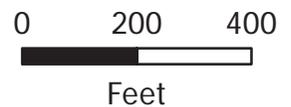


City of Dublin

13-106AFDP
 Amended Final Development Plan
 Perimeter Center PCD, Subarea I
 Crown Kia - Sign
 6400 Perimeter Loop Road



Approved Development Text

Perimeter Center

Subarea I - Transitional Area

The Transitional Nature of Subarea I: The area proposed for Subarea I was contemplated to be general office, corporate headquarters, hotels, etc. It was further contemplated that this site would form an important part of the entrance impression of not only Perimeter Mall but Dublin itself. Because of specific high quality retail use fulfilling this purpose, the original concept for Perimeter Center was altered to allow creation of Subarea I permitting automobile dealerships under strict development standards, in addition to the standards set out for Subarea D.

Subarea I will additionally serve as an architectural transition, incorporating elements of the Perimeter Mall, while at the same time easing into the higher scale uses of Subarea D, where common architectural themes are not contemplated.

Interrelationships of Rezoning and Development Plan:

To create the new Subarea I, a rezoning was necessary. This rezoning is agreed by the initial end user of Subarea I (the Mercedes automobile dealership), the City, and the developer of Perimeter Mall to be specifically conditioned on the development plan presented for the parcel and the rezoning and development plan are presented concurrently. It is further agreed that a simple rezoning to a retail use for this parcel would be inappropriate. In effect, the rezoning amounts to a variance; the development plan, the architecture, building materials, and development standards of the specific rezoning and development plan proposal presented are integral parts of the rezoning. Taking all of these matters together, the particular retail use presented at the time of the rezoning of Subarea I is appropriate for this site. However, it does not follow that any other use deviating in any respect from the development plan presented would be appropriate for the site. It is a condition of the rezoning of Subarea I that any future use of Subarea I must meet the requirements set out in this text.

Permitted Uses:

The following uses shall be permitted within Subarea I:

1. Those uses listed in Section 1159.01 and 1175.01 of the Zoning Code.
2. Corporate offices.
3. Hotel and motel.
4. Institutional uses.
5. Drive-in facilities developed in association with a permitted use.
6. Ancillary commercial uses within a structure primarily devoted to office uses.

Approved Development Text

Perimeter Center

7. Use listed in Section 1163.01 (a) (3) (551). New car dealer, developed to provide a retail-to-office transition and in accordance with, accompanying standards.

Development Standards for Automobile Dealerships:

The development shall be limited to the highest caliber auto dealership which shall exhibit an extraordinary visual quality. Construction shall be limited to one building which does not exceed 44,000 square feet in area. Auto display, sales and service, shall be permitted and may not include a body shop, or storage of damaged vehicles or other activities which may detract from the higher visual quality intended here. This site will be treated as an important gateway into Dublin and the design will reflect both high quality and a coordination with surrounding development.

No automobile bodywork permitted on site. No damaged automobiles stored outdoors on site. Automobiles stored outside of buildings and awaiting sale are limited to number of approved parking spaces, and may be displayed in single rows only; i.e., automobiles may be displayed nose to tail or side to side, but not both. Display pad areas outside of parking areas are not included in foregoing requirement, providing same is finished with concrete, brick pavers or other permanent material and is located behind building setback line. No outside loudspeakers permitted. No balloons, banners, flags, blimps or helium air devices or similar devices, may be used on site for any purpose. All building materials must be of equal quality all four sides.

Display information on vehicle not a part of the vehicle itself is limited to stickers required by federal or state law and in addition, one additional sticker not larger than 3 by 6 inches, not an iridescent color, and listing the year and type of car. There will be no slogans, prices or other information painted or added to the windows, either on the interior or exterior side, of automobiles held for display on site.

No loading docks are permitted on site. All curb cuts on public streets shall require brick pavers or concrete finished in a brick pattern at point of entry into site.

Treatment of hazardous materials on site:

1. Waste oil and waste anti-freeze must be stored above ground in concrete vault within the primary structure.
2. All hydraulic lifts shall use only biodegradable vegetable oil as a hydraulic medium, or future EPA approved material.
3. New (as yet unused) oil will be stored above ground indoors within the building.
4. No automobile gasoline or diesel fuel storage tanks will be permitted on site, for the purpose of fueling autos.

Approved Development Text

Perimeter Center

Mechanical:

All mechanicals must be so located or screened so as to not be visible by automobile from either State Route 33, the exit ramps to Avery Road, Avery Road, or the interior roads of the center.

Architecture:

All buildings shall be designed to reflect the architectural elements of Perimeter Mall and reflect the image and scale of an office building. Materials must be complementary and compatible with the mall as determined by the Dublin Planning and zoning Commission. This standard does not require exact duplication of the themes, materials or elements of the mall. The goal is to achieve total site compatibility within Perimeter Center.

Yard and Setback Requirements:

1. Setback along Perimeter Loop Drive shall have a 25' pavement setback and 50' building setback.
2. All other publicly dedicated local streets shall have a 25' pavement setback and 50' building setback.
3. Side yards shall be 25' for pavement and buildings.
4. Rear yards shall be 25' for pavement and buildings.
5. Total ground covered by all buildings shall not exceed 25% of the total lot area. However, parking garages and buildings shall cover no more than 75% of the total lot area.

Height Requirements:

1. The maximum height for structures in Subarea I shall be measured per the Dublin Zoning Code and have a maximum height limitation of 65'. A minimum height of 20' shall be required for all primary structures.

Parking and Loading:

1. Sizes, ratio and type of parking and loading and other facilities shall be regulated by Dublin Code Chapter 1193. Development plan will reflect Phase I and Expansion Layout for parking.
2. Bank drive-thru requirements as per the Columbus Zoning Code.

Approved Development Text

Perimeter Center

Circulation:

1. Perimeter Loop Road shall have a 60' right-of-way and a 36' pavement width.
2. Curb cuts on Perimeter Loop Drive shall be spaced a minimum of 200' (as measured from the driveway's centerline) with opposing cuts offset no less than 100' or directly aligned wherever possible consistent with prudent traffic engineering principles and practice.

Waste and Refuse:

1. All waste and refuse shall be containerized and fully screened from view by a solid wall or fence.

Storage and Equipment:

1. No materials, supplies, equipment or products shall be stored or permitted to remain on any portion of the parcel outside the permitted structure. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building. Storage of automobiles displayed for sale is regulated by specific requirements for automobile dealerships. See Development Standards.

Landscaping:

1. All landscaping shall be according to the Dublin Landscape Code Chapter 1187.
2. In addition and within the required building setback, a 3'- 4' earthen landscaped mound shall be provided along Perimeter Drive with street trees planted 50' on center and located +1' from R.O.W. line within R.O.W.
3. Along SR 161, a 6' landscaped mound shall be provided with trees planted a minimum of 1 tree per 30' O.F.T.O. (trees may be grouped).
4. Street trees shall be planted along Perimeter Loop Road. Trees shall be planted one (1) per 30' along the R.O.W. (trees may not be grouped). The minimum caliber shall be 3" per tree.

Signage:

Signage shall be in accord with Dublin Code and the Development Standards contained in general section of text. The signage for the initial automobile dealership use of this subarea may include an architecturally integrated pylon sign within the display area. A second ground sign, not to exceed Code Standards and consistent with other signs for the Mall, may be used for identification at the driveway.

Approved Development Text

Perimeter Center

Lighting:

General standards for lighting are contained in the general text. Lighting for automobile dealerships must comply with the general standards. Further, lighting for automobile dealership display if of a higher intensity than surrounding parking lot lighting must make a smooth transition to lower intensity lighting on surrounding uses. Applicants for this type of land use must show specific fixtures to be used and specifications, and further must provide lighting engineering plan showing actual intensities of light falling on illuminated areas and cutoff areas. Higher intensity display lighting may be used only in association with sales activity, limited to the hours of the showroom operation. A secondary lower intensity lighting level consistent with the adjacent parking lot(s) will be used at other times.

If fixtures selected for surrounding uses in Perimeter Center are not suitable for lighting for automobile dealerships, then similar and visually compatible designs must be used. Fixture finish and color will be the same as Perimeter Center standard.



City of Dublin

Land Use and Long
Range Planning
5800 Shier Rings Road
Dublin, Ohio 43016-1236
phone 614.410.4600
fax 614.410.4747
www.dublinohio.us

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

AUGUST 22, 2013

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

**1. Perimeter Center Planned Commerce District, Subarea I – Crown Kia – Sign
13-082INF 6400 Perimeter Loop Road
Informal Review**

Proposal: To replace an existing 15-foot tall, 50-square-foot ground sign with a new 14.1-foot tall, 37-square-foot ground sign for an existing car dealership in Subarea I of the Perimeter Center PCD. The site is located on the north side of Perimeter Loop Drive, approximately 370 feet west of the intersection with Mercedes Drive.

Request: Informal, non-binding review and feedback from the Planning and Zoning Commission for a potential Amended Final Development Plan application.

Applicant: Marc Wigler, Crown Automotive Group, represented by Michael Close, Tom Hart, and Isaac Wiles.

Planning Contact: Rachel S. Ray, AICP, Planner II.

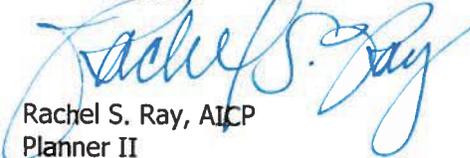
Contact Information: (614) 410-4656, rray@dublin.oh.us

RESULT: The Planning and Zoning Commission stated that, although they did not support the proposed KIA sign concept, they would support a comprehensive approach to updating the Crown dealership campus overall sign plan.

COMMISSIONERS PRESENT

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes
Victoria Newell	(Absent)

STAFF CERTIFICATION



Rachel S. Ray, AICP
Planner II

**1. Perimeter Center PCD, Subarea I – Crown KIA – Sign
6400 Perimeter Loop Road**

**13-082INF
Informal Review**

Chair Chris Amorose Groomes introduced this application requesting an informal, non-binding review and feedback to replace an existing 15-foot tall, 50-square-foot ground sign for an existing car dealership in Subarea I of the Perimeter Center PCD, located on the north side of Perimeter Loop Drive, approximately 370 feet west of the intersection with Mercedes Drive.

Rachel Ray presented this proposal to replace an existing ground sign with a new ground sign that would be consistent with the KIA corporate branding standards for sign color and design. She said the existing Crown KIA dealership sign is located in the southwestern corner of the site. She said the Crown Auto dealership was zoned PCD, Planned Commerce District as part of the Perimeter Center development, and Subarea I was created specifically for automobile sales facilities. She said included in Subarea I are the dealerships of Crown Mercedes Benz, to the west, Crown/Chrysler/Dodge/Jeep to the east, and Crown KIA. She said a revised development plan for a third dealership was approved in November 2001 for the Chrysler dealership. She said the Chrysler approval also included modifications to the signs for the overall dealership campus.

Ms. Ray presented the existing 50-square-foot, 15-foot tall, internally illuminated sign with a dark blue sign face and translucent white lettering for the copy and logo which included the KIA dealership name. She said it was difficult to see on the rendering, but there is a red circle circumscribing the KIA lettering. She said that was a condition of approval that it be a subdued shade of red when it came before the Commission in 2001. Ms. Ray said the existing sign sits on a brick base consistent with the existing signs approved for the adjacent dealerships in the campus.

Ms. Ray said the proposed ground sign is to be installed in the same location as the existing one and it is approximately 14 feet in height with a rectangular aluminum base and two decorative scoring marks midway through the base. Ms. Ray said that the aluminum sign cabinet is approximately 37-square-feet and has just the KIA logo. She said the sign cabinet includes an opaque white background and an illuminated red KIA lettering.

Ms. Ray said the development text for Subarea I of the Perimeter Center PCD states that architecturally integrated signs are required to meet all applicable Zoning Code requirements. She said the existing overall height and area of the sign meet Code requirements, but the size of the logo and the fact that it is an oval shaped sign cabinet is inconsistent with the requirements. She said this would require a minor text amendment if the sign were to be approved. Ms. Ray said that in addition to the Zoning requirements, the 2001 condition of approval requiring a subdued shade of red would apply to the KIA sign.

Ms. Ray said that the applicant is requesting feedback from the Commission on the proposed sign before a formal application is submitted for an amended final development plan. She said that Planning proposes the following discussion questions:

- 1) *Does the proposed KIA sign design meet the development text requirement that signs be "architecturally integrated" with the dealership campus?*

Ms. Ray presented photographs of existing sign bases on campus that were consistent with the beige brick material that is used as the predominate architectural feature on the buildings. She said the proposed sign has very little resemblance to that particular feature. She showed a photo of the existing KIA, Crown Mercedes, and Chrysler/Dodge/Jeep/Chrysler/Ram dealership signs with very similar sign bases.

- 2) *Would the Commission support a campus-wide request to modify the existing dealership signs? If so, what design considerations should the applicant address through revised campus-wide signs?*

Ms. Ray said the Commission was probably familiar that many car dealerships bringing forward requests to modify their signs and other site elements to be consistent with corporate branding standards. She said in fact, the adjacent Crown Chrysler dealership and the Mercedes dealership came before the Commission in 2009 with request to modify their secondary architecture elements to be consistent with their new branding standards. Ms. Ray said that other car dealerships have received approval from the Commission for comprehensive, campus-wide signs and branding packages. She presented for an example, a photograph of the adjacent MAG dealership to the east which was approved with a special sign plan with five separate categories for different types of signs which included campus and dealership identification signs, directional signs, brand signs, and wall signs, all of which were generally intended to be internally oriented to the site and provide more of a wayfinding onsite campus identification.

- 3) *Does the Commission support minor development text modifications to allow a logo to exceed 20% of the maximum permitted sign area (max. 10 square feet), permit an oval-shaped sign cabinet, and permit a sign that is not "architecturally integrated" with the existing dealership buildings (depending on the outcome of Discussion Question 1)?*

Ms. Ray reiterated that the proposed sign design includes a logo that exceeds that maximum permitted area of 10 square feet, and is oval-shaped rather than rectangular as required by the Code.

- 4) *Others as determined by the Planning and Zoning Commission.*

Tom Hart, 2 Miranova Place, Columbus Ohio, representing the applicant, Marc Wigler, President and General Manager, Crown Automotive Group, said that proposal was driven by the national standards for the manufacturer and contract requirements for signs. He said that their current sign has been there for ten years and they were looking for a modern upgraded approach to the signage for KIA. He said that they appreciated that Dublin has this informal process so that they can get the Commission feedback and understand their thoughts on the issues outlined by Ms. Ray.

Marc Wigler, (5912 Preston Court, Powell, Ohio), concurred that they appreciated this forum where they could try figure out what is needed. He said that they had a lot of pressure from the manufacturer to incorporate branding standards that are important to the dealership, as all three dealerships have this type of sign.

Ms. Amorose Groomes invited public comment regarding this application. [There were none.]

Richard Taylor said that the sign was attractive, but unfortunately, Dublin has always been against what they called 'lollypop' signs, like this one. He agreed that the existing campus signs were dated and that an upgrade would be appropriate. He said he thought it would have to be campus-wide. He said to a certain degree, this sign was architecturally integrated with the existing building, but that theme would have to incorporate all the signs. He said that it was previously done with the MAG campus. He said likewise, the Mercedes dealership revised the entryway, the dealership integrated it with the existing signs. He said regarding the size of the sign, he did not support the logo being larger than Code permits. He said if the sign is going to be changed, he thought the logo should be kept the maximum size permitted, be integrated into the building and that all the signs be comprehensively modified.

Joe Budde said he agreed that an argument could be made that the look of the sign is integrated with windows of the building and could be acceptable. He said he agreed with comments made by Mr. Taylor that the logo and that it be limited to what Code permits. He said he also agreed that campus-wide approach to modifying all of the signs.

Warren Fishman said that he agreed with the comments of the commission members. He recalled however, that when this campus went in with all of the dealerships, the Commission talked a lot

about the fact that it would be low key since it was across from residential development and that it was not going to be a typical auto car mall. Mr. Fishman agreed that the signs were out of date, but said that they had to remain low key, even more than MAG which was in a different location. He said this is kind of the entranceway, and he thought that they did not want to exceed the size or the shape that is in the text now, and he would not be in favor of changing the text. He said he was not in favor of the proposed sign because it looked too commercial and not fitting with the surrounding area. He agreed that there should be a sign package for all of the dealerships that are low key, in good taste, and this not be a big blaring red sign that said KIA.

Mr. Wigler said that 20 years ago when the dealerships began, there were no facility image guidelines like the manufacturers have today. He said the KIA signs are usually 35-foot tall, but he told KIA that the City would not allow that because it was a huge departure from what they have. He said he understood about the sign being low key, but the problem they have is that there is such a departure between three manufacturers. He said the pylon sign was not what Mercedes Benz wanted and Chrysler wanted an entryway which the Commission approved. He said that he understood that they were one campus and they want the signs to be similar, but that there was no real similarity between a KIA and Mercedes. He said that they believed it was time to upgrade the dated signs.

Mr. Fishman said that he sympathized with Mr. Wigler, but there were many other communities that would not allow the sign and perhaps they just do not have KIA dealerships. He said he did not think the sign proposed was typical of signs in Dublin. He reiterated that was reflected in the early meeting minutes, that Crown promised low key, non-blaring, and high end signs. He said he would not support this sign.

Amy Krumb said as shown, she did not think the sign blends into the architecture. She said she would have to see campus-wide signs for all three dealerships that have sign faces that match. She said that she was fine with an oval sign, but she would not support the height. She suggested that the KIA sign that was four feet off the ground, might be acceptable but she would have to see the base. Ms. Krumb said if all the dealerships had a similar base that integrated into the buildings, she thought it would look nice. She did not want to set precedence by allowing them to exceed the 20 percent permissible for a logo size. Ms. Krumb said she had no problem with the red color or the oval sign, but she had a problem with it being that high and not matching the other signs.

John Hardt noted that the development text required that the signs be architecturally integrated with the buildings. He said that this is part of the Perimeter Center PCD, and that similar language appears throughout the entire planned area, and all of the existing signs included common masonry elements and match the buildings. He said he was not inclined to drop that architectural integrated language from the development text and he would want to see a solution that incorporates the requirement. He said a proposal that incorporates all three signs would be something that he would be supportive of. He said he did not think they all had to match, but they needed to incorporate common elements and have a unified base. Mr. Hardt said he had no problem with the shape of the cabinet as long as it met Code requirements for maximum size. He said he agreed with the other Commissioners that the logo should be limited to twenty percent. He said that the City just recently modified our sign requirements to allow more flexibility with logos but he was inclined to allow further variations.

Ms. Amorose Groomes said that she thought there were options available to architecturally integrating these signs. She said she did not know that they all needed to be the brick. She said other elements of the building could be incorporated into the signs. She encouraged the applicant to find one that suits the dealership. Ms. Amorose Groomes said she would support a campus-wide request to modify this dealership signage. She said she thought the existing signs were very dated and detracted from the area. She said she would not support exceeding the 20 percent for the logo, so she thought they needed to adhere to the Code. She said in terms of the oval shape, she was supportive of it opposed to the square. She said she would supportive of more latitude if they reduce the height. She said the sign cannot be seen from US 33, so she did not know it to be critical to maintain the height.

Mr. Hardt commented that the applicant should be cautious about referring to the Midwestern Auto Group campus as an example. He said those signs came through with a great deal of discussion and they were approved based on the fact that they are architecturally integrated with that building. He said it did not necessarily make them a good fit for this building. He said he thought they needed to come up with something that was unique to this facility.

Ms. Amorose Groomes asked if the applicants had received clear feedback from the Commission.

Mr. Wigler said that they had received clear direction and thanked the Commission for their feedback. He said that they would like to upgrade the signs and maintain a high standard of signs.

2. Village of Coffman Park PUD 13-076PP/FP

Kenzie Lane Preliminary Plat/Final Plat

Chair Chris Amorose Groomes introduced this application requesting a review and recommendation of approval to City Council of a preliminary plat and final plat for a subdivision of 2.339 acres into two reserves to facilitate the development and construction of 28 condominium buildings, on the north side of Wall Street, east of Discovery Boulevard.

Gary Gunderman presented this application for the site located between Post Road and Wall Street. He said that the Agenda and Notices incorrectly stated that the parcel was 8.77 acres being split into three parcels, when it was actually 2.339 acres being split into one reserve. He said technically, this is a preliminary and final plat, but it is more of an administrative issue intended to transfer the title to the subject area from one person to another. Mr. Gunderman said there is no impact or change in any of the development features. He explained that the previously approved final development plan for the 63 condominium project remains unchanged. He said that there was nothing about this particular action that has any impact on it. He said all it does is make it possible for the ownership to transfer of this area which was a feature that probably was not necessary in the past. Over the past few years, financial institutions have taken a somewhat different attitude. He said to proceed with this project and obtain building permits and financing, the applicant needs to have title to the underlying real estate. Mr. Gunderman pointed out that that this was a Reserve lot because the intent is to continue with condominiums over the top of this area just as the first portion of project has been done. He said otherwise, it would have been called a lot, but as a reserve, its intent is unique because it is to have condominiums on top of it. He said that there will be no change in the approved final development plan. Mr. Gunderman said that this final plat will allow the applicant to take title to this area, but if they want to continue on with more of the project, they will need to do something similar, and depending upon how development proceeds may need to amend the Final Development Plan.

Mr. Gunderman said that Planning recommends approval of this preliminary plat with no conditions, and that it be recommended that City Council approve the final plat with two conditions:

- 1) That the applicant ensure that any minor technical adjustments to the plat are made prior to City Council submittal, including labeling the contour lines on the preliminary plat, and;
- 2) That the utility easements be labeled as private on the final plat.

Rosalind Childers, Vice President, Davidson-Phillips, Inc. said that they wish to continue what they started on Phase I of the development. She explained that they purchased ten buildings in April 2012 that were in various stages of occupancy. She said that they needed to have 18 units in order to sell it. She said there are many interested buyers waiting if they are able to continue to build the next 11 pads. She said that the 11 units in the Reserve area are already developed with pads, so the water, sewer, and storm sewers are in, and the only thing remaining would be the completion of the buildings and curbs. She said the property is currently owned by Coffman Partners, LLC and that is what necessitates the transfer and the plat.



CITY OF DUBLIN

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

Phone/ TDD: 614-410-4600
Fax: 614-410-4747
Web Site: www.dublin.oh.us

Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 12, 2009

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

**4. Perimeter Center PCD, Subarea I, Crown Dealership 6350 Perimeter Loop Road
09-094AFDP Amended Final Development Plan**

Proposal: Modifications to the existing ground sign for the Crown Jeep, Chrysler and Dodge car dealership located at the southwest corner of the intersection with Perimeter Loop Road and Mercedes Drive.

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

Applicant: Hawkins Family Partnership; represented by Marc Wigler, Crown Chrysler, Jeep, Inc.

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

Contact Information: (614) 410-4690, jrauch@dublin.oh.us

MOTION: To approve this Amended Final Development Plan application because it complies with the preliminary development plan and final development plan criteria with one condition:

- 1) Any sign modifications not meeting the minor modification provisions of Section 153.053 (G) be subject to review and approval of the Planning and Zoning Commission.

*Marc Wigler, agreed to the above condition.

VOTE: 7 – 0.

RESULT: This Amended Final Development Plan application was approved.

STAFF CERTIFICATION


Jennifer M. Rauch, AICP
Planner II

John Hardt recused himself from this case due to a conflict of interest.

Motion #1 and Vote – Text Modification

Mr. Taylor made the motion to approve the Text Modification as submitted. Mr. Walter seconded the motion.

The vote was as follows: Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Fishman, yes; Mr. Zimmerman, yes; Mr. Walter, yes; and Mr. Taylor, yes. (Approved 6 – 0.)

Motion #2 and Vote – Amended Final Development Plan

Mr. Taylor made the motion to approve the Amended Final Development Plan because it complies with the preliminary development plan and the final development plan criteria with three conditions:

- 1) An updated master sign plan be submitted to the City of Dublin prior to the approval of sign permits.
- 2) The back light used for the wall sign for the Urgent Care, emphasizing “Open” or “Closed” be white to coordinate with the tenant’s name; and
- 3) That any other tenants not be permitted signs on the exterior of the building unless specifically approved by the Planning and Zoning Commission.

Paul Ghidotti, Daimler Group, representing the applicant, Ohio Health Corporation, agreed to the three conditions.

Mr. Zimmerman seconded the motion. The vote was as follows: Mr. Fishman, yes; Mr. Walter, yes; Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 6 – 0.)

**4. Perimeter Center PCD, Subarea I, Crown Dealership 6350 Perimeter Loop Road
09-094AFDP Amended Final Development Plan**

Chair Chris Amorose Groomes introduced this application for modifications to an existing ground sign for the Crown Jeep, Chrysler, and Dodge car dealership located on the southwest corner with the intersection of Perimeter Loop Road and Mercedes Drive. She swore in those intending to address the Commission regarding this case, including Marc Wigler, Crown Chrysler, Jeep, Inc. representing Hawkins Family Partnership and City representatives. She said a presentation was not needed on this consent item.

Ms. Amorose Groomes invited public comment regarding this case. [There was none.]

Marc Wigler, 5192 Preston Court, Powell, Ohio agreed on behalf of the applicant, to the condition.

Motion and Vote

Richard Taylor made the motion to approve this Amended Final Development Plan application because it complies with the preliminary development plan and final development plan criteria with one condition:

- 1) Any sign modifications not meeting the minor modification provisions of Section 153.0053 (G) be subject to review and approval of the Planning and Zoning Commission.

Warren Fishman seconded the motion. The vote was as follows: Mr. Walter, yes; Ms. Kramb, yes; Mr. Hardt, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

**5. Architectural Review Board
07-096ADM**

**Administrative Request
Zoning Code Amendment**

Chair Chris Amorose Groomes introduced this City application for an Administrative Request to amend several Code sections dealing with the operations of the Architectural Review District. She explained that this was a Legislative item and the Commission is to make recommendations to City Council for a final decision.

Gary Gunderman presented this rewrite of the entire section that deals with the Architectural Review Board (ARB) and the procedures and policies currently used. He said all the changes and additions were approved and referred to City Council by the ARB and the Commission. He pointed out two minor amendments were made by City Council in the front of the Code where they requested reference be made to the City Charter. He said at City Council, the Administrative Approval Section, Page 11, Paragraph 4, received much discussion, and as a result, the whole item was referred back to the ARB and the Commission for reconsideration. He said City Council's discussion was about whether the Administrative Approval section was appropriate for the ARB, or whether there was a better procedure.

Mr. Gunderman said ARB determined that they still preferred the basic procedure as outlined in the original Code however; they did review the particulars of that section, and chose to delete two items originally in the first draft. He said the section was drafted around the procedure that the Commission has in the PUD Administrative Approval section of the Code. He said that typically ARB items are on a shorter timeframe, and they are more likely to run across issues at the Building Permit stage, whereas with PUD cases they may present themselves sooner, at the Final Development Plan stage for example. He said the ARB more frequently deals with individual property owners and businesses, and sometimes there is not the same level of professionals dealing with projects, and that was a factor mentioned at City Council and the ARB as being a reason why they were concerned about getting anything that would lengthen the process. Mr. Gunderman said that the ARB recommended that the rest of the drafted Code remain as proposed.

Ms. Amorose Groomes invited public comment regarding this application. [There was none.]

Amy Kramb referred to Section 153.173B(C), addressing New Construction - Permitted Uses on Ohio Historic Inventory Properties. She expressed concern that the only criteria for being listed on the Inventory was that something was 50 years old, or older. Mr. Gunderman suggested that Appendix G lists the particular properties that have been determined to be covered with these regulations. He said this would have referred to a substantially longer list.



CITY OF DUBLIN

Division of Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Phone/TDD: 614-410-4600
Fax: 614-761-6566
Web Site: www.dublin.oh.us

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 15, 2001

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

2. Revised Development Plan 99-073RDP - Perimeter Center, Subarea I - Crown Eurocars - 6520 Perimeter Loop Road

Location: 4.6 acres located at the southwest corner of Perimeter Loop Road and Mercedes Drive (private).

Existing Zoning: PCD, Planned Commerce District (Perimeter Center Plan).

Request: Review and approval of a development plan for a two-story, 42,693 square foot auto dealership under the provisions of Section 153.058.

Proposed Use: A new auto dealership with 240 parking spaces and 31 interior service bays.

Applicant: Dwayne Hawkins, 6001 34th Street North, St. Petersburg, Florida 33714; represented by Victoria Newell, Meacham and Apel Architects, Inc., 6161 Riverside Drive, Dublin, Ohio 43017.

Staff Contact: Chad D. Gibson, Senior Planner.

MOTION: To approve this revised development plan because the use conforms to the Perimeter Center Development Text, is in character with area development, and provides for business expansion, with nine conditions:

- 1) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 2) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 3) That all signage meet Code and that any modification to the sign package be subject to Commission review;
- 4) That there be a total of three signs on the site consisting of a Crown Mercedes sign, a Crown Chrysler Jeep sign, and a Crown Kia sign, each having the same dimensions and non-illuminated blue background as the existing Mercedes sign, having only the white letters illuminated, and that the Kia emblem may be encircled with a subdued red, oval-shaped line, subject to staff approval;

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 15, 2001

2. Revised Development Plan 99-073RDP - Perimeter Center, Subarea I - Crown Eurocars - 6520 Perimeter Loop Road (Continued)

- 5) That the landscape plan be revised to meet Code and include the comments within the staff report, subject to staff approval;
- 6) That a legally executed landscape easement be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 7) That the two access points at the southeast and northeast corners of the middle building be replaced with green space, landscaping, mounding, and curbing to match existing conditions;
- 8) That the plans be revised to indicate that the interior dealership lights be minimized during all non-business hours; and
- 9) That all conditions be incorporated into revised plans being submitted for building permits.

* Vickie Newell, representing the applicant, agreed to the above conditions.

VOTE: 6-0.

RESULT: This revised development plan was approved.

STAFF CERTIFICATION



Barbara M. Clarke
Planning Director

2. Revised Development Plan 99-073RDP – Perimeter Center, Subarea I – Crown Eurocars – 6520 Perimeter Loop Road

Chad Gibson presented this revised development plan which was tabled in September to resolve signage, landscaping, architecture, and zoning compliance issues. The applicant has revised drawings and addressed most compliance issues, including the Mercedes sign and parking in unauthorized areas. He showed several slides.

This site is located within Subarea I of the Perimeter Center PCD, and the eastern 4.5 acres are undeveloped. A new 43,000 square foot, two-story auto dealership is proposed with access from Perimeter Loop Road and Mercedes Drive. Some existing access points will be closed.

The joint identification Crown sign is to be relocated along Perimeter Loop Drive in front of the detention pond. The Code permits no tenant panels on the identification sign. The Chrysler dealership will be moving to the new building, Kia will occupy the center building, and Mercedes will move back to the western building. New signs are proposed for the Kia and Chrysler dealerships. The existing Mercedes Benz sign panel will be moved to the new location.

Mr. Gibson said cross access easements are required for the new site. The auto display areas are located along Perimeter Loop Drive. He said sidewalks will be constructed only parallel to the site to be developed, as previously agreed.

Mr. Gibson said the 15-foot, 50 square foot Kia sign meets Code, but it is out of character with the Perimeter Center development. It is not addressed in the staff report conditions.

He said two 16-foot tall wing walls are to be open architectural features.

Mr. Gibson said staff believes this revised development plan conforms to the requirements set forth by the Perimeter Center text, and recommends approval with nine conditions:

- 1) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 2) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 3) That all signage meet Code and that any modification to the sign package be subject to Commission review;
- 4) That the joint identification sign be revised to meet Code by removing the individual dealer names from the face;
- 5) That a revised landscape plan be submitted to meet Code and include the comments within the staff report, subject to staff approval;
- 6) That a legally executed landscape easement be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 7) That the two access points at the southeast and northeast corners of the middle building should be replaced with green space, landscaping, mounding, and curbing to match existing conditions;
- 8) That the plans be revised to indicate that the interior dealership lights be minimized during non-business hours; and
- 9) That all conditions be incorporated into revised plans when submitted for building permits.

Vickie Newell, Meacham and Apel Architects for the applicant, said the MAG sidewalk will be extended along the frontage of all three dealerships, not just the eastern dealership.

Mr. Sprague hoped material samples would be available tonight, since they were not available in September. Ms. Newell responded that she had given the samples to the contractor, but the brick would be the same as the Mercedes sign base.

Ms. Newell said since this proposal was last reviewed, two freestanding wing walls with openings were added. The one across the front of the building screens the service entry doors and extends across to the side of the building. It provides areas for landscaping and more depth. She said the missing required street trees not shown on the plan will be added.

Ms. Newell said there were two proposals for the bright red Kia sign. She said their corporate image has already been modified, but a lower chroma red (i.e. burgundy) could be used. She made several other suggestions. No Kia color samples were available. She said they would like to have the name of the companies on the Kia identification sign.

Ms. Newell said parking is balanced among the three parcels and exceeds Code parking overall. She said the water feature area was expanded as staff requested and more landscaping added. The landscaping exceeds the minimum Code standards. The hours of operation vary, and they sometimes need to have interior display area lighting.

Mr. Eastep noted that the dumpster enclosure was split face brick. Ms. Newell said it will match the brick on the building.

Mr. Fishman recalled that the Mercedes dealership was supposed to be a very special, high end, small dealership. With this expanding to three dealerships, something special is needed. He recalled that Mercedes had a hardship requiring it to move to a smaller building. Something special should now be added to preserve the original ambiance. He suggested more landscaping.

Ms. Clarke reviewed the Perimeter Center zoning history.

Ms. Newcomb said additional plant material could be added along the west façade. All greenspace areas were landscaped and exceeded requirements. She said the original Mercedes site was planned when the center was still zoned for an interior mall. Many things have changed.

Mr. Lecklider asked about lot and building coverage. Ms. Newell said they are under the Code. She said the building will be screened from view on SR 161.

Mr. Lecklider said he appreciated the rendering provided tonight to the Commissioners. He said he liked the walls because they were not solid. He was concerned that the service doors might not be screened. He suggested that a different plant material might be necessary.

Ms. Newell said that area has Colorado spruces that were not shown on the rendering.

Ms. Salay asked about the finished floor elevation. Ms. Newell responded that normally architectural plans show floor elevations with the finish grade floor at 100 feet. She said Mr. Gibson may have used the civil engineering drawings which use sea level elevations.

Ms. Newell said the doors will be painted out to match the color of the brick. Mr. Lecklider noted the plans show a lot of doors. Mr. Eastep asked why the west elevation has a man door for each sales write up space. Ms. Newell said it was a convenience for customers.

Mr. Sprague wanted to know if the two Kia signs meet Code. Mr. Gibson said the proposed sign appears to meet Code, but it does not match the character of Perimeter Center. More subdued colors have been used here. Mr. Sprague did not think it should be the bright red demonstrated. Ms. Clarke said “Algerian” red was the color of the McDonald’s sign cabinet on Avery-Muirfield Drive. There was additional discussion about subduing the red hue.

Ms. Newell said they proposed either a lower chroma red or changing the background field outside of the Kia emblem to blue, matching the blue on the Mercedes sign.

Mr. Fishman said the Commission did not approve a blue sign for the Acura dealership on SR 161, but all the signs in this area should be the same subdued color. Ms. Newell said the subdued blue color would not be changed because the Mercedes sign was already installed. They could match that blue on the other two signs. There was additional discussion of the Kia logo and areas of red on the proposed sign.

Mr. Fishman said everything possible should be done to make this site sophisticated and appealing. Ms. Newell disagreed. She said the Mercedes sign has been a problem every year with the corporation. There were additional suggestions to make the sign more subdued.

Mr. Gerber said the Kia and Chrysler dealership signs included “Crown”, but the Mercedes sign did not. He suggested adding “Crown” to the Mercedes sign.

Mr. Fishman agreed. He suggested that the separate joint Crown sign be eliminated.

Ms. Newell said they would be happy to have blue backgrounds on all the signs with white letters, but Kia wanted to keep the red on the inside. Mr. Gerber said the red on the Kia sign would be okay if it were toned down. Ms. Newell agreed.

Millard Ripley, president of Crown Eurocars, said State law requires their corporate name to be on the site. They had no choice. The fourth sign that said Crown, was not on this parcel.

Ms. Salay wondered why it did not say “Crown” on the Mercedes sign. Mr. Ripley said they could not meet the Mercedes sign requirement. The Mercedes Corporation is forcing them to come back to the Commission to request wall signs, even though he knows what the Commission’s reaction will be. He did not want to change the sign. He said red was important to Kia.

Mr. Fishman asked if the fourth sign, the monument sign on the northeast corner, could be eliminated. Mr. Ripley agreed. Mr. Fishman repeated that “Crown” could be on all three signs, including the Mercedes sign, and they should all look alike in color and lettering.

Mr. Ripley asked for red on the line forming the oval around “Kia” on the sign. He agreed to use an opaque blue background and white lettering. Ms. Salay and Mr. Eastep found this acceptable.

The Commissioners agreed to modify Condition 8 to read “during all non-business hours.”

Ms. Newell said updated brick dumpster enclosure drawings were submitted. She said Council gave permission to install the sidewalk on the opposite side of the street, across all three parcels.

Ms. Salay thanked Mr. Ripley for his willingness to work with the Commission on the signs. Mr. Gerber and Mr. Lecklider said the change in signs look very nice. Mr. Fishman was excited by the sign changes. Mr. Sprague said improvements indicate the synergy that comes with expansion. He applauded the flexibility of Ms. Newell. Ms. Newell thanked the Commission.

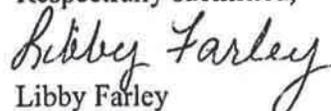
Mr. Lecklider made the motion to approve this revised development plan because the use conforms to the Perimeter Center Development Text, is in character with area development, and provides for business expansion, with nine conditions:

- 1) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 2) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 3) That all signage meet Code and that any modification to the sign package be subject to Commission review;
- 4) That there be a total of three signs on the site consisting of a Crown Mercedes sign, a Crown Chrysler Jeep sign, and a Crown Kia sign, each having the same dimensions and non-illuminated blue background as the existing Mercedes sign, having only the white letters illuminated, and that the Kia emblem may be encircled with a subdued red, oval-shaped line, subject to staff approval;
- 5) That the landscape plan be revised to meet Code and include the comments within the staff report, subject to staff approval;
- 6) That a legally executed landscape easement be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 7) That the two access points at the southeast and northeast corners of the middle building be replaced with green space, landscaping, mounding, and curbing to match existing conditions;
- 8) That the plans be revised to indicate that the interior dealership lights be minimized during all non-business hours; and
- 9) That all conditions be incorporated into revised plans being submitted for building permits.

Ms. Salay seconded the motion. Ms. Newell agreed to the conditions as listed above. The vote was as follows: Mr. Eastep, yes; Mr. Gerber, yes; Mr. Sprague, yes; Mr. Fishman, yes; Ms. Salay, yes; and Mr. Lecklider, yes. (Approved 6-0.)

The meeting adjourned at 9:25 p.m.

Respectfully submitted,



Libby Farley
Administrative Secretary
Planning Division



..CITY OF DUBLIN

Division of Planning
5800 Shier-Rings Road
Dublin, Ohio 43016-1236

Phone/TDD: 614-410-4600
Fax: 614-761-6566
Web Site: www.dublin.oh.us

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

September 20, 2001

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

4. **Revised Final Development Plan 99-073RFDP - Perimeter Center, Subarea I - Crown Eurocars - 6520 Perimeter Loop Road**
Location: 4.6 acres located at the southwest corner of Perimeter Loop Road and Mercedes Drive (private).
Existing Zoning: PCD, Planned Commerce District (Perimeter Center Plan).
Request: Review and approval of a development plan for a two-story, 42,693 square foot auto dealership under the provisions of Section 153.058.
Proposed Use: An auto dealership with 246 parking spaces and 31 interior service bays.
Applicant: Dwayne Hawkins, 6001 34th Street North, St. Petersburg, Florida 33714; represented by Victoria Newell, Meacham and Apel Architects, Inc., 6161 Riverside Drive, Columbus, Ohio 43017.
Staff Contact: Chad D. Gibson, Senior Planner.

MOTION: To table the revised final development plan at the request of the applicant to work with staff to resolve the issues as addressed at this meeting, including but not limited to, modification of site layout to better incorporate screening of the service area, modification of the proposed building design to incorporate more detail and articulation, correction of Code compliance issues at the site, submission of a revised sign package which conforms to Code, and submission of a revised landscape plan which conforms to Code and the comments within the staff report.

VOTE: 5 - 0.

RESULT: This revised final development plan was tabled.

STAFF CERTIFICATION

Chad D. Gibson
Senior Planner

09-094AFDP
Amended Final Development Plan
Sign Modifications
Perimeter Ctr - Crown Jeep, Chrysler, Dodge
6350 Perimeter Loop Rd.

4. Revised Final Development Plan 99-073RFDP – Perimeter Center, Subarea I – Crown Eurocars – 6520 Perimeter Loop Road

[Ms. Boring and Mr. Gerber recused themselves from this case and left the dais.] Chad Gibson said this is a revised final development plan for 4.6 acres in Subarea I of the Perimeter Center PCD for. The proposal is a new two-story, 4,300 square foot dealership building. He said the Chrysler dealership will move into the new building, and a KIA dealership will occupy the existing Mercedes dealership, and Mercedes will actually move back to the western building. He showed several slides.

Mr. Gibson said 251 parking spaces are proposed on the new site with access on Mercedes Drive and Perimeter Loop Road. Two existing curbcuts will be removed along Mercedes Drive, and there will be cross access among the sites.

Signage includes an existing Crown sign at the west portion of the site, an existing Mercedes sign at the south central portion of the site, and two proposed signs at the south and northeast portions of the new site. Stormwater detention will be in the northeast corner of the site. Mr. Gibson said the existing 50-square foot Mercedes-Benz pylon sign was installed without the required brick base. He said it is an existing non-conformity at the site.

Mr. Gibson said staff is concerned that the design of the building, and it is not consistent with other structures within Perimeter Center. As part of the previous rezoning, a concrete five-foot wide sidewalk is to be constructed on the south side of Perimeter Loop Road, at the time of development. The applicant proposes a landscape easement along the western boundary to utilize the mound between the two dealerships to augment the tree row with more vegetation.

Mr. Eastep noted the slide shown cars parked on top of the mounds.

Mr. Gibson said as proposed, the site does not meet parking, landscaping, or signage requirements in the PCD text. The orientation of the service area should be less visible. The building also needs a higher level of detail to be consistent with other structures in Perimeter Center. Staff recommends disapproval because the following ten issues remain unresolved:

- 1) The site layout should be modified to better incorporate screening of the service area;
- 2) The building design should be modified to incorporate more detail and articulation, including but not limited to, reveals, offsets, and projections;
- 3) A brick base should be installed on the existing Mercedes sign to match the center building, per previous Commission approval, within 10 days;
- 4) The applicant should correct existing non-conformities at the site, including parking of vehicles in landscape areas, in drive aisles, and on adjacent sites, and the loading/ unloading of vehicles on adjacent streets, etc.;
- 5) A revised sign package should be submitted that conforms to Code;
- 6) The landscape plan should be revised to meet Code and the comments included with the report;
- 7) Cross-access and landscape easements need to be secured with the site to the west;
- 8) The two access points at the southeast and northeast corners of the middle building should be replaced with green space, landscaping, mounding, and curbing to match existing conditions;
- 9) Plans should indicate that the interior dealership lights be minimized from 9 p.m. to 7 a.m. daily; and
- 10) The applicant should return to the Planning Commission for any sign package revisions.

Mr. Eastep asked why the proposal has not addressed the issues in the staff report, and noted that the Commission should not be used to redesign the plan. Mr. Gibson said the applicant wants feedback from the Commission, and tabling would be a delay without feedback.

Mr. Eastep said the application should be complete, meeting the text before it is presented. Mr. Fishman agreed the ten issues should be resolved and the site should be in compliance before hearing this case. He said the staff report was excellent. He noted in other approved applications for this site, it was promised that violations would be corrected.

Victoria Newell, Meacham and Apel, the applicant's architect, said this project has unusual time constraints. She said several staff interpretations have changed since last projects. She realizes this application needed more work, but she wants the Commission's interpretation. She there is a longstanding complaint about the dealerships unloading cars on the public street, and her client wants to correct this. The current site plan cannot handle unloading. The delivery truck drivers will not pull on site because they fear they will damage cars. The proposed plan has a place to pull a truck next to the building, so it can be screened from the street. The staff report indicates this might facilitate cut-through traffic.

Ms. Newell said the three parcels function as independent businesses. In the past, they have been allowed to balance the parking requirements among the three parcels. On this site, they are short five parking spaces. She said by contract this building needs to be constructed by June 1, 2002. She wanted guidance tonight regarding parking and off-street deliveries.

Mr. Fishman suggested that a gate could solve any cut-through traffic problem.

Ms. Newell said cars are parked on the mound only because their lot is being resurfaced. Mr. Eastep and Mr. Fishman noted this was a regular practice. Ms. Newell disagreed.

Ms. Newell said the existing Code violations are not on this parcel.

Mr. Fishman suggested that the parcels be combined into one. He noted this was a previous condition. Ms. Newell said that cannot be done under the leasing agreements for each auto dealership. She said they want the parking balanced as if it were one parcel, but maintaining the three parcels, and wanted to know if the Commission would accept this.

Mr. Fishman said the next time this case is presented, the other two sites should be in compliance, and the ten issues listed in the staff report should be resolved.

Mr. Eastep said "balancing" parking causes a problem if one parcel is later sold. One of the other parcels will then be out of compliance. Mr. Sprague said there should be an agreement made if the parcels are sold to look at this as an integrated piece for the parking requirements.

Ms. Newell said that condition exists now between the Mercedes and Chrysler dealerships. She took responsibility for the unfinished sign. They had difficulty matching the brick. Ms. Newell said display areas are counted in the parking calculations. The other two parcels comply now, but with the two additions, parking and lot coverage become problems.

Ms. Newell said a gate would interfere with the site function but will consider a gate or speed bumps. Ms. Salay and Mr. Fishman did not want gates if they are unnecessary.

Mr. Eastep said this site was originally designed for ingress/egress for trucks unloading vehicles on Mercedes Drive. Ms. Newell agreed. Mr. Eastep said the truck drivers refusing to use pull on site is not a good excuse. This is a business management problem, not the Commission's. Ms. Newell disagreed.

Mr. Eastep said the other sites needed to be in compliance. He said he preferred less parking, but there should be no parking on the mound. Mr. Lecklider and Ms. Salay agreed.

Ms. Newell said all three signs comply with the Code. The fourth sign shown on the water feature was intended to be nothing more than identification signage. She said no plan had been submitted. The text permits identification signage at a drive. She explained the history of all the site signs. She said they were only proposing one sign, reproducing the Crown Mercedes sign with the KIA logo.

Mr. Lecklider said a red and white internally illuminated sign was not appealing. Ms. Newell said it would be illuminated exactly like the Mercedes sign. The sign face is dark so that when it is illuminated at night. The KIA and Crown logos appear in white.

Mr. Lecklider was concerned about the write-up area and seeing the doors from SR 161. He felt this service area needed screening. Ms. Newell said the proposed glass doors mimic those at the other dealerships. She could add pine trees, etc. She said the lot coverage is 67 percent.

Ms. Newell requested that this application be tabled. Mr. Sprague asked for a unanimous consent on the motion to table, and Mr. Eastep seconded. (Tabled 4-0.)

5. Corridor Development District 01-051CDD – Innike Honda – 6715 Sawmill Road

[Ms. Boring and Mr. Gerber recused themselves from this case and left the dais.] Chad Gibson said this was a request to modify and expand an auto dealership. There are changes to architecture, signage, landscaping, access, and lighting. The site is legally non-conforming regarding many current development standards. He noted that approval from the BZA will also be necessary for this plan. He showed several slides. The three parcels total 12 acres and are zoned CC, Community Commercial District and have four buildings: two new car dealerships, a small used car building and a car wash/body shop to the rear.

Mr. Gibson said expansions are proposed to the rear of the Crestview Cadillac and vacant Oldsmobile buildings. A 540 square foot display area is shown between these two buildings. The main site access is opposite Snouffer Road and currently right in/right out only. This proposal includes the closure of one Sawmill Road curb cut and installing gates at two entrances. The fence will have 4½-foot stone capped brick pillars.

He said the current lot coverage is well over 70 percent. This proposal adds several thousand square feet of greenspace, but does not help the ratio a lot. Staff would like to see additional greenspace islands installed. Mr. Gibson said there are sparse trees planted along Dublin Center Drive which need a higher level of opacity, similar to Toys/Kids'R'Us.

He said 20 percent of the linear street frontage is permitted for auto display by Code, requiring only a one-foot high vegetative screen. These areas will be along :



DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION August 19, 1999

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

2. Rezoning Application 99-063Z - Perimeter Center, Subarea D - Crown Auto Dealerships - 6350 Perimeter Loop Road

Location: 13.69 acres located on the north side of Perimeter Loop Road, approximately 200 feet to the south of the Perimeter Loop Road and Perimeter Drive intersection.

Existing Zoning: PCD, Planned Commerce District, Subarea D (Perimeter Center Plan).

Request: Review and approval of a revised composite plan under the Planned Commerce District rezoning to Subarea I of the Perimeter Center PCD, under Section 153.058.

Proposed Use: A used car sales facility and display lot and minor revisions to the Subarea I text.

Applicant: Muirfield Drive Partners, c/o John McKitrick, 2333 Gulf of Mexico Drive, #124, Longboat Key, Florida 34228; and Dwayne Hawkins, Crown Auto Dealerships, 6001 34th Street-North, St. Petersburg, Florida 33714; represented by Victoria Newell, Meacham and Apel Architects Inc., 6161 Riverside Drive, Dublin, Ohio 43017.

MOTION: To approve this rezoning application with five conditions:

- 1) That the Perimeter Center subarea map be revised to reflect the additional land as part of Subarea I;
- 2) That the new site be connected by internal drives to the site to the west;
- 3) That a three-foot sidewalk easement be established parallel to Perimeter Loop Road;
- 4) That a five-foot sidewalk be installed along the new 4.872-acre site with any new construction, and along the existing dealership sites if and when any portion

DUBLIN PLANNING AND ZONING COMMISSION

RECORD OF ACTION

August 19, 1999

2. Rezoning Application 99-063Z - Perimeter Center, Subarea D - Crown Auto Dealerships - 6350 Perimeter Loop Road (Continued)

of that frontage is regraded with the exemption of the already approved curbcut at the eastern end of the existing Mercedes dealership (6400 Perimeter Loop Road); and

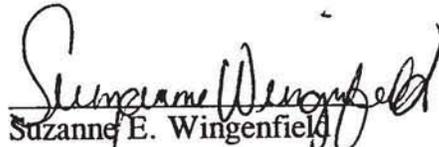
- 5) That the Subarea I text be revised to require complete compliance with the Landscape Code.

* Victoria Newell agreed to the above conditions.

VOTE: 6-0.

RESULT: This rezoning application was approved. It will be forwarded to City Council with a positive recommendation.

STAFF CERTIFICATION


Suzanne E. Wingenfield
Planner

a 100-foot setback. He also had concerns about hotels, particularly in Subarea I. He would like to see any hotels limited to full service. He would not support any deviation from the Sign Code. He expected to see high quality signature architecture and building materials. Metal panels should be limited to screening mechanicals or as accents.

Mr. Lecklider had particular traffic concerns about the Post Road interchange. He also had concerns about several assumptions regarding traffic, including the assumption used for left turn movements. There is a Commission consensus that D+ service is not acceptable. There could be a phasing of development, depending upon roadway improvements. There are 55 acres to the west of this site yet to be developed.

Mr. Harian said water features should be landscaped focal points where employees could sit and enjoy them. Mr. Lecklider said he also would like to see outstanding, prominent water features.

[There was no vote taken on this informal case.]

2. Rezoning Application 99-063Z - Perimeter Center, Subarea I - Crown Auto Dealerships - 6350 Perimeter Loop Road

Suzanne Wingenfield presented this rezoning which will enlarge and revise Subarea I. This subarea was created for auto dealerships in 1989. She showed slides of the area.

Ms. Wingenfield said the MAG dealership was required to construct a sidewalk, and a five-foot sidewalk was required along this site also. A three-foot easement parallel to Perimeter Loop Drive along the entire frontage of Subarea I is needed. The new site should have a sidewalk. If the existing site is regraded, the sidewalk should be added. There is a mound now.

She said revisions to the Subarea I text are proposed to make several corrections. The architectural component of the text will be modified for multiple buildings. All buildings are to reflect the architectural quality of the current development with Subarea I and Perimeter Center.

A text change to the landscape section is proposed for parking lot landscaping, perimeter screening, and screening of mechanicals. Up to 25 percent of the street frontage for auto dealerships can be used for display. The proposed text states: That all landscaping conform to the Code unless a deviation is specifically approved as part of the development plan. The same language that was approved for the MAG text. The current text calls for a six-foot high mound along US 33/SR161 in Subarea I. This is an error, and the mound is actually in Subarea D.

Ms. Wingenfield said staff recommends approval because it is a logical extension of Subarea I, and the amendments help clean up the text. Four conditions are recommended:

- 1) That the Perimeter Center subarea map be revised to reflect the additional land as part of Subarea I;
- 2) That the new site be connected by internal drives to the site to the west;
- 3) That a three-foot sidewalk easement be established parallel to Perimeter Loop Road; and
- 4) That a five-foot sidewalk be installed along the new 4.872-acre site with any new construction, and along the existing dealership sites if and when any portion of that frontage is regraded.

Victoria Newell, Meacham and Apel Architects, said the used car facility will mimic the architectural styles of the other building. They did not agree to the sidewalk. The applicant is willing to provide a sidewalk on the new parcel when a sidewalk is brought to their site. She said there are no sidewalks leading to their site and probably won't be.

Ms. Newell said the mounding and street trees conflict with the sidewalk. The cost is a great burden. The applicant is willing to augment the existing landscaping and reduce some of the mounding in small portions to accommodate the sidewalk. They will work with staff to plan for a future sidewalk, but, they do not want to tie the installation of the sidewalk to regrading or landscaping. Ms. Newell said they were asking for a modification of both sidewalk conditions.

Ms. Wingenfield said when Perimeter Center was first created, sidewalks were not required. As development has progressed over the years, Dublin's commercial requirements changed. When possible, they are added to the new sides developed. When other sites are rezoned or re-developed within Perimeter Center, sidewalks can be installed, eventually producing a system.

Ms. Clarke noted rezoning is the phase that sets out the developer requirements. When the zoning text is modified, Dublin asks for present standards. She said a sidewalk has been requested when sites are rezoned.

Mr. Fishman suggested dedication of the easement and posting a bond for the sidewalk construction when a sidewalk joins the site.

Mr. Eastep preferred a bikepath. Ms. Newell said there was not enough space for a bikepath and the sidewalk in conjunction with modifying the mounding or the landscaping may actually detract from this site's appearance. She said the opposite side of the street would be better for a sidewalk.

Ms. Newell said they agreed to the easement and posting a bond for the proposed parcel but not for the existing parcel. The Chrysler site has mature trees in the way of a sidewalk installation.

Ms. Clarke said the site was mounded to the right-of-way line. If the frontage is regraded, that would be the time to put in the sidewalk. Mr. Fishman said it was not reasonable to tear out all the landscaping and regrade now just for a sidewalk. If the area is every regraded, a sidewalk will be required on the regraded land. Mr. Harian also supported this position.

Ms. Newell said her client wanted to do some very minor modification of the existing mounding for a driveway. The sidewalk expense would be too great.

Mike Close, attorney for the applicant, said bonding was difficult, and there was nothing that could be done to force compliance. He said bonds are typically sold in one-year intervals and can be guaranteed by irrevocable standby letter of credit. He said bonds are not good forever. For a \$50,000 bond, the annual fee would probably be \$1,500. He said if the regrading did not change for 20 years, they would pay over \$30,000 for the sidewalk.

Mr. Close distributed a packet. They have to comply with tree preservation as the trees in front of the Chrysler dealership are seven inches in diameter. If removed, they have to be replaced.

of the Chrysler dealership are seven inches in diameter. If removed, they have to be replaced.

Mr. Fishman said Mercedes was granted a taller sign, and he did not think those mounds needed to be lowered or modified. He said the condition was well written and covers future changes.

Ms. Clarke said the trigger was not "modification of landscaping", but specifically regrading. Ten years ago, City Council changed the Code, not only to require sidewalks on all residential streets, but on all streets, on both sides. The site should be in compliance.

Ms. Newell said a new curbcut was proposed requiring modification of a small portion of mounding. She agreed to an easement to permit the City to install a sidewalk. Ms. Clarke said the curbcut was approved through the development plan for Mercedes.

Mr. Lecklider supported an exception to this condition for the approved curbcut only. Mr. Harian and Mr. Fishman also supported this position.

Mr. Eastep asked if sidewalks or bikepaths across the street, in the right-of-way had been considered. That would not require street tree removal. Ms. Wingenfield said it should be a sidewalk.

Ms. Wingenfield said the property across the street was Reserve D of Perimeter Center. Mr. Close agreed to dedicate easement lining up with the MAG sidewalk, if that was satisfactory.

Mr. Eastep said the revised text is similar to that of MAG stating "That the landscaping is to comply to Code, unless a deviation is specifically approved as part of the development plan." He stated the Commissioners are not happy with the MAG landscaping. Ms. Newell assured that they would not ask for something like that. She said it was similar only in one small corner of the site. Mr. Eastep predicted it will be hard to get approval for anything resembling MAG.

Ms. Newell said they were revising the text at staff's request. There are a number of things that existed in the text that did not apply to these sites and several text inconsistencies. Ms. Newell said that brought the existing property into the rezoning. She said they could have done this as a completely separate subarea for the new parcel, but they felt it was easier for staff.

Ms. Wingenfield said this became a rezoning for the whole Subarea I because the applicant wanted a few changes to the Subarea I text. She said the applicant wants the landscape change for the entire site.

Ms. Wingenfield said the text was changed regarding the six-foot mounding requirement between Perimeter Loop Road and US 33. It was a requirement of Subarea D, not Subarea I. She said it does not relinquish the mounding requirement.

Ms. Clarke said when this development was rezoned, there were no car dealerships permitted within Perimeter Center. It has been rezoned into Subareas I and J to permit auto dealerships. When part of Subarea D became Subarea I, that piece of the text was mistakenly carried over.

Ms. Wingenfield added that the existing 3½ mound meets the screening requirement, but a hedge takes less space and would also meet Code.

Mr. Lecklider summarized that if this landscape amendment was not made to the text, they could not come back and ask for any non-Code landscape treatment.

Mr. Lecklider suggested a specific exclusion to Condition 4 to change the easternmost curbcut. Mr. Fishman and Mr. Lecklider though bonding was an undue burden.

Mr. Close did not think they legally could be required to put the sidewalk on the old property

Mr. Banchevsky clarified that the text proposed provides that the landscaping shall be in accordance with the Dublin Landscape Code, unless deviation is specifically approved as part of the development plan. Without the change, they must meet Code. Mr. Fishman said the site should be limited to Code.

Ms. Newell said the applicant was happy with the text as it applied to the Landscape Code. The deviation was taken to match the MAG text, but they would be more than happy to strike the verbiage about landscape deviation.

Mr. Sprague said an exception was built into Condition 4 whereby they would be able to put in the new curbcut without triggering a sidewalk requirement. Otherwise, if they regraded, they would have to construct the sidewalk. There would be no bonding required.

Ms. Newell agreed to revert the text to state that Landscaping will conform to the Dublin Landscaping Code. Mr. Close said it was reasonable to require a sidewalk if the mounding was replaced with landscape plants which would require regrading. Mr. Fishman said the applicant cannot ask for deviation of the Landscape Code. Ms. Newell agreed.

Mr. Fishman made a motion to approve this application with five conditions:

- 1) That the Perimeter Center subarea map be revised to reflect the additional land as part of Subarea I;
- 2) That the new site be connected by internal drives to the site to the west;
- 3) That a three-foot sidewalk easement be established parallel to Perimeter Loop Road;
- 4) That a five-foot sidewalk be installed along the new 4.872-acre site with any new construction, and along the existing dealership sites if and when any portion of that frontage is regraded with the exemption of the already approved curbcut at the eastern end of the existing Mercedes dealership (6400 Perimeter Loop Road); and
- 5) That the Subarea I text be revised to require complete compliance with the Landscape Code.

Mr. Harian seconded the motion. Ms. Newell wanted the sidewalk on the existing dealership to be delayed until other two sidewalks are brought to the site. After some additional discussion, Ms. Newell agreed to the above conditions.

The vote was as follows: Mr. Lecklider, yes; Mr. Sprague, yes; Mr. Peplow, yes; Mr. Eastep, yes; Mr. Harian, yes; and Mr. Fishman, yes. (Approved 6-0.)