

## APC MINUTES

**SEPTEMBER 22, 2021**

Members present: Adrian Moulton, Andy Fahl, Tom Kerns, Don Calhoun, Tom Chalfant, John Reece, Jim Hufford, Will Greer, Bob Lahey, Amy Alka

Members absent: Bryn Albertson, Terry Alfrey, Steve Hernly

Legal Representation: Jason Welch

Staff Present: Randy Abel, Executive Director

Staff Absent: Debra Johnting, Recording Secretary

Others present: Jeff Wendel, Joel Brantingham

President Calhoun: It's after 7:00 o'clock now, so we'll go ahead and get the meeting of the Area Planning Commission started. The minutes from July 21<sup>st</sup>, there was several pages of them, right?

D. Johnting: 19. So I have copies here if anybody wants them. I didn't want to print too many unless everybody wanted them. If you do, that's fine. I'll make more if I need to.

President Calhoun: I would entertain a motion to accept the minutes from the July meeting.

A. Moulton: Motion to approve the minutes.

A. Fahl: Second.

President Calhoun: It's been moved, and seconded that we approve the minutes of the July meeting, all those in favor say aye. All those opposed no. Motion passes. Okay, first on the agenda was the TIF District amendment. There's not anybody from Union City here, so we'll go ahead and go on to the second one. APC2021-18-Z. Carts and Parts. I assume you're Jeff?

J. Wendel: I'm Jeff, yes.

President Calhoun: If you want to come up here and state your name and address and tell us what you're wanting to do.

J. Wendel: Is that my home address or business address?

President Calhoun: Business is fine.

J. Wendel: Okay, Jeff Wendel, General Manager of Carts and Parts in Union City, Indiana. 1035 N Columbia Street, Union City IN 47390. We have a lot, a lot of land, or a yard next to our

rental cage behind our property that we want to convert from residential to commercial. The reason for that being is we have to store longer carts in front of our building by the road and when we do have a lot of carts in it gets to be pretty tight up there then. That kind of blocks the view and it limits you if you're trying to turn on to that side street so we'd like to keep it as safe as possible around there. Take care of our neighborhood and so forth, so we like to take that yard and put gravel on it, fence around it and we can put about 70 to 80 cars back there, that will help that quite a bit. So, that's what we like to do is park golf carts on it, and keep that front of our property safer for the drivers and neighbors.

T. Chalfant: How does that land drain now?

J. Wendel: How does it drain?

T. Chalfant: I assume gravel will not change the drainage of that.

J. Wendel: It will not change the drainage at all. It will still be a flat piece of ground. As far as I know, course we never really use that, one of our business partners bought that house and the land so, it was a rental cage with golf carts then their yard and then their house. And Dan Lennartz and his company bought the house and the property and I'm not sure what they're going to do with the house yet, all I know is I've never seen the water stand there or you know, there's never been an issue there as far as I know.

A. Fahl: Any intentions on down the road in the future of building a building on it or anything like that?

D. Wendel: At the moment, we don't. Not at the moment. We have two out buildings. When we bought the property what's in front of that was gravel, so now the lot will behind that will be gravel now so. It's going to be more parking available to us.

D. Johnting: You can see in your picture, all the carts out front on the curve.

R. Abel: Are you going to move the carts mostly during hours of operation and it's not going to be like a night-time thing?

J. Wendel: You know Barbara and Eugene would get out there from 9:00 am to 6:00 pm and, we did that last year, and I didn't get home until 7:30. And that was a long day, and so this year we made it 9:00 to 5:30, and we didn't get home until 6:30, so we just said let's make it 9 to 5 and now we get home at 6 to 6:15 or so. We put enough hours in, we don't want to go too crazy. Much past five o'clock is our goal so, and maybe 6:00 o'clock at the latest. Yeah, we got things to do besides work twenty four hours a day, and we'd like to get out of there as soon as we can also, and enjoy some spare time.

R. Abel: What kind of lighting and security do you have there?

J. Wendel: Right now, we have cameras inside the building, and a few on the outside. The main security will be the fence, chain link fence and it'll be locked up, with the barbed wire on the top.

To be very honest Eugene had one car stolen in 12 years and knock on wood, we've got trailers out there and trucks and carts and parts and knock on wood, we've done had really good on not having anything taken in that area and have not had any theft as far as we know of.

R. Abel: Do you have lighting specifically for this area that you're going put up, or is there lighting there or?

J. Wendel: Good question, we have a quote to put up a couple poles and add lights, but we have not yet pulled trigger on that yet. We want to see how kind of, see how it looks at night time so we're not there or there at night time, but we want to make a point to get there and see if we do need to add lights of course we need to be careful and not to put too many lights up and shine in our neighbor's eyes, either you know. We do have a quote to put a couple poles up if we decided to go that route, but at the moment there is not, other than what's currently there.

President Calhoun: Any of the board members have any other questions? I would entertain a motion for a favorable recommendation.

W. Greer: I move that we go ahead with the vote on rezoning.

A. Fahl: Second.

President Calhoun: It has been moved and seconded to go ahead with a roll call vote.

D. Johnting: Don Calhoun, yes, Tom Chalfant, yes, Jim Hufford, yes, Bob Lahey, yes, Bryn Albertson, Terry Alfrey and Steve Hernly are absent, Amy Alka, yes, Adrian Moulton, yes, Will Greer, yes, John Reece, yes, Andy Fahl, yes, Tom Kerns, yes. Favorable recommendation and now this will go to the Union City City Council and their next meeting is the second Monday, I will let you know the date.

J. Wendel: Thank you everyone. Have a good night.

President Calhoun: Thank you. So I guess now we've got to wait until Union City gets here?

B. Lahey: Yeah, I haven't heard anything from Chad.

J. Welch: So are they on the way? It's been 15 minutes and I think it might be appropriate just to move to continue this until the next meeting. I think somebody should be here to tell us what they're doing and what the reasoning for it is before we just approve it?

R. Abel: Is somebody on the way or not?

B. Lahey: No, I just checked with Chad, and I haven't a heard response back from him.

J. Welch: That way they don't have to do any notices or anything.

A. Fahl: Okay, do we need a motion for that?

J. Welch: Yes. Roll call vote for the record.

President Calhoun: I make a motion that we table the TIF District meeting.

A. Fahl: Second.

President Calhoun: It's been moved and seconded to table the TIF District Amendment to next month. All those in favor say aye.

J. Welch: Do a roll call vote on that.

President Calhoun: Okay. Roll call vote.

D. Johnting: Tom Chalfant, yes, Jim Hufford, yes, Bob Lahey, yes, Amy Alka, yes, Adrian Moulton, yes, Will Greer, yes, John Reece, yes, Andy Fahl, yes, Tom Kerns, yes, and Don Calhoun, yes, and Steve Hernly, Bryn Albertson, and Terry Alfrey are absent. Motion approved.

President Calhoun: Okay, is there any other business we need to discuss at this time?

R. Abel: Well, I'd like to have a little short discussion on the sign ordinance that we have.

President Calhoun: Okay.

R. Abel: We had three variances yesterday, and it seems like everybody that comes in for a sign needs a variance.

D. Johnting: We already have one for next month.

R. Abel: Yeah, and the reason for that being is that our maximum square footage for a wall sign in commercial is ten square feet. Some of the ones we had examples last night like Dollar General and Dollar Tree, and obviously those signs are way over that. I think this one ended up being, I'm not sure exactly how much, but I think it was 143 square feet total. They said there was 93 square feet on the wall alone, which is obviously that's 80 square feet over there where we allow. So what we've been doing is scrambling here, and we've been looking at dozens of other sign ordinances. So the most reasonable ones I've seen actually do a multiplier. So that they're in proportion to the facade of the building. So they take the facade and they multiply it by a multiplier, so some of them are 1.3, some 1.5, some 1.75. And so forth. That's the basic ones I've seen. Other counties will do beyond that, a bonus number. So if you're in an area where the speed limit is 45 to 55, you get a 10% increase in that. If you're in a 55 up, you get 20, I can't remember 20 or 25% increase. And then above that, there's a second bonus. So, if you're 200 to 400 feet off the road, you'll get a 10 percent. 400 to 1000 you'll get 20%, and if you're over 1000 feet off the road, you actually get a 50% bonus. In all of those, I mean that makes common sense right? But further back you're trying to sell your product or name recognition. You want to see the sign. So all those make sense to me. And so I just plugged a few of these variances into those numbers and we wouldn't even have to have any variances plugging those numbers in. So, really looking for volunteers if people want to get involved in this besides me just doing the leg work

but, I mean, Debra has printed off the last 10 years of sign numbers, and so we've got dimensions of signs that are out there for the last 10 years, and so I can get on the GIS, figure out how long the building is and see what, plug these numbers in to see if everything is reasonable. So, the question is going to be if we start finding some that wouldn't fit, if we go out and look at those are we going to say, yeah, that could be smaller, it wouldn't affect their business or whatever, you know. I mean, some research has got to be done in this. We've tried, of course it's taken us a whole month to get this far, so it's just what time we have, but if anybody would like to get involved in that, we'd be more than willing to have somebody get involved in that with us. But right now I'm thinking this proportion makes the most sense. I've seen other ordinances... So basically our ordinance, the largest signs are allowed in industrial. And that's just the opposite of what I see in a lot of ordinances. It's because the commercial is the retail end, they're the ones that want to get out to the public and see a sign and come to me. You know, Walmart, Dollar General. But you take TOA or something, and the person driving down the road is not going to pull in there and buy something, right? All you want to know as a trucker is where you turn to get to that loading dock, right? Yeah. So, that made sense to me that, we got it kind of backwards here. Manufacturing doesn't need to be bigger. The commercial needs to be bigger. But for simplicity's sake, my thought was just make it all one size so we don't have to figure it ten different ways to Sunday. I think the simplest thing- so you take the commercial uptown, and some of those facades aren't going to be that long. And I even plugged in some of those numbers so. I've seen minimums and maximums on some of these numbers. So, even if you plug in say, you've got a 30 foot façade, the least we can restrict you to is 30 square feet. Even if the number comes out less, you're at least going to get 30 square feet. And then some of the ones I saw the maximum would be 300. But then on that 300, if you've got a faster speed limit, it goes up. If you sit further back, it goes up. So, that's just the 300 before the bonuses. So, somewhere you've got to limit it because you're going to get a factory or something that's 2,000 feet long and they're going to be allowed 700 square feet of signage, and that's just going to be ridiculous. So, somewhere you've got to put a minimum and maximum on it. That's kind of what we're leaning towards now, is those figures. So far I've tried it with the 1.5 as a multiplier, because that was kind of in the middle, there's 1.3, 1.5, 1.75, and 1.5 seems to be working, and I'm not sure if the 1.3 might work if you put the bonuses on it. That's just something we're going to have to look at. If somebody else can look at other stuff, and come up with other ideas, have input, we're certainly very open to having input to all of this. So, I guess I won't put anybody on the spot but if anybody wants to volunteer, come see us.

A. Fahl: I want I want to ask you some questions.

R. Abel: Yes.

A. Fahl: Because I've tried to follow here what you said. So when you have the mile per hour bonus and a setback bonus, were those together in same county?

R. Abel: Yes.

A. Fahl: Were they one or the other, or were they together? So in other words, did a county have both those, both sides.

R. Abel: So if you have 100 square feet and you had 45 mile an hour bonus is was 110 and if you had the 110 and then you had another setback of 200 feet, it would be 120.

A. Fahl: Do you remember what county that was?

R. Abel: Uh, I can tell you, hang on a minutes. It is in this notebook I think. Porter County.

A. Fahl: Do you know where that's at?

R. Abel: Not for sure.

A. Fahl: Are we currently okay on height?

R. Abel: I think the 15 feet is reasonable. I don't know of any sign that I've seen going down the road. I mean, I pulled off at Symmes Center Drive the other day because we're looking at Reid and stuff, and you're pulling out there to you know, the Marathon station and you see this nice sign at 15 feet, it's got the gas prices and everything, and you go, oh yeah, Marathon.

A. Fahl: Are we okay currently on residential?

D. Johnting: Ooh, yeah.

R. Abel: We don't want to touch that I don't think.

A. Fahl: So we're okay, then.

R. Abel: I think we're okay there.

A. Fahl: Untouchable, we're fine.

R. Abel: I think that's kind of the reason we got in this.

D. Johnting: We don't even go there.

A. Fahl: Okay, that's fine, yeah. So obviously in Randolph County we have nothing over 55 mile an hour.

R. Abel: Yeah.

A. Fahl: As far as the speed limit side, and then whatever setback somebody has.

R. Abel: Check, and some of them did it on road frontage. So the road frontage of your lot gave you a cumulative number, so you could add up your pole sign and your wall sign and it couldn't go over this. And they put a multiplier on the road frontage. But then you go and look at a place like Orscheln, they've got like 60 foot road frontage. At the building it's 700 feet across the lot.

But the road frontage. So I kind of think, wait, that's something else we could think about, is how road frontage with where it is.

A. Fahl: Well, I've always used the 4H sign as an example that you've got a ton of road frontage there, and they've got to time that sign so their message gets read at 55 or 60 mile an hour. And I'm sure there's an equation for that, that it can only be on for so long. That's an electronic sign.

R. Abel: Yeah.

A. Fahl: So then if you go to a billboard type sign, how much information do you put on that sign and expect to be read in that three seconds you have to go drive by?

R. Abel: Yeah, and how big do the letters have to be legible at 1000 feet or 200 feet or?

J. Hufford: We can only judge the size of the sign, not size of the letters and stuff?

A. Fahl: But you're asking for help, but if we adopt something that were currently good in the counties. That's what you're after, right? You want to adopt something that won't create a lot of violators.

R. Abel: Well, you'll be grandfathered anyway, but I'm saying, if I go down and I drive down say past Dollar General and some of these others and I'm thinking that looks normal to me, it looks like a good size, it doesn't look, you know, ugly. I'm thinking then if we did a sign ordinance that meets those standards it would be fine. I'm not saying I want every sign in the county to meet what we do.

T. Chalfant: I think would be helpful if we if you could go measure certain ones and we could look at them and we could visualize, this one meets this criteria and this one doesn't, and what's Walmart and what are the specs on them?

D. Johnting: One of our variances last night was for a wall sign that was higher than 15 feet, it was about 20 feet, up over the door. Because they had built, or they were going to build more of a façade up above.

R. Abel: The decorative façade on the front of the building that went up above twenty some feet. It's just an architectural feature.

D. Johnting: I don't know that they would have been given it for a pole sign, but it seemed appropriate because of the design of the building to go up over the door. We can't leave the BZA in a position of trying to decide what the APC would want to change it to, because we didn't really do this code. This was done when the whole thing was revised and we didn't have anything to do with it so the representatives at the APC that are on the BZA can't really say, well, this is why we did this and this is why we did that, because they didn't do it.

A. Fahl: So as a suggestion, just talking out loud, why can't you print us some type of criteria that you'd like to have examined? And we've got people from every district of this county. Why

can't we just divvy up. You guys take Union City, John and I'll take the Lynn area, why can't we just go east to the west, Adrian is to the west, why can't we do that?

R. Abel: That'd be fine.

A. Fahl: If you give us something, and say hey go look at this, check it off or whatever.

D. Johnting: The best thing to do is to say, this is our ordinance, this sign is already out there, but this is what they want they want, would it fit into our ordinance today? To plug existing signs into this and see how far off we are.

R. Abel: Are we going to be able, to have the capability of actually you want to go out and measure the sign like to try to decide is it 15 foot tall or? I mean that would be good.

A. Fahl: Yeah, that's the idea.

R. Abel: So, on our applications we have a lot of it. It said this sign is 15 feet or this sign is whatever. So we'll be able to tell you how tall the sign is. And then say would it look bad five feet shorter or do you think that would affect it if that's what we decide on is 15 foot maximum, you know. So we could do that. Like I said, she's got a big list. I haven't even started through it and I don't even know how long it's going to take to get through it. Wow, we've got a lot going on.

J. Hufford: You know you've got signs like at areas where there's multiple businesses and they put one sign out front with multiple things on it, so does that count as one sign or is it for each business?

R. Abel: So, on multiple tenants each tenant is usually allowed so many square feet on that ground sign that sits out front. So, the ground sign has a maximum size by the sum of, some of them do it by the square foot in the buildings, some of them do it by the facade. So like there's so many ways of doing this.

A. Fahl: You just mentioned a list that you had to go through? What type of list, business list?

D. Johnting: It's a list of our permits people have gotten, so we can say this sign is X amount tall, X amount square foot.

R. Abel: So we can go back to 2010, and see that the Dollar General in Losantville put up a sign.

A. Fahl: If you needed to, you could just divide those off by Parker City, Union City and so on, and assign them accordingly, John and I could split them up for whatever you know.

J. Reece: I'll hold the ladder.

A. Fahl: Teamwork, there we go.



R. Abel: A lot of it can be done on GIS because the facade you can just get on the GIS and measure it. And if you don't know the sign size, really what you need is just eyes on to say you know because we can say it meets the criteria or it doesn't and you can go out and say, yeah, I can see where that's a little big or that's, you know, could be bigger or.

D. Johnting: Plugging it into the ordinance really helps see whether it would be allowed.

A. Fahl: So I guess if we implemented this I guess in my mind I'd want some kind of formula or something on paper that I could drive up to the truck stop sign and say you know, this does or does not meet this formula. So basically, you're still looking for problem child's in the county then?

R. Abel: Not really, because this won't affect anybody that's already got a sign.

T. Kerns: The biggest thing in our ordinance right now is that almost every sign has to go to the BZA because the code is just too small.

J. Hufford: Companies that come in here that have standard sized signs that they put on their buildings and we're telling them no, you can't do that.

R. Abel: Well, the funny thing about that is they say standard size, but we've got the same company coming in two and three times and the signs are different sizes. You can size the sign to the building.

J. Hufford: But you see McDonald's and most of them are all the same or like Casey's...most of them are almost always the same thing. They're almost always the same thing in every town I've ever went through.

D. Johnting: And then, I have a question for you to think about, we had a complaint on sign that was electronic and the dimmer had broken. So it wasn't dimming at night, and it was flashing bright pink, bright whatever, all night long. So, we go back to the permit, and it was supposed to have been brick with the letters you attach by hand. It was not supposed to have been that sign in residential. So in the course of this, people who have gotten disgusted with the sign ordinance have just gone ahead and done it. What we do about them?

J. Hufford: Now some of the electronic signs are informational signs.

D. Johnting: We have a picture of what this was supposed to have looked like. Then they bought an electronic sign from a company I think someone in Union City bought from them too. Their signs broke, they've left the area, there's nobody with parts. Nobody could fix them, and I think somebody in Union City had that happen to them too. And they couldn't dim it.

A. Fahl: Well, it sounds like they're in violation of their permit.

R. Abel: Technically, I think our ordinance says no animated, moving signs.

D. Johnting: I think every animated sign should have a variance.

R. Abel: And I see other ordinances, so if you have, they call it changeable copy, so you've got the one where you take the letters and plaster it up there and they allow those. And some of them say no electronic changeable copies, and then, which makes no sense to me, because if you're going to allow changeable copy, what's the difference if it's an electronic or a plastic letter, right? So, so those, a lot of those other counties will then say changeable copy, but you can't change the copy more than once in you know, 8 hours, or 4 hours or whatever. So you get the same effect as the changeable copy, but you're not animated, you're not flashing, you're not moving. So they will allow a changeable copy that's just electronic and it's lit. But they put a time limit on it. I mean I don't know, you know it's kind of up to what you think the people in the county would like or not like? We had one last night at Reid they okayed the variance for one, you know, I'm not too worried about what Reid's going to do. You go by some of these schools and they've got all these wild colors and bright lights and neon stuff flashing. I think that's very distracting, and I wonder if there's not a little liability involved in that. If there's wrecks that go on. But you know? Somebody like Reid, I'm not too worried about them. They passed that last night. And I think they were saying they were just going to put informational stuff on it, and you know, and it's on Symmes Center Drive, you're going 20 miles an hour.

D. Johnting: And there's no residences.

R. Abel: If you're not, I suppose there's a narrow road, but there's no residences, it's all in commercial manufacturing area, you are not on a highway, something like that I could see a variance for that. But you know, I, so that's something we might want to discuss later. What do you think about changeable copy and these electronic signs and stuff? I know you probably like them because they've got them at the school.

T. Kerns: The current electronic signs are out of ordinance then, they're not within the ordinance?

R. Abel: No, you have to have a variance for them.

D. Johnting: They're legally established for the most part, this one was not, but legally established nonconforming and they can be there forever.

A. Fahl: Any issue in the ordinance with temporary signs?

R. Abel: I think temporary in commercial is probably about the same thing. For what you are using a temporary sign for is probably not going to need to be that big anyway.

J. Hufford: The only temporary signs you're probably going to see is these little yellow ones that they can pull around and they put the letters on and advertising something or a flatbed semi with a big sign on the bed advertising something for a weekend or something.

T. Kerns: I have seen some of those creatable banners that can be pretty good size.

R. Abel: Yeah. The banners can be, so changeable copy, drive ups even are listed in some of these ordinances. They also limit a window, like 30% of a window can only be used and only, and that adds into your maximum allowed wall signage. So if you're right at your wall signage on your big sign, no window signs then.

J. Hufford: How about Merry Christmas lights?

R. Abel: Yeah, and Christmas lights and stuff don't count, And some of the communities actually have areas where you can put up the banners and temporary signs. So I mean, I'm not sure we want to go in that much detail now until the UDO comes out and maybe we can address it again. I think we really just want to fix this 10 square feet in the commercial.

A. Fahl: So, with the temporary signs I'm talking to push in my hands, fake signs, garage sale, that kind of stuff, is there anything, I'll get specific. Property DYMO, fast Internet, it's a company you've never heard of, it's been there for eight months. Eventually, it's going to blow over, you know, and Andy's going to pick it up. We've all done it. Well, that's probably one of pet peeves I have about the temporary, you know, Adrian's having a three day garage sale and they plaster 20 signs and then don't pick any of them up.

R. Abel: Yeah, I don't know if I already said this or not, but, a lot of what I've read says five days before or seven days after and if they're not gone, I guess we can go pick them up and put them in the trash. They don't require a permit, but, it's kind of like, if you really want to control them, make them do a permit, but we don't have the time or manpower to do that.

A. Fahl: We've all seen the "I buy houses" signs and you know they get plastered 50 of them, you know somewhere, and people you've never heard of and blah blah blah.

D. Johnting: My pet peeve was that babysitting sign on south 27. It was on a stake and it was all curled up and scrawled in magic marker and it was legal because it was an in home business. And it was out there for months.

R. Abel: I mean, you can put all kinds of things in ordinances, but if we don't have the manpower to enforce it, you're wasting our time. Especially if you start making them come and get permits, good grief.

W. Greer: Even the state highway doesn't have any teeth as far as breaking ordinances and signs on even. I called them up several times about a sign in Parker, and they're like we could send letters or certified mail telling them to move it, but they actually don't have any teeth behind the ordinance, they can't actually do anything about it.

R. Abel: I don't know Susie still finds them.

D. Johnting: Who did you call? I got a lady.

W. Greer: Susie, I think. Susie, yeah, she sent several certified letters to individual Parker but that's all she could do.

D. Johnting: Oh my gosh, she fought with a couple people in court when she had all the signs taken down around here. Over tiny little signs that didn't matter at all.

R. Abel: And the meat market people, they had just bought Randolph County meats.

D. Johnting: Hough meats. And they had to take their brand new sign down out of the field. After they had just started their new business. I'm really surprised, she's a bulldog.

W. Greer: She just sends letters and the person picks them up, doesn't respond, doesn't move the sign, and I call her back, but she says you can just keep doing that, there's no actual teeth that's behind the ordinance. There's no consequences that's to anyone's actions. They can't do anything about it basically is what she said. She said go ahead and take it down yourself. You're within your right to take it down, if you don't get shot in the process.

J. Welch: We can site people in under our ordinance. Send them a letter, if they don't take it down, we can site him into court, but it turns into a pretty big process then for what's its worth.

D. Johnting: We can divvy it up, each take a part.

President Calhoun: That sounds like a good idea.

W. Greer: I will be happy to help around the Parker area. And anything around there. I've got plenty of time.

R. Abel: I think what we'll do is we'll copy the Excel sheet, and we'll just everybody all of it. And then you can pick and choose which one you want to look at. Now, does everybody have access to the county GIS map on your computer, you've all been on that and know how to use it? I'll send you that link. Yeah, but it's got a measuring tool so you can bring up the property and you can measure road frontage, you can measure how far back from the right away it is. You can measure the front of the store. So you can do all that too.

W. Greer: We've got a nice example in Parker, but we have a new, it used to be an old run down gas station there, they put it a new facade on it, with a barbershop and it's a really good example for what looks great. I'm not sure it's within the parameters of your signage, but...

D. Johnting: I don't know, they didn't get a permit for it.

W. Greer: Well, you can't count on that but it really looks nice.

D. Johnting: So, I can't tell you the size...it can still be used as an example, ask them what size their sign is.

W. Greer: It's not very big, probably 3 foot by 10 foot.

R. Abel: You're allowed more in a residential area.

D. Johnting: I called to see if it was a typo.

R. Abel: And there are some cities that have it that restrictive. I've seen it, but I don't think that fits Randolph County. Not even close so. I don't know who had the time to go out and enforce all that. Anyway, so we'll do that. We'll send out this Excel file. It will have all the addresses on there and have the signs and have it with who the owner is and look it over, and make sure the measurements are on it. Some of them may not have the measurements so you may have to go out and maybe you can just report back and say it's approximately a 10' x 5' or whatever. And kind of go that route. So, what I'll probably send you out is the 1.5. That seems to be in the middle, and I will put the two bonuses in there, and just see what you think.

T. Chalfant: How do you compute the bonuses if it's 10% then you get 1.65, and then you multiply that on again?

R. Abel: So first thing you would figure. So say the frontage is 100 feet. So the 1.5 is going to give you 150 square feet. So if you get 10% bonus on the speed limit, that's going to be 15 feet extra, 15 square feet extra, and then if you get another bonus for being 200 feet back, that's another 15. So it's going to be 100. Yeah, it's going to be the 30 plus the 100 and 180.

T. Chalfant: So they're not compounded

R. Abel: No, they're not compounded, you don't figure it, and then figure it again. You just figure it on the same number. Then just add each one in.

T. Chalfant: You are not a bank.

R. Abel: No, no, we're not compounding interest. And I really think from what I've been just looking at in some of this, I bet you could go with the 1.3. And be perfectly well. Just kind of look at it and see. It's all proportion, right? So that's what we're looking for.

President Calhoun: Anything else that anybody has for this evening?

R. Abel: And we'll try to get that done before the next meeting.

A. Fahl: I move to adjourn.

T. Chalfant: Did you see the gentleman who came in with some kind of notice.

President Calhoun: Sir, Did you have something that we need to discuss?

J. Brantingham: No, I just want to find out the result of the..., I was told some wrong information about when and where this hearing was taking place. I should have read the letter. So that's my fault, I trusted someone else. And that bit me in the butt. So I was not here for the other meeting. I live at 321...My name is Joel Brantingham, my address is 321 Fairfax Avenue, Union City. And I want, yeah, I just like to find out the result of that decision of the zoning board, on the property behind me.

D. Johnting: Well, we made a recommendation. That recommendation will go to the Union City City Council on the second Monday of October. They'll have a City Council meeting and they will make the final decision. And you'll be allowed to speak if you want to go to that meeting.

J. Brantingham: Well, I don't wish to speak, and I know it's too late now, anyway. So was it a positive?

D. Johnting: It was it was a favorable recommendation to rezone. But they'll take that into consideration and also comments from the audience.

J. Brantingham: Okay.

D. Johnting: So they actually make the final decision. So, you can still speak if you'd like at their meeting.

J. Brantingham: Okay, I will do that. Thank you.

President Calhoun: It has been moved and....

T. Kerns: Second.

President Calhoun: Seconded to adjourn. Thank you everyone for coming.

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President, Don Calhoun

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Vice President, Andy Fahl

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Recording Secretary, Debra Johnting