

City Auditor Staschiak – summary financial reports

A set of summary financial reports for the prior month follows including:

- Summary of Year-To-Date Information as of March 31, 2021
- Financial Snapshot for General Fund as of March 31, 2021
- Open Projects Report as of March 31, 2021
- Cash & Investments as of March 31, 2021

Filed.

Precipitation and Reservoir levels report – first (1st) quarter January – March 2021. Filed.

Treasurer's Reconciliation Report – March 31, 2021. Filed.

Mayor Muryn – March 2021 Financial Summary. Filed.

Parks and Recreation Board minutes – January 19, 2021. Filed.

Traffic Commission minutes – January 19, 2021.

Discussion:

Councilman Russel moved to refer item #1 back to the Traffic Commission, seconded by Councilman Greeno. All were in favor. Filed.

Mayor Muryn – Memorandum of Understanding with Hancock Public Health

The database that the Hancock Public Health uses for tracking of isolation backflow and plumber licenses is out of date and needs an overhaul. The Hancock Public Health would like to use the City's Utility Billing software to track the isolation backflow addresses, testing requirements and keep the data up to date for them. The billing software has the capacity to perform these functions with no additional costs to the City for upgrades. Legislation allowing the Mayor of the City of Findlay to enter into a Memorandum of Understanding with Hancock Public Health is requested. Ordinance No. 2021-037 was created.

Discussion:

Councilman Russel asked if changes are being made to the current MOU. Mayor Muryn replied this is to continue the current Memorandum of Understanding and make the necessary upgrades needed to continue with the system as is. Filed.

City Planning Commission minutes – April 8, 2021. Filed.

COMMITTEE REPORTS:

The **PLANNING & ZONING COMMITTEE** to whom was referred a request from Chris Ostrander to vacate a portion of Bliss Avenue at 1501 Lima Avenue (parcel no. 600001008687) in the Thorpe and Andrew Addition of the City of Findlay.

We recommend vacation of portion of Bliss Avenue as requested. Ordinance No. 2021-035 was created.

Discussion:

Councilman Russel noted that this is a street on paper only. In the middle of the street is a sign for Yates and Young. He does not think the applicant should have had to come to Council to request it to be vacated because it has not been a street since it was bought. He asked Hancock Regional Planning to identify these types of streets/alleys that are on paper only and be given to the PLANNING AND ZONING COMMITTEE as a list with the goal of doing a mass city-wide vacation of streets and alleys that do not even exist in which citizens do not even know that they are there. PLANNING AND ZONING COMMITTEE has asked the Hancock Regional Planning Commission to assist with this request in which a report is expected back from them.

Councilman Russel moved to adopt the committee report, seconded by Councilwoman Warnecke. All were in favor. Filed.

LEGISLATION:

RESOLUTIONS:

RESOLUTION NO. 009-2021 (no PO) requires one (1) reading

first reading - adopted

A RESOLUTION APPROVING THE EXPENDITURES MADE BY THE AUDITORS OFFICE ON THE ATTACHED LIST OF VOUCHERS WHICH EITHER EXCEED THE PURCHASE ORDER OR WERE INCURRED WITHOUT A PURCHASE ORDER EXCEEDING THE STATUTORY LIMIT OF THREE THOUSAND DOLLARS (\$3000.00) ALL IN ACCORDANCE WITH OHIO REVISED CODE 5705.41(D).

Councilman Wobser moved to adopt the Resolution, seconded by Councilman Niemeyer. Ayes: Greeno, Hellmann, Niemeyer, Palmer, Russel, Shindledecker, Slough, Warnecke, Wobser. The Resolution was declared adopted and is recorded in Resolution Volume XXXIV, and is hereby made a part of the record.

ORDINANCES:

ORDINANCE NO. 2021-035 (Bliss Avenue vacation) requires three (3) readings

first reading

AN ORDINANCE VACATING A CERTAIN PORTION OF A CERTAIN ALLEY (HEREINAFTER REFERED TO AS THE BLISS AVENUE VACATION) IN THE CITY OF FINDLAY, OHIO.

First reading of the Ordinance.

ORDINANCE NO. 2021-036 (waive residency requirements for Service-Safety Dir Rob Martin) requires there (3) readings

first reading - adopted

AN ORDINANCE APPROVING RESIDENCE OUTSIDE THE CITY OF FINDLAY, OHIO BY THE DIRECTOR OF PUBLIC SERVICE-SAFETY, AND DECLARING AN EMERGENCY.

Councilman Russel moved to suspend the statutory rules and give the Ordinance its second and third readings, seconded by Councilman Shindledecker. Ayes: Hellmann, Niemeyer, Palmer, Russel, Shindledecker, Slough, Warnecke, Wobser, Greeno. The Ordinance received its second and third readings. Councilman Russel moved to adopt the Ordinance, seconded by Councilman Palmer.

Discussion:

Councilman Russel pointed out that Mr. Martin lives in the Hillcrest neighborhood which is not very far from the City of Findlay limits. This type of request is not without precedence. Council's agreement to this allows Mr. Martin to work for the City of Findlay.

Councilman Niemeyer asked if this has ever come up before. Mayor Muryn replied that it has with Safety Director Schmelzer as he lives in the same neighborhood, so the same waiver was given to him.

TRAFFIC COMMISSION

City of Findlay
January 19, 2021

MINUTES

ATTENDANCE:

MEMBERS PRESENT: Safety Director Paul Schmelzer, City Engineer Brian Thomas, Police Chief Robert Ring, Councilman Jim Slough.

STAFF PRESENT: Matt Stoffel, Public Works Superintendent; Tom DeMuth, Traffic Signal Supervisor; Kathy Launder, City Clerk.

OLD BUSINESS

1. Request of Tom DeMuth, Traffic Signal Supervisor, to make the alley at the east side of the intersection of South Main Street and Baldwin Avenue one way heading eastbound due to low vehicle usage; signal upgrade at this intersection is being considered and need to know if signalizing the alley is still warranted.

10/19/2020

Rayle stated that the Traffic Signal Department is looking to upgrade the traffic signals at the intersection of Baldwin and Main. The traffic signal for the alley is not MUTCD compliant. It only has one signal for the alley and we are required to have two signals. The alley is not wide enough for two-way traffic, so looking to make it a one way eastbound away from Main Street. The City would save money on the upgrade of the intersection removing the signals and the poles that we would need to make it compliant. To make compliant would need to have two signals on separate poles, a minimum of eight feet apart. To make compliant we would have to add a pole to the left of the existing signal. Suggest make alley one way going east to first alley intersection and remove signal. Impact to neighborhood minimal. City will save money. Director Schmelzer stated the only negative is if you went straight west across Main Street. Assuming, the majority of the traffic will be heading north or south onto Main Street.

Motion that because it would appear that the impact to the neighborhood would be minimal and the City would save installation and long term maintenance costs on signalization that the alley be made one way going east to first north/south alley intersection, by Director Schmelzer, second by Councilman Slough. Discussion: A letter will be sent to residents in the first block of this alley to get their feedback. Motion passed 5-0.

11/16/2020

Motion to lift item from table, by Director Schmelzer, second by Thomas. Motion passed 5-0.

Director Schmelzer stated that letters went out to residents in the first block of the alley to get feedback. The City heard from two residents on S. Main Street on either side of the alley. Both stated that the traffic signal is used frequently and that changing the alley to a one way going east and removing the signal would cause hardship. DeMuth stated he does not have a preference either way, he just need to know what to do with intersection. If residents want it and use it then he has no problem replacing the signal. Director Schmelzer stated that if people are using it, then no problem with signal. Director Schmelzer would like to review the usage of the intersection prior to making a final decision.

Motion to table request until video evidence of alley usage as well as the block both directions from 7am-10am and 2:30pm-4:30pm can be gathered and reviewed, by Director Schmelzer, second by Chief Eberle. Motion passed 5-0.

1/19/2021

Motion to lift item off table, by Councilman Slough, second by Thomas. Motion passed 4-0.

Cameras were set up to review traffic during peak times. Director Schmelzer stated that based on the data on the videos of the traffic, do not see a significant issue at Second Street getting on Main Street. Also, alley data shows one car enter and one car exit over course of five days at peak times. Don't see alley being used and don't see major inconvenience at either of cross streets. Not wanting to spend money

without necessity, Director Schmelzer is inclined to go back to original recommendation to make the alley one way eastbound off Main Street. DeMuth stated that there are a dozen cars a day using the alley. In the morning they were coming out of alley and the evening they were going into it. One resident on the south side of the alley uses it every day. Watching cars come down alley, but could use Second Street. Didn't see issue with getting out onto Main Street from Second Street. The alley as is is most inconvenient for the residents on either side of the alley. There is a safety issue of allowing two-way traffic in an alley that isn't wide enough. If we don't signalize the intersection, we should make the alley one way. Obviously, there are other alleys in the City that we don't make one way coming off a street. So we are not treating this the same way, but they are not all offset a signalized intersection either. DeMuth stated that Walnut and Main is the same way and the alley is a one way. Chief Ring only affects their commute out. Director Schmelzer stated that 12 cars per day is 12 movements per day, and 6 of them will still be permitted. DeMuth stated most of the cars coming out of alley were making a right hand turn.

Motion to make alley at the east side of the intersection of South Main Street and Baldwin Avenue one way eastbound from Main Street east to the first alley intersection and remove signalization, by Director Schmelzer, second by Chief Ring. Motion passed 4-0.

Will send out a summary to residents stating we took video to take a look at turning movements and number of vehicles throughout a week and made determination that the traffic volume does not warrant the signalization of that alley and that we are going to treat it very similar to what we have done at Walnut Street and Main Street and other similar situations in the City and make it one way. If you would like to voice your opinion show up at the next Council meeting and voice your opinion. Give an opportunity for Council to take a look at it themselves.

Anticipating the question from Council, Director Schmelzer asked the cost of updating the intersection as it is currently signalized. DeMuth stated the cost of the new updated signal would be \$1500.00 plus pedestrian signal of \$1000 and maintenance. Chief Ring stated that he is still concerned about the width of the alley with traffic being permitted two-way. Right-of-way width and functional use of pavement is not there for two way traffic. 16' alley, needs to be a minimum of 22' for two way traffic.

2. Request of Rodney Blackburn to reconsider the parking restrictions on Seventh Street to allow parking on the street all day.

11/16/2020

Mr. Blackburn stated there is an issue with the no street parking on school days from 8am-10am and from 2pm-4pm. His neighborhood is mostly small to mid-sized homes with single lane driveways and one car garages. In talking to a few people in the neighborhood, he found several are having negative issues with the parking restriction. Several neighbors have parked in the school parking lot. When contractors come to work on a home in the neighborhood, residents have to park elsewhere (school and Kroger's parking lot) so that the contractors can park in the driveway so they don't get a ticket. The principal told Mrs. Blackburn that she has over twenty more employees than parking spaces. The principal was not aware of the no parking restriction around the whole block, and told us she needs street parking to make room for the school employees. After some of the employees received parking tickets, the employees started parking at Kroger and walking to school. The principal told us that now Kroger is calling the school and telling them to keep the employees from using their parking lot. So, if that is true, on any given day there could be twenty to thirty cars in the Kroger parking lot that are not Kroger shoppers.

Mr. Blackburn state that they have lived in their house for twenty years, and these houses and school have coexisted for at least sixty years. Don't understand why now street parking is an issue. Also do not understand why parking enforcement was parked on their street every school day morning for at least one hour, and every afternoon for the same amount of time.

Director Schmelzer explained that the traffic/parking situation around Jefferson School was discussed with Findlay City Schools and together came up with the current parking plan. He further stated that we will never find a perfect solution. In speaking with the parking officer regarding the current situation, he stated only thing to do is open parking on Seventh Street as long as there is no parking on the south side. Director Schmelzer spoke with the Superintendent of Findlay City Schools, and he is going to take the suggestion back to their operations people and report back.