



Mr. Mikula, City Engineer  
Mrs. Milbrandt, City Forrester  
Mr. Hill, City Planner

Also Present: Carol Oprea, Recording Secy.

**EXCUSE MR. BORON**

Mr. Bohac - I move to excuse Mr. Boron for just cause.

Mrs. Milbrandt – Second.

Mr. Huffman – Secretary, please call the roll.

Roll Call: All Ayes APPROVED

**Approval of Minutes**

Mr. Huffman – You have had a chance to review the minutes of May 6, 2008. If there are no additions or corrections they will stand as submitted.

**NEW APPLICATIONS:**

**BP PRODUCTS INC./Bill Kelleher, Agent**

Recommendation of the exterior modification to the existing BP building changing the building color from green to dark pearl and the bullnose decal from yellow to orange and blue for property located at 16625 Royalton Road, PPN 396-24-003, zoned Motorist Service.

Mr. Huffman – Item Number One, BP Products. This matter is tabled because of a lack of representation.

**THE OFFICE/ Duane Cook, Agent**

a) Recommendation of a 2'-6" x 6' internally illuminated tenant panel reface on an existing pole sign having multi colored background, blue copy, blue graphics and black trim.

b) Recommendation of a 3'-6" x 14'-6" internally illuminated boxed Wall Sign having multi colored background, blue copy, blue graphics and black trim for property located at 8800 Pearl Road, PPN 395-06-009 zoned General Business.

Mr. Huffman –Item Number Two, The Office. Please state your name and address for the record.

Mr. Cook – Duane Cook, ABC Signs, 19668 Progress Drive Strongsville, Ohio 44149. I talked to the owner with regard to this pole sign and he decided to pull any changes at this time. He is going through some financial things with the owner of the building. He would like to put that on hold and is not requesting any changes at this time. The only thing that we would be doing is the wall sign.

Mr. Bohac – It is lightened up a bit.

Mr. Huffman – It is not as orange.

Mr. Cook – It is not as orange as it looked in the other picture. All he is asking approval on is the wall sign.

Mr. Huffman – Is it still 3'-6" x 14'-6"?

Mr. Cook – Yes.

Mr. Huffman – The multi-colored background. The colors are red, yellow and white background. Who ever is going to give the motion the colors are red, yellow and white not multi-colored. Black trim, blue graphics, the box is black. Okay we will remove item "a" If there are no other questions or comments, I would entertain a motion for The Office.

Mrs. Milbrandt – I motion to accept the Recommendation of a 3'-6" x 14'-6" internally illuminated boxed Wall Sign having white, yellow and red colored background, blue copy, blue graphics and black trim for property located at 8800 Pearl Road, PPN 395-06-009 zoned General Business.

Mr. Bohac – Second.

Roll Call:

All Ayes

APPROVED

**A SLICE ABOVE/ Dwayne Cook, Agent**

Recommendation of a 2'-6" x 6' internally illuminated tenant panel reface on an existing pole sign having white background, black copy, red and black graphics and white trim.

Mr. Huffman –Item Number Three, A Slice Above. Mr. Cook remains at the microphone. The applicant has asked that this item be removed from the Agenda also.

**SPRINGFIELD COMMONS II/ Duane Cook, Agent**

a) Recommendation of a 5'x 6' externally illuminated masonry Ground Sign having maroon copy and trim on a tan background for property located at the corner of Prospect Road and Sun Meadow Trail, PPN 393-35-109, zoned RT-C.

b) Recommendation of a 5'x 6' externally illuminated masonry Ground Sign having maroon copy and trim on a tan background for property located at the corner of Drake Road and Sun Meadow Trail, PPN 393-35-111, zoned RTC.

Mr. Huffman –Item Number Four, Springfield Commons II. Mr. Cook remains at the microphone.

Mr. Cook – They have two wooden signs that we are replacing with a type of Styrofoam epoxy type of signage. It will be placed in the ground with two cement poles. They are putting one sign on the Prospect Road side which will be one sided and faces on an angle north. There is an identical second sign that will go on Drake which is two sided for both east and west directions. It is going into the existing location. It is 5' tall x 6' wide. You have the photographs for the two locations and what the sign looks like. Pretty much there are two poles mounted in cement underneath that, it just sits flat, you pretty much just slide it over it and then they mulch and do landscaping around it. I brought materials of what it is made out of.

Mr. Huffman – Is that brick pattern on the stone?

Mr. Cook – No, I just brought this as a material sample. It is a stucco type finish, similar to what is on the side of this.

Mr. Huffman – Then the lettering is painted?

Mr. Cook – The whole thing is painted. The lettering is recessed cut into it. It is carved into it so the lettering is recessed for protection purposes.

Mr. Huffman – Lighting, it is externally lit?

Mr. Cook – They have two spot lights there today. We were not planning on removing them.

Mr. Huffman – Do you know if they work?

Mr. Cook – Yes.

Mr. Huffman – Tony.

Mr. Biondillo – They are in approvable form.

Mr. Huffman – Frank.

Mr. Bohac – No comment.

Mr. Huffman – Ken.

Mr. Mikula – I think that the new sign looks nice.

Mr. Huffman – Jennifer.

Mrs. Milbrandt – No comment.

Mr. Huffman – Bob.

Mr. Hill – I think it looks fine.

Mr. Huffman – My comments are, they also look good. If there are no other questions or comments, I would entertain a motion for Springfield Commons II.

Mr. Bohac – I motion to accept the recommendation of a 5'x 6' externally illuminated stucco Ground Sign having maroon copy and trim on a tan background for property located at the corner of Prospect Road and Sun Meadow Trail, PPN 393-35-109, zoned RT-C and recommendation of a 5'x 6' externally illuminated stucco Ground Sign having maroon copy and trim on a tan background for property located at the corner of Drake Road and Sun Meadow Trail, PPN 393-35-111, zoned RTC.

Mrs. Milbrandt – Second.

Roll Call:

All Ayes

APPROVED

**PANINI'S RESTAURANT/ Bill Davison, Agent**

Revised elevations for the previously approved Panini's Restaurant using brown fiberglass shingles to match existing for the roof and using thatch for only the roof fascia; changing the masonry on the retaining wall to cultured stone veneer; and using grey vinyl shake instead of synthetic wood for the siding, property located at 14952 Pearl Road, PPN 393-23-004 zoned General Business.

Mr. Huffman – Item Number Five, Panini's Restaurant. Please state your name and address for the record.

Mr. Davison – Bill Davison, Davison, Smith, Certo Architects,

Mr. Russ – Chris Russo, 3520 Lawnwood Drive, Medina, Ohio.

Mr. Dietrich – Kevin Dietrich, 9832 Tuttle Road, Olmsted Twp., Ohio.

Mr. Huffman – Go ahead and explain, it looks like there are some changes that you are making.

Mr. Davison – I guess a couple of changes, they are not going to put the thatch on the roof because it leaks.

Mr. Dietrich – The thatch does not leak what leaks is the nail holes to attached it to the top of the roof.

Mr. Russo – It came to our attention that the other places were leaking so we asked about it. There is a Soffit underneath.

Mr. Davison – They have just shingled the whole roof.

Mr. Russo – What I would like to do is hang the thatch down off the Soffit. It would save the integrity of the roof. We would then thatch this side.

Mr. Hill – It would not come down any farther than this?

Mr. Russo – No. It is the same thatch that we had discussed before.

Mr. Huffman – You have a shingle roof instead of thatch. The thatch is minimized to that fascia. What else, the cultured stone, I think you had masonry before.

Mr. Russo – We were always going to cover it. We actually renovated the whole building. New roof, new HVAC.

Mr. Huffman – New siding, shake shingles which I thought looked very nice.

Mr. Russo – It was the closest match that we could find to the stone.

Mr. Huffman – The railings are the same?

Mr. Russo – Yes.

Mr. Huffman – Any colors different?

Mr. Russo – No.

Mr. Hill – Where does the sign go on the building?

Mr. Russo – Exact same spot.

Mr. Biondillo – They came back a couple of times to modify that.

Mr. Huffman- I think you are probably filling this in T-111. I think the only other point that I would like to make is that the bollards look like they are farther apart than originally on the drawings and they are tight to the wall. Maybe that is because you have to get the cars by. It just seems the as a car would back out they would still tend to hit that wall between the posts.

Mr. Russo – There is no parking across from that.

Mr. Huffman- There isn't any?

Mr. Russo – There are no parking spots anywhere near that.

Mr. Huffman – Do you have the site plan?

Mr. Hill – I think you are right.

Mr. Davison – Eventually they would like to widen this.

Mr. Huffman – It looks like you did every other one. I am not sure how you did it.

Mr. Davison – They are spaced a little farther apart.

Mr. Huffman – Alright, we will go around the table. Tony.

Mr. Biondillo – From our standpoint, our main issue is that you had approval for materials and I understand a need to want to change it later on because you may have found something better but it should have been presented back here originally before moving forward with them. I kind of like the fact that there are materials the you can find out there that are more expensive than the ones that you are using. I thought it looked nice the way it was put together. I guess I am okay with the spacing of the posts, especially if that is just through traffic. That is our whole purpose, to protect the structure and the patrons that are up there.

Mr. Huffman – Frank.

Mr. Bohac – No comment.

Mr. Huffman – Ken.

Mr. Mikula – You could have put more bollards in?

Mr. Hill – No, because there is no parking across from that.

Mr. Mikula – Right but as a car gets shoved over a little bit, they could still . . .

Mr. Hill – The cars are going to be going parallel.

Mr. Mikula – I understand that but sometimes somebody comes in a little bit wide and somebody will move over and they could still clip it. You can't put any more bollards in?

Mr. Russo – At this point we can't. We prefer not to.

Mr. Biondillo – I guess, we try to protect ideally what, I am sure, this is a patio area for the entrance and the accessible parking. I think we probably should at least double what you have there now. If your spacing is at 10' you should try to protect this so that you can't get a vehicle in between them.

Mr. Bohac – It will also save the building if something should happen.

Mr. Biondillo – We have seen stranger things happen.

Mr. Davison – I guess we really didn't feel it was a problem with the drive and I know that they are coming back later to widen the drive.

Mr. Biondillo – Again, you had a plan, you had an approved plan that you altered. I think as a concession to the changes that you are making and not even as a concession, for the safety concerns, you have to do it. We will tie it to your occupancy so just do it. That would be a yes?

Mr. Russo – Yes.

Mr. Biondillo – Okay.

Mr. Mikula – I think that the building looks fine.

Mr. Huffman – Jennifer.

Mrs. Milbrandt – No additional comments.

Mr. Huffman – Bob.

Mr. Hill – I think the changes look better than the original.

Mr. Huffman – My comments are, I think that the changes also look good. I like the changes and I actually like the thatch being limited to the smaller area because I had a hesitancy about the thatch on the roof earlier, only because it was such a different style. It didn't seem to fit Strongsville, Pearl Road and such. I am good on that. The bollards, I can live with them where they are. What is going to get damaged is your wall, not, well someone driving there of course their car is going to get damaged and that is okay because that is their fault. I would not want the bollards to be safety yellow, you have them in a beige color that matches so it will blend in with everything, and they don't stand out. If there are no other questions or comments, I would entertain a motion for Panini's.

Mr. Bohac – I motion to accept the recommendation of the Revised elevations for the previously approved Panini's Restaurant using brown fiberglass shingles to match existing for the roof and using thatch for only the roof fascia; changing the masonry on the retaining wall to cultured stone veneer; and using grey vinyl shake instead of synthetic wood for the siding, also to install whatever is need from the Building

Department in the way of extra bollards, property located at 14952 Pearl Road, PPN 393-23-004 zoned General Business.

Mr. Biondillo – We want at least no more than 5' between those bollards.

Mrs. Milbrandt – Second.

Roll Call: All Ayes APPROVED

**REFERRALS FROM PLANNING:**

**ENTERPRISE RENT-A-CAR/Tony Cerny, Agent**

Recommendation of the Site, Building Elevations, Building Materials/Colors, Parking Lot Lighting, Landscaping, and Screening for the proposed exterior renovations and parking lot addition for Building Addition; property located a 8674 Pearl Road zoned Motorist Service.

Mr. Huffman –Item Number Six, Enterprise Rent-A-Car. Please state your name and address for the record.

Mr. Cerny – Tony Cerny, Architectural Design Studio, 620 E. Smith Road, Medina, Ohio 44256.

Mr. Zuccola – John Zuccola, Enterprise Rent-A-Car, 24690 Sperry Drive, Westlake, Ohio 44145.

Mr. Huffman – Okay why don't you explain what you are going to do with this site.

Mr. Cerny – We are taking the existing building and basically renovating both the interior and exterior complete to provide for an Enterprise store front. The site itself, we are expanding the parking all the way around the building. Adding some parking to the back, taking down the existing chain link fence along the west side. We have added a privacy fence, board on board along the back. We will be improving the existing parking lot, taking out the existing trench drains and putting new trench drains in and repairing some concrete. We are pulling the asphalt back an additional 5 feet along Pearl and adding some landscaping along Pearl and there will be some new signage. Existing signage will be coming down. New Enterprise signage will be installed in accordance with the City's ordinances.

Mr. Huffman – How many vehicles flow through this site? How do you plan to see that, maybe you could show us on your drawing. Is there any kind of flow at all? How they circulate through?

Mr. Zuccola – Typically what you get is, we pick you up, we bring you back, if we are coming down Pearl they we would go in the Pearl drive, if we were coming from Adams then we would go in that drive. We would park, go inside, and do the transaction. There should be ideally a couple of cars here that are all clean and ready to go. Somebody comes out and picks out their car and then they leave. If it were me coming out I would leave at the Adams Drive. At the end of the day we will have the employee cars parked in the back and at the end of the day the idea is that the cars are all stored behind the building to leave the façade more visible.

Mr. Huffman – So it is really the customer that is leaving and you and a customer come in and then another customer leaves.

Mr. Zuccola – Yes.

Mr. Huffman – Are you short on parking? All this parking in the back is just for staff or is that for other cars that customers are going to wind up with?

Mr. Zuccola – It could be both. Ideally you are going to have the employee cars, there will only be about 5 or 6 employees so they are going to park here in the back to free this up and we would like to do what is called stage of the lot so they will have all the clean and pretty cars out here in the front for everybody to choose from. In an ideal world when things are a little less busy, they will take any car that has gotten returned and they will stack them up back here and get them out of the way until they can prep them and then line them up on the lot. That is in ideal world.

Mr. Huffman – Are you short on parking?

Mr. Zuccola – No, not at all.

Mr. Huffman – You have just what you want or do you have more than enough?

Mr. Zuccola – What we see right now is plenty for us. When you drive past the airport you kind of get the idea that everybody has all these cars stacked up. We run a totally different business. If they are not out on the road, they are going to go somewhere else where somebody else can rent the.

Mr. Huffman – The handicapped space, is that for staff? I don't think that you would have customers . . . do customers drive there with their own cars?

Mr. Zuccola – Yes, sometimes they do. I will take my wife in to pick up a car or scenarios like that. That handicapped spot is to be compliant with ADA and all that kind of stuff. That is really why its there. It is primarily for customers.

Mr. Huffman – I was just curious because it is off to the side rather than closer to the entrance. Was there any discussion of sliding the driveway coming off of Adams, further down Adams?

Mr. Cerny – No.

Mr. Huffman – I know that it is existing and you are replacing the trench drain in that area anyway. I was just curious if you considered moving it back.

Mr. Cerny – I have not looked at changing the location because of the curb cuts.

Mr. Huffman – Do you see queuing coming out of Adams? Cars coming out of Adams waiting to turn onto Pearl and then backing up?

Mr. Zuccola – I have been to the site 5 to 6 times and it just doesn't seem to be that much traffic coming off of Adams.

Mr. Huffman – Not traffic from Adams, traffic coming from you facility.

Mr. Zuccola – We don't do that kind of volume. I wish we had that problem.

Mr. Hill – You are putting new curbs all the way around correct?

Mr. Zuccola – Yes because this will be . . .

Mr. Cerny – We do curbs along the Pearl Road side. I didn't envision replacing the curbs on the existing parking lot here. That is the only section that is the existing. The rest of this is all new.

Mr. Huffman – You are putting new curb in the front. This is all new.

Mr. Zuccola – This is all new.

Mr. Cerny – There is no curb here. Actually the asphalt comes to here and then somebody threw some wood ties in here.

Mr. Hill – But you are going to have a curb there.

Mr. Cerny – We are going to have a curb there now.

Mr. Hill – If you are putting new curbs in on the west why wouldn't you move that driveway to the west?

Mr. Cerny – This one here?

Mr. Hill – Yes.

Mr. Zuccola – The issue with that is the flow out, I am taking you kind of on a weird "s". If you are here then you are kind of . . .

Mr. Cerny – There is a lot of cost to moving that drive from its existing location.

Mr. Hill – What is the cost? You will put a curb there and eliminate it further to the west right?

Mr. Cerny – You would have to move the whole apron and everything. I have to do all the prep work and all the preparation, that is a tremendous cost if I have to relocate that drive. We are already putting tremendous amount of money into this site. John and I were just talking about it and the expense that they are going through on this site is 4 or 5 times what a typical store is when they open up a store. A lot of that is because the building is in such terrible condition and we are trying to fix it up. I think based on the traffic that they have coming out of this place, they don't have, in an hour how many cars do you rent?

Mr. Zuccola – Three if we are lucky.

Mr. Bohac – How many cars do you think that you are going to store on this lot? I don't mean a weekend deal, how many cars do you think will be out there?

Mr. Zuccola – Aside from the employee cars?

Mr. Bohac – Yes.

Mr. Zuccola – Probably in the neighborhood of 8 cars, 8 to 12 cars a day. The less is better.

Mr. Bohac – I have seen the one that you have on West 150<sup>th</sup> and I never see more than half a dozen or eight cars. By I-90.

Mr. Huffman – Another question, what is the dimension between the curb cut for the handicapped and the parking spaces? The front of the building, the entrance, the grey.

Mr. Cerny – That has been reduced.

Mr. Huffman – I see 35'-9" on the plan. This plan does not match what you are showing there so I don't know which one is correct.

Mr. Zuccola – The feedback that we got is that we were going to want to add some landscaping down from this.

Mr. Cerny – Yes, 35'-9".

Mr. Hill – So you are going to have 35' from the building to the back of the parking.

Mr. Huffman – To the sidewalk. Do you need that much? Is there a reason for having 35' versus lets say 25'?

Mr. Zuccola – Accidents, bumping bumpers and that kind of thing in the parking lot.

Mr. Biondillo – It lines up with the curb cut that you have as well.

Mr. Cerny – The existing paving that was there had a deeper throat it is because of the curb cut to the south. This is the existing curb cut so this was there to begin with and it had a deeper throat for the parking so we pulled it back and we left that line in place. The thing that it does do is that it give you a lot more room for circulation. One accident and the repair costs alone is tremendous. We already had the paving there, if we were doing it from scratch we probably wouldn't be putting 35 or 36' in there but we would be doing it larger than a typical 24' isle. You can expect some times somebody pulling in here, dropping somebody off and still have people moving around.

Mr. Hill – How wide is the apron on Adams?

Mr. Cerny – I don't know exactly, it is pretty wide, it is probably about 36'.

Mr. Hill – You are putting in a new curb on the east side of that drive

Mr. Cerny – The east side of the drive we are putting in new curb.

Mr. Hill – So that could be moved back, further to the west, right?

Mr. Cerny – You are saying, we could cut some asphalt out of here and cut the width of that drive down by 8 or 10’.

Mr. Hill – I think that Tim is getting to that point. Tony, I talk to you either about a low wall on here or some berming and you show the landscaping.

Mr. Huffman – Then with the lack of volume I don’t think your argument for having 35’ is justified because you have very few cars pulling in and backing out of there. I think the other thing, what we would like to see, I realize the you moved your front curb off the right of way by a few feet, not even 5 feet. You are 5 feet from the right-of-way but you have moved it back left because this drawing indicates that the curb is not even on the right-of-way. So . . .

Mr. Cerny – I’m not sure what you are saying.

Mr. Huffman – That doesn’t matter. I think what I would personally like to see is that front curb moved back even further so that we can get more landscaping in there because that is part of the problem with that north side of Strongsville is there are a lot of these lots that were built right up on a sidewalk and it is just unsightly and we would really like to get some landscaping in, if we get a little bit of mounding in there to just kind of hide the pavement a little bit, that would help. I realize that you need depth to get any kind of mounding but it just seems like you have a lot of existing pavement, I realize that it costs money to remove but if we can pull that back further, get a little bit of mounding in there, some landscaping it would really make that a nicer appearance.

Mr. Cerny – How much further are you trying to pull it back?

Mr. Zuccola – Right now we have a total of 7’, there is 2’ existing plus the 5’.

Mr. Hill – If you pull it back another 5 feet then you have . . .

Mr. Zuccola – So then there is going to be 7’ of green between the edge of the sidewalk and where the pavement starts.

Mr. Hill – You don’t have the opportunity to do a little berming there. If you move it back 5 more feet then you would.

Mr. Zuccola – Then the parking stalls would become . . .

Mr. Huffman – The 35'-9" would get reduced.

Mr. Cerny – He wants you to move this curb over and this curb over at the same time. That is what they are asking for.

Mr. Huffman – I am trying to give you a nicer appearance to your site from the street which I think has got to be better for your business in the long run.

Mr. Cerny – I think what we are doing now is dressing the building up, more than enough for what their typical site would be. I'm not saying that we can't move this stuff further back but once again, I think the way it sets up is, I'm not convinced that trying to mound that part, we already had an issue with the Police concerning sightlines on Adams Drive and out onto Pearl Road.

Mr. Hill – We are not talking about anything that is going to obstruct somebody on Adams Drive. I think that the option is to either do that or do a whole wall. What you have here I will not vote for.

Mr. Zuccola – How much are you looking for?

Mr. Hill – Probably 5 feet additional.

Mr. Zuccola – So there would be a total of 12' of green between the sidewalk and where the pavement starts, is that accurate?

Mr. Hill – Or 10 feet, I think we can settle for 10'.

Mr. Zuccola – So an additional 3', the 2' that is already there . . .

Mr. Hill – Five being better.

Mr. Huffman – The parking setback is quite a bit beyond that so.

Mr. Cerny – I don't think 3 or 5' should make a big difference.

Mr. Hill – No.

Mr. Zuccola – How high of a mound are trying to stick there?

Mr. Hill – No more than probably 2 feet.

Mr. Zuccola – The you want to put the plants on top of that?

Mr. Hill – Yes, whatever you indicated would be fine on top of it.

Mr. Zuccola – Once those things mature on top of a 2 foot mound you are over 4 feet tall.

Mr. Hill – Well put something in that would not get that big.

Mr. Huffman – The shrubbery, the plants?

Mr. Cerny – The shrubs are going to grow to about 30” to 40”. So you add a 2’ mound on top of that, you are going to be about 4’ above, by the time you get out to the road surface, you are going to have site line issues. It is not like some of these other places from Adams onto Pearl, that was the issue from the Police Department, having clear sight lines.

Mr. Huffman – That is out to here but you don’t have to mound as high on the corner.

Mr. Hill – The other thing, you could sculptor the mounding, it does not have to be a straight shot. You could undulate it. Do a little more imaginative planting on it. Use some other plant materials.

Mr. Huffman – What we want is to avoid seeing the pavement from the street. That is what is unsightly.

Mr. Hill – You want to cover some of the cars.

Mr. Huffman- I don’t mind seeing the tops of the cars but its . . .

Mr. Biondillo – You are not going to see the sign coming down Pearl Road either. If you put mounding and shrubs.

Mr. Hill – The parking doesn’t come . . .

Mr. Biondillo – I understand. Here is their sign location. I am talking about mounding this area.

Mr. Hill – Yes, but we are talking maybe 2’ at maximum and some lower plantings on that.

Mr. Biondillo – If you put a 2' mound with 2' of planting you are going to be up 4'.

Mr. Zuccola – The overall height of the sign is 5'.

Mr. Hill – You could go with a pylon sign which is 8'.

Mr. Zuccola – The code restricted that to make it look like a toothpick.

Mr. Hill – What?

Mr. Zuccola – The code restricted the pylon because we did look at that. Just working with the code, the guidelines that I have for my corporate office as far as my logo and then the City codes, the sign ended up being like, I can't remember exactly but it was really really skinny.

Mr. Hill – Well you work out the sign situation. The appearance from Pearl Road is far more important to the City than your sign frankly and there is plenty of room here on the corner to have a sign that is appropriate for everybody.

Mr. Huffman – Actually I think that the sign is too wide anyways. That is another issue that Tony can address. Another one that I want to bring up is the electrical pole in the back that is just kind of leaning over and it is all rusted out. It looks like you are leaving that, right? Existing pole to remain. So there is no plan to do anything with that? That is pretty ugly. I don't know if you can have the electrical come to the building on the pole. This one looks like it is going to wind up right next to the curb so there is a good shot that someone backing into it.

Mr. Hill – Does the service from the building come from a pole?

Mr. Cerny – Electrical service comes from the pole. Electrical service is overhead.

Mr. Hill – So this is a new facility and you are going to serve this with overhead power?

Mr. Biondillo – No, it is an existing facility.

Mr. Hill – Well I understand that. Isn't this the time to get it underground here?

Mr. Biondillo – There is no rhyme or reason for making them put it underground. Its an exorbitant expense to bring it underground.

Mr. Hill – I think Tim just gave you a very good reason to do it. You are going to have a new facility and you have an old pole out there with overhead service. That is not right.

Mr. Huffman – It looks like a steel pole because a wood pole would not be rusted. Also you are already putting in new pavement back there. I hadn't thought about one in the ground but that pole something needs to be done with it.

Mr. Hill – If this were a new building it would not be served by overhead power, correct?

Mr. Biondillo – No, not necessarily. There are plenty of them that are still served overhead.

Mr. Hill – New construction?

Mr. Biondillo – Correct.

Mr. Huffman – Another one, the dumpster, Tony that needs to be 8 feet high, right? You have it 6 feet.

Mr. Cerny – It is 6 feet because the actual dumpster in size is less than 6 feet tall, it is only 5 feet tall. I didn't really understand the purpose to making an 8 foot enclosure to hide something that is 5 foot high.

Mr. Huffman – Is that dumpster always going to be there or will they possibly get a new dumpster that might be 8 feet?

Mr. Hill – If you got a new one it would be 5 feet, correct?

Mr. Cerny – It is the size of the dumpster that goes in there, they don't, I don't have a list of all the dumpsters. It is only the largest ones that go over 5 feet tall.

Mr. Biondillo – It is supposed to be 8 feet tall. They take into account that most of the time what we see is that the doors are left open, they are piled high, you end up with your trash up over the top of your enclosure. That is why the requirement is 8 feet tall.

Mr. Mikula – That is a code requirement.

Mr. Huffman – You could always get a variance. Or try.

Mr. Zuccola – I have enough variances right now, we are good.

Mr. Cerny – Here is the pole, I don't know if it is rusty or not. There is nothing structurally wrong with that pole and we weren't changing the service to the building.

Mr. Huffman – John, you were out there this morning, I saw you taking photos. Did you get a photo of that pole?

Mr. Zuccola – I didn't, I took one of the existing chain link fence on the back, I looked at the back of the building but I couldn't foresee a reason to take a picture of the pole.

Mr. Cerny – Yes, it is a rusty pole.

Mr. Huffman – Part of the overall thing here is, that north end of town has needed some improvement over the years. All the hotels are leaving and the development across the street with Lowe's and all that is coming in brand new and the Gordon Foods looks nice. There are other buildings that don't look so good. We admit and this is one of them but this is the time now to fix it up and make it look good for the future.

Mr. Cerny – They are doing a lot. Look what it is going into as to compared to what is there now. It is an entire new storefront façade that is going in plus completely refacing the existing what is there. The improvements I think are dramatic and I really think now your are getting nit picky about a lot of stuff.

Mr. Hill – Like what?

Mr. Cerny – Talking about the overhead service to the pole. I am sure that they will paint the pole but to replace the pole or bring in underground service into the building, it just keeps going on. Every time we go to a different board, its just a little bit here and there but we started off with \$125,000.00 budget and we are over \$200,000.00.

Mr. Hill – That is cheap considering what you have here.

Mr. Cerny – On a leased building?

Mr. Huffman – You can't tell me that we should accept your budget as what we get.

Mr. Cerny – No I'm not telling you to accept it but I am telling you that what you are looking at is you've got what you've got now which is there versus they are trying to come in and do something of quality.

Mr. Hill – I agree that this is going to be a nice improvement but you are going to do a nice improvement and then you have a pole and overhead service. That does not make any sense.

Mr. Cerny – I think most people don't see that pole to begin with. It is kind of obscured.

Mr. Huffman – You have no concern about any cars backing into it? It is right by the curb.

Mr. Cerny – Well that is all done by the employees in the facility, that is not customers coming in.

Mr. Hill – Regardless of that, we protect everything where there is going to be parking backing in and out but you have a pole in the center of the parking lot, not in the center but within the parking area.

Mr. Cerny – Its not, its in a landscaped area.

Mr. Huffman – If a tire hit that curb the car would hit the pole.

Mr. Cerny – Well, they are comfortable with it. You are going to tell them to put in underground service as part of the approval?

Mr. Hill – No we are not going to but the Planning Commission could. What the Planning Commission does, I don't know.

Mr. Cerny – Okay.

Mr. Hill – We are concerned about treating that area between the parking along Pearl and the street. Again, either you can move it back and do some berming or if you want to leave it where it is then you ought to be thinking about a little masonry wall.

Mr. Cerny – Its your call. I don't see the wall going in. I don't know if you are comfortable taking that back.

Mr. Zuccola – We really need to look at changing the plants on top of the mound because I am just not comfortable with getting a 4' barrier to my 5' sign.

Mr. Hill – No, we are not talking about 4', we are talking about some low berming and some low landscaping.

Mr. Zuccola – That is what I am saying, if I change the material on the top of the mound. If I change the plants on top of the mound to something that doesn't grow to be 30", if that is acceptable, I could put in some dwarf something or other and . . .

Mr. Cerny – You don't have a lot of choices. There are not a lot of plants that don't grow over 6" tall.

Mr. Huffman – Let me interrupt for a second. Jennifer, she represents our landscaping.

Mrs. Milbrandt – One of the things that we've been trying to do as an Architectural Review Board is, as you drive down Pearl Road is sort of put in some undulating mound and screen the parking lots. I think if you don't put in a line of shrubs like this, you won't have the hedge effect. I would be okay if we just put in an undulating mound and then put some plantings on it. We don't need a hedge effect. If you drive down in front of GFS Food Service and look at some of the landscaping that they have there. Maybe incorporate some of that in here.

Mr. Huffman – That is across the street.

Mrs. Milbrandt – Right, you could sort of see what we were trying to go for. Just something, you can still see the cars, you can still see the signs. You don't need a mass planting like this. You can have just a nice landscaped area.

Mr. Zuccola – Okay.

Mrs. Milbrandt – We have even had areas that are just mounded and you can just mow.

Mr. Huffman – You get the mounding up 3 or 4 feet.

Mrs. Milbrandt – Right, it still accomplishes the screening.

Mr. Huffman – I realize that you don't have the depth to get too high of a mound here. Another item, the fence. That is a board on board fence, all wood.

Mr. Zuccola – Yes.

Mr. Huffman – Is that going to be painted?

Mr. Zuccola – No.

Mr. Huffman – Okay, it is 6 feet high, 6 feet is good right Tony?

Mr. Biondillo – Yes.

Mr. Huffman – Okay, lets go to the sign then.

Mrs. Oprea – They are not doing signage.

Mr. Huffman – Oh, you are not doing signs?

Mr. Zuccola – No.

Mr. Huffman – So this sign is not part of the submittal.

Mr. Zuccola – No its not. Boyer Signs did not get their stuff in on time but if you want to give me a heads up I can give them some feed back so that when they come through it is a little easier.

Mr. Huffman – Tony is this, it is 9'-8" plus 2'-8" plus 2'-8" so that is well over 10 feet.

Mr. Biondillo – Right, we are limited to 10 feet in overall length, you have to be below 50 square feet in total area and maximum of 10 feet long.

Mr. Huffman – I had a concern with just the location of that because the way it is shown in plan, it is right up against the curb so again you have the opportunity for a car to clip it.

Mr. Zuccola – I think that the curb would prohibit that. There is no backing or anything like that going on there.

Mr. Huffman – Right, I agree with you.

Mr. Zuccola – That curb is 6 inches.

Mr. Cerny – The sign is limited to 10 feet long?

Mr. Biondillo – Yes.

Mr. Cerny – Fifty square feet?

Mr. Biondillo – Correct.

Mr. Cerny – If you are limited to 5 feet high and 24 inches above grade at the bottom and 10 feet long, it only leaves you 3 feet which means you can only make a 30 square feet. You can't make it 50 square feet.

Mr. Biondillo – You don't have to be 24 inches above grade.

Mr. Cerny – Fifty square feet is from grade up?

Mr. Hill – What is the maximum 10 feet?

Mr. Biondillo – Pardon me?

Mr. Hill – What is the maximum feet?

Mr. Biondillo – The length of the sign.

Mr. Hill – Is that in the code?

Mr. Biondillo – Yes.

Mr. Hill – The ground sign can not be more than 10 feet?

Mr. Cerny – Not more than 5 feet high, correct?

Mr. Biondillo – Correct.

Mr. Cerny – So the 50 square feet means you have a sign from grade all the way up.

Mr. Biondillo – You would actually be 6 feet from grade. You are allowed to have a one foot base. That is Mr. Kolick's interpretation, the Law Director's interpretation.

Mr. Huffman – That is an interpretation that is a little different, it depends on how you read this. It definitely says 5' x 10' and it doesn't say anything about that 12" base which, that is an interpretation.

Mr. Hill – When was that changed, Tim?

Mr. Huffman – Pardon me?

Mr. Hill – Is there a date there that was accepted.

Mr. Cerny – Can a sign be 6 feet above grade?

Mr. Biondillo – Yes.

Mr. Hill – On the ground sign only 5 feet.

Mr. Biondillo – The interpretation from our Assistant Law Director has been that one foot base is allowed to be 6 foot with a one foot base. The sign itself is 5 foot high with a maximum fifty square feet.

Mr. Cerny – So if we set the top at 6 feet above grade. . .

Mr. Hill – But that is the sign face area, face area is 50 square feet.

Mr. Biondillo – Correct.

Mr. Hill – Where does the 10 feet come? Is that in the code?

Mr. Biondillo – Yes it is.

Mr. Huffman – I don't remember the 10 feet.

Mr. Biondillo – I have to find it. I didn't look at the sign in all honesty because I thought that we were coming in with a separate approval. I'll get it to you.

Mr. Cerny – If the top of the sign can be at 6 feet above grade that helps the whole mounding issue.

Mr. Biondillo – Right.

Mr. Cerny – As long as the overall sign is no more than 10 feet long.

Mr. Biondillo – Correct.

Mr. Cerny – Then I don't know, that is disproportionate to the Enterprise logo.

Mr. Hill – Well we better check that.

Mr. Biondillo – Again, I didn't look at the sign. When you submit the sign I will look at it and review it.

Mr. Huffman – I am not sure about the 10 feet Tony. I do know that it says 50 square feet maximum and 5 feet high but, I would interpret 5 feet high from grade because otherwise you could have a 6 foot base and a 5 foot sign.

Mr. Biondillo – It does limit the base to a maximum of 12 inches.

Mr. Huffman – I haven't seen that in here.

Mr. Cerny – I have a 12 inch base and that makes a difference in size.

Mr. Huffman – You have seen the 12 inches in our code?

Mr. Cerny – Yes, and we went higher than the 12 inches but if you follow through, you are saying that your maximum height of the sign is 5 feet and your maximum length is 10 feet, that is your 50 square feet and that is with no base.

Mr. Hill – I could be wrong but I don't think that there is a limitation of 10 feet for the length.

Mr. Huffman – I will defer to Tony. You may be right, I don't see it in here but it maybe in here. Maybe it is just because it is the 5 feet high and the 50 square feet.

Mr. Cerny – That is what I read and I read the 50 square feet and I read the 5 feet above grade and that is what this sign is base upon.

Mr. Hill – We will review it when it is submitted.

Mr. Huffman - You can check that.

Mr. Zuccola – I was trying to make it a little easier, I did not know that it was going to get like that. I guess we will hash that one out next month.

Mr. Huffman – You are at 52 square feet, close. Alright, well let's stay on the site before going to the building. How about light poles? You are at 25 feet. I saw you lighting plan was rejected. I assume you submitted some photo metrics.

Mr. Biondillo – We have a re-submittal that has been approved contingent upon shielding.

Mr. Cerny – We talked about that, he has eliminated the shielding requirements.

Mr. Biondillo – That was my latest report. It was approved with a recommendation.

Mr. Huffman – That was with the 25 foot high poles?

Mr. Cerny – Yes.

Mr. Huffman – Well let's stay on the site. Frank any more comments on the site?

Mr. Bohac – No.

Mr. Huffman – Tony.

Mr. Biondillo – These are comments overall on the site or the entire thing?

Mr. Huffman – The site.

Mr. Biondillo – As a matter of fact I do have a few comments. I think you guys have done an outstanding job for what was there, for the money that you are expending, you are expending to improve that area. To call it anything but an improvement is in injustice to you people. The fact that you have moved the curb back to incorporate additional landscaping. It was a site line issue at the Planning Commission. We are reviewing Engineering issues here which we have no business reviewing at this ARB. This is an Architectural Review Board. Those issues are handled by the Engineering Department and also through the Planning Commission. I appreciate what you have done with the rear fence and the shielding of those residential properties. I think a lot of times we try to incorporate masonry but masonry probably helps increase sound levels as opposed to something, a natural material that will absorb sound levels. The issue that I did look at, I don't think that you are limited to 10 feet on that signage. We do not go through and again, these are Building issues. We do not go through and make people change their entire electrical service when they come into us. Painting the pole, re-supporting it is another issue. We could address those issues and it probably should be just because of what you are doing to the building. Those are all my comments.

Mr. Huffman – Ken.

Mr. Mikula – With regard to the site plan, I walked out for a minute, did you decide anything on moving the curb an additional distance or is that left as it is?

Mr. Huffman – I don't know if anything is decided, it is some comments that we have had that we feel that the site would give the site a much better layout.

Mr. Mikula – The only thing I would add is I am fine with the driveway locations from the Engineering point of view. Leaving them where they are at. However, I think the condition of the one on Adams Drive is in horrible shape and it should be shown on the plans that is to be repaired. We will make sure that is a part of our report at Planning Commission. With regard to the electrical service, I just don't know, it might have been a surprise to you that comment, but maybe after you go back from this meeting you might consider putting some conduit in and laying that underground. Take a look at it and consider it without making it a requirement.

Mr. Huffman – Jennifer.

Mrs. Milbrandt – I think what you presented along the fence line in the back I think that will be a good addition to the area. I think it will be an improvement to the site. On the site plan, there are no details on the plantings. You need to indicate what the specifications are for your planting material and sizes. We need to have that listed on the plans. If we could get some kind of shielding of the parking lot, that would be my only suggestion.

Mr. Cerny - Relative to mounding?

Mrs. Milbrandt – Right.

Mr. Huffman – Bob.

Mr. Hill – I will not repeat what was said. I think that the comments that Ken Mikula made were very appropriate. If we are going to vote on the site plan, we need to have some definition as to the screening is going to be handled along Pearl.

Mr. Huffman – Before we go there, let me make my comments. First of all I am going to quote the Standard and Criteria for the ARB. Item “e” which says part of our responsibility is; *“Approaches, drives and parking areas shall be considered as they affect the appearance from the street and from the site as well. The relationship of paving to the building shall be appropriate considering factors such as safety, drainage and landscaping.”* So I do think that this is part of our responsibility to address these items. Whether it has gone through Planning Commission or not and it ultimately comes down to Planning and the Engineering, I agree with that but I think we need to say what we think is best for this site and what would be appropriate in the long term for Strongsville. I believe that something has to be done with that pole. Whether it is painted or straightened. It is not appropriate the way it is today. I definitely think that curb cut should be moved but I will defer to Engineering and Planning for that. I would definitely want to get some mounding out front. What ever we can get to at least shield

the parking and the landscaping I will defer to Jennifer. I would rather see the light poles come down to 20 feet instead of 25 feet. I can live with 25 feet. To pull that curb back would be the way do that.

Mr. Hill – Why on this small site would you need 25 foot poles?

Mr. Cerny – We had difficulty getting uniformity at 25 foot poles.

Mr. Huffman – It would mean that you would have more poles that's all. What color are the poles by the way?

Mr. Cerny – They will just be bronze.

Mr. Huffman – Alright, as far as where, well we have to make the motion as to what we want to, the motion needs to include what needs to be done up front.

Mr. Hill – Are you agreeable to that as far as the trees along Pearl Road?

Mr. Huffman – How does this affect Planning? What has been approved by Planning?

Mr. Mikula – Nothing has been approved by Planning. Should they decide to adjust their site plan, they would have to resubmit a revised site plan for the next meeting and we would just review it, the Planning Commission would take action at that time. They can change it if they want.

Mr. Huffman – By moving the drive back you could gain maybe 4 or 6 spaces. If you pull this drive, you will lose 2 maybe, you probably would lose these 3 spaces, right? You probably would pick up these 2 plus you would pick up all these here. Maybe another 3 or 4, if you needed more parking there is an opportunity to get it. In my opinion it would make a better site all the way around.

Mrs. Oprea – John, you have an option with sticking to your time frames. I can see you have some indecision. If you want it tabled today, we can still can get you back for the first meeting in June which is the 10<sup>th</sup> and Planning Commission is on the 12<sup>th</sup> so you can still you back to Planning for your final approval on the 12<sup>th</sup>. You can't go back to Planning before the 12<sup>th</sup> because of the waiting period on your variances from BZA. Would you rather do that?

Mr. Zuccola – No, I can haggle my way through this, I don't have a problem with that. I am just, I am having a hard time getting my arms around actually gaining any parking. It seems like a wash. I am agreeable to moving this curb back and I am not agreeable

to moving this driveway. I am going to replace this apron, I completely agree with you that the thing is shot. I have no problems working this out. I don't want to offend you (talking to Mr. Cerny) but I think that the landscape plan lacks a little imagination. I think I can make that work. If I don't have to use a 2 ½ foot bush on top of a 2 foot mound then by the same token if I can move my sign up a foot I can really make things work. I know that I really can't talk about the signage so we will get to that. Realistically, what are you looking for in addition to moving this backwards, additional footage, is it the 5 or a total of 12 square feet from the back of the sidewalk?

Mr. Hill – I think that is good.

Mr. Zuccola – That leaves me with at 13 foot deep stall. It is 18 but I am going to take 5 feet off of it so it will leave 13 foot stall.

Mr. Huffman – You still have to keep 18 feet.

Mr. Zuccola – Right, that is what I am saying so I am going to have to move this back and this is going to mess up this.

Mr. Hill – What is the isle way then, if you move it back 5 feet? It is 35.

Mr. Huffman –It is 33'-9".

Mr. Hill – That is fine.

Mr. Zuccola – We don't have a measurement on that apron?

Mr. Cerny – It is plenty wide. You can move this curb over 5 feet. There is nothing there now, it is just 4 x 4 stuck in the ground. Where that existing sign is right now, this area right here is just asphalt.

Mr. Mikula – You have a pretty clear photos already of the area here.

Mr. Zuccola – This is 4 x 4's laying on the ground?

Mr. Cerny – Yes and then they threw some ground on top of the asphalt and tried to grow some grass on it.

Mr. Huffman – Ken is there any issue with these two parking spaces if this drive were here?

Mr. Mikula – I am really reluctant, let me answer this way. There are other issues with changing existing drive aprons on a site that has been there for a while. In other cases we have gotten many many complaints just about having driveways on to the side streets in this ward. Not that our decisions are based on politics or anything like that. We have gotten many many complaints and one way to defend those complaints is that there has been an existing apron in that location and it has remained unchanged. I don't think that having this apron here is poor engineering or anything like that. I think that some of the points that they have brought up where they were talking about maneuvering through the parking lot and how their customers come in and go out is a valid point. Asking them to make 2 more 90° turns as they go through there and then you will also get some separation of their storage vehicles and their customer vehicles also if you leave the driveway apron where it is. For those reasons I think we have to live with where it is. Although the condition is horrible and should be replaced and if they adjust their parking along Pearl Road and that would likewise mean that apron is reduced by 5 feet as well, I think that should be fine.

Mr. Huffman – As far as you know, there is really no issue of cars backing out here?

Mr. Mikula – No, that is the way driveways are.

Mr. Huffman – Okay, well John, you said that you didn't have a grip on how you get more parking. If I can explain it any better, I am willing.

Mr. Zuccola – If I move this over here, it just seems to be the same thing. I am not comfortable doing that.

Mr. Huffman – Let the record show that Mr. Bohac has been excused for a previous appointment.

Mr. Bohac – I am sorry and I don't want to hurt anybody.

Mrs. Oprea – You are not hurting anybody.

Mr. Hill – We still have a quorum.

Mr. Huffman – Well, one John I think you lose 3 and Tony if I am incorrect please tell me. It looks like you lose these 3 spaces because you would need some kind of striping. You pick up 2 for sure here, there is more than these 2 spaces.

Mr. Zuccola – I don't see how that corner could be usable is what I am saying.

Mr. Huffman – This one?

Mr. Zuccola – With the driveway right there then you have cars that could conceivably be coming. . . I am jumping in my car to leave work and going this way and somebody pulls in this way, I am not good with that. Here is where I am at, I can do this, narrow this driveway, 5 feet and that will be a total of 12 feet there. I can work with the mounding and landscape to make that happen so that plan can be reviewed in Planning, is that what I am getting? Okay, so I can make all that happen. I will commit to painting the pole. I will also commit to looking at moving it underground but I am not going to put my hand on the Bible on that one. Definitely the pole will be addressed as far as leaning and condition and what not. It will be painted and shored up, it will be completely replaced with an underground service. As Tony has mentioned more than once, we are approaching the threshold of this project making any sense from a budgetary standpoint so that is why I am very cautious as to what I can commit to and what I can't commit to. We will also be removing the dumpster enclosure and making it 8 foot. I think that should address everything that you mentioned on the site so far.

Mr. Huffman – Okay, why don't we go to the building then. It looks like you are painting the . . . I will let you present what you are doing on the building elevations.

Mr. Cerny – Basically what we are going to be doing is cutting off the existing little bit of overhang on the roof. Taking the one overhead door and lighting that for office space. Putting in a thin brick foundation over top of the existing masonry and finishing the upper portion of that in an EFIS material and curving that into black well. On the portion where the existing office entrance so to speak is, that hall is coming out, all that framing is coming out and a new straight vertical as opposed to the angle and that is being done in a clear aluminum. The overhand on the roof now will stay where it goes between the existing masonry the balance will be cut back off. It will be flush and then we will mount the new Enterprise sign onto the face. The back of the building we are just going to clean up any damage to the masonry. We are just going to paint that a color that is similar to the foundation brick. That is pretty much it.

Mr. Huffman – It looks like you are removing the glass on the back. There are two bays or glass now and you are replacing one with glass block.

Mr. Cerny – Right.

Mr. Huffman – The other one you are putting in concrete block?

Mr. Cerny – Yes.

Mr. Huffman – Is there a ceiling height issue that you wouldn't want to have glass block on that one too?

Mr. Cerny – Yes, this is a wash basin. This right here is a suspended ceiling inside.

Mr. Huffman – So that glass is above the suspended ceiling now?

Mr. Cerny – Yes.

Mr. Huffman - This is a service bay also, when you are done you are filling in the overhead door here with windows and then you are going to put a ceiling in.

Mr. Cerny – Right.

Mr. Zuccola – Essentially from here over becomes the office bay and then we just have the one bay for washing cars.

Mr. Huffman – But there is no reason to keep your ceiling up high here? You would rather have it lower?

Mr. Cerny – It is consistent across, you have low ceiling on the side there and that is all open inside so you can't see the ceiling going across.

Mr. Huffman – I think I will defer to Tony. I think the EFIS coming all the way to the ground. I know that we have had issues with that. I think that we are also trying to avoid EFIS being used as a field material. I don't think that we have had problems with accents but, Tony . . .

Mr. Biondillo – Where are you bringing the EFIS down to? This tan area in here?

Mr. Cerny – Right.

Mr. Biondillo – Using the expanded polystyrene we've had an issue with that up to grade getting damaged. Try to keep that up, you could put it on a solid substraight, exterior cement board or exterior gyp product and still get the effect of a finish but you won't gain any insulating value out of it but from there up it is fine.

Mr. Zuccola – We just did the same thing on a different project in Kent. The bottom 4 feet are cement board.

Mr. Huffman – Are you willing to do that? That cement board here?

Mr. Zuccola – Yes the look will be the same.

Mr. Cerny – It doesn't change the appearance we were just talking about the construction.

Mr. Huffman – You still have the line there, right?

Mr. Cerny – That will just be a joint between the two. That is protected by a landscape zone now, there is not walking directly up against that in any of those locations. We don't have the potential for damage to the lower section.

Mr. Biondillo – Tony, we have seen too many where either a landscaper will come in there and hit it with a rake, I understand and appreciate what you are saying it just doesn't cost you a whole lot. There is not a difference in cost I don't think to put one product on versus the other. It will also hold better.

Mr. Cerny – It will be a little more difficult because above we have a masonry wall that we are just applying the foam directly to so in order to get those to line up we will have to fir out and then apply the cement board and it will be difficult to get those in the same plain with each other.

Mr. Huffman – So this thin brick veneer, is that being adhered to masonry?

Mr. Cerny – It goes to the masonry.

Mr. Huffman – it just has that thickness . . .

Mr. Cerny – It is about ½" thick. Basically you put a metal lathe on there and you cement a base coat to that and then you adhere with a mortar adhesive like you would do tile.

Mr. Huffman – Okay and then this other horizontal band, what material is that?

Mr. Cerny – That will be done out of EFIS.

Mr. Huffman – That has the thickness of the foam too so that is going to overhang the brick?

Mr. Cerny – It overhangs it will be thicker than the foam.

Mr. Huffman – Alright, lets go around the table. Tony, any other comments about the elevation?

Mr. Biondillo – No I don't.

Mr. Huffman – Ken.

Mr. Mikula – I think it is a nice improvement.

Mr. Huffman – Jennifer.

Mrs. Milbrandt – No additional comments.

Mr. Huffman – Bob.

Mr. Hill – Is there anything that could be done to that north elevation? That you are going to see from Pearl Road. That is not very exciting.

Mr. Cerny – I took down the crappy storage shed on the back.

Mr. Zuccola – The EFIS is going to have, it has joints in it. The other store in Kent he has a reveal joint every 8 feet or so.

Mr. Hill – That might help.

Mr. Cerny – We can go ahead and if we are going to use the cement board down below, we can carry the banding all the way around the building. There are two different color EFIS'.

Mr. Zuccola – I could do that, we can make that change on that corner and change the color of the EFIS, that doesn't bother me. I don't want to add to my brick order.

Mr. Hill – I think that will help.

Mr. Zuccola – The top of that thin brick is 5'.

Mr. Cerny – No I think, I don't know what it is.

Mr. Zuccola – I was trying to base is off of that bollard.

Mr. Biondillo – If you wanted to bring your cement board height the height of the band on your brick that would be fine.

Mr. Cerny – We could just match that up.

Mr. Zuccola – That will help ease that transition between the two base materials.

Mr. Huffman – So that when you have that water table running just to the back, along the north elevation horizontally just to the back corner and then on the south elevation.

Mr. Hill – I don't know that you need it on the south.

Mr. Huffman – It doesn't tie in on the south.

Mr. Zuccola – On this side I would like to keep this because I want to keep the focus of the public.

Mr. Huffman – So you wind up with a horizontal joint there between the two materials. There will be a joint there between the cement board and the EFIS.

Mr. Zuccola – No we will flush that out the cement board is only going to be behind the EFIS.

Mr. Huffman – Isn't there a difference in thickness.

Mr. Zuccola – They will get it right.

Mr. Cerny – I could put a joint there. He doesn't want the foam down below.

Mr. Zuccola – Why couldn't we fir it out, the foam is an inch and a half.

Mr. Cerny – The problem is you are going to have different materials and if you don't put a joint in its going to crack.

Mr. Zuccola – Well you should put a joint in. I don't want to change the color though.

Mr. Cerny – That is fine, we will keep the color the same.

Mr. Hill – On that south elevation, right?

Mr. Cerny – We will just have to have a horizontal joint there because of the different in substances.

Mr. Huffman – This is in Roth's ward not Daymut's, right? I know that Daymut in the past has made a big deal about EFIS.

Mr. Biondillo – It is in Roth's ward.

Mr. Huffman – Wal-Mart went through all kinds of crap with not allowing EFIS and they let them have it up top but not on the bottom. I know that the vet hospital is next door is all masonry. The laser car wash is all masonry. We are getting, I am a little hesitant about the amount of EFIS that is on this building.

Mr. Biondillo – Again, that is the issue with having a councilman decide design issues.

Mr. Huffman – Right.

Mr. Biondillo – The issue is it has always been a damage issue with the insulation board behind it. If it is hit it could be punctured and that is it. As long as we put a solid sub-straight backing behind that I think we will be in good shape. We have done that in other buildings here too. They have utilized EFIS. The Mall is EFIS, there is a lot of EFIS on the Mall.

Mr. Huffman – It is more accent. It is mostly brick, the Mall.

Mr. Biondillo – That is what the issue is more than anything.

Mr. Huffman – There was an issue with Dick's when they came in with EFIS.

Mr. Zuccola – What will it look like?

Mr. Cerny – It will have a  $\frac{3}{4}$  inch reveal.

Mr. Hill – There will be no vent stacks coming out of this roof as it is now right?

Mr. Huffman – There are a couple of vent stacks.

Mr. Cerny – Vent stacks, you are talking like a furnace vent or something?

Mr. Hill – Well the existing you have some.

Mr. Huffman – There is one of them.

Mr. Zuccola – He used oil I think to heat. You are not going to see anything like that. The heater in the garage obviously has to have an exhaust.

Mr. Hill – Is this going to be air-conditioned?

Mr. Zuccola – Yes.

Mr. Hill – Where are the units going to be?

Mr. Cerny – We have them sitting in the back on the ground.

Mr. Hill – Okay.

Mr. Cerny – We have a furnace and a infra red heater. The infra red heater is vented. The furnace is a 90 and we are venting it out the back wall.

Mr. Zuccola – I think that the infra red they can take out the back wall too if it lines up.

Mr. Cerny – Yes, they could take it out the back.

Mr. Huffman – There won't be any rooftop units?

Mr. Cerny – No, there are no rooftop units. If you are talking about vents, if you wanted it vented out the back that is fine.

Mr. Zuccola – Yes, that is not going to cost anything.

Mr. Cerny – The problem is that you have a glass block wall there and the heater is on that side it would be tight to get it out the back versus going out the top.

Mr. Zuccola – Even out the top, as far back as that is you will never see that from the street, I think. If it could go out the back that would be ideal but I am looking at this and you have a downspout also.

Mr. Huffman – If there are no other questions or comments, I would entertain a motion for Enterprise Rent-A-Car.

Mrs. Milbrandt – I motion to accept the recommendation of the Site, Building Elevations with revisions, Building Materials/Colors, Parking Lot Lighting, Landscaping, and

Screening with recommendation made by the Board for the proposed exterior renovations and parking lot addition for Building Addition; property located a 8674 Pearl Road zoned Motorist Service.

Mr. Huffman – Before we get a second, do we need a revised site plan for this?

Mr. Mikula – They will give us a revised site plan for Planning Commission shifting that curb 5 feet back. You can approve it here if they agree to move that curb but before Planning Commission they will get us a revised site plan.

Mr. Hill – Second.

Roll Call:	Mr. Huffman	Nay	
	Mr. Biondillo	Aye	
	Mr. Mikula	Aye	
	Mrs. Milbrandt	Aye	
	Mr. Hill	Aye	APPROVED

Mr. Hill – John, you do a nice job for your company.

Mr. Zuccola – Thank you.

Mr. Huffman - Is there any other business to come before the board?

Hearing no further business. The Chairman adjourned the meeting at 10:40 a.m.

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Tim Huffman, Acting Chairman

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Carol M. Oprea, Administrative  
Assistant

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Approved