



**CITY OF DUBLIN**

Land Use and  
Long Range Planning  
5800 Shier-Rings Road  
Dublin, Ohio 43016-1236

Phone/ TDD: 614-410-4600  
Fax: 614-410-4747  
Web Site: [www.dublin.oh.us](http://www.dublin.oh.us)

## PLANNING REPORT

### PLANNING AND ZONING COMMISSION

SEPTEMBER 17, 2009

#### SECTION I – CASE INFORMATION

#### 2. Metro Center PUD – Sign Plan 08-086AFDP

#### Metro Place North and South Amended Final Development Plan

Proposal: Modifications to the directional and center identification signs for the Metro Center Planned Unit Development District located on the west side of Frantz Road between Metro Place North and South.

Request: Review and approval of an amended final development plan under the Planned District provisions of Code Section 153.050.

Applicant: Conni Hale, Crawford Hoying Smith; represented by Liz Navarro, Signage Consultants Inc.

Planning Contact: Jennifer M. Rauch, AICP, Planner II.

Contact Information: (614) 410-4600, [jrauch@dublin.oh.us](mailto:jrauch@dublin.oh.us)

#### Summary

This is a request for review and approval of an amended final development plan for a sign plan for properties within the Metro Center Planned Unit Development District. The proposal addresses joint identification and directional signs for business located on the west side of Frantz Road within the loop road created by Metro Place.

#### Update

This application regarding the proposed sign plan was reviewed informally by the Planning and Zoning Commission on September 4, 2008 with particular attention paid to the signs that did not meet Code. The Commission requested the sign plan be revised to be as Code compliant as possible, with allowance to ensure the directional signs provided adequate wayfinding for the development. The Commissioners discussed that the directional signs should be lower, the numbers may be larger on the signs, with no tenant names allowed. The Commission requested additional information for the joint identification signs showing the sign location in relation to the right-of-way including a sight visibility triangle to ensure the sign locations do not impede safety.

## **Site Considerations**

### *Location and History*

The 40.43-acre site is comprised of nine parcels located within the loop created by Metro Place North and Metro Place South on the west side of Frantz Road. Metro Center was one of the first Planned Unit Development Districts approved in the City of Dublin. The ordinance establishing zoning for this site dates to 1974 and did not include a development text or approved plan. Absent this supporting material the Zoning Code is used to provide development requirements. No records are available for existing signs, which were likely either installed prior to current Code requirements or without permits during the development of Metro Center in the 1970s.

### *Character*

The site contains four multi-story office buildings with associated parking. Commercial uses are located along the Frantz Road frontage with ponds and open spaces on the south side of Metro Place North. The parcels are connected by the looped internal private roadway.

### *Surrounding Zoning and Uses*

The site and the surrounding properties to the north, south and west are zoned Planned Unit Development, as part of the Metro Center PUD. Residential uses located to the east across Frantz Road are also zoned PUD, as part of the Waterford Village plan.

### *Existing Signs*

This portion of Metro Center has two joint identification signs at the intersections of Frantz Road and Metro Place North and South, and directional signs within the site and along Metro Place North and South. The applicant has indicated that the existing directional signs do not provide adequate wayfinding. Each of the three commercial businesses has a monument sign located along the Frantz Road frontage; Fifth Third Bank has an additional sign along Metro Place South as permitted by Code. These signs are unaffected by this application.

## **Plan Description**

### *Overview*

The plan indicates 14 new signs; two joint identification signs and 12 directional signs. Of the 14 signs, all but two are in the same location as the existing signs. All have a coordinated design scheme, with matching shape, color, font and overall design. Each sign is located within a landscape bed with no lighting proposed.

### *Sign Locations*

The joint identification signs (signs 1 and 8) are located at the Franz Road intersections with Metro Place North and Metro Place South. The 12 directional signs (signs 2-7 and 9-14) are located along Metro Place North and South and along the internal street.

### *Joint Identification Signs (Signs 1 and 8)*

Code permits joint identification signs in addition to individual tenant signs for occupants within a building complex. The joint identification signs are permitted at a maximum height of 15 feet and a setback of eight feet from the right-of-way. Two joint identification signs are permitted if the site has frontage on two streets.

Metro Center currently includes two existing joint identification signs, Signs 1 and 8, along the Frantz Road intersections with Metro Place North and South. The applicant is proposing to replace the two existing 8-foot tall signs with two, 7 foot 7-inch signs, which meet Code. The two proposed signs will replace the existing signs located within the right-of-way. Signs in the right-of-way must be specifically authorized by the City Engineer and City Council. Following approval of this application by the Commission, the applicant will be required to receive a vote of approval from City Council for right-of-way encroachment request prior to sign permit issuance for signs 1 and 8. The sight visibility triangles for both signs indicate the signs do not impede visibility or safety.

The design of the proposed joint identification signs is a dark green background with satin silver horizontal bands and “Metro Center” located on the top two bands. The sign shape is rectangular, but the signs are three-sided with copy proposed for two of the three sides. Landscaping is proposed around the base of the signs to be consistent with other signs in the area.

#### *Directional Signs (Signs 2-7 and 9-14)*

Code limits directional signs to a maximum size of four square feet, three feet high, rectangular in shape, located on the property to which they refer, and not within a public right-of-way. Signs may not identify individual tenants, only address numbers and arrows.

The applicant is proposing 12 directional signs, 10 in the same location as the existing signs. The two relocated signs include Sign 5, in the southwest portion of the site that replaces a previously demolished sign, and a new Sign 7 to identify the addresses of the commercial businesses facing Frantz Road. The signs match the joint identification sign in design, color scheme and shape.

- *Signs 2-7.* The proposed 4 feet 6 inches tall signs are located at the private street entrances along Metro Place North and South, replacing the existing four-foot tall signs. The rears of these signs also serve as stop signs to regulate traffic from the internal private street to the public roads. These proposed signs exceed the height requirements for directional signs. While these signs are slightly taller than Signs 9-14, they provide much needed wayfinding into the Metro Center development and serve as identifiers for the various entrances, as they are located on the perimeter of the development.
- *Signs 9-14.* The proposed 3-foot tall signs are located at along the private streets, internal to the development, replacing the existing four-foot tall signs. The rears of these signs also serve as stop signs to regulate traffic from the internal street to the public roads. The proposed signs, which meet Code are smaller than Signs 2-7, as they are located interior to the development and serve to direct patrons to a specific building.

## **SECTION II - REVIEW STANDARDS**

### **Amended Final Development Plan**

The purpose of the Planned Unit Development process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process consists of up to three stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);

- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and
- 3) **Amended Final Development Plan (Commission approves/denies).**

The intent of the amended final development plan is to allow for modifications to an approved final development plan consistent with the purpose of the approved final development plan. The amended final development plan includes all of the final details of the proposed modification. The Commission may approve as submitted, approve with modifications agreed to by the applicant, or disapprove and terminate the process. If the application is disapproved, the applicant may respond to Planning and Zoning Commission's concerns and resubmit the plan. This action will be considered a new application for review in all respects, including payment of the application fee. Appeal of any action taken by the Commission shall be to the Court of Common Pleas in the appropriate jurisdiction. Following approval by the Commission, the applicant may proceed with the building permit process. In the event that updated citywide standards are applicable, all subsequently approved final development plans shall comply with the updated standards if the Planning and Zoning Commission determines that the updated standards would not cause undue hardship.

#### **Evaluation and Recommendation based on Amended Final Development Plan Criteria**

Section 153.055(B) of the Code identifies criteria for the review and approval for an amended final development plan. Following is an evaluation by Planning based on those criteria. The criteria are arranged in the following categories and may be in a different order than listed in the Code:

*Adopted Policies and Plans (Criteria 1, 3, 9, & 10). The proposed modifications conform to the approved preliminary development plan, have adequate public facilities and open spaces, are carried out in progressive stages, and conform to all other applicable zoning text and Code requirements.*

**Criteria met with text modification.** The proposed sign plan meets Code, except as noted. The added six-inch sign height of Signs 2-7 is minimal and will aid in wayfinding. Following approval of this application by the Commission, the applicant will be required to receive a vote of approval from City Council for right-of-way encroachment request prior to applying for a sign permit for Signs 1 and 8 (Condition 1).

*Site Safety and Circulation (Criteria 2 & 5). The proposed modifications provide for safe and efficient pedestrian and vehicular circulation and provide adequate lighting for such uses.*

**Criteria met.** The proposed modifications provide increased wayfinding for the Metro Center development, which will contribute to improved vehicular circulation throughout the development.

*Development Details (Criteria 4, 6, 7, & 8). The details of the development are sensitive to the natural characteristics of the site, include appropriate landscaping and signs, and provide adequate storm drainage.*

**Criteria met.** The proposed sign plan provides a cohesive sign package for the entire development and are appropriate designs for the area.

### **SECTION III – PLANNING ANALYSIS AND RECOMMENDATION: Approval with Text/Code Modifications**

Code Section 153.053(E)(2)(b)(4)(B) permits the Commission to approve deviations from the development text and Zoning Code. The modification requested is to increase the height requirement for the directional signs for Signs 2-7.

These modifications may be approved by the Commission provided that the following findings are made:

- (i) The Planning and Zoning Commission determines that, for this PUD, modification ensures that the PUD is consistent with the Community Plan and is compatible with existing, approved, or planned adjacent development; and
- (ii) The Planning and Zoning Commission determines that the proposed modification does not significantly alter the list of permitted or conditional uses, cause an inappropriate increase in density or cause inconsistencies with the Community Plan;
- (iii) The proposed modification results in a development of equivalent or higher quality than that which could be achieved through strict application of the requirement(s);
- (iv) The principles of § 153.052(B) are achieved; and
- (v) The development, as proposed on the amended final development plan, will have no adverse impact upon the surrounding properties or upon the health, safety or general welfare of the community.

#### **Text Modification Recommendation**

While this proposal fails to comply with the amended final development plan criteria set forth in Section 153.055(B) of the Dublin Zoning Code because of the increased height of the signs, unless otherwise approved by the Commission. Planning supports the increased height due to aid in wayfinding for the development and recommends approval of the modification to the development text.

#### **Amended Final Development Plan**

The proposal provides a consolidated sign plan that employs a cohesive design scheme for the site and aids motorists in finding their destinations is needed for this area. Planning recommends approval of the proposal, because it complies with the amended final development plan criteria with the approval of the text modification with one condition.

#### **Condition**

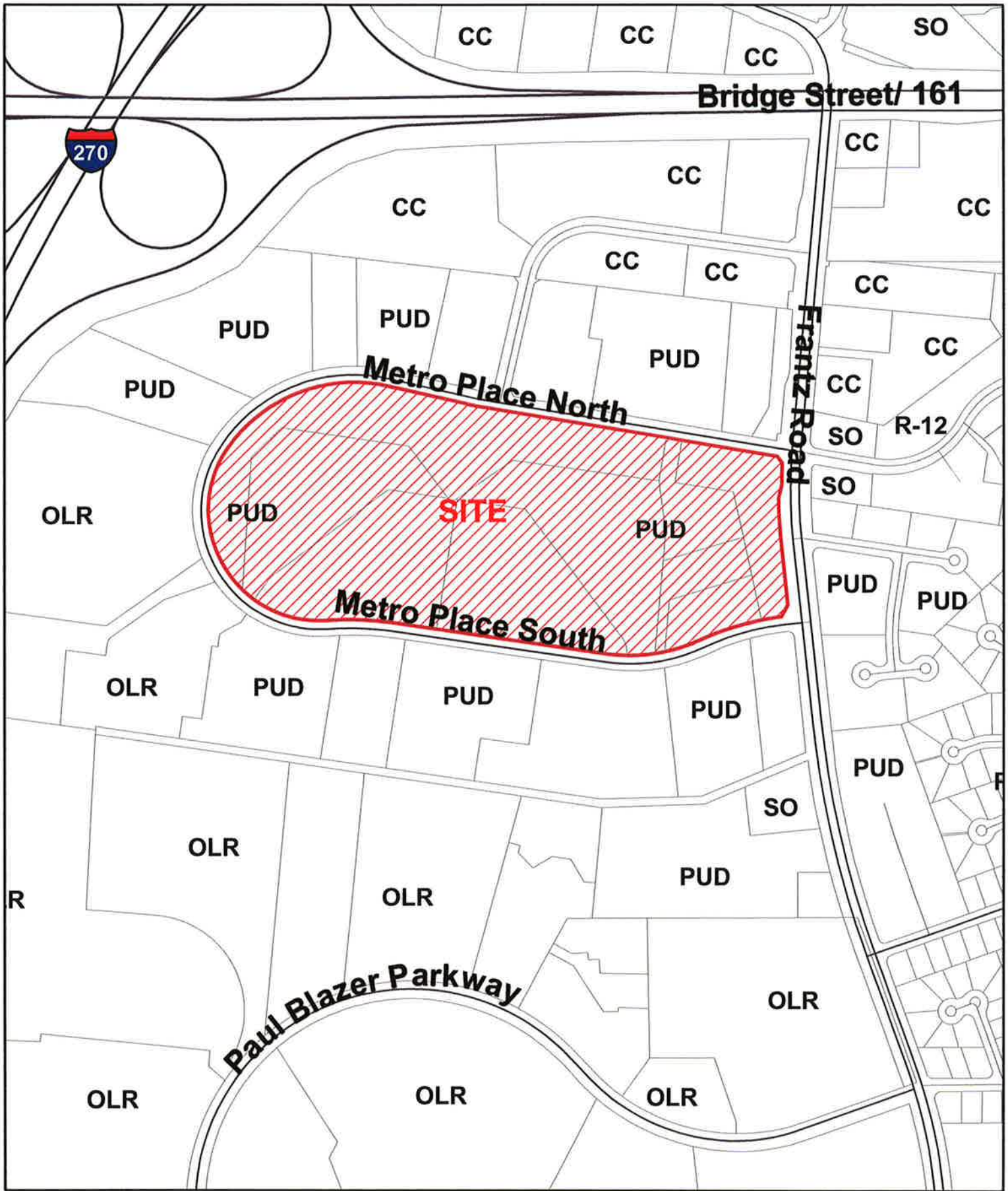
1. The applicant obtain approval from City Council for the right-of-way encroachment for Signs 1 and 8, prior to sign permit issuance.

## **Amended Final Development Plan**

### **Review Criteria:**

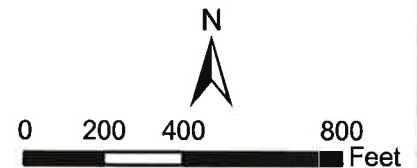
In accordance with Section 153.055(B) *Plan Approval Criteria*, the Code sets out the following criteria of approval for a final development plan:

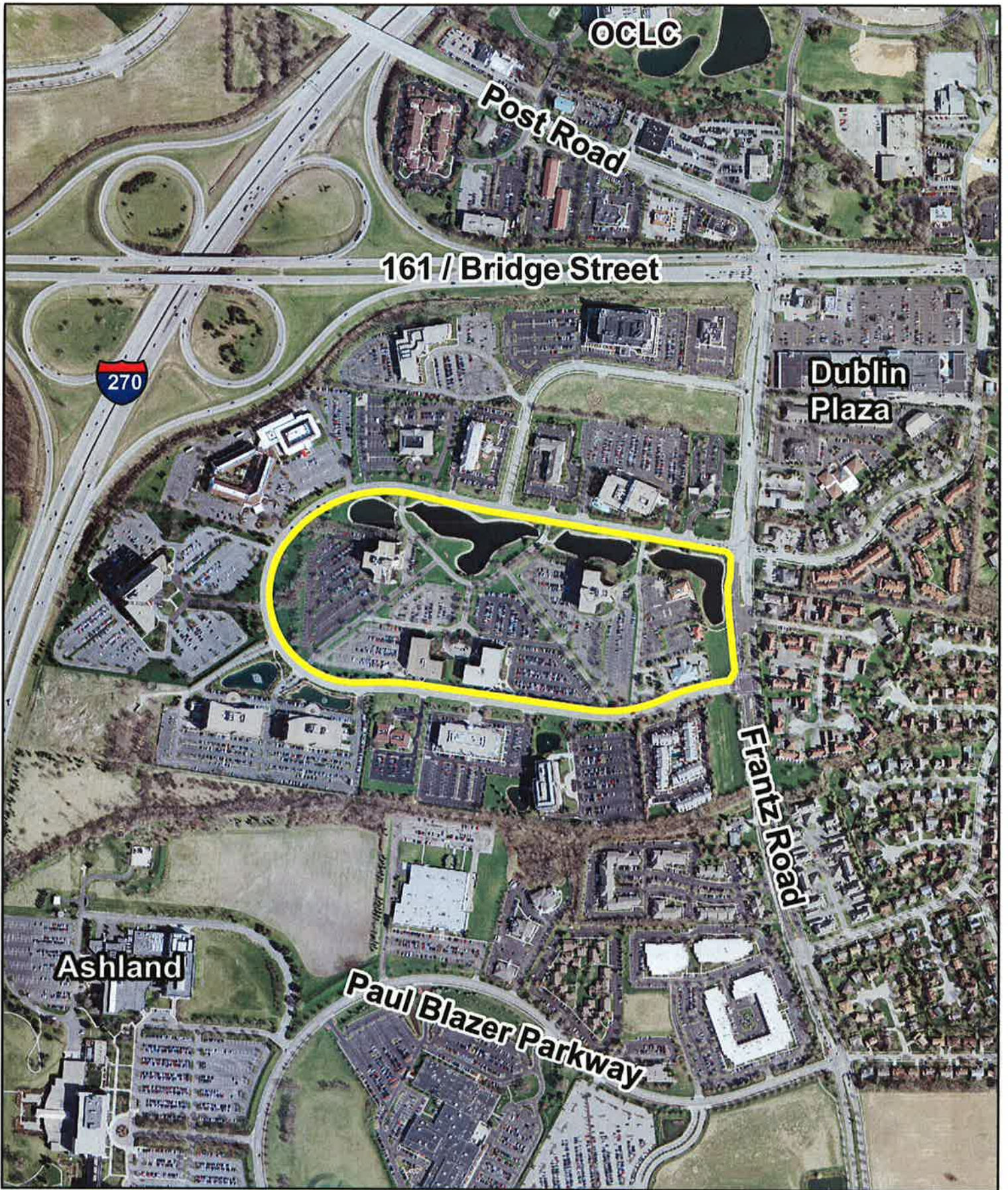
- 1) The plan conforms in all pertinent respects to the approved preliminary development plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4);
- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;
- 3) The development has adequate public services and open spaces;
- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code;
- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;
- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;
- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;
- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters;
- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage; and
- 10) The Commission believes the project to be in compliance with all other local, state, and federal laws and regulations.



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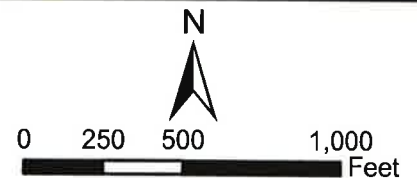
08-086AFDP  
 Amended Final Development Plan  
 Metro Center Signs



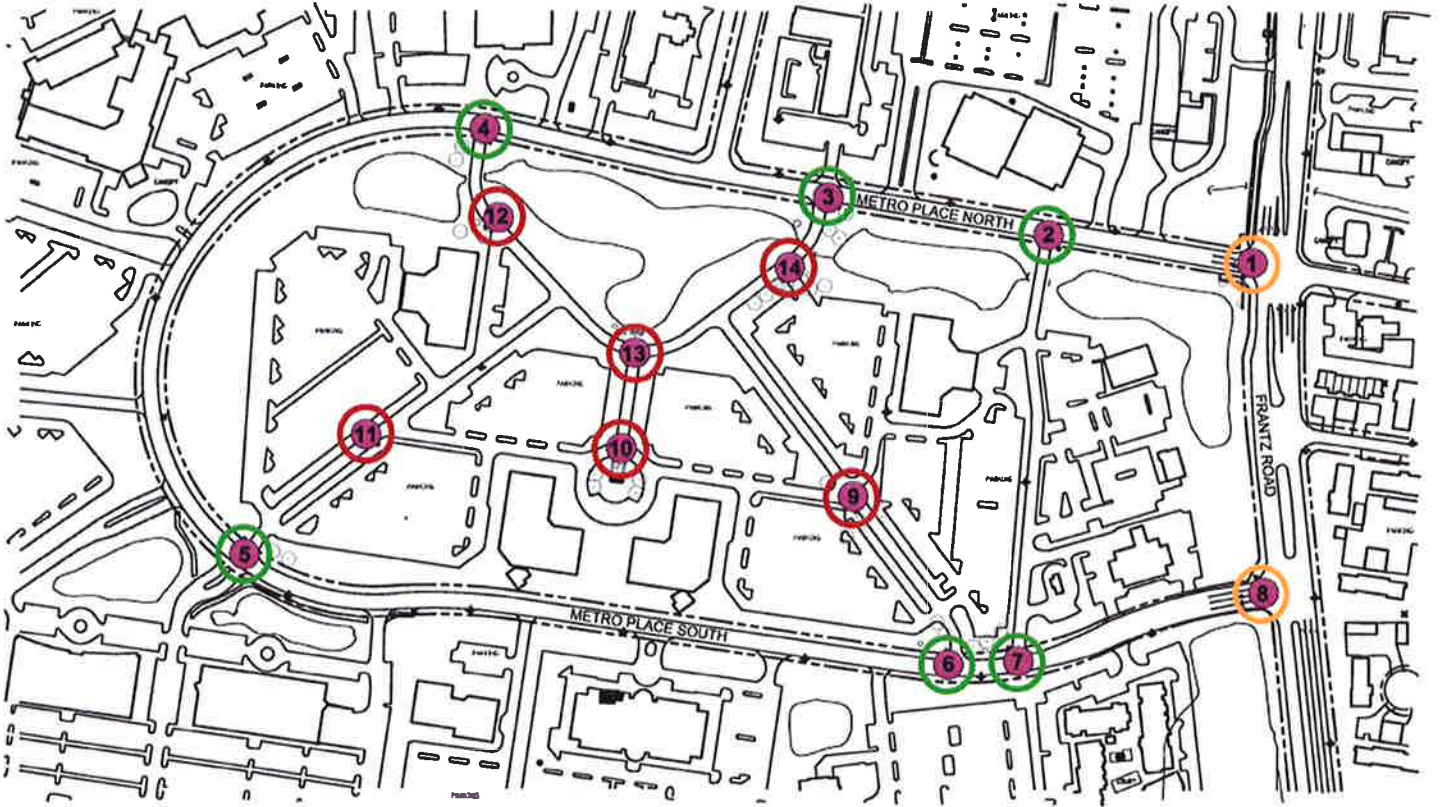


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**08-086AFDP**  
**Development Context**



# Proposed Sign Locations



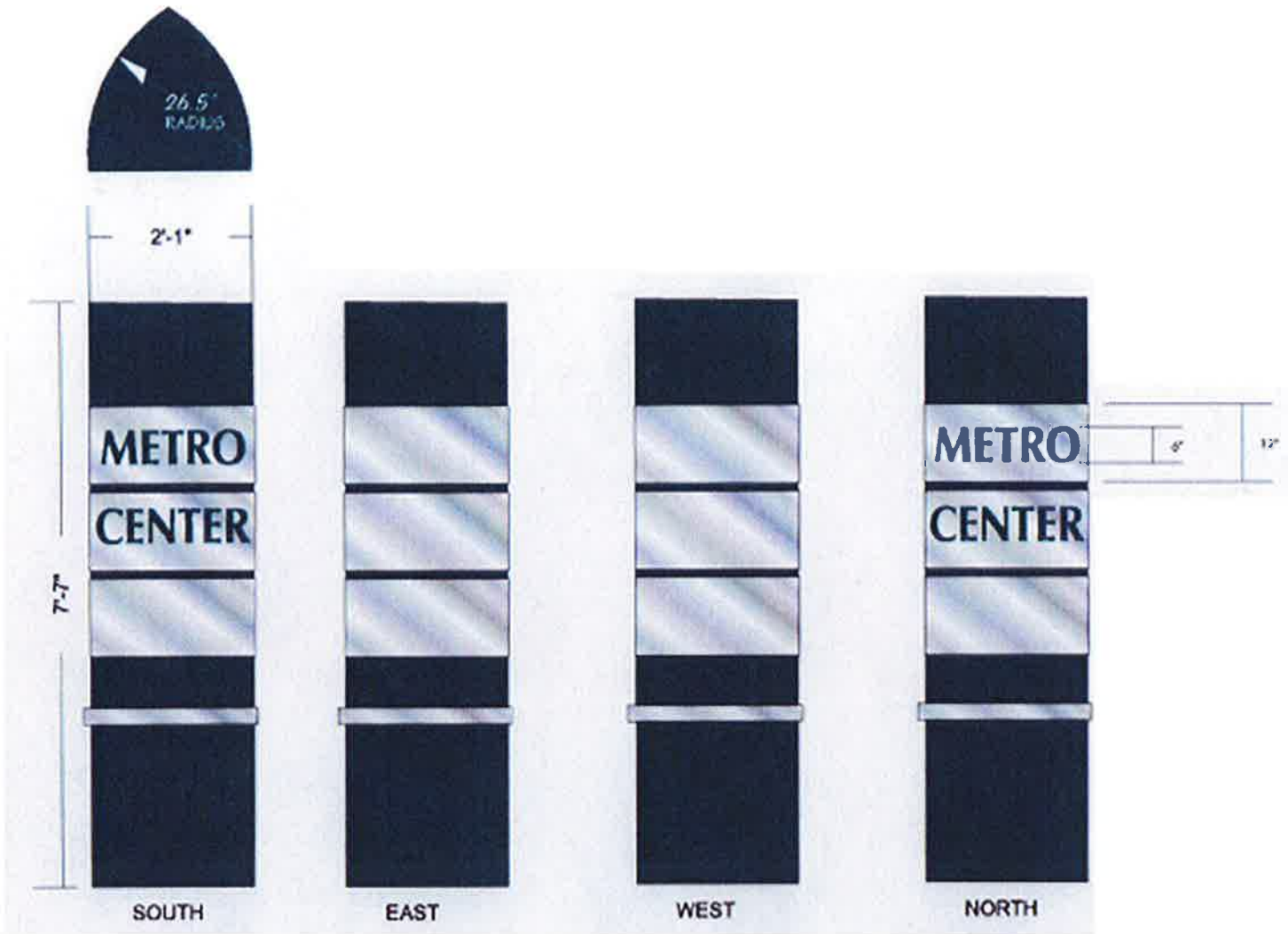
- Two Entrance —
- Six Exterior —
- Six Interior —



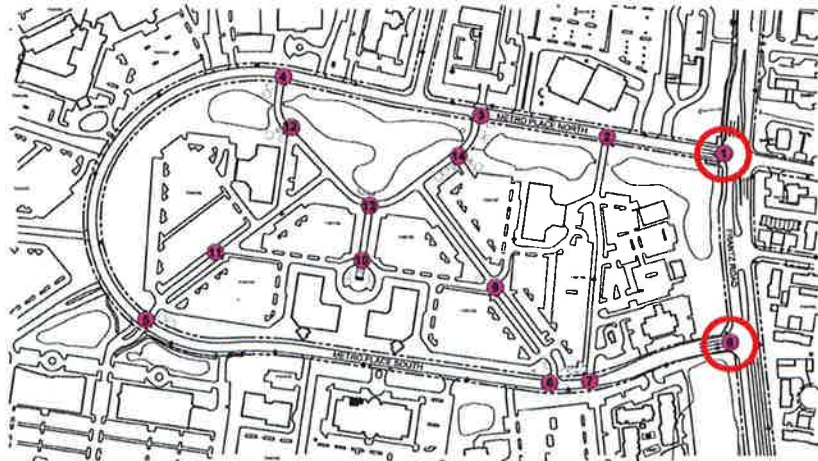
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Amended Final Development Plan  
Metro Center PUD - Sign Plan  
Metro Place North & South

# Proposed Signs



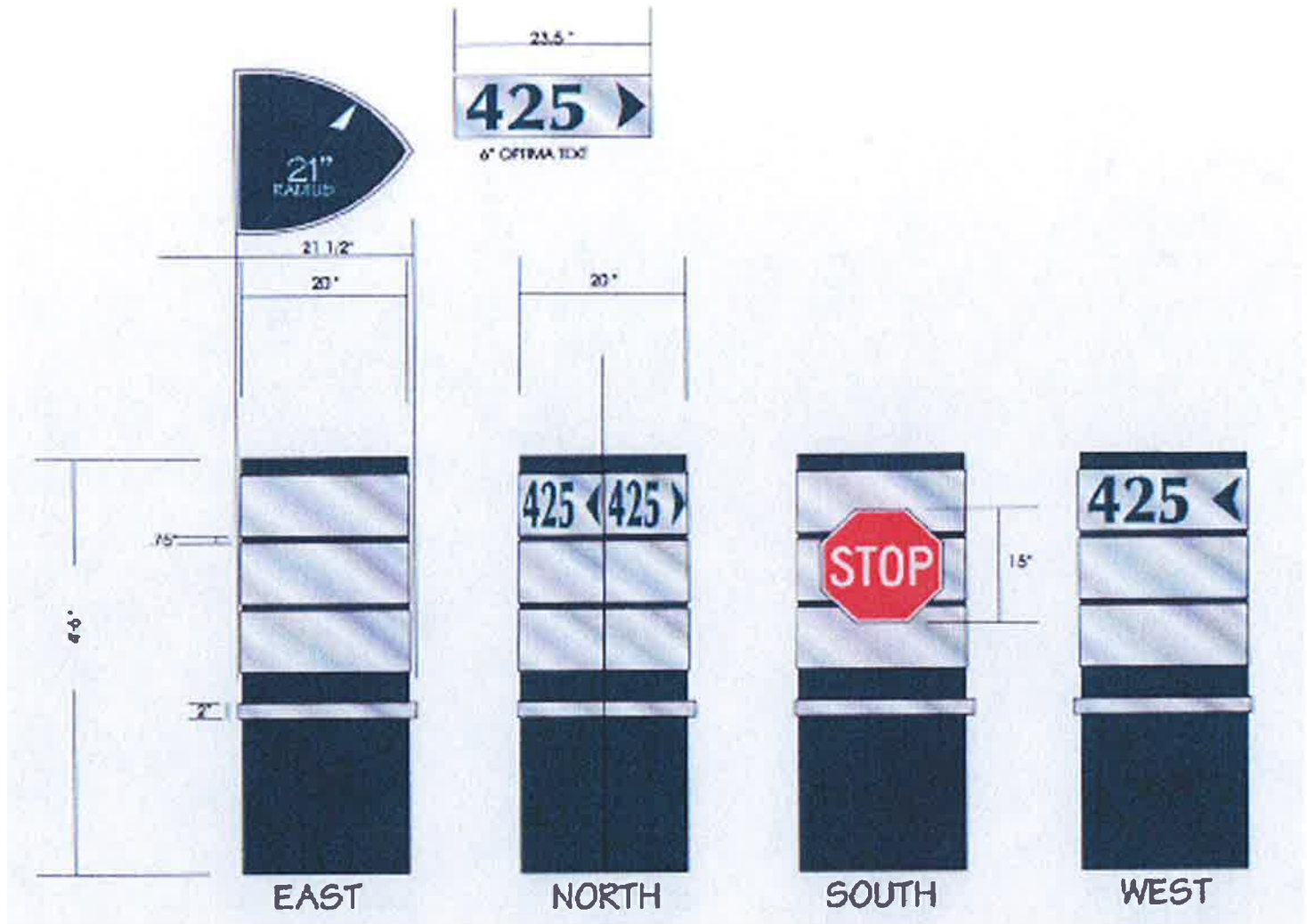
**Signs 1 & 8**



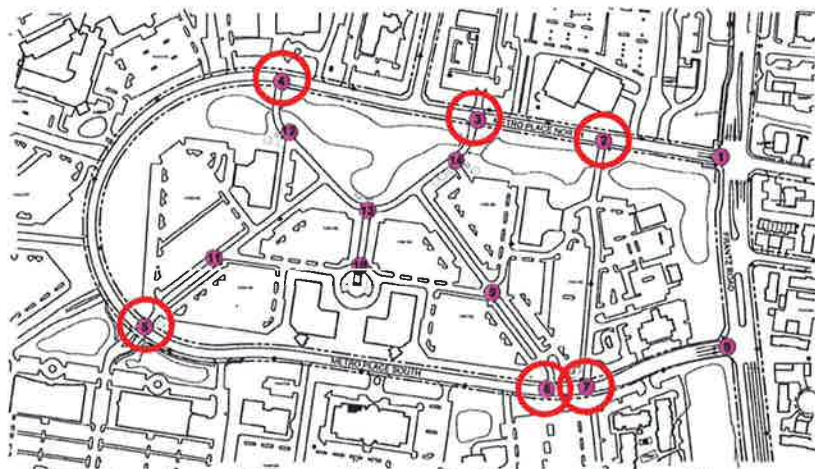
**Entrance Sign Locations**

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# Proposed Signs



**Signs 2, 3, 4, 5, 6, 7**



**Exterior Directional Sign Locations:**

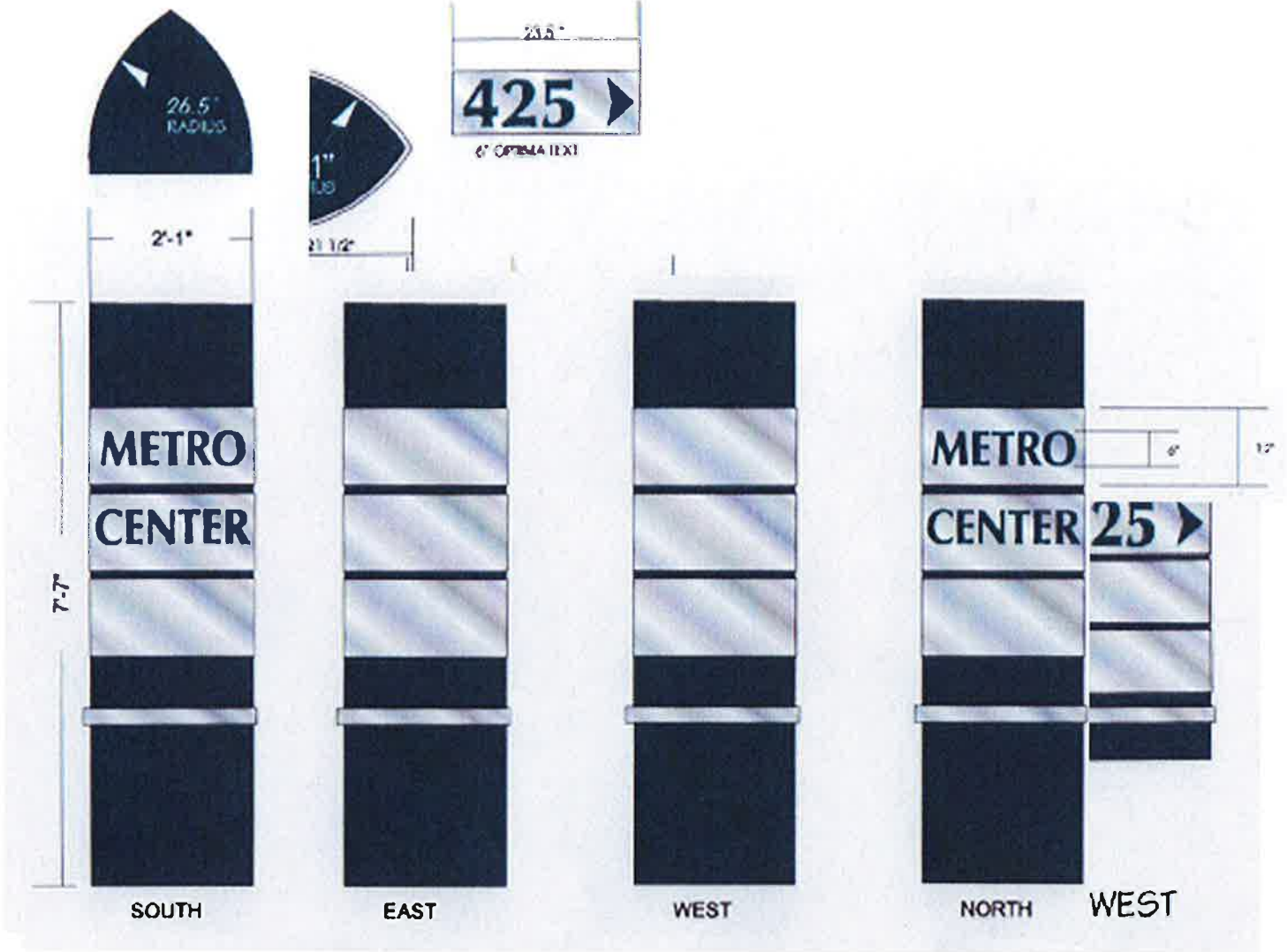
08-086AFDP

Amended Final Development Pla

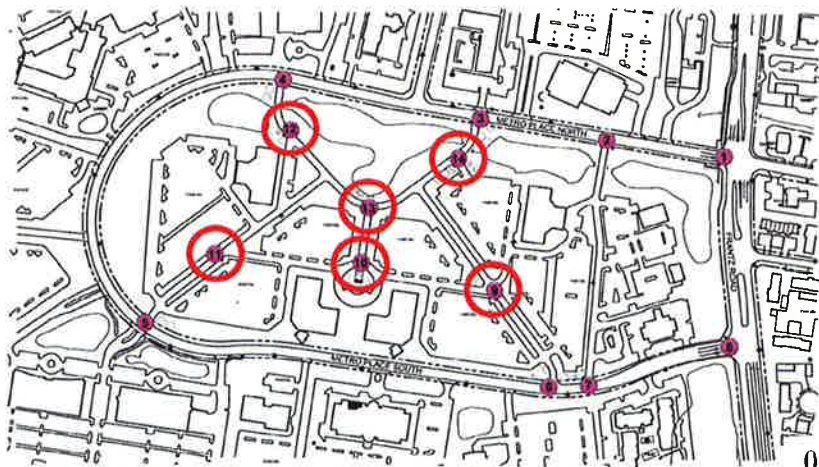
Metro Center PUD - Sign Plan

Metro Place North & South

# Proposed Signs



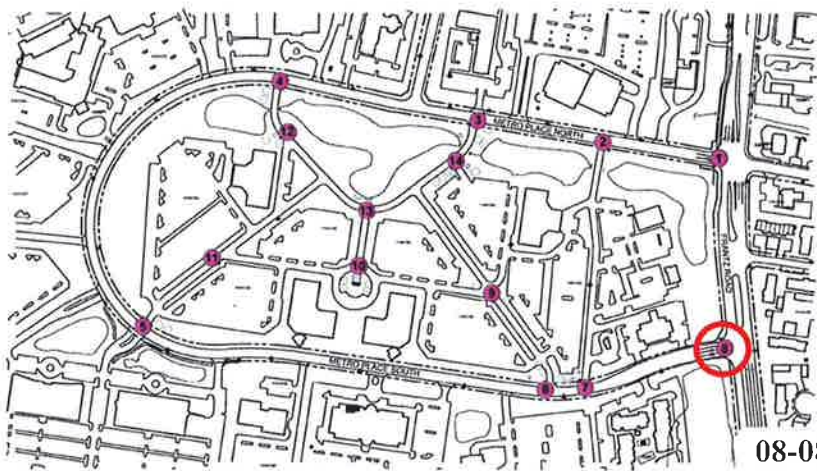
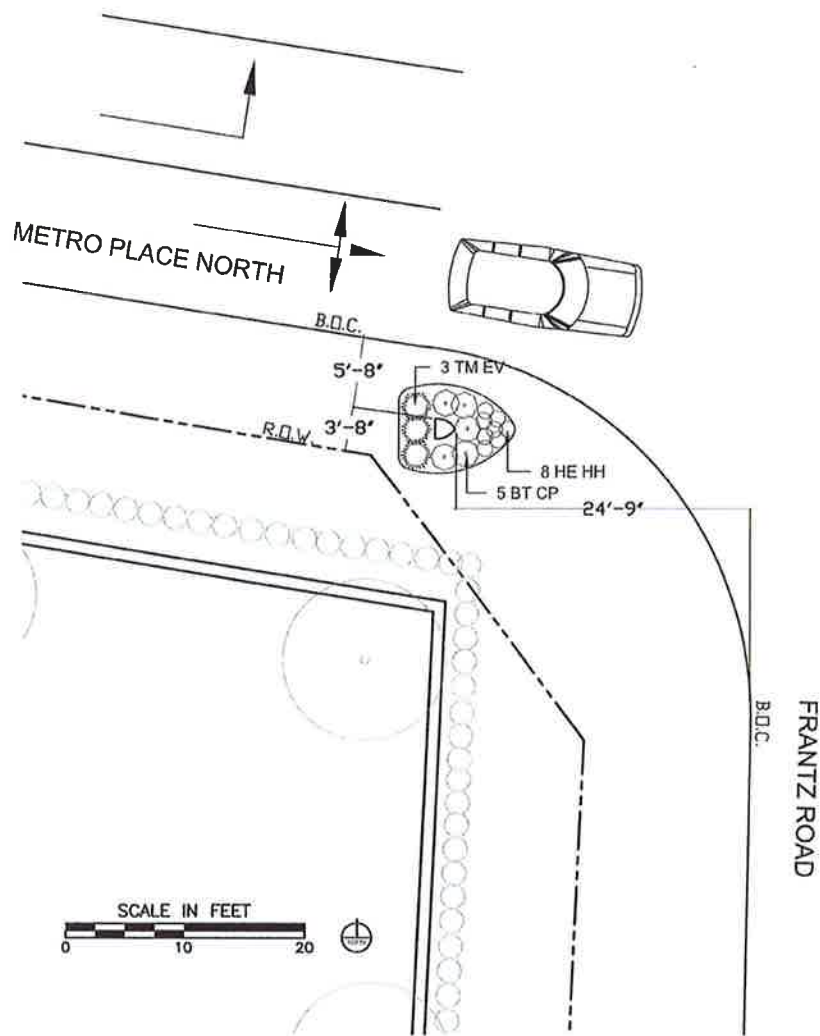
**Signs 9, 10, 11, 12, 13, 14**



**Interior Directional Sign Locations**

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# Proposed Sign 8 Location



## Entrance Sign Location

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 4, 2008

The Planning and Zoning Commission took the following action at this meeting:

2. Metro Center PUD – Sign Plan  
08-086AFDP

Informal Review  
Metro Place North and South

- Proposal: Modifications to the directional and center identification signs for the Metro Center Planned Unit Development District located on the west side of Frantz Road between Metro Place North and South.
- Request: Informal review of an amended final development plan under the Planned District provisions of Code Section 153.050.
- Applicant: Conni Hale, Crawford Hoying Smith; represented by Liz Navarro, Signage Consultants Inc.
- Planning Contacts: Claudia D. Husak, AICP, Planner II or Jennifer M. Rauch, AICP, Planner II.
- Contact Information: (614) 410-4600, chusak@dublin.oh.us or jrauch@dublin.oh.us

**RESULT:** The Commission informally commented on this proposal for modifications to the directional and center identification signs for the Metro Center Planned Unit Development District located on the west side of Frantz Road between Metro Place North and South. The Commission agreed that improvements to the internal directional signs are necessary for this business park, but encouraged the applicant to revise the sign plan to meet the Code requirements as closely as possible. The Commissioners were not in favor of allowing tenant names on directional signs. The Commission directed the applicant to decrease the height of the directional signs and to provide more information regarding potential safety concerns for the joint identification signs located within the right-of-way.

STAFF CERTIFICATION

  
Jennifer M. Rauch, AICP  
Planner II

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Amended Final Development Plan  
Metro Center PUD - Sign Plan  
Metro Place North & South

~~amount of issues identified by the Commissioners. Mr. Fishman and Mr. Zimmerman agreed that the Planning Report was great.~~

~~Mr. Zimmerman concluded this Informal Review by thanking Mr. Rowe.~~

**2. Metro Center PUD – Sign Plan  
08-086AFDP**

**Informal Review  
Metro Place North and South**

Claudia Husak presented this request for an Informal Review of an Amended Final Development Plan application filed for the Metro Center Sign Plan. She described the 40-acre site within the Metro Center PUD affected by this application. She said the Metro Center PUD, zoned in 1974 was one of the first planned districts in Dublin and it did not include a development text or development plan, so all that is available to use is the existing development plan and the Zoning Code.

Ms. Husak explained that some of the current Sign Code requirements did not exist when the development was built and signs were installed. She said the location of the two existing joint identification signs were on the corners of Metro Place North and Frantz Road, and Metro Place South and Frantz Road. She described the existing white four-sided identification signs, canted on top, with copy on two sides identifying the center. Ms. Husak said numerous directional signs on the site provide direction from the exterior public roads and are interior to the site. She said they also function at some locations as stop signs. Ms. Husak said the directional signs include numbers of buildings and arrows to aid motorists in finding the buildings. Ms. Husak said that Graeter's, Max and Erma's, and Fifth/Third Bank have three off-premise signs within the public open space along Frantz Road co-owned by all the businesses in the development.

Ms. Husak said the applicant has indicated that they would like to update the signs for maintenance reasons and to aid in way-finding. She presented the proposed sign plan which indicated the location of 14 signs. She said 12 signs are replacements and two are new signs (Signs 5 and 7). She said the two, eight-foot tall center identification signs are to be changed out for the new joint identification signs and are proposed to be a dark green with a silver horizontal band detail with the copy on the top of the bands. Ms. Husak said the sign design and the landscaping will be cohesive throughout the entire Metro Center area.

Ms. Husak said Code permits two center identification signs for the property because it is located with enough frontage on two roads, Frantz Road and Metro Place. She said Code limits them to be 15 feet in height and they are being proposed to be 7.5 feet high. She said Code also requires that the signs be set back 8 feet from the right-of-way, and the existing signs are located in the right-of-way with the reason unknown. Ms. Husak said the proposed signs will be placed in the same location.

Ms. Husak said the existing directional signs are a maximum of four feet tall and vary in size. She said the proposed signs are 6 feet tall, and indicate the building numbers and have arrows with the stop sign in the locations where the signs are located close to the public right-of-way. Ms. Husak said the Code limits directional signs to 3 feet in height and 4 square feet in size. She said there is no set back requirement other than they cannot be in the right-of-way and should be on the premise to which they refer. She said as proposed, the signs are six feet in height, 9.7 square feet in size, and not located in the right-of-way, but some are not located on the premise

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Amended Final Development Plan  
Metro Center PUD - Sign Plan  
Metro Place North & South

that they refer due to the internal roadway system. Ms. Husak said directional signs 2 and 7 are also proposed to have text on them to identify the commercial businesses that are accessed by the internal road in Metro Center, and that is not something that Code would permit normally on directional signs. She added that neither sign is located on the premise that they identify; the one to the north is on the common open space premise and the southern sign is on the Fifth/Third Bank property.

Ms. Husak said in previous applications reviewed by the Commission there have been proposals that did not meet the development text and in this case there is no text, just the Zoning Code, so the Commission would be permitted to make a motion that the development standards can be modified, but the Commission has to make that determination.

Conni Hale, Crawford Hoying Smith, the applicant, said she managed several buildings in the Metro Center office park, as well as the owners' association. She pointed out that the proposed signs would also serve the tenants on the exterior of Metro Place. Ms. Hale said curb appeal is important and the existing signs are very embarrassing and do not serve the purpose needed. She said the office park has an outdated image. She said the City is putting in a bike path, changing the bus stops, upgrading the lighting, and improving the office park. Ms. Hale said there were public safety issues with the directional sign heights, and the signs were raised because they were not visible during a large snowfall. She asked that this proposal is considered as a beautification, public safety, and way-finding issue. Ms. Hale said the tenants within the office park have expressed difficulty with occupancy because it was viewed as a tired park and they wanted to address that as quickly as possible.

Flite Freimann asked how it was determined which tenants would be allowed to have their name on the directional sign.

Ms. Hale said the two retail tenants, Graeter's and Max and Erma's, would be allowed to include their names on one directional sign because it was difficult to navigate to the site from Frantz Road. She said the owners' association had approved the proposed sign changes and is eager to get started. She said the owners association also agreed to donate the land the City is using for their improvements.

Mr. Zimmerman invited anyone in the audience who had questions or comments regarding this Informal Review to come forward. [No one responded.] He requested that the Commissioners address the four discussion points provided in the Planning Report. [Discussion points are listed in *italics*, followed by the Commissioners' comments made on each.]

Mr. Fishman confirmed that neither the proposed sign plan nor the existing signs met the Sign Code. Ms. Husak clarified that there was no text. Mr. Fishman asked if the signs could be changed to meet Code.

Ms. Amorose Groomes did not think the signs could be made to meet Code because of the unique layout of the facility, given what Code allows for signs in terms of frontage. She said she did not know if way-finding signs throughout the complex that meet Code were possible in all aspects.

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Metro Place North & South

*Is the Commission concerned about the proposed location of the signs?*

*Does the Commission agree with Planning that identifying businesses on directional signs is not a precedent that we want to set?*

Chris Amorose Groomes agreed that there were way-finding issues throughout the property and it was a maze. However, she said she did not know if these types of signs were clear enough to read at 35 mph. She said the area for the sign text seems to be very small and she said if the Commission were to entertain changing the signs, the design would have to be much simpler in format than what is proposed. Ms. Amorose Groomes said the directional signs had a long way to go for clarity purposes.

*How does the Commission view the proposed center identification signs in relation to the existing commercial business signs along the Frantz Road frontage?*

Ms. Husak said the joint identification Signs 1 and 8 meet Code as far as height and content, but the issue is the location of the signs within the right-of-way. She requested the Commissioners comments. She said Council can grant a right-of-way encroachment, however the Commission would have to vote on the Amended Final Development Plan and allow them to be there first.

Mr. Freimann asked if the two existing identification sign locations could be considered a pre-existing condition. Mr. Langworthy said from a zoning perspective, not after a sign is removed.

Ms. Husak reiterated that the Commission would have to vote on something that did not meet Code with the understanding that City Council can grant it or not. She said the City Engineer will also have to sign off to ensure there were no visibility issues. Mr. Zimmerman said he would like that information before the decision is made.

Ms. Amorose Groomes said she did not necessarily want the signs out of the right-of-way if they were not causing safety issues. She did not want to impose a financial burden because someone in the past made a bad decision.

Mr. Freimann said they may be creating a problem if the sign is set back so far that drivers can not see them, as opposed to where they are currently located.

Mr. Zimmerman said he thought Engineering should check to see how it lines up, and if there is a problem, the identification sign would have to be moved.

*After review of the application details, does the Commission interpret this application as meeting the criteria and therefore allow the application to proceed as an amended final development plan, or does the proposal exceed the scope of the criteria and require the applicant to proceed with a rezoning/preliminary development plan?*

Ms. Amorose Groomes said there are definitely way-finding issues, so it is the Commission's responsibility to help them resolve those things. She said if what the applicant wanted did not meet Code, then an amended final development plan was necessary. Ms. Husak said the only other option would be for the Commission to say the five criteria are not met and that the modification from the Code is too great to do via an amended final development plan and they would have to rezone.

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Amended Final Development Plan  
Metro Center PUD - Sign Plan  
Metro Place North & South

Ms. Amorose Groomes said a rezoning would be very time-consuming and require a lot of steps which would not help the tenants. She said she preferred working things out through an amended final development plan. Ms. Husak said then, the option would be to come closer to what Code required and that would maybe make the five criteria a little easier to be met.

Ms. Amorose Groomes said it was important for the Commission to work with them as corporate citizens to help them get the office park to where it needs to be. She said however, the City's standards and the applicant's proposal need to be brought closer together, and she did not see the two things coming together as proposed tonight.

Mr. Zimmerman and Mr. Fishman said they agreed with Ms. Amorose Groomes about the amended final development plan process.

Mr. Fishman said he did not want to set a precedent, but he wanted to get the signs as close to Code as possible. He said he always could see the large numbers on the directional signs even on snowy days, but the building addresses did not seem to be sequential. He suggested there be some internal navigation such as arrows for the addresses. He reiterated that he wanted to see this sign plan as close to Code as possible. He agreed it needed to be done and that the Commission wanted to help them.

Ms. Husak confirmed that Mr. Fishman was okay with the directional signs being off-premise where a number located on the 450 that pointed to 350, if the plan was closer to Code with the size or height of the sign. Mr. Fishman said the problem was with finding a building in the office park.

Mr. Freimann said he disagreed with the Commissioners because he did not know a way to meet the Code with the proposed signs. He suggested an amended final development plan. He said however with the landscape requirements, he did not know that at 35 mph a 3.5-foot high sign could be seen and he did not think six feet high was exuberant. He said he would be willing to give the applicant three feet on the internal directional signs, considering the fact that the applicant is willing to give 7.3 feet on the two front signs. Mr. Freimann said for Signs 4, 5, and 6, he was will to defer to Planning's expertise that the drawings presented were not actually representative, and that people will be able to see the signs and follow the arrows.

Ms. Amorose Groomes asked if this discussion point was talking about removing the signs along Frantz Road for Graeter's and Max and Erma's.

Ms. Husak explained that it was more a question on Planning's part about the cohesive sign plan that the center is now doing with updating it, making them all match, and the sign in close proximity to the Fifth/Third, Max and Erma's, and Graeter's signs not matching the rest of them.

Mr. Zimmerman said as had been done with other centers' tenant signs, when they left, the sign was changed out on the panel to be more aesthetic to what is current for those three signs.

Mr. Fishman asked if the numbers on the signs will be as big as they are now. Ms. Husak said she thought they were close; they were just higher on the sign. Mr. Fishman said he had always liked the large numbers on the signs.

Ms. Hale said she believed the numbers could be large but she would need to confirm that with the consultant.

Ms. Husak said Planning noticed that there were two feet on top of the sign that did not really function as anything other than to make the sign taller. She said there were no restrictions in the Code as to how large the numbers or copy could be, so Planning could look into how big the numbers are in comparison to the existing ones, and maybe make the bands wider and the numbers bigger.

Ms. Amorose Groomes said that the Commission would like an effort made by the applicant to meet the Code as far as they can with maintaining their way-finding. Mr. Zimmerman agreed.

Mr. Zimmerman ended this Informal Review by thanking everyone.

**3. Stoneridge Village PUD – National Church Residences – Stoneridge Plaza II  
08-071CP Concept Plan  
3895 Stoneridge Lane**

Rachel Swisher presented this request for an informal review and feedback for a concept plan involving 35 attached, one-story senior housing units in the Stoneridge Village PUD, located on the south side of Stoneridge Lane near the intersection with Dublin Center Drive

Ms. Swisher said it was Planning's opinion that the Future Land Use Map designation has been met with the proposed senior housing use and that the proposed density is also consistent with the Community Plan. She noted that there were some significant development issues with this site including a continuous 100-foot wide AEP easement for a high-intensity electric transmission line that runs through the site.

Ms. Swisher described the proposed site plan, noting the provision of access, setbacks, sidewalks, parking, storm water management, and gathering spaces for residents. She explained that a laundry and mechanical facility is proposed to the east of the AEP easement, and Planning has suggested that the applicant consider relocating this facility to provide a focal point at the end of the internal driveway and a gathering space for residents

Ms. Swisher presented a slide showing a preliminary rendering of the proposed architectural concept for this development. She said that the proposed building materials include dimensional asphalt shingles, aluminum or vinyl framed windows, vinyl lap siding, and cultured stone accents. She said that although not shown on the plans, the applicant has indicated that the units will be differentiated to assist residents and guests with way-finding. Ms. Swisher said that Planning is supportive of differentiating the individual units; however they are recommending that the design theme should utilize a consistent, complimentary exterior materials palette and that the buildings should coordinate throughout the development. She said this could include making the individual unit entrances more prominent or applying exterior building materials differently on each of the buildings. Ms. Swisher added that Planning will continue to work with the applicant on the proposed architectural concept based on the Commission's feedback.

Ms. Swisher concluded by saying that Planning recommends that the  
of this site based on their evaluation of this concept plan, and addi

**08-086AFDP**  
Amended Final Development Plan  
Metro Center PUD - Sign Plan  
Metro Place North & South