



RECORD OF ACTION

Planning & Zoning Commission

Thursday, July 9, 2020 | 6:30 pm

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

5. Germain Honda, Phase IV 20-102CP 6715 Sawmill Road Concept Plan

Proposal: Exterior renovations that include architectural, parking, and sign modifications, and associated site improvements for an existing car dealership on a 12.7-acre site.
Location: Southwest of the intersection of Sawmill Road and Dublin Center Drive and is zoned Bridge Street District Sawmill Center Neighborhood.
Request: Review and approval of a Concept Plan under the provisions of Zoning Code Section 153.066.
Applicant: Mike Close, Esq. and Tom Hart, Esq., Isaac Wiles
Planning Contact: Nichole M. Martin, AICP, Planner II
Contact Information: 614.410.4635, nmartin@dublin.oh.us
Case Information: www.dublinohiousa.gov/pzc/20-102

MOTION: Mr. Grimes moved, Mr. Supelak seconded, to approve the Concept Plan with nine conditions:

- 1) That the applicant work with Staff to field locate the sidewalk along the Sawmill Road and Dublin Center Drive frontages to minimize tree removal and to promote the health of preserved trees while retaining select view sheds for vehicle display;
- 2) That the applicant work with Staff to resolve the off-site replacements in an appropriate manner;
- 3) That the applicant confirm that the holder of the utility easement will permit new trees to be planted within the easement and provide affirmative documentation to the City, prior to Preliminary Development Plan/Final Development Plan submittal;
- 4) That the applicant resolve Detail 4 on Sheet L3.1 with the renderings to confirm the intended design, and the applicant provide details for the used car display area and Dublin Center Drive and Sawmill Road display area;
- 5) That the applicant work with the City’s Landscape Zoning Inspector to refine the street wall height and plant selections prior to the Preliminary Development Plan/Final Development Plan;
- 6) That the applicant remove the blue stripe architectural detail on the service center;
- 7) That the applicant work with Staff to revise the layout of the two protruding display pads immediately east of the used car building;



**5. Germain Honda, Phase IV
20-102CP**

**6715 Sawmill Road
Concept Plan**

- 8) That the applicant demonstrate the ground sign is located 8 feet from the right-of-way and not located within an easement, and provide sign design construction details for all sign types; and
- 9) That the applicant eliminate the oval 'box sign' above the service drive entrance.

VOTE: 6 – 0.

RESULT: The Concept Plan was approved.

RECORDED VOTES:

Jane Fox	Absent
Warren Fishman	Yes
Kristina Kennedy	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Yes
Lance Scheiner	Yes

STAFF CERTIFICATION

DocuSigned by:



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Nichole M. Martin, AICP, Planner II



- 4) ~~The applicant continue to work with staff to address the location of the existing dumpster and dumpster enclosure.~~

~~Vote: Mr. Supelak, yes; Ms. Kennedy, yes; Mr. Schneier, yes; Mr. Grimes, yes; Ms. Call, yes; Mr. Fishman, yes.~~

~~[Motion passed 6-0.]~~

5. Germain Honda, 6715 Sawmill Road, 20-102CP, Concept Plan

Ms. Call stated that this application is a request for exterior renovations, sign changes, and associated site improvements for an existing car dealership. The 12.7-acre site is southwest of the intersection of Sawmill Road and Dublin Center Drive and is zoned Bridge Street District Sawmill Neighborhood.

Staff Presentation

Ms. Martin stated that this site is located within the BSD-SCN, Bridge Street District - Sawmill Center Neighborhood. This Concept Plan is significantly more detailed than previous Concept Plans the Commission has reviewed, which is due to the iterative nature of this project. The proposal is for parking lot, landscape and architectural modifications for the existing car dealership located on a 12.7-acre site, southwest of the intersection of Sawmill Road and Dublin Center Drive. Originally, the dealership campus developed as multiple separate sites including a gas station, office, and automotive dealership. Over time, the parcels have been combined and the uses have been consolidated into a single automotive dealership. The intent of this project is to streamline the site circulation and increase the overall efficiency of the site operations. Staff and the property owner have been engaged in this process since 2017. In 2018, the Administrative Review Team (ART) reviewed and approved Phase I of the campus improvements, specifically demolition of a vacant 2,000-square-foot building located in the southeast portion of the site, and modifications to parking, landscaping, and lighting for a .64-acre portion of the campus. In 2019, the ART reviewed and approved Phase II of the campus improvements, specifically modifications to parking, perimeter landscaping along Dublin Center Drive frontages and lighting for the remainder of the site. Phase III included interior renovations to the new car store, service drive, and (future) upgrades to the used car store. As the modifications in Phase III were interior only, review and approval by ART or PZC was not required. The application before the Commission tonight is for modifications along the Sawmill Road frontage, parking lot and exterior building modifications.

Vehicular Circulation and Pedestrian Connectivity

The site is located within the BSD-SCN, Bridge Street District - Sawmill Center Neighborhood. (Photographs of frontages and existing buildings shown.) The Sawmill Center applies to the majority of the commercial and service-oriented areas in the BDS. As part of the BSD Code, the Street Network Map establishes the framework for vehicular and pedestrian connectivity to distribute traffic efficiently across the network. The Street Network Map establishes existing and planned streets within the BSD. The Street Network Map defines a hierarchy of street classifications including Corridor Connectors, District Connectors, Neighborhood Streets, and Alley/Service Streets. Corridor and District Connectors may in some cases be designated Principal Frontage Streets. Principal Frontage Streets are designated to ensure certain street types are lined with continuous pedestrian-oriented block faces. The applicant is seeking direction on the required pedestrian connectivity. Staff has encouraged the applicant to provide pedestrian connectivity along both Dublin Center Drive and Sawmill Road. The most notable neighborhood street that bisects this site is the potential connection of Snouffer Road. The Snouffer Road connection is not identified in the City's current 5-Year CIP. With Phase II, vehicular circulation modifications were approved that required the removal of the northernmost Sawmill Road right in/right out access point and an additional access point added in the southwest portion of the site along Dublin Center Drive. This application also includes some parking lot modifications to the east of the used car store, as well as a curvilinear sidewalk extension along Sawmill Road. To fulfill the clear intent of the BSD Code, the applicant should extend the sidewalk along the Dublin Center Drive frontage. The applicant should work with staff to provide sidewalk connections along Sawmill

Road and Dublin Center Drive, while locating the sidewalk to minimize tree removal to the greatest extent possible.

Parking and Lighting

The parking and lighting modifications are in line with those that have been previously approved. Along the Sawmill Road frontage, a pervious paver is proposed, which has an aesthetic as well as functional quality. Comprehensive site lighting will match what was previously approved.

Landscape Modifications/Tree Removal and Replacement

The applicant is proposing landscape modifications to the Sawmill Road frontage. Previously, landscape modifications were approved for the perimeter landscaping along Dublin Center Drive and parking lot interior vehicular use areas. Today, there are a number of mature trees along the Sawmill Road frontage, and the applicant has provided an assessment of the existing condition of the landscaping along the Sawmill Road frontage, which indicates the trees are in a variety of conditions: good, fair, and poor health. The proposal is to remove trees to establish select views into the site while maintaining trees to soften the appearance of vehicular use areas from the public right-of-way. It is important to maintain the mature character of the site along Sawmill Road. With Phase II, a total of 1,240 caliper inches were approved to be removed due to overgrowth along the Dublin Center Drive frontages. With the approval, the applicant paid \$186,019 into the City's tree fund for inches that were not able to be replaced onsite. With Phase IV, a total of 163 caliper inches are proposed to be removed along the Sawmill Road frontage. The applicant is able to replace seven, 2.5-inch replacement trees on site, but a total fee in lieu of in the amount of \$21,834 will be paid in addition to the previous fee. With this tree removal, a comprehensive landscape treatment along the Sawmill Road frontage will incorporate enhancements including a new curvilinear sidewalk, dry laid stone street walls, vehicle display areas, and landscaping with shrubs, grasses, and seasonal annuals. In detail, a five-foot sidewalk is proposed along the Sawmill Road frontage. The landscape design strives to incorporate the archetypal Honda "wave," which has been eliminated from the building design to be sensitive to the context within Dublin.

Vehicle Display Areas/Street Walls

A total of three vehicular display areas are proposed: one east of the new car store, one east of the used car store, and one at the intersection of Sawmill Road and Dublin Center Drive. The BSD Code permits street walls or hedges to screen vehicular use areas. Vehicular use areas include parking lots. The frontage along Sawmill Road is required to be screened by a street wall as the vehicular use area is within 20 feet of the right-of-way. Street walls are defined "as an opaque, freestanding wall or opaque combination of landscaping and fencing built along the frontage line...to screen vehicular use areas or service areas and/or to define the pedestrian realm." Masonry street walls are required to be a minimum of 30 inches in height and maximum of 36 inches in height. The proposed street wall is 30 inches in height, but due to the potential sizeable growth of some of the proposed plantings, staff is recommending the street wall be increased to 33 inches in height.

Architectural Modifications

Exterior modifications are proposed to the new and used car stores to align the character with the modern aesthetic of the BSD as well as the updated Honda brand. The applicant is not proposing to use the Honda prototype; rather opting to customize the building character recognizing the context within Dublin. The form of the new car store will remain the same with a new cylindrical entry feature finished in a silver metal panel with glass sides proposed. The existing EIFS panels are proposed to be repainted in a soft white consistent with the Honda brand. The silver accent is proposed along the top edge of the building as well as the southeast corner where there is an existing architectural protrusion. The service entrance on the north side of the building is proposed to be integrated with the showroom. The exterior will utilize the same materials and colors as the primary showroom. The applicant is proposing a blue Honda stripe across the façade of the service entrance, which staff is conditioning be removed.

Signs

The applicant has also requested feedback on a future Master Sign Plan. Today, there are 13 existing signs plus one ground sign required to be removed with Phase I. The existing signs include: 3 Ground Signs (2 plus 1 previously removed), 2 Wall Signs, and 8 Directional Signs. A total of 16 signs are proposed, including: one (1) Ground Sign; six (6) Wall Signs; five (5) Perimeter Directional Signs; and four (4) Interior Directional Signs. Without approval of a MSP, the site is permitted signs under the provisions of Zoning Code Section 153.150. These provisions do not permit a combination of ground signs and wall signs. One sign type or the other must be selected. For wall signs, one sign is permitted for each building. For sites with 100 feet of frontage or more along two public right-of-ways, a third sign is permitted. The maximum allowable size for wall signs is 80 square feet each, with the total allocated square footage of 240 square feet divided among the three signs. For ground signs, one sign is permitted for each site. For sites with 100 feet of frontage or more along two public rights-of-way, a second sign is permitted. The maximum allowable size for a ground sign is 50 square feet with the total allocated square footage to be divided across the two signs being 66 square feet. All ground signs must be a minimum of 8 feet from the right-of-way and may not be located in an easement. Per Code, directional signs are limited to 4 square feet and three feet in height. Directional signs may not include a business name or logo. [Reviewed the proposed signs.]

Staff has reviewed the application against the applicable criteria and recommends approval with ten conditions.

Commission Questions

Mr. Fishman inquired if the sign recommendations of staff would meet Code.

Ms. Martin responded that they do not. Even with staff's recommendations, the proposed signs do not meet Code. The applicant will be submitting a future Master Sign Plan.

Mr. Schneier stated that a great sidewalk extension is proposed, but it appears to lead nowhere, as it dead-ends on both the north and south ends. Is there an overall plan?

Ms. Martin responded that there is a connection plan, which was adopted in 2012 with the Bridge Street Code, although it was conceived prior to that in 2010 with the BSD Vision Plan. The intent is that with the redevelopment of sites within the BSD sidewalks be provided. It is a piecemeal process but will lead to fulfilling the overall special area plan.

Applicant Presentation

Dustin Todd, Architectural Alliance, 49 East Third Avenue, Columbus, Ohio, stated that the improvements to this site were to make a cohesive design across the entire site, which was previously three sites. Phase 2 was to improve the connectivity and circulation on the site, this Phase 4 is to improve the design, make it appear as one campus and meet the standard of the Germain brand. The desire is to present a great face along Sawmill Road, and they anticipate these improvements will make an impactful improvement along Sawmill Road. They have tried to adjust the Honda prototype to be a cleaner design, and use the design elements in a way that will work with the curvilinear sidewalk. They believe the Dublin Village Center sidewalk improvements, given the City's future plan to have a connector that cuts through the middle of this site, would require extensive work to create a Code-required sidewalk. It would require cutting into the existing mounds, eliminating a significant amount of existing landscape. The work would be too extensive due to the relatively short future plan for this area. They believe their proposed design along Sawmill Road helps to further what the Code is attempting to achieve in regard to walkability in the most impactful area of the site. They are happy to continue to work with staff on the specific details of the plan.

Commission Questions

Ms. Kennedy requested additional clarification of the fee in lieu of tree removal.

Ms. Martin responded that with the tree removal along Sawmill Road, the applicant will need to either replace the trees on site or pay a fee in lieu of the required replacement inches. They will be able to replace seven trees; however, they will not be able to replace all of the required inches, so will need to pay a fee of \$22,000. Ms. Call stated that the purpose is to open up the view corridor to highlight the view of the building and the product displayed on site.

Ms. Kennedy noted that nearly 100 trees already have been removed in a previous phase.

Ms. Call stated that not all of those trees were in the best condition.

Ms. Kennedy inquired if the purpose of removal of the proposed trees was to enable a curvilinear sidewalk along the Sawmill corridor.

Mr. Todd responded that for this phase, it is to accommodate the display pads that are being placed in front of the building, which will connect to the pedestrian sidewalk, as well as an attempt to keep the parking areas screened while potentially allowing the areas in front of the building to be more open.

Mr. Fishman stated that the City would rather have the trees than the money. He believes they should re-examine the tree removal plan, which would eliminate many of the beautiful trees that the Commission required to be planted many years ago to improve the appearance of the Sawmill Road corridor. He understands their desire for visibility, but, typically, trees are more attractive than buildings. Does this plan meet the Landscape Code?

Ms. Martin responded affirmatively.

Mr. Fishman stated that he believes the minimum number of trees should be removed. It is essential to be cautious about removing trees that are 40-50 years old just to see more of a building. He believes the signs should also meet Code, in view of the fact the Commission will continue to deal with this issue in the future.

Ms. Kennedy inquired if any consideration was given to providing open space. Recently, another applicant for a car dealership located near Sawmill Road provided some proposals related to open spaces on that campus to make it more inviting.

Mr. Todd responded that the pads in front of the building are their suggestion for providing a connection to the walkable area along Sawmill Road. The intent of this improvement is to make the site more walkable.

Ms. Kennedy stated that she likes the proposed connection between the sidewalk and the display pads, but if there is opportunity to include some additional greenspace and perhaps a sitting area, she would encourage them to do so.

Mr. Grimes asked if the intent is to have a Master Sign Plan.

Ms. Martin responded that, based on the Commission's feedback, a Master Sign Plan would be required.

Mr. Grimes inquired if it should be made a condition.

Ms. Call stated that it is already a requirement, if an applicant desires to have more signage than the Code permits.

Mr. Grimes stated that he likes the participatory nature of the display pads with the sidewalk.

Public Comment

No public comments were provided.

Commission Comments

Mr. Fishman stated that what a car dealership needs is for the public to be aware of their location. However, the attempt here is much more – it is an attempt to achieve incredible visibility along Sawmill Road. He does not believe the public needs to see more cars along Sawmill Road. A view of the landscaping, including trees, is more desirable. He could not support this plan with this amount of tree removal and signage. There should be sufficient signage only to make the public aware of the Honda dealership and the service entrance. Additionally, he believes the service area at the rear of the building needs to be well screened; therefore, no trees should be removed along that road. Presently, there is sign clutter on the other side of Sawmill Road; we want to avoid doing so on this side.

Ms. Call inquired, if the front display areas were not display areas but were parking spaces, would staff have provided any recommendations for parking.

Ms. Martin responded that within the BSD, service parking would be discouraged between the building and the street. While this is a very specific type of retail, staff encouraged the applicant to try to engage the retail use with the street because there are not many retail opportunities in this corridor that could engage with the street.

Ms. Call stated that the City prides itself on its trees and discourages overly prominent signage along its corridors. A balance is necessary. Presently, there are two display pads that would require tree. She would prefer that they retain the larger pad in front but remove the smaller adjacent pad and retain those trees. They would accomplish their desire to engage with the street. Future uses could incorporate that space into patio seating.

Mr. Supelak that this is a difficult site. This Honda dealership is immediately adjacent to the street and lacks the usual amount of frontage. He understands their need for visibility. The trees are very thick in this area, and if they commit to the renovation, they do need to open up the view of the site. Perhaps there is a more balanced solution that will draw attention to their site, but with less removal of trees. The amount of signs proposed are an issue; they will need to be reduced. He applauds their effort in regard to the pedestrian connection, and the vehicle display areas that are not just a parking lot.

Mr. Schneier stated that he is not a fan of the new dealership aesthetic, although he understands that its purpose is recognition at the street level. From his experience, this area is confusing, and a large amount of directional signage is needed. There are multiple buildings and multiple ingress/egress points. He likes the proposed formality of this campus. He also likes the two vehicle display pads; they are consistent with the stock and trade, and the visibility is appropriate.

Mr. Grimes stated that much is crammed in these 12+ acres, and improved circulation and signage is needed. Much of their inventory is located off site, and there is much that they are attempting to accomplish and improve here. However, the project does need to fit within the long-term plan for this area. The proposed frontage is a step in that direction. This site is a challenge; there are many conditions with which to deal.

Ms. Kennedy stated that there is no greenspace or open space in this Concept Plan. The street network and pedestrian engagement along Sawmill Road is very well done. The curvilinear sidewalk is very attractive; the vehicle display pads are a great feature; and the building mass seems appropriate. Are they seeking input regarding pedestrian connectivity on all four sides of the site, or on the rear only?

Mr. Todd responded that they were seeking feedback on the Dublin Village Center side, which would be the north and west sides of the site.

Ms. Kennedy responded that they did a good job on the Sawmill Road frontage, and because the other sides are the back entrance to their property, she does not see a need for pedestrian connectivity at this time. She is not in favor of a fee in lieu of tree replacement. She would be in favor of more directional signage than Code permits, because of the confusion related to this site. She is looking forward to the "refresh" of this site!

Ms. Call stated that she would favor a reduction in the number of signs proposed. She agrees with the importance of the brand on the wayfinding signage, but there is only one brand on this site. Council has emphasized the need for reduction of sign clutter, and the Commission takes that charge seriously. She pays particular attention to pedestrian connectivity. At Dublin Village Center Drive, the sidewalk terminates. She does not like to see a conflict created between pedestrians and bicycles with vehicles. In redevelopments where pedestrian connectivity is being added, it is important to ensure a safe pathway. Therefore, she would recommend that consideration be given to extending that sidewalk, understanding the potential impact to trees. She likes the vehicle display pads; however, the smaller display pad, located on the used car side, is within a parking lot. Her recommendation remains to eliminate that display pad and not lose those existing

trees. She believes the building architecture is attractive. Does the applicant need any further direction or clarification?

Mr. Todd requested additional clarification on a sidewalk connection along Dublin Village Center Drive. The potential impact of providing that connection was assessed, and installing a Code-compliant sidewalk on the north and west sides of the site would require the removal of 673 caliper inches of trees. They take seriously the City's desire to replace trees rather than receiving a fee in lieu of. However, a large portion of this site, particularly along the perimeter, is overgrown. Trying to find locations for replacement trees would be very difficult.

Ms. Call stated that would be approximately half of the amount that occurred in Phase 2. However, she remains in favor of adding that pedestrian connection along Dublin Center Drive.

Ms. Kennedy stated that she would not be in favor of losing more trees on this site, because so many have been removed already. She does not see much pedestrian or bicycle traffic here. From a sidewalk prioritization perspective, adding that connection here would not seem to be a high priority.

Mr. Fishman stated that he agrees. He does not want to lose any more trees. It takes 30 years to accomplish what exists, and only a minute to remove them. Perhaps it would be possible to add a sidewalk in some more creative manner, closer to the parking lot. However, he would not support removing more trees with this project. Doing so would result in more blacktop, and this side of Sawmill would look like the other side. He concurs with the suggestion of removing the smaller vehicle display pad.

Mr. Grimes stated that there are many trees along the perimeter here. Because there are fewer trees on the other side of the street, he would be inclined to leave the trees on this site and add the sidewalk on the other side of the street. It is not necessary to have a sidewalk on both sides of the street.

Ms. Call stated that she would agree, if there were a redevelopment application for that side of the street. That may not occur for some time. There was an earlier suggestion of adding a sidewalk in some creative manner. Perhaps it would be possible to add a meandering sidewalk behind the tree line, removing a couple of parking spaces only to do so.

Mr. Supelak stated that he would agree with placing the sidewalk on the other side of the street and not removing additional trees here.

[Further discussion occurred regarding the proposed conditions.]

Tom Hart, Isaac Wiles Burkholder & Teetor, LLC, Two Miranova Place, Suite 700, Columbus, OH 43215, stated that he believes it would be advisable to return to the Commission with an analysis of the work and finances required with providing the sidewalk connection. In addition to significant tree removal, there is also significant mounding in that area. Installing a sidewalk there would damage the root system of many of the trees. Due to the substantial physical barrier on this site, it will be necessary for them to request a waiver for a sidewalk. In addition, the City has a Thoroughfare Plan that calls for re-doing the road system in this area. While it is not in the City's CIP plan today, this area likely has a different future. Any sidewalk at Dublin Center Drive would need to be relocated at that time. Providing full pedestrian connectivity would be more appropriate to add when there is future residential development. At this time, the applicant is attempting to improve a site located along a major entrance to the City of Dublin.

Following discussion of the proposed conditions, Mr. Shamp advised removal of the first condition and revision of the second condition to permit the applicant to work with staff on a recommendation for a sidewalk connection.

Ms. Call requested that when the Preliminary Development Plan is submitted, the staff report clarify the need for a sidewalk waiver. Currently, the BSD calls for that connection, and the decision for this project could impact a future redevelopment project.

Mr. Grimes moved, Mr. Supelak seconded to approve the Concept Plan with the following nine conditions:

- 1) The applicant work with staff to locate a sidewalk along the Sawmill Road and Dublin Center Drive frontages to minimize tree removal and to promote the health of preserved trees while retaining select viewsheds for vehicle display;
- 2) The applicant work with staff to resolve the off-site replacements in an appropriate manner;
- 3) Prior to Preliminary Development Plan/Final Development Plan submittal, the applicant confirm that the holder of the utility easement will permit new trees to be planted within the easement and provide affirmative documentation to the City;
- 4) The applicant resolve Detail 4 on Sheet L3.1 with the renderings to confirm the intended design and provide details for the used car display area and the Dublin Center Drive and Sawmill Road display area;
- 5) The applicant work with the City's Landscape Zoning Inspector to refine the street wall height and plant selections prior to the Preliminary Development Plan/Final Development Plan;
- 6) The applicant remove the blue stripe architectural detail on the service center;
- 7) The applicant work with staff to revise the layout of the two protruding display pads immediately east of the used car building;
- 8) The applicant demonstrate the ground sign is located 8 feet from the right-of-way and not located within an easement and provide sign design construction details for all sign types; and
- 9) The applicant eliminate the oval "box sign" above the service drive entrance.

Vote: Ms. Kennedy, yes; Mr. Schneier, yes; Mr. Grimes; yes; Mr. Supelak, yes; Ms. Call, yes; Mr. Fishman, yes.

[Motion passed 6-0.]

COMMUNICATIONS

- ~~The next regularly scheduled PZC meeting is scheduled for Thursday, August 6, at 6:30 p.m.~~

ADJOURNMENT

~~The meeting was adjourned at 10:45 p.m.~~

Rebecca Call

~~Chair, Planning and Zoning Commission~~

Judith K. Beal

~~Deputy Clerk of Council~~



RECORD OF DETERMINATION

Administrative Review Team

Thursday, August 15, 2019

The Administrative Review Team made the following determination at this meeting:

- 1. Germain Honda 19-063MPR** **6715 Sawmill Road**
Minor Project Review
- Proposal: Parking lot and landscape modifications to an existing car dealership. The 12.27-acre site is zoned Bridge Street District Sawmill Center Neighborhood.
- Location: Southwest of the intersection of Sawmill Road and Dublin Center Drive.
- Request: Review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.066.
- Applicant: Mike Close, Esq. & Tom Hart Esq., Isaac Wiles
- Planning Contact: Nichole M. Martin, AICP, Planner I
- Contact Information: 614.410.4635, nmartin@dublin.oh.us
- Case Information: www.dublinohiousa.gov/art/19-063

Request #1: Approval for an Administrative Departure – Zoning Code Section 153.065(D)(5)(c) – Interior Landscaping:

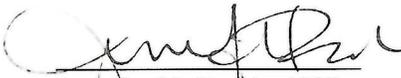
1. To permit a maximum run of 13 parking spaces without a landscape islands.

Request #2: Approval for a Minor Project Review with a Parking Plan with three conditions:

- 1) That the applicant work with the City to revise the entry shrub selections to incorporate sections that will provide year-round color;
- 2) That the applicant provide a minimum of four bicycle parking spaces with the future building modifications; and
- 3) That the applicant revise the dumpster enclosure to be constructed of brick in a color matching the new car store, subject to Staff approval.

Determination: This application was approved. This approval shall be valid for a period of two years from the date of approval in accordance with Zoning Code §153.065(H) and §153.066(G).

STAFF CERTIFICATION



Jennifer M. Rauch, AICP
Interim Director of Planning





MEETING MINUTES

Administrative Review Team

Thursday, August 15, 2019 | 2:00 pm

ART Members and Designees: Jennifer Rauch, Interim Director(Chair); Donna Goss, Director of Development; Brad Fagrell, Director of Building Standards; Rachel Ray, Economic Development Administrator; Shawn Krawetzki, Landscape Architect; Renae Rice, Police Sergeant; Aaron Stanford, Sr. Civil Engineer; Mike Altomare, Fire Marshal.

Other Staff: Claudia Husak, Senior Planner; Chase Ridge, Planner I; Nicki Martin, Planner II; Zach Hounshell, Planner I; and Laurie Wright, Administrative Support II.

Applicants: Tom Hart, Isaac Wiles; Dustin Todd, Architectural Alliance; Brain Reynolds, Renier; Gregory Krobot, GrKLA; Curtis Echelberry, Advanced Civil Design (Case 1); Michel Lamping, First Federal and Kevin McCauley, Stavroff (Case 2); and David Keyser, DKB Architects (Case 3).

Ms. Rauch called the meeting to order at 2:03 pm. She asked if there were any amendments to the meeting minutes from July 25, 2019. [There were none.] The minutes were approved as presented.

DETERMINATION

1. **Germain Honda at 6715 Sawmill Road Minor Project Review**

Ms. Martin said this application is a proposal for parking lot and landscape modifications to an existing car dealership. The 12.27-acre site is zoned Bridge Street District Sawmill Center Neighborhood. She presented an aerial view of the site and noted the "missing notch section" is not part of this application. She presented photographs of the existing conditions and the existing site plan noting the new car store and the used car store. There is a variety of parking orientations and the goal is to modify the layout including access points, landscaping, and the dumpster enclosure.

The proposed site plan showed the removal of the Sawmill Road, right-in access point (most north), the addition of Dublin Center Drive access point (most south), the dumpster enclosure relocation and size reduction, and the parking optimization and reorientation that includes 359 parking spaces and 657 vehicle inventory storage for a total increase of 178 spaces. Approval of a Parking Plan to document types, number, and location of parking and vehicle storage facilities is required with this application and will accommodate over 1000 vehicles.

Ms. Martin shared the applicant's sample of mostly white rock for the dumpster enclosure to match the new car store, which staff had requested.

Ms. Martin presented the tree removal and landscaping plan and explained there are 3213 total caliper inches of existing protected trees, 1240 total caliper inches to be removed from the protected tree inventory, 1973 caliper inches of protected trees to be preserved. The applicant will pay a fee-in-lieu of tree replacement in the amount of \$186,000. The applicant is proposing to enhance the three access points along Dublin Center Drive with new shrubs. Staff has asked the applicant to work with the City to select shrubs and grasses that will provide year-round color for the best impact.



All sight lighting is new to be incorporated with the parking lot modifications. The entire site will have a total of 88 new parking lot light fixtures and 15 new building mounted light fixtures, which are the same light fixtures used as part of the first phase of improvements.

Phase II work will occur over the next year with the perimeter landscaping being completed first. There are five items that will be deferred: frontage on Sawmill Road, sidewalk extensions and connections; bicycle parking; architectural modifications; and signs. Ms. Martin instructed the applicant to show proposed bike parking in the future.

The Administrative Departure for interior landscaping was explained and since this is not significant it makes sense to be approved at the ART staff level. The requirement is for a maximum run of 12 parking spaces to be permitted without a tree island and the applicant is just requesting 13 parking spaces.

Ms. Martin said approval is recommended for an Administrative Departure – Zoning Code Section 153.065(D)(5)(c) – Interior Landscaping:

1. To permit a maximum run of 13 parking spaces without a landscape islands.

Ms. Martin said approval is recommended for this Minor Project Review with a Parking Plan with three conditions:

- 1) That the applicant work with the City to revise the entry shrub selections to incorporate sections that will provide year-round color;
- 2) That the applicant provide a minimum of four bicycle parking spaces with the future building modifications; and
- 3) That the applicant revise the dumpster enclosure to be constructed of brick in a color matching the new car store, subject to Staff approval.

The applicant agreed to the conditions.

Ms. Rauch asked if there were any questions or concerns. [Hearing none.] She motioned to approve the Administrative Departure and Ms. Goss seconded. (Approved 8 – 0) Ms. Rauch motioned to approve the Minor Project with a Parking Plan and Ms. Goss seconded. (Approved 8 – 0)

INTRODUCTION/DETERMINATION

2. First Federal Lakewood at 6601 Dublin Center Drive Minor Project Review

~~Ms. Martin said this application is a proposal for the construction of two ground signs for an existing commercial property. The 1.23-acre site is zoned Bridge Street District Sawmill Center Neighborhood.~~

~~Ms. Martin presented an aerial view of the site and stated the building slated for a bank is currently vacant but various bank branches have occupied the space over time. The ground signs are being requested as there are no existing ground signs or wall signs on site. She presented the mirror images of the two identical proposed ground signs at 18 square feet in size with a height of four feet, three inches. They have a brick masonry base with a swooping dark gray sign face that will be routed to accommodate white acrylic push-thru letters, a half inch reveal and illuminated with a white LED halo. A corporate logo of similar style and construction will be incorporated into the sign's primary copy that includes the business name. This design is intended to be consistent with the proposed Dublin Village Center Master Sign Plan, which is not yet adopted and will contain the Dublin Village Center logo mounted directly onto the brick base.~~

Mr. Ridge asked about the outdoor speakers as speakers require a Conditional Use permit or they will need to be removed. Ms. Hering said the client will apply for a permit. Ms. Husak said the applicant will need to go to the PZC with a Conditional Use application for the use of speakers. Ms. Hering asked if they were installed without approval and Ms. Husak answered affirmatively.

Ms. Hering asked if it is okay to use the current framework for the railing but will change the inside treatment, which is the issue. Mr. Krawetzki recommended the applicant use materials already used in Bridge Park. Ms. Husak said it is good to have railing around this patio that is in a good area. She added there is more work we could do to elevate these plans and encouraged the applicant to create something we have not seen before and the PZC would be receptive.

Ms. Hering inquired about next steps. Mr. Ridge answered she should bring in the client for a meeting with staff to discuss designs.

4. Germain Honda at 6715 Sawmill Road Minor Project Review

Ms. Martin said this application is a proposal for a parking lot and landscape modifications to an existing car dealership. The 12.27-acre site is zoned Bridge Street District Sawmill Center Neighborhood.

Ms. Martin stated there are multiple phases to this project and the ART approved Phase 1, which included the approved demolition of the sales building. She said this proposal is for Phase 2 and the future phases focus on the Sawmill Road frontage including architecture and landscaping. She said the ART is the final reviewing body for this Minor Project Review and she anticipates a determination to be made on August 15, 2019.

Ms. Martin presented an aerial view of the campus. She presented the existing conditions at the intersection of Dublin Center Drive and Sawmill Road. She noted there is high mounding on site to screen the inventory. Vehicle access is hidden by mature trees and overgrown junipers. The access from Dublin Center Drive has mature evergreens and deciduous trees. She explained there are five access points on this campus. The two on Sawmill Road are right in/right out only and one right in only on Sawmill and there are two existing on Dublin Center Drive with another proposed with the removal of a Sawmill Road access point. The applicant is proposing a variety of parking configurations but is also retaining some pre-existing parking to which they want to streamline and add more capacity as the applicant has been parking off site. Currently, there are 850 spaces to be increased to 1100 (+178). The paint striping will distinguish between public parking spaces, employee parking, and display and vehicle inventory storage, which is not striped. Inventory vehicles are parked extremely close so only employees can enter and drive.

Ms. Martin pointed out the dumpster enclosure on the southwest portion of the site and requested that the details for improvements be shown. Staff is concerned with the split-block finish and suggested the applicant use an architectural design and material that are integrated with the building.

Ms. Martin said the proposal includes tree removal and landscaping. There are a total of 3213-caliper inches of existing protected trees of which 1240-caliper inches of protected trees will be removed but 1973-caliper inches of total protected trees will be preserved. The applicant intends to pay the Fee-in-Lieu of \$186,000 to the Tree Fund. There is more value to thinning out the overgrown site and this includes three entries to which the applicant is proposing to plant Arnold Dwarf Forsythia & Skyline Honey locust.

Ms. Martin said all new lighting is proposed and will match Phase 1 - this includes 103 new fixtures.

Ms. Martin presented the phasing legend to show the dates of when improvements will be made and it will not happen overnight. She said this project covers a complex site and application. In summary, this proposal for Phase 2 includes:

- Access Point Modifications
- Parking Optimization and Reorientation
- Tree Removal
- New Landscape
- Dumpster Enclosure Relocation

Ms. Martin said bicycle parking; sidewalk extensions and connections; Sawmill Road frontage; architectural modifications; and review of signs will be included in later phases. She asked if there were any questions or comments.

Ms. Rice asked if there would be a new entry point gate to which Ms. Martin said there would not be a new gate.

Mr. Krawetzki said replacing the junipers with forsythia may pose the same problems. Gregory Krobot said he wanted sea greens but it was suggested to him to have deciduous so forsythia was the choice he made from the suggested list provided by Brian Martin. Mr. Krawetzki recommended having a diversity of blooms throughout the year. He said having a mix of grasses will provide more winter movement, smaller junipers and arborvitae are evergreens that would provide structure and stay small, and Nine Bark has a variety of colors. He recommended the applicant plan more variety and mix it up and get away from large evergreen juniper. He added Sea greens will also get really large.

Ms. Goss inquired about the applicant's goals. She asked if the objective is to move vehicle storage from off-site to on-site. She said the numbers are rough and asked the applicant if they plan to reduce inventory. She asked if the goal was to have every car onsite. Mr. Close said a successful dealership will have fluid numbers/never the same.

Mr. Krawetzki asked about future tree removal from the frontage on Sawmill Road. Ms. Husak said Ms. Martin coordinated with the Horticulture Department to design street trees but this part of the project is being deferred due to mounding being there. She said it was determined that it does not make sense to add another layer of street trees on Sawmill Road but street trees could be added to Dublin Village Center.

Ms. Martin stated this application would not stay with the ART but ultimately would go to the Planning and Zoning Commission (PZC).

Ms. Husak pointed out the applicant is distinguishing parking and said not to look at inventory areas as parking spaces. They will provide boxed areas for the inventory to fit in and be organized and only employees would be there. Ms. Husak said there is a lot of stacking of elements to work through.

Ms. Goss asked the applicant if they were making an honest commitment to remove inventory from off-site and would this proposal achieve that goal. Mr. Close answered the number of cars depends on the recession but they are making an honest attempt.

Ms. Martin said the intent in each quadrant and at the end of the project is to have the entire surface covered with asphalt. She explained this will require a lot of trenching and backfilling. She said everything will look like Phase 1, which looks fantastic. By the end, the entire site will have new asphalt, lighting, and striping.

Ms. Martin inquired about the dumpster enclosure between the buildings with the large wall structure and a trash compactor. Dustin Todd said he inherited that space and that they want to centralize the trash area in the southern portion of the property. He suggested they might need more frequent trash pick up.

Mr. Altomare impressed upon the applicant that with the reconfiguration, that they make sure the Fire Department can get equipment in there.

Ms. Martin noted that in Phase 1, the applicant added permeable paving to the existing site and it looks really nice. Mr. Close said the plan is to continue across Sawmill Road and areas on the backside of this parcel.

Mr. Close said he appreciates staff's help working through this project.

Ms. Martin concluded the applicant will need to return to the ART in two weeks. Ms. Husak asked if there were any further questions or concerns. [Hearing none.]

ADJOURNMENT

Ms. Husak adjourned the meeting at 2:30 pm.



RECORD OF DETERMINATION

Administrative Review Team

Thursday, June 21, 2018

The Administrative Review Team made the following determination at this meeting:

- 2. BSD SCN – Germain Honda, Phase I 18-042MPR** **6715 Sawmill Road Minor Project Review**
- Proposal: Demolition of an existing building, removal of existing utility services from the area, and repaving the area for a parking lot expansion. The site is zoned Bridge Street District Sawmill Center Neighborhood.
- Location: West of Sawmill Road, approximately 500 feet southwest of the intersection with Dublin Center Drive.
- Request: Review and approval of a Minor Project Review under the provisions of Zoning Code Section 153.066.
- Applicant: Curtis Echelberry, Advanced Civil Design; & Brian Reynolds, Architectural Alliance.
- Planning Contact: Nichole M. Martin, AICP, Planner I.
- Contact Information: 614.410.4635, nmartin@dublin.oh.us
- Case Information: www.dublinohiousa.gov/art/18-042

Request: Approval of this request for a Minor Project Review with five conditions:

- 1) That the applicant work with the City Engineer and City Forester to appropriately and sensitively align and construct a public sidewalk;
- 2) That the ground sign located south of the southernmost entrance from Sawmill Road be removed within 60 days of approval of a demolition permit for the structure by Building Standards;
- 3) That the applicant work with the Zoning Inspector and City Forester to determine the appropriate number of tree replacement inches that can be accommodated on-site with the remainder paid as a Fee-in-Lieu;
- 4) That a comprehensive Parking Plan be provided to Planning for review and approval with Phase II; and
- 5) That the applicant provide directional signage for the FAAR designation of the Fire Lane to the satisfaction of the Fire Marshal.

Determination: This application for a Minor Project Review was approved.

STAFF CERTIFICATION



Vince Papsidero, FAICP
Planning Director



Mr. Stang concluded approval is recommended with the following condition:

- 1) That the devices and supporting electrical and mechanical equipment shall maintain a neutral color that is identical to, or closely compatible with, the color of the supporting structure.

Vince Papsidero asked if there were any questions or concerns regarding this application. [There were none.] He called for a vote on a motion to approve the Wireless Communication Facility with one condition as stated previously. Donna Goss motioned, Shawn Krawetzki seconded, and the Co-Location of a Wireless Communication Facility was approved.

**2. BSD SCN – Germain Honda, Phase I
18-042MPR**

**6715 Sawmill Road
Minor Project Review**

Nichole Martin said this application is a proposal for demolition of an existing building, removal of existing utility services from the area, and repaving the area for a parking lot expansion. She said the site is zoned Bridge Street District - Sawmill Center Neighborhood and is located west of Sawmill Road, approximately 500 feet south of the intersection with Dublin Center Drive. She said this is a request review and approval of a Minor Project Review and Demolition under the provisions of Zoning Code Section 153.066.

Ms. Martin explained the Minor Project Review process is intended to address modifications conducted after initial development. She said the ART is the final reviewing body for this application. She added that upon the ART's review and approval of this application, the applicant will be eligible to file for a Building Permit from the Building Standards Division.

Ms. Martin presented an aerial view of the site and noted only the 0.64-acre portion in the southeast corner of the Germain Honda campus is included in this first phase. She stated the proposal is to demolish a ±2,000-square-foot building (formerly used car sales) and associated site improvements that include parking, lighting, and landscaping for this portion of an existing automotive dealership.

Ms. Martin presented a current photograph of the used car sales building to be demolished.

Ms. Martin presented the existing site plan that showed 51 parking spaces, landscaping that included well established trees and an existing ground sign along the Sawmill Road frontage. She presented the proposed site plan that included the proposed interior landscaping, a new surface parking layout for 85 parking spaces with the removal of the building, and 12 new, 20-foot-tall lights with mounting bases that will also be incorporated across the campus in Phase II. She explained that 20 of the parking spaces will be pervious pavement and a parking lot pedestrian path will be provided to meet the walkability standards within the BSD Code.

Ms. Martin stated the applicant is requesting a Parking Plan for this portion of site because without a building they would not be permitted any parking spaces per the BSD Code. She said Staff is recommending approval given the current use of the property and the demonstrated need, despite the deviation from the BSD Code. She illustrated the applicant will modify the existing internal landscape and hardscape islands within the impacted area to meet the BSD Code standards and there are no plans to modify the established perimeter landscaping. She reported the applicant will need to remove two interior trees in good condition but indicated they would work with the City's Zoning Inspector and City Forester to relocate removed inches on-site. She explained it is anticipated the applicant will need to pay a Fee-in-Lieu of replacement inches as the perimeter of the site is already densely landscaped.

Ms. Martin added there is a condition of approval that a comprehensive Parking Plan be submitted to Planning with Phase II, which will include the entire site.

Ms. Martin concluded approval is recommended with four conditions:

- 1) That the applicant work with the City Engineer and City Forester to appropriately and sensitively align and construct a public sidewalk;
- 2) That the ground sign located south of the southernmost entrance from Sawmill Road be removed within 60 days of approval of a demolition permit for the structure by Building Standards;
- 3) That the applicant work with the Zoning Inspector and City Forester to determine the appropriate number of tree replacement inches that can be accommodated on-site with the remainder paid as a Fee-in-Lieu; and
- 4) That a comprehensive Parking Plan be provided to Planning for review and approval with Phase II.

Aaron Stanford suggested there is an option for Condition #1 due to the alignment being located in a sensitive spot. He said the applicant could bond the sidewalk construction for up to three years to allow time to identify an appropriate sidewalk path. Tom Warner, Advanced Civil Design, said he had questioned this condition because the modifications to the site will be evolving with the next phase so a bond makes sense.

Mr. Warner asked if Condition #2 was mentioned at the last meeting to which Ms. Martin replied the ground sign was mentioned but the ART had made no determination. Mr. Warner said he had not met with Mr. Germain to discuss this specifically but it will probably be okay so he agreed he could remove the ground sign with the demolition of the building.

Mr. Warner also said he would be comfortable paying a Fee-In-Lieu for tree caliper inches.

As for Condition #4, Mr. Warner said the Parking Plan was not set yet and asked if he would have to share it with Planning now, as part of this process. He reported Mr. Germain is paying for the use of other parking lots now to deal with all the inventory but it comes at a high cost so that is why the efficiency of parking on-site is being sought now but he will not have the Parking Plan for the whole site for a while as a cohesive parking layout is evolving. Ms. Martin said the Parking Plan can be provided with Phase II like the condition states.

Alan Perkins expressed concern for the main drive aisle for the fire apparatus access as he does not want cars parked in the lane so he advocated for several "No Parking" signs to remain. Mr. Warner said they maintained the Fire Lane for fire equipment on the plans. Mr. Perkins emphasized he wants signage maintained to ensure the lane is maneuverable. Ms. Martin recommended a condition of approval be added:

- 5) That the applicant provide directional signage for the FAAR designation of the Fire Lane to the satisfaction of the Fire Marshal.

Mr. Warner inquired about next steps in the review process to which Mr. Stanford and Ray Harpham explained. Mr. Harpham described the typical review timeframe for Review Services and stated they have checklists for submittals with their division. Mr. Warner determined he could check all the boxes in the timeframe allotted.

Vince Papsidero asked if there were any further questions or concerns regarding this application. [There were none.] He called for a vote on a motion to approve the Minor Project Review with five conditions as stated previously. Mr. Harpham motioned, Mr. Perkins seconded, and the Minor Project Review was approved.

RECOMMENDATION

3. BSD-HC – Dublin Town Center - Exterior Modifications 18-034ARB/MPR

19 W. Bridge Street Minor Project Review

Lori Burchett said this application is a proposal for exterior modifications to an existing commercial building within Historic Dublin and zoned Bridge Street District Historic Core. She said the site is southwest of the intersection of West Bridge Street and High Street. She said this is a request for review and recommendation of approval to the Architectural Review Board for a Minor Project Review and Waiver Review under the provisions of Zoning Code Sections 153.066 & 153.170, and the *Historic Dublin Design Guidelines*.

Ms. Burchett explained the Minor Project Review process is intended to address modifications conducted after initial Site and/or Development Plan Review approval. She said the ART is the final reviewing body with the exception of the Architectural Review Board (ARB) in the Historic District or the Planning and Zoning Commission (PZC), if warranted by the proposal and in this instance, the proposal will be forwarded to the ARB for review and approval.

Ms. Burchett presented an aerial view of the site as well as a photograph of the current north elevation on West Bridge Street. She presented photographs of the current conditions of the deteriorating wood windows and wood siding. She said the applicant is proposing a new siding material on several portions of the elevations and the replacement of multiple windows. The applicant is proposing HardiePlank and LP siding in place of the existing wood siding in a design and color that matches the current character. She explained a HardieShake siding is proposed where wood shake exists and a HardiePanel and LP siding are proposed for other portions of the elevations but the board and batten style that exists will be maintained. She noted the requested changes are on portions of all the elevations of the building; the roofing, stone, and trim will remain unchanged.

Ms. Burchett indicated the applicant would like to install a window with divided lites to match the window details as close to the original as possible and they are proposing a Jeld Wen vinyl window in almond to match the existing color. However, the sample that was submitted was not the same style and type as previously requested by applicant. She presented illustrations of each of the elevations to demonstrate where the replacements are proposed.

Ray Harpham asked if the applicant is replacing all of the windows. Ms. Burchett said the windows will be replaced where there will be siding replacement, so the windows surrounded by stone would not be replaced.

Ms. Burchett noted that the window specifications provided previously by the applicant did not appear to match the sample material that had been delivered prior to the meeting. She stated that further clarification from the applicant would be required to ensure the right material is being proposed.

Vince Papsidero said additional details on construction and installation is needed as maintenance appears to be the problem. He asked about the history of this building. Ms. Burchett said the ARB approved the construction of the building as a PUD, prior to the Bridge Street District Zoning. She said the project was approved with wood siding and wood frame windows, although these materials were not a specific condition of approval. In this instance, she said a Waiver is requested since the only materials permitted in the Code

**3. BSD SCN – Germain Honda, Phase I
18-042MPR**

**6715 Sawmill Road
Minor Project Review**

Nichole Martin said this is a proposal for demolition of an existing building, removal of existing utility services from the area, and repaving the area for a parking lot expansion. She said the site is zoned Bridge Street District – Sawmill Center Neighborhood and located west of Sawmill Road, approximately 500 feet south of the intersection with Dublin Center Drive. She said this is a request a review and approval of a Minor Project Review and Demolition under the provisions of Zoning Code Section 153.066.

Ms. Martin stated the site contains a 2,000 square-foot vacant building to be demolished for additional parking capacity and efficiency on-site. She said approximately a net increase of 34 parking spaces is proposed. She said the applicant is also proposing to update parking lot lighting, modified interior parking lot landscaping, and a five-foot sidewalk along a portion of Sawmill Road.

Ms. Martin said, as part of a preliminary review, Staff has identified items they would like additional clarification on including a Parking Plan for zoning approval. Additionally, Ms. Martin noted, the ground sign associated with the building that is proposed to be demolished is intended to remain. She asked the ART to consider if it is more appropriate for the sign to be removed at this time, or considered at a later date as part of a comprehensive Master Sign Plan. She said the applicant is here today to answer any additional questions regarding the proposal.

Brian Reynolds said this is one of many phases of improvements to the Germain Honda campus. He indicated the first phase is simply to remove the vacant building, which was formerly for Used Car Sales, and to improve that portion of the site with new parking, lighting, and landscaping. He emphasized there are no modifications proposed to the perimeter landscaping, and the Sawmill Road character will remain the same with this application. He noted the property owner is also committed to working with Staff to establish pedestrian connectivity along the Dublin side of Sawmill Road. He said he knows there have been many discussions about the sidewalk and whether it should be constructed with each phase of improvement or holistically with the largest phase of work.

Donna Goss asked if we have a good idea of the phases. Mr. Reynolds said yes, at this time, the understanding is the request today represents Phase I, architectural modifications to the New Car Sales building and additional parking lot reconfiguration, lighting, and landscaping represent Phase II, and architectural modifications to the northern most building represents Phase III. Ms. Goss said she understands the property owner has been working toward this for a long time.

Aaron Stanford asked, in regards to the sidewalk, what the implications are of not requiring the sidewalk improvement now, if no second phase happens. The ART discussed the pros and cons of improvements for the benefit of the public now versus a comprehensively designed and constructed sidewalk. The ART was in agreement the ground sign should be removed at this time as to dictate sidewalk alignment.

Jennifer Rauch asked if there were any other questions or items for consideration by the ART. [Hearing none.] She stated the application is anticipated to be before the ART for a determination on June 21, 2018.

ADJOURNMENT

Jennifer Rauch asked if there were any additional administrative issues or other items for discussion. [There were none.] She adjourned the meeting at 2:41 pm.

As Approved by the Administrative Review team on June 21, 2018.