

MINUTES
REYNOLDSBURG BOARD OF ZONING
AND BUILDING APPEALS
JUNE 17, 2010
6:30 P.M.

A. CALL TO ORDER

1. ROLL CALL

Members Present:	Mr. Lucas Haire Mr. David Stoffel Mr. Norman Brusk
Members Absent:	Mr. Patrick Feeney Mr. Anthony Rettke
Others Present:	Mr. Matthew Hansen, Planning Administrator

2. APPROVAL OF MINUTES OF MAY 20, 2010 MEETING

Chairman Brusk: We'll approve the minutes as written.

3. APPROVAL OF AGENDA

Mr. Brusk: Are there any changes in the agenda?

Mr. Hansen: No.

Mr. Brusk: No. Okay. Then we approve the agenda as written.

4. SWEARING IN OF SPEAKERS

(Mr. Brusk administers the oath.)

5. PUBLIC COMMENT

Mr. Brusk: Is there any public comment from the public out there? (No response.) No public comment. Okay.

B. UNFINISHED BUSINESS

Mr. Brusk: We have none.

C. NEW BUSINESS

1. VARIANCE APPLICATION, 331 FALLRIVER DRIVE, REYNOLDSBURG, OHIO: REQUESTING A VARIANCE FROM ZONING CODE SECTION 1175.06 (a) OF THE REYNOLDSBURG ZONING CODE TO REDUCE THE REQUIRED FRONT YARD SETBACK FROM 30 FEET TO 25.3 FEET. CONTACT: WILLIAM FANNIN BUILDERS (69-ZV).

Mr. Brusk: I do want to just make mention that we only have three members, voting members of the Board today, and you would need the approval of all three. If you feel that that might not be to your advantage or to your detriment, you may either table it for today or – I guess that's – or go forward with it. Thank you. Would you please approach, speak your name and address and give us little bit of what you're asking for.

Mr. Bill Fannin: Good evening. My name is Bill Fannin, Jr. with William Fannin Builders.

Mr. Haire: Matt probably has a quick description.

Mr. Brusk: Are you going to do something first?

Mr. Hansen: I can if you would like me to.

Mr. Brusk: Yeah. Usually we go through what the issues are so if you would.

Mr. Hansen: All right, just a quick summary on this. The variance is for a front yard setback, reducing the required setback from 30 feet to 25.3 feet. There's the lot. All adjacent zoning is R-3 for single family residential. Proposed is a new single family residential house. It's two-story with a first floor master suite. And so this has resulted in a larger overall building footprint for this first floor master suite. If you look here, you see that the lot has a number of challenges to it. One being a 100 foot utility easement shown in the shaded red and that's the overhead wires that run in the rear yard of the lot. Also the lot is one of the narrower lots in this neighborhood compared to adjacent lots and so this also makes it more difficult. If you see, the dark red line is the proposed setback and the blue is approximately the 30-foot setback. Just running through the considerations for an approval of this variance, the setback is not injurious to the area or a detriment to the public welfare. There are adjacent lots in this district with comparable building footprints that have setbacks that are less than 30 feet. The variance allows for a single family house which is permitted in this district. The utility easement could definitely be thought of as a special circumstance to have a practical difficulty for this variance and so a strict application of the code would necessitate a variance. The minimum variance of 4'8" seems reasonable considering other adjacent lots have similar setbacks. It will not impair light, air, cause safety issues. And because there's a grade separation along this area, you can see there's a rise in the hill, the setback probably will not be perceived as greatly as another setback would. Also the adjacent houses, they all have varied building facades, so it's not one equal setback along all of

the properties and so that definitely helps diminish any visual impact that the variance may cause.

Mr. Brusk: Is the setback encroached for the full house or is there—

Mr. Hansen: It's only—

Mr. Brusk: --is that a part of it?

Mr. Hansen: Partial. The garage would stick out.

Mr. Brusk: Is that the only part that we see?

Mr. Hansen: And that's the only part that would need the setback variance.

Mr. Brusk: Are there any questions? You're not going to have a lot to speak on here, Mr. Fannin.

Mr. Fannin: I just want to thank the members of the Board for hearing me tonight and it's been awhile since I've been in front of this group. It seems to have shrunk and the faces have changed a little bit since the last time I've been here, which I think it's been eight or nine years. To give a little background about the community and us, we've built every house in the community in Crystal Lake. In the past when the market was a little bit better, I was able to obtain some variances but most of the houses are custom-built. We were fortunate enough to have this particular prospect come along. They looked at another house in the community and when they approached me, you know, they liked the lot. And because of this easement in the back, it just really creates some challenges from a sales standpoint and also from a building standpoint. These people, they kind of fit the demographic of the neighborhood which is more of an empty-nester demographic. They came to me, you know, hey, the kids are off out of the nest, so to speak, and they wanted a first floor master and I just couldn't – we sat down and designed – you know, we do all this upfront work to try and get the thing put together and there was no way I could get the footprint on the house. And I have familiarity with AEP's requirements and in the past when I came and received variances from the City, I was able to push the – push-back for the rear yard. I obviously couldn't do that because of the utility in this case, so. And I also want to thank the staff for their guidance through this process and their willingness to work. It's been nice to work with them, so with that, if there's any questions. Thank you again for the opportunity.

Mr. Brusk: Do we have any questions, any further questions?

Mr. Stoffel: Mr. Fannin, if you sell this lot and you get the house built will you be able to remove your marketing sign at, I guess, it's Rodebaugh and Waggoner?

Mr. Fannin: Oh, is that part of the request?

Mr. Stoffel: I just—

Mr. Fannin: It would be the last lot, so sure.

Mr. Brusk: We've got you down on record.

Mr. Haire: I'll move that we approve Item C-1, variance 69-ZV.

Mr. Brusk: I'll second.

(Mr. Hansen called the roll. Mr. Haire voted "yes." Mr. Stoffel voted "yes." Mr. Brusk voted "yes.")

Mr. Brusk: Thank you very much. I do want to say that I'm glad that you said that you looked at every which way to try to fit it in, which means you made a valiant attempt at it. And we do understand that the problem with the huge setback of the huge area that you can't work in. Be careful with the overhead wires when you build, okay?

Mr. Fannin: Right. With all honor and respect, I hate to tell you but the last thing I want to have to do is approach this Board, so yeah, I really do – we do look at everything we can do and so thank you very much for your willingness and good luck to you guys.

Mr. Brusk: Good luck to you. Is the house sold already, the lot contingent on this?

Mr. Fannin: (speaking off mic)

Mr. Brusk: Great.

Mr. Fannin: I'm headed out there to these people now.

Mr. Brusk: I assume that the neighbors will be happy to get rid of an empty lot that must be a—

Mr. Hansen: I did receive a phone call from a happy neighbor, mainly because he was glad to see the snow stop flowing in from the vacant lot onto his driveway.

Mr. Haire: Well, good. Everyone's happy.

Mr. Fannin: Thank you.

2. VARIANCE APPLICATION, 6535 E. MAIN STREET, REYNOLDSBURG, OHIO: REQUESTING A VARIANCE FROM ZONING CODE SECTION 1195.11 (b) OF

THE REYNOLDSBURG ZONING CODE TO PERMIT CHANGEABLE COPY ON A GROUND SIGN. CONTACT: GENE P. JOHNSON (70-ZV).

Mr. Hansen: All right. Just a little background on this. This variance is requesting changeable copy for a proposed ground sign. Here is the new business, West Shore Pizza, which is opening soon. I actually had a slice of pizza today. Here is the base of the proposed monument sign. This sign was removed when Massey's Pizza vacated the property and relocated to Main Street. They took the changeable copy sign with them and at that time changeable copy signs were not in violation of the zoning code, so they were allowed to move that sign onto their location. So this new sign that would go in this location would need to meet the current zoning code in which the Community Commercial Overlay specifically does not permit changeable copy signs in an effort to enhance the Main Street corridor's appearance by eliminating that changeable copy. The Design Review Board approved two options of the sign already with a condition that if the changeable copy variance was allowed that this sign would be granted and, if not, they have an alternate design already approved. Here's the site. The zoning district's Community Commerce and all adjacent zoning districts are the same zoning. Just running through the considerations, the variance would allow a type of sign that was specifically excluded from the Community Commercial Overlay in an effort to enhance the appearance of the corridor. The use of a restaurant is conforming to the zoning district, so that's not really an issue. The applicant still needs to convey a hardship to the Board for grounds of approval to allow a changeable copy sign and it's not really evident if there's any special circumstances relating to the site itself that would necessitate allowing a changeable copy sign. The variance requested does not necessarily negate the use of a restaurant at this location considering restaurants along Main Street and in the Community Commerce District. Some of them don't have changeable copy signs as they exist. No other business would be permitted a changeable copy sign, so allowing it here could be seen as a special privilege and then we do not regulate window signs, so that could be an alternate. Well, we regulate window signs, but we don't regulate changeable window signs, so that could be a means -- an alternate method to the changeable copy.

Mr. Brusk: Could you show the two signs again? That's the one and then the one that they want? Truthfully, I like the second one a lot better. You understand—

Mr. Gene Johnson: I think it's important to make it clear. Number one, I support our development of our sign, our building department, all of our sign issues. I totally believe in requiring variances on situations like this or a lot of other situations so that we can at least control the quality of a tenant that goes in there. This -- I've handled this property now for 30 years, I guess, and Massey's Pizza was in there right up until just recently. That sign which was put in, the Massey's sign, which is identical to this one is now in place right down the street here on Main Street. That was supposed to stay. That was property of the owner. They ended up, unbeknownst to me -- Jimmy Joseph, the son of the former owner and who lives in Florida, let them -- they've worked out a little financial deal and he ended up taking the sign down the street. Had that stayed, we wouldn't even be here tonight. That was supposed to be there, exact same

size, everything. Matt mentioned that there are, I think he said four restaurants. They're not restaurants like this by any means that don't have a changeable copy. There are 15 or 16 others that do have changeable copy including on both sides of us, the DQ and the Crown Sports Bar and a whole bunch of others. I agree with allowing a Special Exception routinely for the gas stations and their changeable copy. They have to change prices many times, several times a day. I also support and agree what the variances that were granted to the drug stores with their changeable copy. I think that's important to land those and I've not done those CVS and Walgreen drug store deals. I'm proud of them and I appreciate the cooperation we had in granting variances. This particular one, I think it's better than a no harm no foul. I think the sign should have stayed there and we wouldn't even be having this discussion. The sign that was moved had identical dimensions, had the letterboard, the same thing at the bottom. We would very much like to be able to have line-of-sight features that we can use. Putting it in the window of the store does not cut it by any means. Drivers don't look off to look at the windows very much and we really don't want them to. We want them looking right along the curb. I really think, because I'm not so concerned, as Matt mentioned, that this might be considered a special favor kind of thing. I don't think so. I think this is the variance that should be granted as long as the signs are well maintained. I have changeable copy on my sign. I use it very discriminatingly. We don't change it very often, but it is a real tool for our business. I think changeable copy is very, very important as long as it is within the confines of our dimensions. I really appreciate your consideration on this because—

Mr. Brusk: Gene, I have a lot of problems with changeable signs. We've gone through and we've done variances and, oftentimes, I've been on the negative side of them so I just want you to know that.

Mr. Johnson: Right.

Mr. Brusk: The problem isn't that – I mean, I don't see a compulsive need to have things changed on those type of signs. I don't see that it's a huge advantage to the restaurant, nor do I see it as a huge disadvantage that they can't do it.

Mr. Johnson: I have to disagree with you, Norm. It's a huge factor for Buck next door with the Dairy Queen. He uses that heavily.

Mr. Brusk: But, you know, the fact that it is or isn't, that it's only infrequently changed or not is really moot, really not an issue. It's not like that it's being changed every five seconds. That's what we were on – as far as time of changing, I mean, I wouldn't care if any of the changeable signs were changed every day or every hour, for that matter, if anybody wants to go out and do it. It's still from an aesthetic point of view. It just doesn't look as neat and as clean as—

Mr. Johnson: Can we have those side-by-side on the screen? One with and one without?

Mr. Hansen: No. One at a time, sir.

Mr. Brusk: --flip them back and forth for a few seconds. We can do that. I still think the second one -- that this one looks so much cleaner, so much nicer. From an aesthetic point of view, I'm in favor of that if I was the one making the choice but that's not my reason for voting one way or the other. That's just a statement. What is my choice on that is, do we want to continue having the changeable signs in so many places? I think that's -- and the proliferation is now pretty evident that it is almost everywhere. I mean, there're just so many of them, far more than I think that we every anticipated when we granted any in the first place. Some were grandfathered in and then others were granted and some of them were granted unfortunately, by my reckoning, just because others were granted and no other reason.

Mr. Haire: Well, this is the first request we've ever had because in 2009 -- the beginning of 2009 is when the City adopted the code that prohibited changeable copy for the first time. We've never had a code that prohibited it prior to that. We've had lots of discussions at Design Review Boards and things like that where--

Mr. Brusk: Is this the first actual--

Mr. Haire: --we didn't like them, but this is first actual request. From time to time, you change the sign code based on what the needs of the City are and it used to be everyone had a mono pole that was 20 feet tall--

Mr. Brusk: Yeah.

Mr. Haire: --and the City went through and changed all that and got some more uniformity to the signs and, unfortunately, they used that as a bargaining chip and we put a lot of changeable copy in with businesses that didn't have it before because that was part of bargaining to replace their sign when we did Streetscape.

Mr. Brusk: I thought that was part of the signage though, that when we were doing the variances on signs, on approving signs.

Mr. Haire: Now the electronic stuff, like the Walgreen's and all that--

Mr. Johnson: Yeah. That I know.

Mr. Haire: Yeah. We did variances for those.

Mr. Johnson: And I support the idea of very limiting or eliminating changeable, or the -- I don't know what you call it, where the script goes across.

Mr. Brusk: The electronic moveable sign.

Mr. Johnson: Even though I wanted it before the Walgreen and CVS people, because they make that condition of their deal.

Mr. Brusk: Yeah. We were able to at least get them to slow it down enough that—

Mr. Johnson: Right.

Mr. Brusk: --it stopped being a distraction to some drivers.

Mr. Johnson: And I've been here several nights when we've had issues from the City's standpoint and mine too, with small businesses that just clutter up their windows with changeable neon. I especially don't like that.

Mr. Brusk: We stopped them.

Mr. Johnson: But I really think this is one that you should strongly consider.

Mr. Brusk: I wish I could say I was in favor of it.

Mr. Haire: Could we see the window signs again, Matt?

Mr. Hansen: And this is an old picture. I know they've removed some of these to meet code requirements.

Mr. Haire: That was my concern, is more that it looks cluttered up. That's new because that banner just went up.

Mr. Hansen: Yeah. So, maybe they haven't—

Mr. Johnson: They're going to try to have a soft opening in a day or two and then have a grand opening next week. And I will tell you, we had no reason to think when we signed it – this is a long term lease, 20 year lease. There was no reason to think that that sign wasn't going to be there. That was a part of the deal when we wrote the lease for them. But he knew that sign was a new sign, that it conformed with all the sign codes at the time when he signed his lease. So none of us, the new tenant or the owner of the property or myself had any reason to think that that wasn't just going to stay there, and I think that's a pretty good compelling reason to consider that as a reason for a variance.

Mr. Brusk: Well, that moved it over to Massey's down the street but then – that would have been the issue there when they moved, but it wasn't.

Mr. Stoffel: But it wasn't on the books then. Well if that was a condition of the, you know, this place coming to Massey's, how is that sign not there?

Mr. Johnson: I'd like to be able to give you an answer but it just got taken.

Mr. Stoffel: Because, to me, it happened and the code says now that this site can't support that.

Mr. Johnson: Right.

Mr. Stoffel: I don't think we should punish this guy for it. I really don't.

Mr. Johnson: No. He signed this lease last year, I think September or October, and he's been paying rent on it ever since then. There was nothing – none of us knew anything about that at that time.

Mr. Hansen: But the sign had already been removed at the signing of the lease.

Mr. Johnson: I think that was removed in October, wasn't it?

Mr. Haire: No. It would've been 2008.

Mr. Hansen: 2008 is when Massey's moved.

Mr. Brusk: It moved before.

Mr. Stoffel: Yeah. So I don't really see this as punishing him. It's – they probably had some due diligence they should have taken care of as far as that sign but, again, I think the signs, the new signs look so much better.

Mr. Brusk: You agree with the second sign?

Mr. Stoffel: Yeah. The second sign.

Mr. Brusk: Gene, you have an opportunity now to wait for the full Board if you would be more inclined knowing what you're hearing.

Mr. Johnson: Well, I guess we'll have to -- we're going to continue to push on and even if we have to do something else—

Mr. Brusk: Yeah. If we vote it down you do have an opportunity to – he does have an opportunity to bring it—

Mr. Hansen: He can always appeal.

Mr. Haire: Yes. You can either appeal it to Council or you can ask to be tabled for another month, because it doesn't appear that you're going to get all three votes.

Mr. Johnson: Well, we'll take it to Council if we have to then.

Mr. Haire: Okay.

Mr. Johnson: Or whatever else--

Mr. Brusk: Which would you rather do? Have it voted on now and then—

Mr. Johnson: No (inaudible)

Mr. Haire: I think time—

Mr. Johnson: Obviously you guys are not supportive of it. I'm amazed at that, frankly.

Mr. Haire: But if time's of the essence, you probably don't wait another month if he wants to get open.

Mr. Johnson: You know what? No. We're going to push this through. I'm very unhappy with this. (inaudible) I don't think (inaudible)

Mr. Brusk: All right.

Mr. Haire: I'll move that we approve Item C-2, variance 70-ZV.

Mr. Brusk: I thought he said he wanted to – which do you want? Do you want to table it, don't you?

Mr. Johnson: What are you moving for?

Mr. Haire: I'm moving for approval of the sign.

Mr. Johnson: Oh, okay.

Mr. Brusk: But, wait a minute? Which do you want? Do you want to table it or do you want us to—

Mr. Johnson: Okay. If you end up voting it down tonight, then I can take it to Council?

Mr. Brusk: Right.

Mr. Haire: Correct.

Mr. Johnson: Okay. Well, yeah, let's go ahead. I think you really should strongly think about this variance before you turn it down. I really do.

Mr. Haire: So, and all motions are made in the positive?

Mr. Brusk: Right.

Mr. Haire: If you vote yes, you're voting to grant the variance. If you vote no, you're voting to deny the variance.

Mr. Brusk: Can you please call the roll?

Mr. Haire: Do we get a second?

Mr. Stoffel: Oh, a second. I will second it.

(Mr. Hansen called the roll. Mr. Stoffel—

Mr. Stoffel: Well, if we vote I want to make sure I get this right. If we vote yes—

Mr. Brusk: It means you're approving it.

Mr. Stoffel: I'm approving--

Mr. Hansen: Approving it, yes.

Mr. Stoffel: --the variance for the copy sign.

Mr. Brusk: Right.

Mr. Haire: Yes.

Mr. Stoffel: So I vote "no."

(Mr. Hansen called the roll. Mr. Brusk states, "I'm going to vote 'no' on this." Mr. Haire voted "yes.")

Mr. Hansen: Motion didn't pass.

Mr. Johnson: Okay.

Mr. Brusk: And you do have an opportunity now to take it to Council.

3. SPECIAL EXCEPTION APPLICATION, (6323 E. MAIN STREET), REYNOLDSBURG, OHIO: PRESENT ZONING, CC; PRESENT OWNER'S NAME, JAYNE BENTZELI 51 SHERMAN HILL RD., WOODBURY, CT. 06798; REQUESTING A SPECIAL EXCEPTION FOR AN EXPANDED DRIVE THRU. CONTACT: JODI HILL (40-SE).

Mr. Hansen: Actually, I believe the applicant has a more elaborate background in a presentation, but I'll just do a little Cliff notes. They're proposing to expand the drive-thru by placing a second ordering lane just to the rear or to the south of the existing drive-thru.

Mr. Brusk: And that's – north is up?

Mr. Hansen: North is up, south is down. And so basically you would see a second lane and removal of the parking spaces that are along the south end.

Mr. Brusk: Okay.

Mr. Hansen: They'll also add another point of ingress at the southeast corner of the site and that would be all the site modifications that are being made. But let me quickly jump over to the presentation that the applicant has provided us.

Mr. David Warren: Good evening. My name's Dave Warren with McDonald's Corporation at Two Easton Oval, Suite 200, Columbus Ohio. I want to thank Matt for helping us get on the agenda in a really quick manner. If you want to just – Matt's going to help me flip through this thing. He's going to drive it for me. Just real quick on page two. Recently McDonald's – there again, with the new and re-low and re-build development down somewhat, McDonald's said, "Well, let's take our stores that are 10 to 20 years old and let's start putting some money into those with the participation between McDonald's and the owner-operator. So McDonald's is contributing with some of the building remodels. So what this is about, this is our – you want me to wait?

Mr. Hansen: No.

Mr. Warren: This store at the corner of Main and Brice has been selected as one of the stores. This is – 2010 is a pilot year for this program to see if we can put some money in the store, bring the stores up to the more current look. If you've seen some of the new stores around town -- up in Powell we just built a new one. Behind Polaris Mall, Gemini Place is a new one, the new store out at Eastland Mall. So you're starting to see what we call the arcade building and I'll show you the elevations—

Mr. Brusk: Is the one on 256 one of the new ones? I mean, it has the – they remodeled it with the two—

Mr. Warren: With the double drive-thru, correct.

Mr. Brusk: Right. Is that the arcade also or is that—

Mr. Warren: No. That's the double drive-thru—

Mr. Brusk: Okay. We're talking—

Mr. Warren: --site plan.

Mr. Brusk: --two different things.

Mr. Warren: Yeah. We're talking building elevations when we talk about the arcade building and the double drive-thru, now that the – I'm kind of jumping all over. But now that the drive-thru percentage is somewhere between 70 and 75% of the business anymore, the double drive-thru is more or less of a standard, so you'll see most of the new buildings coming out with the double drive-thru, so—

Mr. Brusk: Okay.

Mr. Warren: Yeah. So what we do is we're proposing to remodel the Main and Brice, at the corner of Main and Brice, and here tonight to ask for approval to proceed. It's kind of Catch 22 for me also is that this is a leased property and Corporate McDonald's up in Chicago, is telling me before they give me what they call their "brand approval," I need to have approval to proceed from the cities plus the landlord. So it's kind of – the landlord, we haven't even – you know, there's a high level view of this with the landlord, so after tonight, if we're successful, I'll bring landlord in. So you may – and I think that's some of the comments from the staff, is obviously the landlord needs their final approval on this also as the property owner. Yeah, but the project will include updating the façades of the building, a full interior remodel and site improvements which include the – adding the second drive-thru lane. The existing McDonald's restaurant is consistent with the surrounding uses, however, a Special Exception use permit is required for the drive-thru. I'm going to skip the McDonald's propaganda as good neighbor – you know all that good stuff.

Real quick on the building and there again, tonight I believe it's about the Special Exception permit and secondly we'll do the signage, so we'll skip around a little bit but just real quick, the building features. We use a stone arcade which is really – it's a nice look – yes, on that. Color coordinated window awnings. The other good thing is that we dress up all four sides of the buildings and so the red double mansard standard look, that really goes away as you'll see in these elevations. If you want to just flip to the existing building. It's kind of a stark contrast. Unfortunately, it was a winter picture, so a lot different than where we were today. We'll come back to these when we talk about signage also, but that's what the building looks like today without the snow, second slide. Then is what the new building will look like. And this is actually – we've done this with Photo Shop, so this is actually the building and those are real cars sitting this and you can see the BP, the old BP in the background there behind the flagpole.

Mr. Warren: But that's the real – that's as close as what you can get. That's really not an artist's rendering, that's what it'll look like, so.

Mr. Brusk: Is that color brown about the same color as the building is really going to be?

Mr. Warren: As close as we can get it, yes.

Mr. Brusk: That's really nice.

Mr. Warren: Yeah. This one turned out nice. The addition that you won't see in some of the new ones, like if you go around and look at, like I said, Eastland Shopping Center has one, Polaris Shopping Center has one behind it, there's one in Powell. What's missing on those, and it makes them look more like – somewhat like warehouses on the sides, is this one has a metal band around the top of it and that really – that's really setting this off nicely so. That's real quick what the building looks like from the front. That'll be the Main Street side. And then the next photograph, that's what we look like. We call that the non-drive-thru side and then that's the non-drive-thru side and then the next one's the rear. And there again, with Photo Shop we take a picture of what the proposed will look like. There again, the sign on the rear of the building is existing. Like I said, we'll get through this and then we'll go back to signage. But that gives you an idea of what we look like with the double drive-thru lane on there with the yellow canopies which provides protection for the drivers when they're ordering. Same menu board that you have out there today. We do add an additional menu board and the ordering points are actually right in those canopies, and we'll dive into those a little bit more when we get to signage.

Now, for the good stuff, the site plan. There again, when we revised these site plans, like I said, McDonald's over the last ten years, it's just really been swinging to – it's now a drive-thru business more than lobby. Some of the stores are clear up to 80% drive-thru versus and 20% lobby. But really, engineers here in town – we work with engineers. We also work with the corporate people laying out these dimensions and if – the double drive-thru has been kind of an experiment for like five years and we've really tweaked them the point to where we understand how far the cars have to be from the cash window to the order point and the stacking. So this one is – this one has all the bells and whistles, great layout. But really it becomes fully ADA compliant, highest pedestrian safety in their circulation – also vehicular circulation. You'll understand when I get into this a little bit more, how much more stacking we'll have on our site versus backing onto the site, you know, the access roads and safer work environment for the crews. This particular layout, instead of the people taking the trash out to the trash enclosure, having to cross the lane at awkward spots, this really worked out nicely for that. And really it creates a means to order more accurately and quickly. You've already seen this next slide but it is the – my sign is pretty – my Google map is old but, actually, is it the same one? No. It doesn't show your Streetscapes and things out there, but that's what the existing site looks like today. And here's our proposed site plan. What we have is we've created on the – would be the southeast corner, we've created an additional access point to bring cars in and it is a – that is an entrance only and the current ingress/egress on the southwest corner, we've turned that into an exit only.

Mr. Brusk: Oh, good.

Mr. Warren: And so cars coming off Main Street, they'll still come in off of Main Street, they'll be able to turn right into the site, queue-up to the drive-thru and then exit, either on Main Street they can turn left and go out on the main street or turn right and go through the K-Mart parking lot and exit the site that way. That really will improve the flow of the property across there. Now, as far as stacking, this particular one – if you notice the dotted line where the current lane is, pretty close to the rear of the building, right there. What we've been able to do here is pull the – even the original COD, we pulled that back because the ideal dimension is we try to get 80 feet from the pay window to the first COD the inside. And what that does – we figure cars are 20 feet and so you try to get three cars in between the order, plus a car sitting at the window, 10 feet of a car sitting at the window and 10 if you have a car at the COD.

Mr. Haire: When you say COD, what are you referring to?

Mr. Warren: Customer Order Display. I'm not making that up.

Mr. Haire: And then in plain English, menu Board.

Mr. Warren: No. The menu board's separate. The COD is physically where the – has the speaker and the screen--

Mr. Haire: LED—

Mr. Warren: --where you order. It's Customer Order Display. That's what COD stands for. So that's part of the science as far as creating speed through the drive-thru and these, if you notice, if you get the opportunity to use one of these very often you'll notice that 15-20 seconds faster at these double drive-thrus, plus just the perception if you're moving probably three times through them, just because it's a stacking. What we've actually done is we've hidden the lines from the customer plus we truly stack more cars on our property. At this particular layout, to the point to where the existing lane used to be and where we break off, we stack an additional eight cars just at that point. So today when you see them stacked all the way around the corner of the building in parallel on Main Street on our property, that's totally gone. You'll never see – if there's an issue inside in the kitchen, if you would ever see cars stacked past there because that's – and if that's the case we'll be building another restaurant around the corner somewhere if we get to that point, because – and that's what we found is that the kitchens have a lot more capacity than what the drive-thrus do right now with the single lane driver-thru.

Mr. Brusk: Did you take away any parking places, a total, or is it—

Mr. Warren: Yes, we do. The fine – if you can read the real fine print, which I can't.

Mr. Hansen: It's on your plan also.

Mr. Haire: Right corner, Norm. So it's going from 41 spaces down to 34.

Mr. Brusk: Oh, I see it, yeah.

Mr. Warren: Yeah. And what – there again, we've discovered that we more or less count tabletops now instead of seats inside the restaurant, because in Central Ohio especially, one tabletop, even if it has four chairs around it if one person comes in nobody else is going to sit with that person. If it was New York three other people would sit with the guy, that didn't know each other so it's a little bit different. So, plus we have parking easements, surrounding parking easements here, so 34 parking spaces and especially when we increase the capacity of the drive-thru, that percentage of drive-thru business is going to go up even higher so.

Mr. Brusk: Yeah. I've been there several times and every time I've been there, there's always parking places.

Mr. Warren: Yeah. Parking is not an issue, but the drive-thru capacity is.

Mr. Brusk: And I like the idea that you got rid of that parking on that side where the window is because that really is dangerous walking from your car to the door. I got tapped by one of your customers one day walking, he wasn't paying attention and he—

Mr. Warren: Oh, yeah. They – and that's -- but like I said, the biggest concern is safety and vehicular circulation and the pedestrians crossing. There again the ideal situation is the handicap – location of the handicap parking, because it creates a crosswalk right there that everybody, whether there's handicap people crossing or not, that's kind of a warning sign you better watch what you're doing because there could be people in that crosswalk. Right now this sight really becomes very successful with the double drive-thru with the circulation. I think it will really improve the circulation of that.

Mr. Haire: Matt, can you go back to the current aerial? What's the most recent? Can you get the one you had? Actually don't worry about it. Is there any possibility of getting that – the area to the south, I'm concerned because it is so narrow. You've got a concrete area that's showing. You're expanding the drive-thru, taking out the parking spaces and putting in a concrete area that looks like it's less than two feet wide at the very south property line.

Mr. Brusk: It has a 2 foot dimension.

Mr. Haire: Is there any way we can expand that so it's a little larger and get some type of landscaping in there just to give it more separation? I'm concerned about people either driving over it or it's just – it doesn't seem very wide and doesn't give much separation from those two lanes of traffic.

Mr. Warren: Yeah. There again, this is all sheet drainage. There's no catch basins on this site, so we do need to leave a gap here, so that's why you see some of

these gaps on the site plans. This is sheet drainage, so we do allow the water to escape there. These can be landscaped islands here and here.

Mr. Haire: And I don't know what your radius is on that or if there is any way to get a little more depth in there.

Mr. Warren: Yeah. As I was talking, once we start bringing this towards the building you start affecting it, because we're down to 60 feet already. It's ideally – corporate tells me the minimum's 20 – excuse me, the minimum's 80 feet and we're down to 60 feet already. So to move that even closer, it starts hurting the efficiency of the drive-thru.

Mr. Stoffel: This area couldn't drawn back any, could it? Again, I don't know if you're near your minimum radiuses in this area or not.

Mr. Warren: All of these are the minimum radiuses, so. And there again, this is the science of getting cars to queue up and be nice to each other. What'll happen is even when a car – if a car won't decide what to do and is trying to pick the fastest lane, the young kids will go by. So this odd landscape island here will help protect it. If we – if these weren't here at all we would continually have people coming in and short circuiting the system.

Mr. Haire: Yeah, that's—

Mr. Warren: I'm not – maybe I don't understand what your issue would be at this point.

Mr. Haire: My concern is just how close these two lanes of traffic are and people cutting through here and just not seeing this because it's a small curbed area and we get people that run over things all the time. Believe me, you can't plan for everything. So I was just – right now you've got cars, you've got landscaping that's in between and now we have less than 2 feet of concrete that's separating those lanes of traffic. So, just wanted to see if there's any possibility for extending these islands out a little further and then landscaping there, just to provide that separation, that safety between the two lanes of travel.

Mr. Warren: Yeah. We could actually--

Mr. Brusk: That shouldn't affect your curb at all, should it? The radius – it wouldn't affect the radius, would it?

Mr. Haire: It's pretty narrow. I mean to do any type of landscaping in and once you put a curb in, there it's just not enough room to do anything. It's just--

Mr. Warren: We could mount some kind of aesthetic, even maybe an aluminum wrought iron fence and mount it in the concrete. I think we should probably try to keep

this concrete. Per your point, it's going to be very difficult to maintain any type of landscaping. Maybe a wrought iron fence across the back of there maybe.

Mr. Stoffel: Maybe if that roll kind of tied in with the landscaping, some kind of--

Mr. Warren: Yeah.

Mr. Haire: Brick, something to separate it.

Mr. Brusk: Like, say wrought iron, just kind of make it all work.

Mr. Warren: Yeah. And we would install – this would be a raised curb that's 2 feet _____.

Mr. Haire: We obviously don't want it to become a maintenance issue of people, you know, if grandma in her Buick takes the turn too wide.

Mr. Warren: Yeah. I – well, the good news it'll be back off the edge of the curb so the cars--

Mr. Brusk: Hit the curb first

Mr. Warren: I'm using the term wrought iron. It's aluminum wrought iron look.. But, yeah, we could do something back there and that thought just came to my mind. Yeah, we can look at it and there again we'd have a landscape architect look at it. I believe it's the July 1st meeting.

Mr. Haire: Yeah. We'd just like to see some type of separation there just for the--

Mr. Warren: I can have him add a wrought iron looking fence at this point.

Mr. Brusk: That would be—

Mr. Warren: I think that would look pretty cool back there anyways.

Mr. Hansen: And just also note there's a slight grade separation between that parking lot and the Kmart parking lot. It's not completely flat across there, so however that gets designed we'll probably need to look at how the two -- especially if you're going to be expanding upon that southern boundary, how that will be rectified.

Mr. Warren: Yeah. And actually the elevation – the new access point, the new entry point is actually – the grade is a lot closer to even with the Kmart parking lot at that point, so.

Mr. Brusk: That's good.

Mr. Haire: Okay.

Mr. Warren: Yeah. When we first – yeah, sitting in the office I remembered that there was quite a grade change, but it all happens in the southwest corner.

Mr. Hansen: Okay.

Mr. Haire: Just one other question, and then – as it relates to the directional signs. How are those going to be marked? What type of signage? You're going to have one that says "Entrance Only" with an arrow and one that says "Exit Only?"

Mr. Warren: Yeah, that's the intention.

Mr. Haire: So the only other concern I would have is just people trying to come around the back side there and cut in. It's marked as one way going eastbound to the rear of this property and I'd be concerned about people coming in from Main Street and trying to find their way into this parking that's on the closest to that access point. Do you understand what I'm talking about? My biggest concern would be people making— people coming in this way and making this turn movement. And this is one way east, as you can see on this arrow that was painted there. I would be concerned about the potential for head-on collisions there, because people will always take the easiest route and they're going to drive down through here and these first couple spaces are going to be taken or these spaces are going to be taken, so they're not going to pull in here, they're going to come back here and turn here and try to go into one of these. So I don't know if there's something we could do – maybe here that – a directional that says "No Right Turns?"

Mr. Warren: Yeah. That would be a great thing to do. Is that (speaking off mic)

Mr. Haire: It's not marked well, no.

Mr. Warren: Is that two way? Are they using it as a two way now?

Mr. Haire: It could be. It's 20—

Mr. Brusk: Is marked that way.

Mr. Haire: --24½ feet wide. It could be—

Mr. Hansen: I looked at it. It's wide enough.

Mr. Haire: It'd just have to be marked.

Mr. Warren: I think they're using it as a two-way street now, access point. So when I start working with the landlord, that would be something we can approach and if it is truly intended to be one way, it's easy enough to put a "No Right Turn" sign.

Mr. Haire: Yeah. So just either that or the two arrows and that would be – it's sufficient to serve as that we require twenty-two feet to be a two-way drive aisle, so it's got the width. Those are the only concerns I have.

Mr. Brusk: Any other comments? If not, I propose we accept Special Exception use application Item C340-SE.

Mr. Stoffel: I'll second

(Mr. Hansen called the roll. Mr. Haire voted "yes." Mr. Stoffel voted "yes." Mr. Brusk voted "yes.")

4. COMPREHENSIVE SIGN PLAN APPLICATION, (6323 E. MAIN STREET), REYNOLDSBURG, OHIO; PRESENT ZONING, CC; PRESENT OWNER'S NAME, JAYNE BENTZELI 51 SHERMAN HILL RD, WOODBURY, CT 06798; REQUESTING APPROVAL FOR COMPREHENSIVE SIGN PACKAGE UNDER SECTION 1181.03(D). CONTACT: JODI HILL (461-ZS).

Mr. Hansen: Just to summarize here. Because the site – and the applicant is requesting some signs that are not customary to code including the menu boards, and the preorder menu boards, and the drive-thru directional signs, our code allows us to bring forward a sign package. If signage is above 100 square feet in a Commercial District, the Board should review all signage that's proposed for the building, the site including the drive-thru, and the wall signs, with consideration of how it integrates best with our zoning code. The applicant has provided some additional information. If you look on the comprehensive plan application, there is an updated schedule of signage proposed for the site, which signs are located where and how big they are. I believe the applicant is going to review with us the proposed signage - the new signage that will be introduced to the site and what's existing now.

Mr. Warren: If you flip to the front elevation – we'll just start kind of the way the grid is laid out in the application. The front elevation, Matt, would be the next slide or it may be easier to look at the screen or the drawings in front of you. But the front elevation--

Mr. Hansen: Do you want to go to the rendering?

Mr. Warren: We can do it on the elevations and then we can take a quick look at the renderings also. The front elevation, the existing McDonald's sign that's there today, what we would hope to do is replace that signage. Currently it's – we're proposing 42 feet for the sign and the existing sign is 67, so that drops down from 67 to 42. But what we've asked for also on the right hand side of the front elevation – it's

hard to see in that drawing, but there is a signature logo arch that is 14 square feet on there. Also there is a "Welcome" sign on the left. If you see the entrance door on the left hand side of the front elevation, there is a "Welcome" sign. It's brushed aluminum look that ties into the rest of the building and I think that shows up on the colored renderings. So we're dropping down actually from 67 square feet down to the 55 square feet on the front of the elevation. Any questions on the front and we'll move on?

Mr. Haire: I have one quick question on the front. That yellow band across the top of the building?

Mr. Warren: Yes.

Mr. Haire: What material is that?

Mr. Warren: That is an aluminum material also.

Mr. Haire: Okay. So it's not lighted.

Mr. Warren: Oh, no. It does have lights underneath that show up and highlight it, but it's not lit from internally.

Mr. Haire: Not internally illuminated, okay.

Mr. Warren: And actually if you get to see the new buildings at night, they look great at night.

Mr. Haire: I saw one today on Sawmill Road, but it was during the day.

Mr. Warren: Yeah. So--

Mr. Brusk: Is it yellow or is it --

Mr. Warren: If you get a chance to see them at night they're really spectacular. Without causing light pollution, especially the one at -- we did the same type of thing at the airport, so we learned a lot on how to light these without affecting any light pollution. Because of the location of the airport McDonalds, if you're familiar with that one, right across the street from the tower.

Mr. Warren: Were you talking about this band going around the building or are you talking about this?

Mr. Haire: The yellow part.

Mr. Warren: The term arcade building is actually a -- the elements on the front elevation, those are all trademark elevations, so when we get to the point of talking about signage, square footage and things like this it is actually -- I have no room to

negotiate on that particular elevation. The rest of the building, yes, I've got some leeway; but that particular elevation, because it is trademark, it has to have all those pieces you're looking at. The "Welcome" sign, I can give that up, but that's kind of nice for the customers. It shows them what door to go in and so the "Welcome" sign is the only flexibility I have on that. Not as a – that's just for information. Once we get a little deeper into this, if you have some issues with some of the other signage. But that particular elevation you're looking at, I've got zero leeway other than the "Welcome" sign.

On the drive-thru side, which would be the east side – we call it the drive-thru side because that's where the cash window is and the food pick-up window is, currently there's no signs on that side of the building. And there again, we go in with some of this additional signage because the double mansard roof– There were some studies. It was like 67% of the people in America, without any signage on that building knew that was a McDonald's. It took a lot of guts for McDonald's to take that red stuff away and so now we're coming back and trying to put some additional signage on it. On this drive-thru side, I'm not sure how the City will consider the access road that runs – that feeds the Kmart parking lot. Per the codes, if you consider that as public access, I think we do have some discussion that we would like to have that sign on that side of the building. But, yeah, today currently we have zero. We're asking for the McDonald's sign plus an arch, so that brings that up to 56 square feet.

On the next slide or previous slide, is the rear elevation. Matt, you did a great job on this or, excuse me, Jodi, my lovely assistant. She works for William Shepherd Architect. I should have introduced that Jodi and Matt worked very well on putting this together for us. The rear elevation existing – I'm not sure – existing to be removed 67 feet. There again, it's the same size sign on the rear of the building as it is on the front. We're proposing to reduce the square footage of that McDonald's sign. If you notice, the existing signs have the arches as the M's. Trademark lawyers came back and said, "You cannot — It's either got to be an arch or it's got to be an M." So that's some of the reason of we can't even reuse the existing signs, because they have the arch implied to be an M. We're not allowed to do that anymore. So we're dropping the rear elevation down from 67 to 42 and then currently on the non drive-thru side, we have none and again, we're requesting an arch. There again, that's a trademark arcade. We have two trademark arcades. This one I have zero flexibility, again, other than the "Welcome" sign. That's the signs in the snapshot for the building. Then we can talk about – really the directional signs are – the existing directional signs will be the same.

Mr. Haire: So the McDonald's signs, the channel letters, is that brown to match the building or is that red on the borders of those?

Mr. Warren: Oh, the channels?

Mr. Haire: Yes.

Mr. Warren: They're actually black.

Mr. Haire: It shows up like brown to match, so you're doing a McDonald's with no red on it. I like it.

Mr. Stoffel: Now are all of these – the McDonald's and the logo, are all of those illuminated?

Mr. Warren: Yes.

Mr. Brusk: Including the arches on the side?

Mr. Warren: There again, I'm requesting illuminated. I mean, if they're getting a front on – the front arch and the non drive-thru arch, those two are illuminated.

Mr. Haire: Typically with this being set in front of a shopping center, we would permit the signs on the drive-thru side, as he calls it, where the pick-up windows are. I mean, that would typically be permitted. To the rear, that's a two-way drive aisle behind and we consider that a drive aisle as well. So really my concern is with the other sign on the west side of the building.

Mr. Brusk: The drive-thru side?

Mr. Warren: The non drive-thru side.

Mr. Haire: Right. That and then the amount of signage at the drive-thrus and the menu boards and the "Order Heres." It's kind of busy.

Mr. Hansen: Are there other – yeah—

Mr. Warren: There's kind of a comprehensive shot of the drive-thru signage that we're talking about. I slipped up and used the term signage. It's not signage and I'll kind of quote, "Signage is intended to be viewed from public access and these are only intended to be viewed by customers at the CODs" so it's—

Mr. Haire: Well—

Mr. Warren: --we should use the term drive-thru signage, because it's truly not signage.

Mr. Haire: Then that brings to question—

Mr. Warren: I agree, Matt, it is—

Mr. Brusk: Luke.

Mr. Warren: Luke -- it is clutter so it does—

Mr. Haire: Yeah. And that brings—

Mr. Warren: In some opinions.

Mr. Haire: It brings a question to mind if we're considering that public access to the rear to allow you to have the McDonald's sign on the rear, then maybe we shouldn't do that if it's not to be viewed from public access.

Mr. Warren: No. The building signage is to be viewed by the public.

Mr. Haire: Right. But that's contradicting if we're saying that it's public access to the rear. That's how we're justifying a sign to be the channel letter sign.

Mr. Warren: But the menu boards are not intended to be viewed by the public. They're only intended to be viewed by the people at the COD.

Mr. Haire: Right. But they will be viewed by the public, is more my concern. And it's just with the location of this particular restaurant.

Mr. Warren: And there again, with the landscaping across the back – and I think you'll be pleased with the landscaping plan that we're coming up with. That helps really. I mean, some of these drive-thru islands look like parks back there. And there again, we're adding a lot of landscaping from the rear of the building to the drive-thru area and they do a very nice job of keeping those up.

Mr. Haire: Now the twin pole canopy with the yellow on top? Has that ever been done in a different color?

Mr. Warren: No. I'm not allowed to change the yellow colors. The canopies—

Mr. Haire: Because that would make it less visible.

Mr. Warren: I'm sorry, which one do you refer to as twin poles?

Mr. Haire: The one with "Order Here" with the canopy above.

Mr. Warren: Yeah. Those – now, what I can do is eliminate the canopy all together, which is, you know, it's added for customer service to keep the rain off while you're ordering, but it does have to remain yellow.

Mr. Haire: What's—

Mr. Warren: And there again, I think if you go back to the colored renderings, the rear of the colored rendering, it gives you a nice perspective of what – how that pulls

together at the back. I don't know, Matt, if you can find that. It's kind of way towards the front.

Mr. Haire: What's the idea? I guess I don't really get the purpose of the "Order Here." I think that U.S. consumers are accustomed enough to speaking into a microphone and knowing where they're supposed to order.

Mr. Warren: Yeah. "Order Here" -- I can remove those words from that -- that's actually a—

Mr. Haire: Can we just remove the whole post? I mean, is it -- that's what I'm getting at is it even necessary to have those as part of this set up plan?

Mr. Warren: Are you talking about the gateways or are you talking about the canopies?

Mr. Haire: I'm talking about the canopy and the "Order Here" sign. That entire post, I just don't understand the purpose of it.

Mr. Warren: That's actually -- we call them bump bars. That's another height indicator, so that actually—

Mr. Haire: That's on the drive-thru, the initial, and then you have two -- there's two separate sign poles on each of those drive-thrus. That's what I'm saying, it makes it look really busy. There's four separate posts going up—

Mr. Warren: Yeah.

Mr. Haire: --and it just seems like a, lot so I'm wondering if--

Mr. Warren: Yeah, I mean the post is -- or that -- the horizontal member that says "Order Here"? If I take the "Order Here" sign off, I don't know how to -- I've never been asked if I can remove that before. I need to check first. But If they allow me to take the words "Order Here" off, why wouldn't I be able to take a horizontal member off altogether, because it's -- then it's not worth anything. Right now, all it's doing is holding the letters that say "Order Here." So, to your point, I -- if common sense enters into this, I should be able to remove that, because the gateway signs prior to the -- you know, right at the entry, those are the bump bars also.

Mr. Haire: Right.

Mr. Warren: And they've changed a little bit. The poles are a lot smaller than that. Those are really out of scale. The first, what we call the gateway signs, those are shown way oversize right there for some reason.

Mr. Haire: My main concern is really – I mean, it looks nice and it ties in with building well, but how's this thing going to age. The red roof didn't age very well. The mansard roof didn't age well and is this going to age well? You know, over time, are people going to consider this something that's not very appealing?

Mr. Warren: There again, we have – Eastland shopping center is pretty close by. If you take a look at that on – That one was done in early 2007 and, to your point, these are really holding up very, very well. The new colors, the new materials that – they're electrostatic painted on the aluminum and a lot of it's all the way through the materials. If they use a plastic, resin or whatever it would be. The materials are—

Mr. Haire: I don't doubt that the materials will be fine. My—

Mr. Warren: --the colors go all the way through.

Mr. Haire: But, more to my point, is just architectural taste change over time and is this going to be an element that's going to be wanted, because it really does stand out and looking at the surrounding character of the area and that area to be redeveloped to the west, it just has a large visual impact and I guess I don't see it as being necessary to this site plan.

Mr. Stoffel: I guess what I was kind of wondering also, the bump signs and if we're going to put – we're thinking about putting some decorative fencing along the back. Is there any way to maybe incorporate those so they kind of look the same or kind of work with the coloring in the building some how? I mean, like you said, the bump signs, those poles – you're saying they're a little disproportionate than what they really are? I mean, I think it'd be kind of nice to see that landscaping kind of mold with some kind of decorative fencing, wrought iron, like we were speaking. And I don't know if you are allowed to change those bump signs to kind of match that and work with that. I don't know. But I agree, it just kind of – to me, it stands out a little bit more than maybe it has to.

Mr. Warren: Matt, could you turn to the – back deeper into the slide where we had all of the drive-thru signage on one page? Yeah. This is what we're looking at.

Mr. Haire: So those poles are about one foot. Are they round?

Mr. Warren: What's that, 8, 9 inches or what's that? Eight inches. So those are the – yeah. From the back they are 12 inches and from them from the side they are 8 inches.

Mr. Haire: These canopies that are shown are over 7 feet wide. That's pretty significant. That's actually a lot more depth than I perceived on these. I mean, that's a big yellow – it serves as a sign. I mean, I know you don't call them signs, but I'm going to call it a sign because that's what it looks like to me. I just don't see it as being necessary, so maybe we could get that removed from the plan. I think it would benefit

the overall appearance of the entire site and would make the whole plan look less cluttered and as we are looking at a comprehensive sign plan, I think that's one of our charges, is to look at the overall impact of the signage on the surrounding area.

Mr. Brusk: Yeah. If you got rid of the canopy, of course you could get rid of the bump bar.

Mr. Haire: I mean, you'd still have the bump bar from the drive-thru, the first ones they have hit, just the "Order Here" and the yellow canopy over top is kind of what's distracting.

Mr. Brusk: I guess, but on the other hand, I see the benefit of it. I've been at a couple of them that don't have it and if it's raining you get wet. So, I can see why they want to do it. I would love to see it in, like brown, but that's not a choice.

Mr. Warren: Unfortunately, it's yellow or nothing and—

Mr. Brusk: Yeah.

Mr. Haire: I like nothing.

Mr. Warren: --you can see the way it's designed, the single pole canopy. You can take the canopy off and leave the "Order Here" bump bar.

Mr. Haire: I mean, we're talking almost 70 square feet each. I mean, these are big.

Mr. Stoffel: Yeah. It almost serves as like a subliminal sign to be quite honest, because it is the McDonald's yellow and it's big and—

Mr. Haire: 12 feet up in the air.

Mr. Brusk: Yeah.

Mr. Warren: There again, it's a canopy for protection at the order point. Like I said, if it comes down to it we can have those removed and the COD then is just a pedestal. It's approximately 4 feet high without any of the "Order Here" bump bar or the canopy on top of it. But I would like to keep--

Mr. Haire: That's my preferred option. I don't mind the rest of the signage. I mean, I understand the one on the west side being there. It kind of signifies the entrance. It's just an arch over top. I don't mind that as much, but the other ones seem to be distracting to me because that elevation is so busy and it is so visible, especially if you are coming northbound on Brice Road. That is a very visible elevation, just because it's a wide open parking lot behind it.

Mr. Brusk: You can't hide it by vegetation either.

Mr. Warren: I've never paid attention that they were 7 feet wide. That's – I need to double-check that dimension. They just don't feel that high, but they're 13 feet in the air, so.

Mr. Brusk: If that's to the scale, your posts must be 7 feet then.

Mr. Warren: Let's see – the post is 1 foot.

Mr. Brusk: No. I'm talking about the height.

Mr. Warren: Oh, yeah.

Mr. Brusk: That puts it at 7 feet, less than 7 feet. So something's out of proportion.

Mr. Stoffel: Yeah. It's just not quite to scale.

Mr. Brusk: Yeah. That's not-- I personally don't have a problem with it, but I'll go along with--

Mr. Warren: Yeah. And it's – there again, it's part of the customer service and we can shoot an email tomorrow and ask them why is it 7 feet wide.

Mr. Stoffel: Is that "Order Here" sign the same height as the bump bar, too? Is that like a second bump bar? Does it need to be that high?

Mr. Warren: Yes. It's 8' 6" to the bottom of it and it's 8' 6" to the drive-thru entry, what we call the welcome point gateway.

Mr. Brusk: And you don't want it lower it, because if they get through the first one they shouldn't be able to knock down the next one.

Mr. Warren: Yeah. The "Order Here" is actually on a spring, so if they do drive through it they can hear the thing scraping down the side of their truck. But, yeah. the first one is the plastic bar that hangs down that they should hear that and understand that they shouldn't go through the next one. But if they do go through the next one or if they're – even if they're -- get to be 10 feet high, the drive-thru bar is on a spring also, so it does pull out of the way. And there's enough pressure on the spring that it will leave a mark on the side of their truck.

Mr. Brusk: Good.

Mr. Warren: There's two indicators at that point. So, yeah, we can do a couple things. Take the canopy off, leave the "Order Here" sign here, or take it clear down to --

if you look all the way in the lower right hand corner, that black, it'll be white, but that's the height of what it would be without the canopy. It's just a COD by itself. So that's about the size of the COD by itself without the canopy and without the "Order Here" bump bar.

Mr. Brusk: Do you want to bring the motion?

Mr. Haire: Well, first I would like to thank Jodi for doing this rendering. We met with her last week and, as you can see, from one to the other I think it's a great improvement and I appreciate you working with us on that because it's a very good looking building. With that, I'll make a motion that we approve item C4, the comprehensive sign plan with the condition that the drive-thru single pole with canopy is removed, both of those are removed from the plan.

Mr. Brusk: Does that meet your satisfaction?

Mr. Warren: The "Order Here" bump bar plus the canopy – just bring it all the way down to the COD by itself in the lower right hand corner

Mr. Haire: Yes.

Mr. Warren: Okay. Yeah. I can do that

Mr. Brusk: Okay. Do you want to second that?

Mr. Stoffel: Yeah. I will second that

Mr. Brusk: Can we have a vote? You need a three/zero you know.

Mr. Warren: Um-um.

Mr. Brusk: You have that opportunity also to table it if you wish.

Mr. Warren: I'd like a vote.

(Mr. Hansen called the roll. Mr. Brusk voted "yes." Mr. Stoffel voted "yes." Mr. Haire voted "yes.")

Mr. Brusk: Thank you. I do want to thank you for as good a presentation as you did you make. I do really, really like the look of the new building. I think it's important for this part of our city to be redeveloped and that's a nice little part of that redevelopment.

Mr. Haire: Good way to start it

Mr. Stoffel: I think it is outstanding. I love to look at that building.

Mr. Warren: And, again, thank the staff for – they put a lot of effort into this. And there again, this is kind of, we're pulling the trigger way late in the year on these things and we're trying to rush them (inaudible)

Mr. Brusk: Would you like this back?

Mr. Warren: I don't need any of it back if Matt wants to—

Mr. Hansen: I have copies.

D. OTHER BUSINESS - None

E. ADJOURNMENT

The meeting was adjourned at 7:50 o'clock, p.m.

Norman Brusk, Chair

Matthew Hansen, Planning Administrator

This document was transcribed by:
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