



Legislation Text

File #: O-220-19, Version: 1

Zoning & Planning Committee

Changing the zoning maps attached to Part 11, Planning and Zoning, Toledo Municipal Code, for the property located at 5901 Airport Highway, in the City of Toledo, Lucas County, Ohio; and declaring an emergency.

SUMMARY & BACKGROUND:

An application (Z-1002-19) for a proposed change in zoning for the property located at 5901 Airport Highway, Toledo, Ohio, was submitted to the Toledo City Plan Commission for its review and recommendation.

On March 14, 2019, the Toledo City Plan Commission recommended approval of the request for a zone change from “RS12” Single Dwelling Residential and “RD6” Duplex Residential to “IC” Institutional Campus for the property located at 5901 Airport Highway, Toledo, Ohio.

The City Council Zoning and Planning Committee on April 17, 2019, reviewed the request for a zone change from “RS12” Single Dwelling Residential and “RD6” Duplex Residential to “IC” Institutional Campus for the property located at 5901 Airport Highway, Toledo, Ohio.

NOW, THEREFORE, Be it ordained by the Council of the City of Toledo:

SECTION 1. That the zoning maps attached to Part 11, Planning and Zoning, Toledo Municipal Code, are hereby authorized to be revised by changing the zone districts of that part of the City of Toledo more fully described as follows:

LEGAL DESCRIPTION

FOR

ST. JOHN’S JESUIT HIGH SCHOOL & ACADEMY PROPERTY

A parcel of land being part of the Southeast quarter (1/4) of Section Fourteen (14) Town Two (2) in the United States Reserve in the City of Toledo, Lucas, County, Ohio.

Beginning at the intersection of the westerly line of said Southwest quarter (1/4) of Section Fourteen (14) with the centerline of Airport Highway;

thence in a northeasterly direction along the said centerline of Airport Highway, having an assumed bearing of North twenty-three (23) degrees, zero (00) minutes, thirty-three (33) seconds East, a distance of zero and ninety-five hundredths (0.95’) feet to a road point delta, said point being State Highway station 564 + 90.03;

thence North seventy-five (75) degrees, twenty-two (22) minutes, three (03) seconds East along said centerline of Airport Highway, a distance of one thousand two hundred thirty-seven and sixteen hundredths (1,237.16’) feet to a point of curve to the left or East;

thence in an easterly direction along said curve, having a delta of zero (00) degrees, forty (40) minutes fifty-five (55) seconds and a radius of one thousand two hundred seventy-six and seventy-nine hundredths (1,276.79’) feet, an arc distance of one hundred forty-six and ten hundredths (146.10’) feet, more or less, to the intersection of the westerly line of the said East half (1/2) of the Southwest quarter (1/4) of Section Fourteen (14);

thence South twenty-six (26) degrees, fifty-five (55) minutes, thirty-two (32) seconds East along a line, a distance of seventy-one and forty-six hundredths (71.46’) feet to a point, said point being on the southerly right-of-way line of said Airport Highway and the

westerly line of Bernath Village Plat I;

thence continuing South twenty-six (26) degrees, fifty-five (55) minutes, thirty-two (32) seconds East along the westerly line of Bernath Village Plat I, a distance of thirty-four and two hundredths (34.02') feet to a point on the centerline of Good Ditch and the westerly line of Bernath Village Plat I;

thence in a southeasterly direction along said centerline of Good Ditch and the westerly line of Bernath Village Plat I are the following described courses:

thence South thirty-seven (37) degrees, twenty-eight (28) minutes, thirty-one (31) seconds East, a distance of one hundred and seventy-two hundredths (100.72') feet;

thence South thirty (30) degrees, three (03) minutes, thirty-four (34) seconds East, a distance of one hundred and one hundredths (100.01') feet;

thence South twenty-seven (27) degrees, forty-six (46) minutes, twelve (12) seconds East, a distance of one hundred and thirteen hundredths (100.13') feet;

thence South thirty-one (31) degrees, twelve (12) twelve minutes, twenty (20) seconds East, a distance of one hundred and one hundredths (100.01') feet;

thence South twenty-five (25) degrees, twenty-nine (29) minutes, twenty-three (23) seconds East, a distance of one hundred and forty hundredths (100.40') feet;

thence South twenty-seven (27) degrees, forty-six (46) minutes, twelve (12) seconds East, a distance of one hundred and thirteen hundredths (100.13') feet;

thence South twenty-three (23) degrees, fifty-five (55) minutes, twenty-three (23) seconds East, a distance of one hundred and eight hundredths (100.08') feet;

thence South thirty-eight (38) degrees, twenty-eight (28) minutes, fifty-five (55) seconds East, a distance of one hundred two and ninety-eight hundredths (102.98') feet;

thence South thirty-nine (39) degrees, thirty-two (32) minutes thirty (30) seconds East, a distance of three hundred and seventeen hundredths (300.17') feet;

thence South thirty-one (31) degrees, fifty-five (55) minutes, nineteen (19) seconds East, a distance of fifty and forty-five hundredths (50.45') feet;

thence South thirty-three (33) degrees, twenty (20) minutes, twelve (12) seconds East, a distance of one hundred two and forty-nine hundredths (102.49') feet;

thence South forty (40) degrees, fifty-six (56) minutes, sixteen (16) seconds East, a distance of forty and zero hundredths (40.00') feet;

thence South twenty-three (23) degrees, twenty-two (22) minutes, thirty-five (35) seconds East, a distance of one hundred twelve and eleven hundredths (112.11') feet;

thence South two (02) degrees, thirty-nine (39) minutes, forty-one (41) East, a distance of forty-five and zero hundredths (45.00') feet;

thence South fourteen (14) degrees, sixteen (16) minutes, thirteen (13) seconds West, a distance of two hundred twelve and zero hundredths (212.00') feet;

thence South four (04) degrees, thirty-two (32) minutes, thirty-eight (38) seconds West, a distance of sixty and zero hundredths (60.00') feet;

thence South nine (09) degrees, forty-six (46) minutes, thirty-nine (39) seconds East, a distance of fifty-four and seventy-one hundredths (54.71') feet;

thence South forty-seven (47) degrees, ten (10) minutes, seventeen (17) seconds East, a distance of forty-nine and ninety-seven hundredths (49.97') feet;

thence South thirty-six (36) degrees, eleven (11) minutes, fifty-six (56) seconds East, a distance of sixty-six and zero hundredths (66.00') feet

thence South sixty-nine (69) degrees, fifty-three (53) minutes, thirty-six (36) seconds East, a distance of one hundred sixty-five and zero hundredths (165.00') feet

thence South thirty-one (31) degrees, thirty-five (35) minutes, fifty-one (51) seconds West, a distance of seventy-five and zero hundredths (75.00') feet;

thence South one (01) degree, fifty-one (51) minutes, one (01) second West, a distance of one hundred thirty-three and twenty-one hundredths (133.21') feet to the South line of Section Fourteen (14);

thence South eighty-nine (89) degrees, fifty-two (52) minutes, fourteen (14) seconds West along the southerly line of Section Fourteen (14), a distance of nine hundred fifty-six and sixty-eight hundredths (956.68') feet, more or less, to a point on the westerly line of the East half (1/2) of the Southwest quarter (1/4) of Section Fourteen (14);

thence North zero (00) degrees, five (05) minutes, sixteen (16) seconds East along the said westerly line of the East half (1/2) of the Southwest quarter (1/4) of Section Fourteen (14), a distance of eight hundred seventeen and one hundredths (817.01') feet, more or less;

thence South eighty-nine (89) degrees, fifty-nine (59) minutes, two (02) seconds West, a distance of one thousand three hundred thirty-five and thirty-four hundredths (1,335.34') feet to the West line of Section Fourteen (14), said West line also being the centerline of Holland-Sylvania Road;

thence North zero (00) degrees, fourteen (14) minutes, forty-two (42) seconds West along the centerline of Holland-Sylvania Road, a distance of eight hundred thirteen and zero hundredths (813.00') feet to the intersection of the centerline of Holland-Sylvania Road with the intersection of Airport Highway, said point being the Point of Beginning.

SECTION 2. The Secretary of the Toledo City Plan Commission is hereby authorized and directed to make the said change on the original zoning maps.

SECTION 3. That this Ordinance hereby is declared to be an emergency measure and shall be in force and effect from and after its passage. The reason for the emergency lies in the fact that same is necessary for the immediate preservation of the public peace, health, safety and property, and for the further reason that the Ordinance must be immediately effective in order to provide for the orderly regulation and use of the property and to protect the land value in the area.

Vote on emergency clause: yeas _____, nays _____.

Passed: _____, as an emergency measure: yeas _____, nays _____.

Attest: _____
Clerk of Council

President of Council

Approved: _____

Mayor