



# MEETING MINUTES

## Planning & Zoning Commission

Thursday, March 19, 2026

### CALL TO ORDER

The meeting was called to order by Chair Way at 6:30 PM at 5555 Perimeter Drive. He welcomed attendees and noted that the meeting could be joined in person or accessed via livestream on the City's website.

### PLEDGE OF ALLEGIANCE

Mr. Way led the Pledge of Allegiance.

### ROLL CALL

Commission members present: Gary Alexander, Jamey Chinnock, Dan Garvin, Kathy Harter, Kim Way. Hilary Damaser arrived at 6:33 p.m.

Staff members present: Bassem Bitar, Thaddeus Boggs, Sarah Holt, Tori Brubaker, Cameron Burrell

### ACCEPTANCE OF MEETING DOCUMENTS

Mr. Alexander moved, Ms. Harter seconded acceptance of the documents into the record.

Vote: Mr. Chinnock, yes; Mr. Way, yes; Ms. Harter, yes; Mr. Alexander, yes; Mr. Garvin, yes.  
[Motion carried 5-0.]

Mr. Way explained that the Planning and Zoning Commission is an advisory board to City Council when platting and property rezoning is under consideration, with Council receiving recommendations from the Commission. In other cases, the Commission has final decision-making responsibility.

He outlined the meeting procedures: applicants present first, followed by staff analysis and recommendation, Commission questions, public comment, then Commission deliberation. No new agenda items would be introduced after 10:30 PM. Speakers were asked to use the microphone and keep comments to 3 minutes.

Anyone intending to address the Commission was sworn in by Mr. Way.

### CASE REVIEW

#### Case #26-008INF

#### Germain Honda Dublin Expansion – Informal Review

**Request for review and non-binding feedback for site improvements and expansion of the Germain Honda Campus. The 14.84-acre site is zoned BSD-SCN, Bridge Street**

**District, Sawmill Center Neighborhood and is located southwest of the intersection of Sawmill Road and Dublin Center Drive.**

**Applicant Presentation**

Jill Tangemn, Vorys, Sater, Seymour and Pease, 52 East Gay Street, Columbus, presented on behalf of the applicant. She explained that they were seeking feedback on improving the functionality of the existing dealership site through new design elements and incorporating the former Rite Rug building into their development. She emphasized that this was an existing business and that while they appreciated the City's Envision Dublin Community Plan and Bridge Park District Special Area Plan, there were factors in those plans that would be difficult to incorporate, particularly regarding access management, traffic planning, and through streets.

Ms. Tangeman noted that having through streets through the inventory would be problematic as it attracts crime and creates conflicts with pedestrian traffic from customers looking at cars. She acknowledged that the business was nonconforming but permitted to remain and expand under Dublin Code so long as the expansion was not injurious to neighboring properties. The Rite Rug site would need Conditional Use approval, for which she believed they could meet all requirements, particularly that they would not create negative impact to surrounding property owners.

Jessica Germain, Germain Motor Company, 6715 Sawmill Road, Dublin, explained that this was a fourth-generation business that has been in Dublin since 2010. She noted that one in three vehicles in Dublin is a Honda, and they are the largest auto dealer in Dublin, selling approximately 3,000 cars per year and servicing about 150 customers daily. The facility was not Honda facility-compliant and had not been for many years. She had recently hosted a visit from Honda's director of sales from North America, who asked about facility status and growth plans.

Ms. Germain explained they were in need of more space, currently parking cars in three other locations not on their lot, which was not ideal, efficient, or financially optimal. They had experienced 20 break-ins off-site in one weekend in November, totaling a couple hundred thousand dollars in damage. She emphasized that having inventory in one proximity would be better for safety and operations. The Rite Rug building would be important for providing additional building space during construction, allowing them to continue operations while demolishing and rebuilding other buildings.

Dave Kaldy, Archall Architects, 49 East Third Avenue, Columbus, presented the design proposal. He explained that the primary goal was to accomplish a Conditional Use for the Rite Rug property, which was not currently part of the Germain campus. The proposal would remove both existing Honda stores, which were old and tired, and replace them with a much larger, nicer building following Honda's new prototype with blue glass, modern design, cantilevered awnings, and white louver elements.

The new building would be positioned on Sawmill Road to provide frontage coverage. They propose adding an addition to the Rite Rug facility to bring it closer to Sawmill Road for better pedestrian walkability. The plan involves removing the used car building first, building the new facility, then removing the current new car building to allow for continued operations during construction.

Mr. Kaldy explained that after completion, the large building would house new and used car sales and service, with the building positioned prominently at the corner where visitors enter the property. The proposal is designed to be buildable while allowing continued operations during construction.

### **Staff Presentation**

Ms. Holt presented the staff analysis. She explained that the current site is approximately 13 acres, expanding to approximately 15 acres with the addition of the Rite Rug property. The site is surrounded by the Dublin Food Pantry to the west, Party City to the south, and the City of Columbus to the east.

Ms. Holt reviewed the site history, noting that a car dealership has been on the site since at least 2001. The Bridge Street District Code was adopted in 2012 with specific language about achieving the vision over time. Between 2018 and 2021, various remodeling requests were approved that would keep the building locations and general layout; however, the Final Development Plan was never constructed and expired in 2024.

Regarding the Envision Dublin Community Plan, Ms. Holt explained that the future land use designation was mixed use urban, emphasizing a strong mix of uses in an active, walkable environment. Commercial, office, hospitality, multifamily, and restaurants were all envisioned, with supporting uses including hardscape plazas, public squares, and patios. Buildings were anticipated to be three to six stories tall on gridded streets with wide sidewalks.

The Bridge Street District Special Area Plan characterized the site as Sawmill Center Neighborhood, featuring walkability, small floor plan multi-tenant buildings, and multifamily development. Structured parking was expected with higher densities. The Plan specifically noted that density and walkability were key to achieving future goals, and without these, the area would probably remain vehicular in character.

Ms. Holt explained that the zoning intent for Sawmill Center Neighborhood is walkable and active development where physical and visual connections are important. Commercial center buildings are permitted, and there is a shopping corridor identified adjacent to the site where restaurants, retail, and well-defined pedestrian realms are anticipated. Potential gateway opportunities exist along Sawmill Road, including the northeast corner of the site.

The Bridge Street District Street Network Plan shows three families of streets. Sawmill Road is a corridor connector, and Dublin Center Drive is a district connector currently curving around the northwest corner but anticipated to change to a T-intersection with John Shields Parkway. Neighborhood streets are contemplated within the site. Principal frontage streets are important for character implementation, and the site is uniquely surrounded on all sides by principal frontage streets, with buildings meant to front onto those streets.

Ms. Holt noted that completion of the signalized intersection at Snouffer Road might be ideal for site access and would provide increased pedestrian access, working well with the existing COTA bus stop at the northeast corner. There were approved CIP projects to improve the bus stop, and this was also a contemplated gateway location.

She presented photos of surrounding conditions and existing buildings, noting that both current Honda buildings are proposed for demolition. The body and service shop would move to the Rite Rug site, and she mentioned private parking and access agreements between the pantry and Rite Rug that the City would not enforce but needed to be aware of.

Reviewing the provided site plan, Ms. Holt explained that the redevelopment proposal was subject to expansion criteria in the Code. New buildings are outlined in black, and the Rite Rug property use would change from retail to vehicular sales and repair, requiring Conditional Use approval.

Staff presented four questions for Commission consideration: support for the proposed use based on expansion and Conditional Use criteria; support for the street network as shown or how it might be more responsive; support for the site layout; and support for the architectural design approach, noting that while the application shows corporate architecture along Sawmill Road, the applicant has stated willingness to use Bridge Street District architecture at the back of buildings.

### **Commission Questions**

Mr. Garvin asked about vandalism challenges and issues with access inside the site, which seemed at odds with future tighter block layout ideas. He was surprised by the number of vandalism incidents in November and asked about motivation. Ms. Germain explained that thieves steal tires and wheels. When asked about concerns regarding long-term existence in a dense neighborhood, she explained they ideally wanted to keep all inventory contained in one area rather than spread it across different locations, as it is not easy, ideal, or efficient.

Mr. Garvin asked about the Snouffer Road alignment cutting through the heart of the proposed building and whether Honda required more frontage on the Sawmill Road side, or if they could reorient construction more east-west. Mr. Kaldy explained they were trying to strengthen the edge on Sawmill Road, but rotating the building 90 degrees and hugging the north edge was certainly possible, though it would not provide as much frontage coverage on Sawmill Road. He confirmed there would be no challenges from Honda regarding rear treatments with Bridge Park styling, and they could make the building look attractive with windows, materials, and accents. The Rite Rug building would also receive significant upgrades.

Regarding perimeter treatment to support sidewalks and walkability, Mr. Kaldy thought sidewalks around the perimeter edge would probably be necessary. While they had not developed detailed landscape plans, they envision the grand entry from Sawmill Road having more pedestrian-friendly elements with landscaping.

Mr. Alexander asked whether Honda dictated the building footprint or just the front treatment. When told there was no dictated footprint, he asked about shifting the showroom down and reconfiguring the service space behind it while maintaining square footage and Sawmill Road frontage alignment. Mr. Kaldy confirmed this was feasible.

Mr. Alexander asked about consideration of structured parking, noting it might solve security issues and bring the project closer to Code compliance. Mr. Kaldy explained that with their current proposal, structured parking was not necessary as the amount of parking gained would pull off-site inventory onto the property. He noted that structured parking was typically in very urban areas, and for car dealers specifically, quick access to cars with good lighting is important. Having customers go through a garage to see inventory was not ideal for the shopping experience.

Mr. Alexander asked about intentionally avoiding alignments with future streets. Mr. Kaldy explained the north-south alignment was still there, and the building location was done for phasing purposes. If the building were to shift right, it would interrupt the north-south street, requiring negotiation about which was more important. Ms. Germain emphasized that having multiple roads through the site would inhibit business and create challenges, making things choppy and affecting the customer experience and employee operations.

Ms. Harter asked about sidewalk expectations. Mr. Burrell confirmed they would expect eight-foot sidewalks which is standard for the Bridge Street District. He noted that the sidewalk along Sawmill Road was currently under construction as a CIP project with improvements to the COTA bus stop. Ms. Harter asked about how the development would feel cohesive when driving down Sawmill Road, given the separate Rite Rug portion. Mr. Kaldy explained that the edge design on Sawmill Road between buildings would be important, involving landscaping and other elements to tie everything together, though this had not been resolved yet.

Ms. Harter asked about customer confusion regarding access. Ms. Germain clarified that they intended one primary building for business, combining new and used car buildings into one larger facility with all service and sales. The Rite Rug building would provide administrative office

capabilities rather than being customer-facing, so proper signage would direct people to the main building.

Ms. Harter inquired about employee parking and vandalism experiences. Mr. Kaldy explained employees typically park in back to maximize customer parking in front. Ms. Germain noted they were committed to being good stewards with neighbors like the Dublin Food Pantry and were open to cooperating with their needs. Regarding vandalism, while the current gated site was not immune, they were hit harder off-site recently.

Mr. Chinnock asked the fundamental question of whether the property could work within the Envision Dublin Plan for streets, grid network, and cut-through of Snouffer Road through the middle of the site. Ms. Tangeman explained it would be very difficult to have cut-through streets due to pedestrian traffic from customers looking at cars, which would cause conflicts. While connectivity for emergencies could be maintained and alignments preserved, encouraging people to cut through versus allowing the ability to get through were different things. Meeting the exact terms of the Bridge Street District Street Network Plan would be very difficult given the nature of the business. Ms. Germain added they were trying to serve two masters - Dublin and Honda - with Honda being very strict about requirements for facility size, service bays, minimum acreage, square footage, and parking spots. Anything that reduces their square footage capability creates challenges with Honda's minimum requirements.

Mr. Chinnock asked staff about their perspective. Ms. Holt explained there were lots of opportunities for this use to fit within the Bridge Street District ideas and visions through work, refinement, and cooperation between applicants and staff, getting creative to find acceptable solutions for both sides.

Mr. Chinnock asked whether the applicants were amicable to garages and multi-story buildings, and whether they had considered other sites that might work better for their needs and the City's needs. Ms. Tangeman emphasized they were there in the spirit of cooperation and wanted to continue operating successfully in Dublin, but there had to be give and take on both sides. She doubted they could accomplish everything but there were definitely opportunities to work through development that met both goals while remaining profitable. Ms. Germain confirmed they had not explored other sites at that time.

Mr. Chinnock asked about Columbus zoning influences on the property. Ms. Holt explained the area was set to change under Columbus's new zoning that is focused on density along transit corridors like Sawmill Road, anticipating mixed-use development and higher density taking advantage of transit. Building heights and parking locations would be similar to the Bridge Street District vision.

Ms. Damaser asked how both sides would respond to concerns. She inquired about Envision Dublin's thinking when cutting the 15-acre plot into quadrants, and how the applicant would see things cut through or buildings shifted. Ms. Holt explained that Envision Dublin and the Bridge Street District Special Area Plan work together to achieve a vision of gridded street patterns similar to traditional historic neighborhoods with more density and mixed uses. The Code was set up to achieve this over time, with expansion criteria looking for no substantial detrimental effect on adjacent uses, no hindrance to things envisioned by the Code, and compliance with reasonable conditions to ensure no community harm.

Ms. Holt suggested potential solutions like a series of smaller buildings circling the site to give the impression of streets, or ways to break up parking visually while still functioning for the business. When asked whether the City envisioned cross streets being public and going through the whole property, Ms. Holt gave an affirmative answer. Mr. Burrell clarified that from their standpoint, setting up the grid with possibly private streets that aligned with future public streets in the gridded

network would be acceptable, though he would need to research whether a signalized intersection could tie into a private street.

Ms. Tangeman responded that creating the appearance and ability of streets rather than encouraging their use was definitely possible as a design element they could work toward, but having public through streets was not ideal.

When asked about smaller multi-story buildings around the perimeter, Ms. Tangeman explained this would require internal discussion about meeting Honda's requirements. Mr. Kaldy added that two-story elements in showrooms were not uncommon, but multiple stories in service facilities were very uncommon. The showroom could probably be highlighted and brought up taller than the service building.

Ms. Damaser asked about Honda minimum requirements. Mr. Kaldy explained they wanted to exceed minimums for future growth planning, and they have excessive capacity relative to minimums.

Mr. Way asked about building stories, and Mr. Kaldy confirmed they were considering two-story elements for showrooms but not service areas. Mr. Way suggested thinking about vertical development to create opportunities for the desired grid.

He noted the written presentation mentioned conforming to Dublin standards for parts of the building other than the showroom and asked about integrating transparency and openings in service areas to make them feel more like retail buildings fronting Sawmill Road. Mr. Kaldy agreed there could be some degree of transparency, noting that service on display could be interesting and serve as marketing.

Mr. Way observed no accommodation of outdoor activities like patios, seating areas, pocket plazas, and spacious walkways mentioned in their Code quote. He emphasized these were important to the Bridge Street District, especially for gateway corners and pedestrian experiences along Sawmill Road.

He asked about structured parking and potential partnerships with developers for mixed-use development, such as housing that could help pay for parking garages while providing secure car storage. Mr. Kaldy explained their thought process had focused on maintaining current operations and investing in site redevelopment to make it much better than current conditions. Ms. Germain noted concerns about space constraints even with structured parking given their growth trajectory. Mr. Way noted this was supposed to be a high-density, mixed-use district and asked about exploration of phased development opportunities, particularly along Dublin Center Drive. He asked about street grid alignment flexibility, and Mr. Burrell confirmed they would be open to modifying alignments to work better for the applicant, emphasizing that the presence of streets and traffic distribution through the grid was most important.

Mr. Garvin asked staff to clarify the priority of Snouffer Road eventually becoming a through street eventually; staff confirmed its importance.

Mr. Chinnock asked about the necessity of the curb cut on Sawmill Road outside of the Snouffer Road intersection. Ms. Germain confirmed they needed a curb cut from Sawmill Road as their primary access point.

Mr. Alexander clarified that the goal was not just streets but physical block types similar to Bridge Park. Ms. Holt confirmed this was correct, noting multiple ways to achieve three-dimensional results rather than just laying a grid on the site.

Mr. Way clarified that Sawmill Road and Dublin Center Drive were fronted streets while middle streets could be more service-oriented, creating a hierarchy rather than making every street equally important.

Ms. Harter asked about car delivery operations, noting they currently used public streets for unloading. Ms. Germain confirmed they would prefer to do deliveries on their property when possible, as it creates less risk for drivers, vehicles, and inventory.

### **Public Comment**

Julie Rinaldi, Dublin Food Pantry, 7871 Riverside Drive, Dublin, explained the Food Pantry was celebrating its fiftieth anniversary. They served over 10,000 households last year.

Ms. Rinaldi described being approached in June by commercial real estate professionals representing Germain asking if they wanted to sell their building. This surprised them as they had moved to their current building at 6608 Dublin Center Drive just over two years ago, after 48 years in Dublin Community Church's basement, having outgrown that space due to increased needs.

She explained they had worked in good faith throughout the summer, with the representatives asking them not to share information about Germain's expansion plans. In early December, they were offered purchase of property and their building at fair market value, with Germain covering all costs. They outlined their stipulations and needs but had not heard back since December 1st, and then saw this case on the Planning and Zoning Commission agenda.

Ms. Rinaldi expressed serious concerns about the drawings' potential negative impact on their operations. All food is delivered to their back bay, and the drawings appear to incorporate development up to the property line. They have a private easement agreement with Rite Rug property owners that would follow whoever owned the property, and she was unsure if this had been considered. They were surprised by the public process making their situation public, which would now affect donor relations, volunteers, and customers.

### **Commission Discussion**

Mr. Garvin began the Commission's deliberation by noting the acknowledged difficulty of the situation. Based on Bridge Street District (BSD) standards, he is not particularly supportive but is encouraged by staff's optimism about getting closer to what was envisioned. He found the street network as shown at odds with the BSD network map, making it difficult to respond affirmatively, although he believes that from a visual standpoint, where possible, smaller blocks would be priority even if discouraging actual access.

He considers the Snouffer Road at Sawmill Road intersection important as the City wanted to see it, and found the architectural design approach looked like Honda requirements rather than fitting expectations for future buildings. He emphasized the importance of height where possible and higher landscaping standards than typical auto dealerships for walkability around the perimeter and the northwestern gateway.

Mr. Garvin noted the importance of the Conditional Use for the Rite Rug building, acknowledging the public comment about working with the Dublin Food Pantry as an asset to the City. He is somewhat supportive of incorporating Rite Rug as it keeps the height and structure along the perimeter, but emphasized the importance of working to establish perimeter alignment with the City's future vision.

Mr. Alexander expressed appreciation for Honda's new image over their previous cylinder and wave design, and understands the manufacturer's leverage on dealers for compliance. However, he has difficulty supporting the proposal if there is no way of breaking up the parcel to create block types

similar to what the District was intended to have, as this would hinder adjacent lots from developing according to Code.

He also opposes the Conditional Use for Rite Rug, because while the current condition had landscape buffer separating properties with separate parking, the proposal would eliminate separation by running parking across properties. He believes this moves further from Code standards rather than closer, making Rite Rug less compliant than it currently is as a smaller parcel with smaller building that better matches Code requirements.

Ms. Harter agreed with previous comments, noting the connection feels wide and different once inside the site. She emphasized the need for smaller buildings and Bridge Street atmosphere with sidewalks and flow-through opportunities, even if not requiring through streets immediately. She believes the current proposal is not harmonious with separated elements.

She appreciates Germain Honda's long commitment to Dublin but noted this would create a whole new look that clearly appeared as a dealership, requiring careful gateway consideration. She was particularly concerned about the Dublin Food Pantry, emphasizing their neighborhood character that aligns with the Sawmill Neighborhood connections. She advocated for pocket parks and amenities, noting that people waiting for car service could walk around, read, or visit restaurants, and the development should provide those opportunities.

Mr. Chinnock thanked the applicants for going through the Informal Review process and emphasized Envision Dublin is exactly what it claims to be - a vision and guideline for collaboration rather than rigid requirements. He saw opportunities for Honda to create something unique and pedestrian-friendly that could be a source of pride and fit well with the community.

He is totally supportive of the site's redevelopment due to clear need but believes significant work remains to address the Commission's feedback. He encouraged them to create something very special and unique for the area through collaboration.

Ms. Damaser observed that both the City and applicant seem open to creative thinking, which she finds encouraging, but noted that the proposal needs more creativity and work. She could not consider approval in its current form, noting the outdoor activities were just standard language. She wants to see architectural design for all building sides, not just Honda's standard front, and compatibility with a street grid layout.

She shared concerns about the Dublin Food Pantry, emphasizing the community's need for their services; it will require a cooperative resolution between parties. She urged creative thinking about compatibility with the envisioned surrounding area development, considering the 15-acre block size and future appearance across all surrounding streets.

Mr. Way summarized the collective Commission feedback, noting their responsibility to follow Dublin's vision and Code as tools for guiding development. The Community Plan paints the picture of a mixed-use center, and the Bridge Street Code provides specific guidelines for blocks, lots, character, and open space, along with Sawmill Center Neighborhood guidelines.

He emphasized wanting to support Germain Honda as a great Dublin business while helping shape the site positively for both the business and City. He expressed optimism about making something work through give and take, noting elements were already evolving, including nearly having the street grid except for connections. He emphasized the importance of the Sawmill Road frontage design and four-sided buildings relating to principal frontage streets.

Mr. Way concluded by asking if the applicants needed any clarification. He thanked them for the presentation and indicated that the Commission is looking forward to future meetings.

The applicant indicated they had received necessary feedback.

### **Case #25-093PDP**

#### **Monterey Square – Preliminary Development Plan**

**Request for review and approval of a Preliminary Development Plan for the construction of a mixed-use development. The 6.86-acre site is zoned BSD-HTN, Bridge Street District - Historic Transition Neighborhood, and is located on both sides of Monterey Drive, south of its intersection with W. Bridge Street.**

#### **Staff Presentation**

Ms. Brubaker presented the case, noting the applicant did not wish to present but was available for questions. She explained that the Master Sign Plan Review is a one-step process intended to allow unique and creative sign design and display with flexibility to deviate from the Bridge Street District sign code provisions. Deviations could consider unique site conditions, number of signs, and coordinated sign packages, among other considerations. The Planning and Zoning Commission is the final reviewing body.

The site contains three buildings under the Master Sign Plan: Building J1 with office and restaurant use, Building J2 with condominiums, and J3 as a garage. The Final Development Plan was approved in July 2025.

Ms. Brubaker explained that in 2016, the Planning and Zoning Commission approved a comprehensive sign plan for Bridge Park Blocks B and C, with amendments approved for each subsequent block development. The initial plan established qualitative and quantitative standards frameworks to encourage unique sign designs, with this request continuing that process.

She displayed examples of the sign types permitted under the Master Sign Plan with high-quality images of previously approved signs in the Bridge Park development, demonstrating consistency with previous approvals. The general regulations matrix on page 17 of the packet provides in-depth descriptions of permitted sign types and regulations.

For Building J1, the elevations show general locations where signs could be permitted, though not every location would necessarily have signs. The number of signs per tenant is based on location within the building and whether they were first story or upper story tenants. All final sign locations require both City and landlord approval.

Placemaking art signs are regulatory under the plan, with one shown on Building J1's north elevation highlighted in green boxes and projecting onto the eastern elevation. These signs are regulatory in location with no other locations for this site and type proposed.

The Building J2 condominium building shows general permitted sign locations without necessarily meaning signs would be placed in all locations.

The Building J3 garage building has two separate entrances, each identified by a placemaking art sign regulatory in location on the third floor of each side, consistent with past approvals. Wall signs are shown on the first floor of each entrance, and parking marquee signs match what has been previously approved on the site.

All criteria for the Master Sign Plan have been met, and Planning staff recommends approval.

#### **Commission Questions**

No commissioners had questions about the proposal.

#### **Public Comment**

No members of the public provided comment on the case.

### **Commission Discussion**

Ms. Damaser indicated she finds the proposal consistent with past approvals and nicely done. She expressed support for the proposal.

Mr. Chinnock agreed, complimenting the well-organized and thoughtful proposal that makes sense and does not require extensive discussion.

Ms. Harter also agreed. She indicated that she finds no conflicts and the proposal is attractive. nice.

Mr. Alexander complimented the proposal, noting that it is very nice, thorough, and easy to follow. He noted this was the first large-scale Master Sign Plan he had seen during his seven years on ARB and two years on the Commission.

Mr. Garvin agreed that everything proposed is in line with expectations. He noted that there would be further review for any particular signs.

Mr. Way agreed with fellow Commissioners, stating that such great proposals make the Commissioners' review easy. He noted that the quality of the document provides a great learning experience about Master Sign Plans.

Mr. Garvin moved, Ms. Damaser seconded approval of the Master Sign Plan.

Vote: Ms. Harter, yes; Mr. Alexander, yes; Mr. Chinnock, yes; Ms. Damaser, yes; Mr. Way, yes; Mr. Garvin, yes.

[Motion carried 6-0.]

### **COMMUNICATIONS**

Mr. Bitar provided two pieces of communication. He noted the book provided at Commissioners' seats, explaining that Senior Planner Sarah Holt was managing a project with consultants to audit zoning and subdivision regulation codes to determine how they achieve or do not achieve Envision Dublin Plan objectives and other plans. The book was authored by one of the consultants who has done previous work for the City, which could provide insights into potential directions if the project progresses beyond just the audit.

He noted that the audit is in response to City Council's direction regarding mixed-use districts and their meaning; the book provides relevant insights.

Mr. Bitar reminded Commissioners about training opportunities. He clarified that the Urban Land Institute (ULI) 2026 Spring Meeting is in Nashville, Tennessee, May 5-7, 2026, and the American Planning Association (APA) 2026 National Planning Conference would be held in Detroit, Michigan, April 25-28, 2026.

### **ADJOURNMENT**

The meeting was adjourned at 8:15 pm.



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Chair, Planning and Zoning Commission



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Deputy Clerk of Council