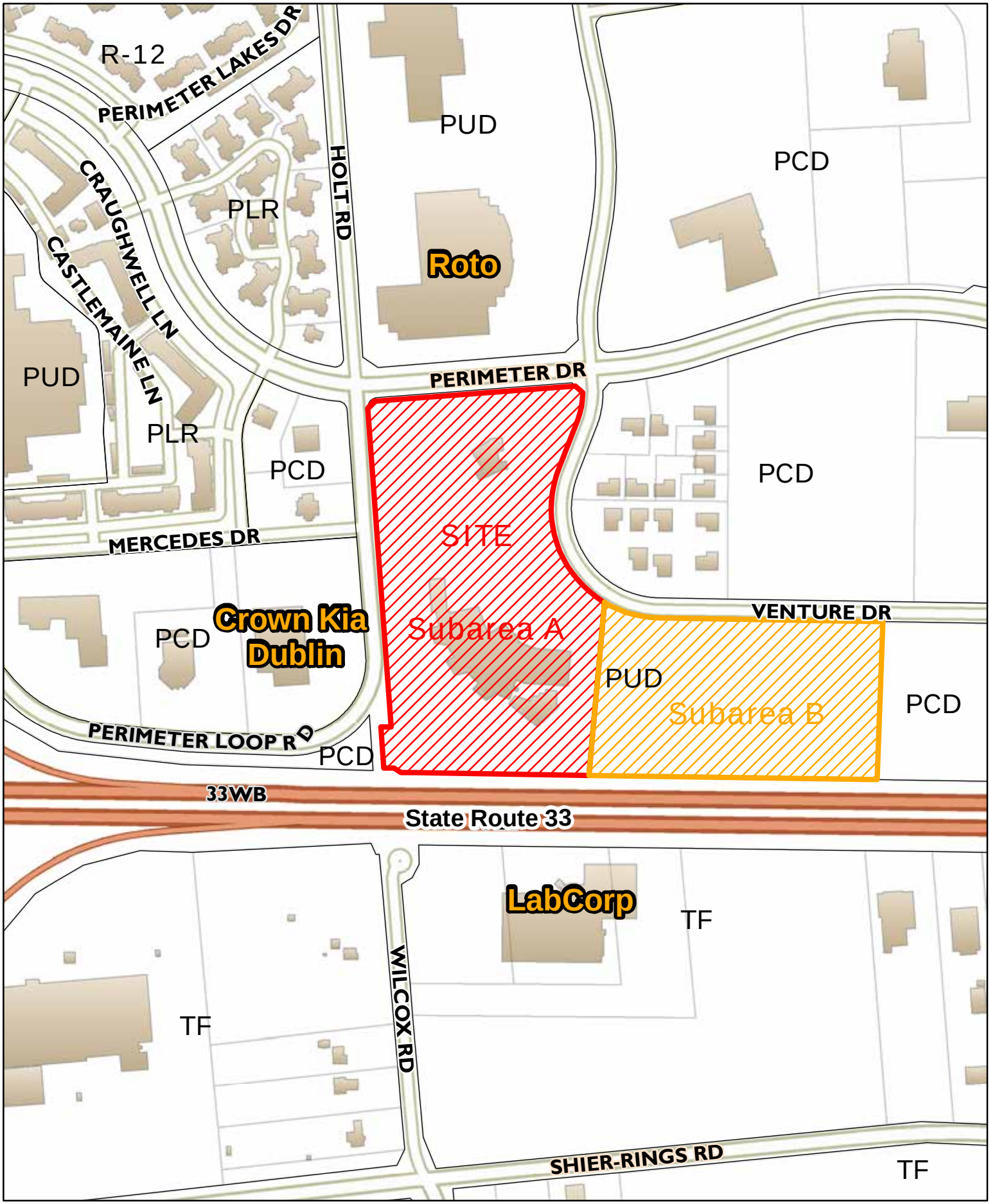

City of Dublin

14-046AFDP
Amended Final Development Plan
MAG: Land Rover/Jaguar
6325 Perimeter Loop Road

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City of Dublin
Land Use and Long Range Planning
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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JUNE 5, 2014

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

2. MAG PUD, Subarea A, Land Rover/Jaguar/Lamborghini **Informal Review**
14-046AFDP **Amended Final Development Plan**
6325 Perimeter Loop Road

Proposal:	An informal request for review and feedback for a proposal for the a proposal for demolition of the existing Land Rover showroom and the construction of a new 30,000-square-foot showroom for the Land Rover, Range Rover and Jaguar franchises, a sky bridge for the Lamborghini franchise connecting the proposed building to the main MAG building and all associated site improvements.
Request:	This is a request for informal review and feedback prior to the formal review of an amended final development plan application.
Applicant:	Midwestern Auto Group, represented by Brad Parish, Architectural Alliance and Jack Reynolds, Smith & Hale LLC.
Planning Contact:	Claudia Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission commented informally on a request for review and feedback for a proposal for the a proposal for demolition of the existing Land Rover showroom and the construction of a new 33,000-square-foot showroom for the Land Rover, Range Rover and Jaguar franchises, a sky bridge for the Lamborghini franchise connecting the proposed building to the main MAG building and all associated site improvements. The Commissioners complimented the applicant on the development of the MAG campus. Commissioners largely agreed that the proposed building for Land Rover, Range Rover and Jaguar does not exemplify the same innovative and distinct architecture and massing as the existing buildings. The proposed materials were another concern in terms of proposed colors and number of materials and how they differ from materials currently used on the campus.

The Commissioners requested additional details regarding the proposed sky bridge including details regarding the area below the bridge, the pond edge treatment and the rear of the bridge where some Commissioners were concerned about the heavy block proposed for a large portion of the elevation. The Commission agreed that a reduction in the required parking may be appropriate but did not support the request for additional wall signs for this Subarea. Commissioners requested the applicant work with Planning to provide as many replacement trees as possible.

STAFF CERTIFICATION

Claudia D. Husak, AICP
Planner II

Ms. Salay said she likes the alternative design and seeing that there are 12 spaces for stacking but the real world events shows that there is a need for more and a solution needs to be prepared prior to bringing this back as a formal application. She said knowing that Starbucks now sells food this will be a business that will have business through the noon hour and wanted them to be prepared for the increase. She said this is a better location for Starbucks and is glad to hear about the parking agreements with surrounding businesses.

Ms. Newell said she has reservations for using this site with a drive-thru and the layout proposed in response to staff's comments is the best arrangement that they could accommodate. She said she would like to see screening using low stone wall features or a combination of landscaping nicely integrated with the building. She said she is concerned with stacking and that they will not just busy during morning hours they serve lunch fare and expects this location to be used frequently especially with students after school hours. She is concerned with changing the text to allow a drive-thru to certain uses and asked for operational details for a Starbucks drive-thru as well as stacking data and peak time use data.

Ms. Amorose Groomes said losing the entrance to the east is not a hurdle, but it would be interesting to see how traffic patterns would circulate through the parking lot and would not want access to the drive-thru lane from the adjacent parking area. She requested operational details for comparable Starbucks for busy times of the day. She said the building is well done. She said she thought it would be nice if this location would have outdoor seating.

Mr. Ghidotti said it will have some outdoor seating with two or three café type tables but they have not shown it and would welcome feedback on where it could be located.

Ms. Amorose Groomes said she is not opposed to the drive-thru concept, but felt it had to be the right user and should be a conditional use type of application and limited to a coffee shop type use and not an ice cream or fast food type user and with the university coming there might be some opportunities in the area.

Mr. Ghidotti said they have good feedback and hoped to be back in the next 60 days with a formal application.

Ms. Amorose Groomes thanked the applicant and said they will look forward to seeing the application.

2. MAG PUD, Subarea A, Land Rover/Range Rover/Jaguar/Lamborghini
14-046AFDP Amended Final Development Plan - Informal Review
6325 Perimeter Loop Road

Ms. Amorose Groomes said the following application is a request for an informal request for review and feedback for a proposal for the a proposal for demolition of the existing Land Rover showroom and the construction of a new 30,000-square-foot showroom for the Land Rover, Range Rover and Jaguar franchises, a sky bridge for the Lamborghini franchise connecting the proposed building to the main MAG building and all associated site improvements.

Claudia Husak said the applicant has filed an amended final development plan application and wanted to get some informal feedback from the Commission first on a couple of issues. She said this application is focusing on Subarea A of the MAG PUD, which was created in 2009 to accommodate the expansion of the

main building to accommodate Volvo on this site and there was a subsequent rezoning to create Subarea B to allow for the BMW/Mini building and the Audi building to be constructed.

Ms. Husak said the Land Rover building to the north of the site is 7,335-square-feet and includes a test track and display area along the Perimeter Road frontage. She said main dealership building which accommodates a majority of the franchises for the MAG campus is about 111,000-square-feet. She said there are approximately 96,000 square feet of display area on the campus within Subarea A which is generally located in the fingers in the northwest and southwest corners of the site. She said the site also has 472 parking spaces for employees and visitors. She said the evergreen screening to the east of the pond that has grown substantially since the inception of the campus. She said there is a detention basin in the northwest corner of the site with mature landscaping all around the pond, street trees, as well as vehicular screening trees and landscaping along US 33.

Ms. Husak said the proposed site plan calls for the demolition of the existing Land Rover building and in its place the construction of a new building that is approximately 30,000 square feet and to connect the new building to the existing building with a 6,000-square-foot sky bridge. She said a similar proposal was approved by the Planning and Zoning Commission in 2005 and actually went through building permitting as well but was never constructed. She said with the rezoning of the site, the creation of the MAG PUD specifically, those approvals have become invalid. She said the development text doe not have a limit on square footage for buildings for this site and the intensity is regulated by setbacks, lot coverage, and parking and landscaping requirements.

Ms. Husak said the display area is proposed at 82,000 square feet with this plan and provides 405 parking spaces which is less spaces than currently on site. She said the approval of this plan would require the Planning and Zoning Commission to make a minor modification to the development text to decrease required parking for the site. She said the owner wrote a statement regarding inventory requirements and customer behavior as far as how many people are really shopping on site. She said they have discussed with the applicant is the amount of parking spaces required for the amount of displays spaces on-site which is 83 parking spaces. She said the existing pond will be shortened in the area where the Land Rover building will be with increasing depth of the basin as part of the stormwater management which will require some removal of substantial trees.

Ms. Husak said the proposed building is to accommodate the Land Rover, Range Rover, and Jaguar franchises with the sky bridge as a connection between the two buildings on the second floor of the main building which will go to grade at the new building and include a showroom for the Lamborghini brand that will hover over the pond. She said the building materials are EIFS and glass with stone proposed at the bottom of the building that is beige or natural color tone. She said the portico for Jaguar is beige EIFS and she would like feedback if the proposed architecture of the mass and scale of the building as well as the materials are complementary to what exists on the campus and also meets the development text which calls for modern striking and innovative architecture.

Ms. Husak said the applicant is proposing four wall signs for this portion of the site. She said the development text was written with the existing Land Rover building in mind so it permits one wall sign, which is essentially the existing wall sign, a 35-square-foot wall sign at a height at 24 feet. She said the front elevation of the building that faces north proposes two wall signs for the Land Rover/Range Rover portion of the building located on the green metal accent panel and the Jaguar entrance on the portico shows a sign with the Jaguar copy and the logo which is three-dimensional and affixed to the entrance at a height of 24 feet. She said there is a fourth sign proposed which is the sign for Lamborghini on the sky bridge which is also exceeding the size and height requirements. She said the signs as proposed would

require a few development text modifications from the Planning and Zoning Commission, one for the number of signs, height, and size of proposed signs.

Ms. Husak reviewed the discussion items as follows:

1) Are the proposed architectural elevations consistent with the rest of the MAG campus?
2) Are the proposed building materials complementary to the campus?
3) Does the Commission support the proposed signs for the franchises and the required text modifications?
4) Would the Commission support a reduction in the required amount of parking spaces for this site?
5) Other considerations by the Commission?

Brad Parish, Architectural Alliance, 165 North 5th Street, said he is joined with Andy English from Plan-It Studio to expand upon some of the landscape question that they have. He said they are proposing a 33,000-square-foot multi-brand facility that will include Land Rover, Range Rover, and recently acquired Jaguar franchise. He said the new brand will bring about 20 million dollars annual revenue to the City and create 10 additional employees. He said in 2005 they presented an 18,000-square-foot addition to the existing facility plus the connector bridge from the main building, they received approval, pushed through construction documents, received a permit and they were one week away from putting a shovel in the ground and they has internal problems with the Ford Company and the project stopped. He said in 2008 Jaguar and Land Rover were sold. He said MAG signed an LOI at the beginning of 2014 with Jaguar and Land Rover and they have committed to open a show room before the fall of 2015 and hoped to break ground early fall of this year and hopefully open 12 months later.

Mr. Parish said his goals are to present the project, identify concerns, and focus on the sky bridge and he said he is looking for some feedback. He said since they are not adding to the existing facility, it allowed him to adjust where the building is located in relationship to the site and he centered on the display fingers which allowed them reduce the length of the bridge and create a shorter connection between the two and allowed for some additional parking on the northeast corner of the site. He said the Jaguar/ Land Rover building design continues the curb service area. He said the front of the building depicts elements that are important to the multi-brand facility which are the Jaguar portico, the multi-brand entry at the center part, and the Land Rover landmark tower and sloped roof.

Mr. Parish said the sky bridge is planned to be the Lamborghini showroom on the campus and the design was intended to create a glass showroom elevated over the current pond. He said behind the showroom the floor drops down toward the grade and is designed to slowly reveal a glass box showroom where cars would be displayed as it went down toward the Jaguar/Land Rover facility. He said the sky bridge is really a collaboration of all the materials found across the campus. He said his goal is create one last signature piece for the MAG to set them off from other dealers in town.

Ms. Amorose Groomes asked if there were anyone from the general public that would like to speak to this application. [There were none.]

Mr. Hardt said he is thrilled that MAG continues to grow and congratulated the architect for being able to create another example of dynamic contemporary architecture. He said the landscaping replacement of trees should be per Code. He said the only concern is design in landscaping for underneath the sky bridge. He said he does not have an issue with parking as proposed and as a customer of the business he has never had a hard time finding a place to park. He said this is a unique business with a unique need that does not fit into a Code box and would refer to the owner on that issue.

Mr. Hardt said as the campus has evolved they have reached the proliferation of signs significantly and they need to pay some attention to signs. He said he cannot support the new wall signs on the elevations as proposed although there are signs along US33, which is different in character and of a much different nature than the side facing Perimeter Drive. He said there was no information about the proposed height of the signs and it was mentioned heights of 24 to 25 feet but in the text is limited to 15 feet.

Ms. Husak said in Subarea A there is an allowance for a wall sign to be at 24 feet, which is what exists and was written specifically for the existing sign.

Mr. Hardt said the Jaguar sign does not appear to be measured per Code in the proposal. He said the text limits it to 40 inches in height and he would not be supportive of the ground sign.

Ms. Husak said that was written for the brand identification signs that they have at the entrances.

Mr. Hardt said the quantity of signs that are providing wayfinding guidance to doors and entrances, and the main building has four showrooms that house different brands that do not have this kind of identification that is being proposed. He said it causes significant concern with the quantity and the location of those signs.

Mr. Hardt said the architecture is generally pretty good and they have done a nice job on the campus with the recent buildings and the original building. He said there is concerns with the underside of the roof overhang, EIFS is a material proposed but the original building was completed with stucco which is a better material of higher quality with more character, he said he will reserve judgment of the block being used under the sky bridge along with the landscaping choices for the underside, and the broader architectural themes with the two entry porticos for Land Rover and Jaguar although he is sure of the brand standards and prototypes, they are the weakest part of this proposal and the whole campus. He said branding the entrances based on what is on the inside is a foreign approach to the campus and feels not cohesive with the other buildings. He said he agreed with the concerns of staff comment in the planning report of the beige Jaguar entry while the rest of the campus is grey which contributes to the concern.

Mr. Hardt said he would be very cautious of the materials on the campus, with an eloquent existing building with simple clean lines and contemporary materials and expanded nicely which is running the risk of adding more materials to the campus and encouraged them to simplify the palette.

Mr. Taylor agreed with Mr. Hardt's critique. He said he appreciates the 3D elevations in the packet. He said the two existing signs have room for additional branding and would like focus on those areas and not on signs on the building.

Mr. Taylor said he likes the sky bridge and the two towers of the building are the weakest part of the building. He felt the Jaguar tower could be resolved with the colors but the Land Rover is out of place and is a traditional architecture stuck on a modern building. He said the stone base does not exist anywhere else on the campus and is out of place.

Mr. Taylor said the signs of the Jaguar and Land Rover work against the building and for the existing buildings the architecture speaks louder than the signs do and it reminds him too much of the Porsche addition that no one liked that was proposed a few years ago which seemed stuck on as entrance pieces.

Mr. Taylor said that the building on the Perimeter side needs to be a signature building at a different scale and the end of the building falls apart and he would be thrilled to make a stronger statement with the building that does not need the signage.

Mr. Budde said he agrees with the comments as stated and complimented Mr. Parish on the great work and quality of the proposal. He said he thought the parking plan made sense and would agree with the proposal.

Ms. Kramb said she agrees with the parking plan with fewer spaces but would like to determine a ratio rather than stating in the text a number of spaces. She said she likes the sky bridge and is concerned with the footing and landing near the pond and the landscaping on the underside. She is supportive of not replacing the pine trees because of the bridge and the reason they were planted in that location but would want others replaced by Code.

Ms. Kramb said she would like to see the placement of the bridge and the building so as not to reduce the existing pond size because she would rather see the wet pond over a dry detention.

Ms. Kramb said she is okay with adding new brand signs but not the way they are being added and would not exceed the height code.

Ms. Kramb thought the entrances would be more appropriate if they mimicked the main building.

Ms. Kramb agreed with the architectural comments already stated and thought the rear was boring and she would like to break out with texture and colors matching the other buildings.

Ms. Salay said the sky bridge needs to have something better than the black block and could be more interesting. She said to stay consistent with the rest of the campus architecture this proposal needs to be brought up into the existing standards of the existing campus. She disagreed with the proposed stone. She said the signage that will be on the inside of the Lamborghini showroom is still a sign and should be regulated with a more creative way for all the branding.

Ms. Salay agreed with the parking proposal and felt it was a business decision but agreed with a ratio requirement.

Ms. Newell said the sky bridge is unique and she said she loves this campus and the design of the existing buildings. She said she would like to know more about the retention pond and the design of the edges related to the building.

Mr. Parish said there will be a more natural edge with the use of stone with an interesting modern look and would be bringing back renderings at the next review.

Ms. Newell said the colors of the building should stay within the grey scheme and the features for the Jaguar and Land Rover are used for signage and are not integrated well within the overall building as proposed with the width and proportions being very thin and the ends should be wider across the end of the building and not used as signage elements.

Ms. Newell understands dealerships desire to brand their buildings and have their names on them but this wall signage is not appropriate along Perimeter because other existing buildings have been held to monument signs. She said the heights of the signs are limited to 15 feet height elevation and the 24 foot height is only remaining because of an existing sign and should be consistent with the other areas.

Ms. Newell said she is concerned with the back areas because the landscaping provides screening and asked that the back of the buildings look great and not use landscaping as a screen for a weaker part of the building structures. She said the CMU on the sky bridge should be considered in lieu of the split face or sand blasted or polished face to add some interests like the rain screen.

Ms. Newell said she supports the reduction of parking and asked for available visitor spaces and that every vehicle is parked in a designated parking space and not on the test track which should not be used to display vehicles.

Ms. Amorose Groomes thought that the water abutting the building such as done at the Sutphen building could be an appropriate way to treat this pond with the building and that there is a number of ways to regulate the height of the pond with spill ways and make up wells.

Ms. Amorose Groomes said architecture should be simple and consistent with the existing campus.

Ms. Amorose Groomes said they should spade the existing trees out and store close by this site and spade them back in because it is difficult to plant trees with the needed size of the ones being removed and bring them back, they are beautiful trees and you cannot buy them like they are currently on site.

Ms. Amorose Groomes said the existing entry feature needs to be improved as part of this package and the existing plants are past their useful life span and the entry feature needs to be brought up to speed because there are really nice landscape displays on the balance of the new buildings. She agreed with the comments regarding the back of the building should not be just screened with landscaping and the stone water table is not appropriate. She said the signs to be well done and meet Code. She said to explore with the staff the tree replacements and looked forward to a tree survey and suggestions of their horticulturist for the plants that are required reach maturity. She suggested that there is no limit to the informal review and if he would like to return with material options or proposals that the applicant was welcome to return for further comments.

3. U-Haul
14-038CU

6419 Old Avery Road
Conditional Use

Ms. Amorose Groomes said the "The following application is a request for the use of an existing building as a retail space, warehouse and storage space for U-Haul, located on the south side of US 33, west of Avery Road.

Gary Gunderman presented this application for a conditional use for U-Haul and proposed to utilize the Hilliard's Furniture store with their current location to the west along Old Avery Road. He said the plan divides the building and is looking to provide a showroom area with a nicer entrance with support facilities at the northern end with individual storage type units in a climate controlled area indicated for medical records. He said the last space will be general warehouse left as an open area.

Mr. Gunderman said the site was revised when the building was expanded in 2003 when the site improvements were brought up to Code at that time and there are few changes proposed to the site. He said the addition is a drive way connection relocating the dumpster and removing a few parking spaces to provide the second access. He said the proposed elevations of the building are unchanged except for re-painting the building.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 2, 2013

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

2. Midwestern Auto Group PUD – MAG Audi **5875 Venture Drive**
13-035AFDP **Amended Final Development Plan**

Proposal:	Modification to the application of exterior building materials for the service reception area of the approved Audi showroom building for the Midwestern Auto Group dealership campus. The site is located on the south side of Venture Drive, north of US33/SR161.
Request:	Review and approval of an amended final development plan under the provisions of Zoning Code Section 153.050.
Owner:	CAR MAG Park LLC, represented by Bradley A. Parish, Architectural Alliance.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

Motion: To approve this Amended Final Development Plan application because the proposal complies with the development text, the amended final development plan criteria, and existing development in the area.

VOTE: 7 – 0.

RESULT: This Amended Final Development Plan application was approved.

RECORDED VOTES:

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

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

2. Midwestern Auto Group PUD – MAG Audi **5875 Venture Drive**
13-035AFDP **Amended Final Development Plan**

Ms. Amorose Groomes introduced this Amended Final Development Plan application requesting review and approval for a modification to the approved building materials for the service reception area of the approved Audi showroom building for the Midwestern Auto Group dealership campus. She said the site is located on the south side of Venture Drive, north of US33/SR161. She said that Commission is the final authority on this application.

Ms. Amorose Groomes swore in those intending to speak in regards to this application, including the applicant Brad Parish, Architectural Alliance, (165 N. 5th Street, Columbus, Ohio) and City representatives.

Ms. Amorose Groomes confirmed that the Commissioners did not need to hear Claudia Husak present the Planning Report for this previously consented application. She asked if the Commissioners had any questions or comments.

John Hardt said that they only thing that caused him hesitation about the previous building was the fact that the entire campus was made up of a variety of materials and forms and this was a pristine view. He said he thought this was an improvement because it brings the building more in concert with the rest of the campus. He said he appreciated the applicant's consideration.

Ms. Amorose Groomes confirmed that there were no comments or questions from the public or any additional ones from the Commissioners regarding this application.

Motion and Vote
Mr. Taylor moved, and Mr. Hardt seconded, to approve this Amended Final Development Plan application because the proposal complies with the development text, the amended final development plan criteria, and existing development in the area.

The vote was as follows: Mr. Fishman, yes; Ms. Amorose Groomes, yes; Ms. Newell, yes; Ms. Kramb, yes; Mr. Budde, yes; Mr. Hardt, yes; and Mr. Taylor, yes, (Approved 7 – 0.)

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 1, 2012

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

4. Midwestern Auto Group PUD – MAG PUD Subarea 2, MAG Audi, BMW, & Mini 12-072AFDP — **5825 and 5875 Venture Drive Amended Final Development Plan**

Proposal:	A new 11,300-square-foot car dealership for the Audi franchise and the incorporation of a 1,440-square-foot, non-public car wash into the previously approved BMW/Mini building for the Midwestern Auto Group dealership campus. The site is located on the south side of Venture Drive, north of US33/SR161.
Request:	Review and approval of an amended final development plan under the provisions of Zoning Code Section 153.050.
Applicant:	CAR MAG Park LLC, represented by Bradley A. Parish, Architectural Alliance.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION#1: To approve the Minor Text Modifications to the development text to:

1) Allow three wall signs in Subarea 2 and require the signs be located on the building that offers the particular brand for sale.
2) Exempt logos from the size restrictions of 20% of the permitted signs size or 10 square feet.
3) Allow a brand sign to be a wall sign; and
4) Permit a brand wall sign at a height of 8 ft. 6 in.

VOTE: 6 – 0.

RESULT: The Minor Text Modifications to the development text were approved.

RECORDED VOTES:

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

Mr. Kelley agreed to the conditions.

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

4. Midwestern Auto Group PUD – MAG PUD Subarea 2, MAG Audi, BMW, & Mini 12-072AFDP **5825 and 5875 Venture Drive Amended Final Development Plan**

Ms. Amorose Groomes introduced this request for review and approval of a new 11,300-square-foot car dealership for the Audi franchise and the incorporation of a 1,440-square-foot non-public car wash into the previously approved BMW Mini building for the Midwestern Auto Group dealership campus. She said the site is located on the south side of Adventure Drive, north of US 33/SR 161. She swore in those intending to address the Commission on this case, including the applicants' representatives, Ben W. Hale, Smith & Hale, 37 West Broad Street, Columbus and Brad Parrish, Architectural Alliance, 165 North Fifth Street, Columbus, and City representatives.

Ms. Amorose Groomes determined a Planning presentation was not necessary since the applicant had previously indicated consent to the conditions.

Jennifer Rauch pointed out that two separate motions for the Text Modification and the Amended Final Development Plan were necessary.

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

Motion #1 and Vote - Minor Text Modification
Mr. Taylor moved to approve the following Minor Text Modification:

1) Allow three wall signs in Subarea 2 and require the signs be located on the building that offers the particular brand for sale.
2) Exempt logos from the size restrictions of 20% of the permitted signs size or 10 square feet.
3) Allow a brand sign to be a wall sign; and
4) Permit a brand wall sign at a height of 8 ft. 6 in.

Mr. Hale agreed to the conditions.

Mr. Fishman seconded the motion.

The vote was as follows: Mr. Budde, yes; Mr. Hardt, yes; Ms. Newell, yes; Ms. Amorose Groomes, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 6 – 0.)

Motion #2 and Vote – Amended Final Development Plan
Mr. Taylor moved to approve this Amended Final Development Plan application because it complies with the applicable review criteria and the existing development standards with two conditions:

1) That the plans be revised to clearly indicate that the glass proposed for the Audi building will be clear, prior to submitting for a building permit; and
2) That the applicant eliminate the copy "Audi" from the incidental directional sign.

Mr. Fishman seconded the motion.

Mr. Hale agreed to the conditions.

The vote was as follows: Mr. Budde, yes; Ms. Newell, yes; Mr. Hardt, yes; Ms. Amorose Groomes, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 6 – 0.)

Ms. Amorose Groomes said she looked forward to seeing the buildings being built.

Mr. Hardt thanked the applicant for providing the information the Commission requested last time.

Commission Roundtable

Mr. Langworthy announced that Eugenia Martin, after 12 years with the City, was leaving on November 2nd to pursue her own landscape architecture business. Ms. Amorose Groomes said that Ms. Martin would be missed.

Ms. Amorose Groomes asked if there were other comments. [There were none.] She adjourned the meeting at 7:16 p.m.

As approved by the Planning and Zoning Commission on December 6, 2012.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 6, 2012

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

4. Midwestern Auto Group PUD – MAG Audi **5875 Venture Drive**
12-057INF **Informal Review**

Proposal:	Architectural revisions to an approximately 7,900-square-foot car dealership for the Audi franchise for the Midwestern Auto Group dealership campus. The site is located on the south side of Venture Drive, north of US33/SR161.
Request:	Review and informal feedback.
Applicant:	Tim Galli; represented by Bradley Parish, Architectural Alliance.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission commented informally on this application for informal feedback on architectural revisions to an approximately 9,570-square-foot car dealership for the Audi franchise for the Midwestern Auto Group dealership campus. The site is located on the south side of Venture Drive, north of US33/SR161. The Commission appreciated the applicant taking the Commission's previous comments into account by creating a building that meet the high quality, innovative and striking architectural requirements of the development text and the existing and approved MAG buildings. The Commission requested the applicant lower the proposed sign to 15 feet and provide information regarding the durability and maintenance of the proposed metal rain screen building material.

STAFF CERTIFICATION

Claudia D. Husak, AICP
Planner II

Mr. Ghidotti said at the Shoppes at Avery for FedEx they established three dedicated parking spaces at their front door for drop offs. He said most retail tenants love that because their customers can park at their front door. He said that might be an option.

Ms. Newell said she actually would like to see the retail foot traffic encouraged. She said when there are interconnected walking paths from one location to the other and it is a pleasant transition, people who go to restaurants want to wander before or after dinner or while they are waiting for tables.

Ms. Amorose Groomes said there was nothing that required a vote and she concluded the discussion. She thanked Mr. Ghidotti and said the Commission looked forward to great things.

4. Midwestern Auto Group PUD – MAG Audi **5875 Venture Drive**
12-057INF **Informal Review**

Ms. Amorose Groomes introduced this application requesting an informal review and non-binding feedback for architectural revisions to a dealership for the Audi franchise for the Midwestern Auto Group dealership campus. She said the site is located on the south side of Venture Drive, north of US33/SR161.

Claudia Husak presented this case. She said that the Commission reviewed an application recently for the BMW and Mini portion of the MAG campus to incorporate the Audi building as a free-standing building and at the meeting, the Commission requested that the Audi building come back for another review of the architecture because of concerns regarding the form of the building, the materials used not meeting the development text or complementing the campus. She said as a first step, the applicant requests informal review and feedback before filing a formal application for an amended final development plan.

Ms. Husak said that the MAG campus incorporates approximately 25 acres. She presented the site plan the Commission previously reviewed and said the building footprint in the center of the site remains the same size as before. She said the service reception area has been moved slightly to the west and the plaza in front of the building to the east has decreased in size a little. Ms. Husak said architecturally, the applicant has increased the height of the building to accommodate a second story, mainly in the service reception area with offices and the showroom, close to US 33 is a lot higher. She said while previously, the building was mainly glass, the applicant has incorporated metal and cement fiberboard to the building elevations. She said glass is primarily along the front elevation and a metal panel with a honeycomb pattern overlay has been applied in a manner to create angles and edges which was something that the Commission honed in on as being prevalent on the MAG campus. Ms. Husak said while the building is still modular in its form, the application of the metal material was intended to mirror what the style is of MAG. Ms. Husak presented a sample of the proposed metal panel with a honeycomb pattern overlay.

Ms. Husak said that Planning had concerns about using the clear glass along the roofline to screen the mechanical units. She presented an elevation showing how the metal screening would look. She said on the elevations, a dotted line indicated a window where the metal backing would be cut out so that there would only be the honeycomb pattern over it so that you could see through it, but it would still be covered. She presented perspectives showing the building views from different angles.

Ms. Husak said the discussion points provided ask whether or not the applicant has addressed the Commission's comments and concerns from the last meeting with either the form of the building or the materials of the building.

Ms. Husak said the applicant has proposed two signs for the building. She said both signs require development text modifications as identified by Planning. She said the wall sign on the south elevation that faces US 33, is proposed to be a logo only without any letters or copy which requires a text modification to allow an additional wall sign in the subarea because the subarea was limited to two wall

signs when it was thought there would be one building in the Subarea with two vehicle brands, BMW and Mini.

Ms. Husak said the second text modification would be for a 50-square-foot sign that is only a logo. She said typically, the Code or the development text would allow a logo 20 percent of the sign area or ten square feet in this case. She said by using just the Audi rings as their sign, it would require a text modification to that particular stipulation. Ms. Husak said their sign is proposed at a height of 26 feet, four inches on that elevation and the development text limits the height of signs, as does the Zoning Code, to 15 feet. She said the sign would require three text modifications.

Ms. Husak said the 4.5-square foot sign proposed on the east elevation by the front door could be considered as part of the signs permitted in the development text as a Brand sign, but Brand signs are identified as ground signs. She said therefore, it would require a text modification to allow a wall sign to be a Brand sign. Ms. Husak said the signs are limited to a height of three feet, three inches and the proposal is for eight feet, six inches. Ms. Husak said another discussion point is what the Commission thinks about these proposed signs. She reiterated the discussion questions:

1) Has the applicant made sufficient architectural modifications to address the Commission's concerns regarding development text requirements?
2) Are the proposed architectural elevations consistent with the remainder of the MAG campus?
3) What architectural details should the applicant consider to address screening requirements?
4) Does the Commission support the proposed signs for the Audi building and the required text modifications?

Ben W. Hale, Jr., Smith and Hale, (37 West Broad Street, Columbus, Ohio) said they had heard what the Commission said last time, and their architect has addressed the issue.

Brad Parish, Architectural Alliance, 165 North Fifth Street, Columbus, Ohio) explained the typology of the architecture and from where it was derived. He said this facility in the Audi brand is known as the Audi terminal which was a special prototype originally from the iconic imagery of a 1930's racetrack in Germany. He said it became the DNA behind the typology of this architecture for the showroom. He said instead of a single building type which is sized to fit the program, the Audi terminal concept is based upon a clear defined car presentation area so every car is allotted a certain square footage, has to be space exactly away from each other, and oriented into a racetrack or a roadway. Mr. Parish said the car presentation area is reminiscent of the racetrack image shown. He said the arrangement of the presentation is site specific, so it depends on where the showroom is located and its relation to its major thoroughfare.

Mr. Parish said not one Audi terminal building is the same. He presented diagrams showing the different relationships of the raceway and how it cuts the mass and creates the roadway. Mr. Parish said the raceway is unique because it slices the back wall of the showroom. He said what begins to happen is the floor of the showroom is now rolled up to create the back wall of the showroom and sort of get to the embankment of a racetrack. He said it really starts at the entry piece at the slash on the front elevation which is the side of an Audi R8. Mr. Parish said it creates a high-end showroom where cars are arranged in a linear fashion along the curved back wall. He said that the interior of this facility really impacts what the exterior of the building looks like.

Mr. Parish said typically, in an Audi facility, there are three defining volumes the showroom room, the service write-up, and the sales area, but in this case, there is no service area since it is handled in the other building. He said that each distinct volume is clattered with different materials. He said the first material used is the honeycomb perforated metal proposed with a two part system. The ancillary windows for interior offices begin to disappear during the daytime and the perforated material continues past. He said the second material that defines the other volume is the fiber cement board. He said the

product is not part of the Audi prototype, but it is something they would approve. He said he was trying to match the cast concrete on the site, but with a pristine look. He presented daytime and nighttime images of this building in concept with the MAG campus. He said the intention of the cuts and voids in the glass are to start to dematerialize the box building and give it the character of what MAG is about. He said they extended the parapets higher to interiorize them, knowing that MAG has a lot of dynamic rooflines. He said the building takes on another element in the night versus during the day. He said it was really a three-quarter view building.

Mr. Parish said given the building type, it seemed fitting not to have signs on the glass. He said they simplified the sign by removing 'Dublin' and 'Audi' and just having the Audi rings mounted on the perforated metal. He said it was simple, clean, and elegant. He said a modification on the sign height would be necessary because there was not a location on the building elevation.

Ms. Amorose Groomes invited public comments in regards to this informal case. [There was none.]

Richard Taylor said he loved the building. He asked about bird nests being built on the building.

Mr. Parish said that Audi stated they had no problems with them the other terminal facilities. He said it would be Audi's first terminal building in Ohio.

Mr. Taylor said with his first impression of the building, he was struck with the automotive detailing. He said he loved the small reveal that to him was a gasket on a car between two body parts. He said the building is the design issue which is good and bad. Mr. Taylor asked if Audi decides not to sell cars in this building, what will happen to it. He said he really liked the iconography of the ring as opposed to the name on the sign.

John Hardt said he liked the building, but it was different and not what he thought the expectation was when the development text was written. He said if Audi has done research regarding bird nests, he would like to see it. He said as mentioned in the Planning Report, he was also concerned about the rooftop mechanicals at the top, and how they are screened. He said the way the signs with the rings were done was interesting. He said he was not comfortable with the sign height. He said it was something that they had been firm on for this campus and throughout the City. He suggested they solve the sign height issue some way. He said regarding materials, he would like to see the colors, fit, and finish on the panel, about the joints and whether the fasteners are concealed or visible. He said that information needs to be included in the packet when the final development plan comes back for review.

Amy Kramb said that she liked this much better than last time. She said she would like to see information how it will be maintained, especially with snow and ice melting. She said she liked just having the Audi rings on the sign, but the sign was too high. She said they needed to be specific how the text is worded because she did not want to change the entire area to allow wall signs that are 8 feet, 6 inches high. She would only want the logo and Audi underneath on the sign. She said she might agree to a slightly higher logo, but that 26.5 feet high in the air would not work.

Warren Fishman complimented Mr. Parish's presentation. He agreed that they should stay within the Code as much as possible. He said the building concept was exciting.

Joe Budde said that this was 'way cool,' and he liked it. He said this was a really cool sign and addressed the Commissioners request for something unique and different for signs.

Victoria Newell said that she appreciated that the applicant listened to the Commission. She said what she saw was much improved. She was also concerned how the honeycomb material and glass will be maintained. She said with the automotive details, the whole building is one big Audi sign. She said she felt that this was the top drawer that Audi was putting on the street. She said she was okay with the

name logo and did not object to the branding sign; however, she was concerned that they were setting a precedent with the branding.

Ms. Amorose Groomes said she really liked the building. She said she shared the concern that the rings were too high. Ms. Amorose Groomes said that the Commission would give leeway for size-brand specific, but she did not think there was enough support for the height of the rings. She said there were many opportunities to lower them. She said all the other buildings had ground signs indicating directional specific brands and she did not see where a similar sign could be on this particular plat in terms of branding. She said she was not very concerned about the maintenance of the honeycomb because her experience was that Audi takes care of their things. Ms. Amorose Groomes said to make sure that the mechanicals are not visible. Ms. Amorose Groomes said the building was very exciting and she appreciated the fact that they had gone to the trouble to come up with something more appropriate for the site and does the surrounding architecture justice.

Mr. Parish thanked the Commission.

5. Community Plan 2012 Amendment
12-046ADM **Administrative Request**

Chris Amorose Groomes stated that the following application is a request for review of draft modifications to the area plan in the 2007 Community Plan as part of the 2012 Community Plan Amendment process.

Justin Goodwin presented slides and explained the intent for dealing with adjustments to the nine Area Plans. He said overall, there were not a lot of huge changes to the existing graphic plans and recommended land uses. He said they want to reflect recent development that was not entirely consistent with what areas were drawn. He said Delta Energy and the Coffman Park Plans were examples. He said with the exception of area plans being replaced with new planning areas like Bridge Street/ there were no major changes. He said they will thoroughly review the planning issues and design recommendations described in each area plan to make sure they do not need adjusted. Mr. Goodwin said that they want to integrate some of the new planning initiatives and give planning area boundaries the city has developed over the past few years. He said that the first week of October, they will begin bringing specific area plans for the Commission to review.

Ms. Amorose Groomes invited public comments. [There were none.]

Ms. Amorose Groomes requested that in the future, for these presentations, either a meeting agenda be cleared or a special meeting be scheduled. She said even with lighter agendas, it might be more appropriate to set aside a separate time or something different could be done.

Ms. Husak said that there were back to back October meetings and only one meeting in November on the first of the month which was filled. She said that they were considering adding a November 8th meeting.

Ms. Amorose Groomes asked that feedback from the Commissioners regarding a November 8th meeting be collected.

Communication
Mr. Langworthy pointed out that all the cases on tonight's agenda were very complex with many issues. He said that Ms. Husak had done an outstanding job and he was really proud of her.

Ms. Amorose Groomes asked if there were other comments. [There were none.] She adjourned the meeting at 9:58 p.m.

As approved by the Planning and Zoning Commission on October 11, 2012.

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 12, 2012

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

1. Midwestern Auto Group PUD – MAG Audi, BMW & Mini
5875 Venture Drive and 5825 Venture Drive
12-032AFDP **Amended Final Development Plan**

Proposal:	A revision to an approved plan to accommodate an approximately 7,900-square-foot car dealership for the Audi franchise and all associated site improvements for an existing car dealership campus located on the south side of Venture Drive, approximately 750 feet south of the intersection with Perimeter Drive.
Request:	Review and approval of an amended final development plan under the Planned District provision of Zoning Code Section 153.050.
Applicant:	Tim Galli, Midwestern Auto Group; represented by Jackson B. Reynolds, III, Smith Hale, LLC and Brad Parish, Architectural Alliance.
Planning Contact:	Claudia D Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION 1 – Minor Text Modification:

To disapprove this Minor Text Modification to allow an additional wall sign for the Audi building within Subarea B to allow the applicant to refine and revise the architecture for the proposed building prior to the review of an additional wall sign.

VOTE: 7 – 0.

RESULT: This Minor Text Modification was disapproved.

RECORDED VOTES:

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

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 12, 2012

1. Midwestern Auto Group PUD – MAG Audi, BMW & Mini
5875 Venture Drive and 5825 Venture Drive
12-032AFDP **Amended Final Development Plan**

MOTION 2 – Amended Final Development Plan:

To approve this Amended Final Development Plan application because the proposal complies with the development text, the amended final development plan criteria and existing development in the area, five conditions:

1) That the applicant work with Planning to reduce the lighting levels in the vehicle display areas along the southern portion of the site;
2) That the row of shrubs and trees removed in front of the Volvo display plaza be repaced and continued to meet the first display finger to the west;
3) That the applicant work with Planning to design the stormwater retention pond as living eco-system , subject to approval to Planning
4) That the applicant work with Engineering to increase the interior turning radii in the parking lot, subject to staff approval; and
5) That the applicant remove the Audi building from the amended final development plan to allow the applicant to explore revised architecture for this building to better complement the existing architectural style of the campus.

*Ben Hale Jr., agreed to the above conditions.

VOTE: 7 – 0.

RESULT: This Amended Final Development Plan application was approved.

RECORDED VOTES:

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

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

1. Midwestern Auto Group PUD – MAG Audi, BMW & Mini
5875 Venture Drive and 5825 Venture Drive
12-032AFDP **Amended Final Development Plan**

Chair Chris Amorose Groomes introduced this application for review and approval for a revision of an approved final development plan and minor text revisions to accommodate an approximately 7,900-square-foot car dealership for the Audi franchise and all associated site improvements for an existing car dealership campus located on the south side of Venture Drive, approximately 750 feet south of the intersection with Perimeter Drive. She said that the application contains two components and therefore, two motions were necessary. She swore in those intending to address the Commission regarding this case, including, the applicants, Jackson B. Reynolds, III and Ben W. Hale, Jr., Smith and Hale, LLC, (37 West Broad Street, Columbus), and Brad Parish, Architectural Alliance (165 North Fifth Street, Columbus), and City representatives. She noted that this application was a consent case, but she had received requests for additional information from the Commissioners.

Claudia Husak said that the Commission and City Council approved a rezoning for this approximately 24-acre site earlier this year, which allowed a consolidated campus of vehicular, car dealership, and service uses which included two existing buildings. She explained that the subject site on the eastern portion of the campus was most recently incorporated into the campus for the BMW and Mini Dealership being moved from Post Road. She presented a drawing showing the two Subareas.

Ms. Husak said the plan approved as part of the rezoning with the final development plan included the BMW and Mini building in the center of the site and the display fingers on the eastern portion of the site to finish the campus as it was on the west side. She said it was built out at 44,000-square-foot building for BMW and Mini, which included the showroom for both franchises on each end of the building, as well as the service component for them to the north, and a car wash along the Venture Drive frontage to the north. She said the plan had a larger parking area in the eastern portion of the site and included 57,000-square-feet of vehicle display with lot coverage of 59.5 percent.

Ms. Husak said the applicant was almost ready to pull building permits for the development when they were approached by Audi to make changes to their operations. She said they decided to accommodate Audi's needs and revise the final development plan, which is before the Commission tonight. She said the applicant is creating a free-standing 7,900-square-foot showroom for the Audi franchise and moving the previously approved BMW and Mini building east, moving the parking on the eastern portion of that site, more around the site instead of having it in one centralized area, continuing with the fingers and display approved in the plaza areas. Ms. Husak said each of the three franchises now has a plaza area and there is the previously approved display for Porsche. She said the applicant has flipped the previously approved BMW and Mini building. Ms. Husak explained that the retention pond to the east has gotten thinner, but all of the changes have been accommodated within the confines of Subarea B.

Ms. Husak said that what was before the Commission was a 45,000-square-foot showroom and service building for BMW and Mini with a 7,900-square-foot showroom for Audi. She said that Audi does not have a service area proposed in this building. She said that the applicant has chosen to eliminate the car wash to provide extra room. She said there are now 233 parking spaces, and 56,000-square-feet of slightly smaller vehicle displays. She said the lot coverage is now 61.1 percent.

Ms. Husak said that the development text does not cap density, development is regulated by lot coverage, and 70 percent would be the maximum. She explained that it is also regulated by how much parking has to be provided for the uses and display, and how much landscaping has to be provided. She said the proposal is within all requirements.

Ms. Husak said that a traffic study was submitted when this site was rezoned to be incorporated into the MAG campus, which had a density cap on it from a traffic impact point of view that has not been exceeded with this plan.

Ms. Husak presented the proposed elevation approved by the Commission earlier this year for the BMW and Mini building and the proposed south elevation, showing the changed locations of the showrooms with many of the same building elements. She said all of the other elevations have glass, metal, and stucco as the primary building materials. Ms. Husak said the Audi building was simpler with glass and metal building materials. Ms. Husak explained that Planning had concerns about the north elevation, and asked the applicant to add a little more interest. She said the applicant has recently provided an elevation showing windows on the north elevation.

Ms. Husak said the applicant is proposing to add 'of Dublin' text to the BMW and Mini wall signs which meet the size and height requirements previously approved with the sign now facing what is on the southern wall facing SR 161. She said the 'MAG Mini of Dublin' sign is on the western elevation, facing the Volvo building.

Ms. Husak explained that the proposed Audi sign on the south elevation is the subject of the text modification required as part of this application to approve the sign. She said when the text was originally written for BMW and Mini, it was for one BMW and Mini building with their sign needs in mind. She said the text allows two wall signs in the Subarea, and with Audi, a third wall sign would be introduced which is a text modification requested by the applicant and Planning is supportive of allowing it. Ms. Husak said the proposed Audi sign is approximately 21 square feet, well within any wall sign size requirements and the 15-foot height requirement.

Ms. Husak said this plan shows the existing dealership sign removed from Subarea A and the MAG dealership identification sign, as it was earlier this year proposed in the pond, and the campus identification sign on the Venture Drive curb cut.

Ms. Husak said there were some changes on the landscape plan, but the applicant has moved forward with the 3½-foot mounding on the eastern portion of the site where the fingers are and the orchard-like arrangement of trees are located. She said that Planning was concerned about three areas of interior landscaping the applicant was counting as their vehicular use area interior landscaping. Ms. Husak said that Planning would like to work with the applicant to find other areas not being counted that could be used instead of those. She said another area of concern was the removal of a shrub row and trees on the demolition plan. The landscaping needs to be shown as being replaced to not create a gap along the drive aisle.

Ms. Husak said that Planning is recommending approval of the minor text modification to allow one additional wall sign within Subarea B for the Audi building.

She said Planning is also recommending approval of the Final Development Plan with the following four conditions as listed in the Planning Report:

1) That the plans be revised to incorporate a curtain wall system on the north elevation of the Audi building similar to what is shown on the west or east elevations;
2) That the applicant work with Planning to decrease the number and/or intensity of the fixtures to avoid light glare and irregular lighting;
3) That more interior landscape islands totaling 1,050 square feet and containing deciduous trees be incorporated to break up the large parking lot north of the proposed Audi building; and

4) That the row of shrubs and trees removed in front of the Volvo display plaza be replaced and continued to meet the first display finger to the west.

Ben W. Hale, Jr., Smith and Hale, representing the applicant, said the finish along US 33 is probably better with this revised plan than the old plan because the employee and car storage lot was relocated behind the buildings.

Brad Parish, Architectural Alliance, said that they received a letter from Audi stating that their current facility did not meet their prototype standards and that in 2013, if MAG did not sign a letter of intent with Audi to create a new stand-alone facility, they would lose their incentives for future years. He said they re-evaluated the BMW development and fit the Audi showroom onto this site. He said knowing that the Commission and City Council did not want them to go any farther east towards Children's Hospital, they explored how to efficiently design the BMW site to fit the additional square footage as well meet the parking requirements for Audi.

He explained that they mirrored the BMW and Mini building because for the Audi building design, he wanted to create a pure cube between the two complex buildings backing over on the Porsche area as well as BMW and Mini. Mr. Parish said from the standpoint of Mini, looking at the BMW to the Mini building, the Mini scale matches more proportionally to the Audi showroom design. He said it seemed to have a better rhythm across the site. He said also like the existing building and the Land Rover building, there was always a nice relationship between the inventory and the showrooms. He explained that the previous plan the Commission reviewed had a disconnect between the two showrooms and the fingers. He said that this proposed plan gives a better relationship to the inventory for sales representatives to look from inside the showroom out to the fingers.

Mr. Parish said the original design had 225 striped parking spaces, not including areas that were indicated with tan on the plan. He said if that 56,000-square-foot area was included, it could hold another 250 average sized cars on those plazas and in the display area. Mr. Parish said the total number of parking spaces for the site is close to 550 medium-sized cars. He said for each of the three manufacturers' there were requirements for parking, guidelines on required inventory, storage, service component, customer parking, and demonstration areas. He said MAG allotted around 500 cars a year for each of the brands, which brings approximately 1,600 cars per year to this site, or if divided by 12, 125 cars inventory on the site. He said they obviously have much more storage for inventory than what they require.

Mr. Parish said that Audi's operations do not require as many vehicles for sale at one time as it is typical for other brands. Mr. Parish said from the operational standpoint, MAG feels that there is a sufficient amount of plaza space on either side to handle new car delivery and the new and certified pre-owned vehicle sales. Mr. Parish said they are maxed on this site as it is and they know they will not be developing past this development to the east due to parking requirements.

Amy Kramb said her questions about parking and adding additional islands had been answered by Mr. Parish. She was concerned that if islands were added, they would lose parking spaces. She asked what size the islands should be if trees were placed in them, noting that trees placed in the islands would be near the vehicles for sale.

Ms. Husak explained that Planning would like to see an island located along the Audi expanse of customer parking as well as somewhere along in front of the large row of parking in front of the BMW Mini building. She explained that the vehicular use area interior landscaping is intended to break up large areas of asphalt, and the Code does not say that the display areas cannot be used. She said that Planning felt the need to add islands along the customer parking areas in front of the proposed buildings. She said there is a little extra parking on the site and so they are not concerned about taking away a

couple of spaces. Ms. Husak said there are also other areas on the site that could potentially be counted as vehicular use area interior landscaping, if they have the right trees in them. She said that was something Planning wanted to explore more with the applicant's landscape architect and the City Landscape Inspector. She said it was preferred to have the islands located in the parking areas instead of the vehicular use area.

Ms. Kramb asked if they were being asked to locate parking islands north of the new building.

Ms. Husak said that they were not. She clarified that the condition was that Planning needed to figure out the location with the applicant, without specifications. She said there were several ways that the condition can be fulfilled and she was confident that the Planning can figure it out to meet Code.

Ms. Kramb asked if Planning was confident that no more buildings can be added to the site, or did there need to be something included in the text stating that there could not be any more buildings on this site. She pointed out that they were allowed to have a car wash, and they took it away, but the development text still said they can have a car wash, and she did not want them to come back.

Ms. Husak clarified that the text said they could have a car wash, but it did not say they had to have one. She explained that basically, the text can be changed to say they cannot have any more buildings, but if they wanted more buildings, they would have to come before the Commission to modify the text anyway because there was no way they could meet parking or lot coverage.

Ms. Kramb said she liked the new circulation pattern with two entrances onto Venture Drive because she thought that would help with the truck deliveries of vehicles. She said she did not think the buildings looked as nice as they looked on the previous design which had more shadow lines and roof overhangs.

Ms. Kramb said the proposed wall sign looked randomly placed on the building at 15 feet because it was as high as it could go. She asked how it would be mounted and if it was above a door.

Mr. Parish said the entrance to Audi on the east elevation had a portal element and the mullion line above that was striped around the front of the building, and that was really how it was set. He said there was an eight-foot door and it was ten feet to the top of the portal required by Audi. He said there was a mullion line on top of that and then the sign. He explained that instead of centering the sign, they book-ended it so that it was away from the other dealerships.

Warren Fishman said his concern was where the cars would be loaded and unloaded because there did not seem to be any room for that.

Mr. Parish explained that vehicle loading and unloading would take place on the heavy-duty pavement which leads to the dock area and in the current area behind the existing facility.

Ms. Husak said that on this revised plan the circulation was opened up through both of the Venture Drive curb cuts.

Ms. Amorose Groomes asked what the pavement distance was?

Mr. Parish said it was 24 feet.

Ms. Amorose Groomes said that was a tight radius for a semi to turn.

Mr. Parish said that in the application, they provided an AutoTURN using a semi, which demonstrated that they could meet that.

Mr. Fishman asked what would prevent the semi truck drivers from taking the shortest distance to unload the vehicles. He said he had seen them unload on the road because there was no one directing them otherwise.

Mr. Parish asked if MAG vehicles had been seen delivered on the road.

Ms. Amorose Groomes said that she had verbally confirmed it with the drivers. She said that it probably was not a huge problem now, but there is a lot of undeveloped land nearby and they have to make plans for it to be built out and to be functioning at full capacity on the roadways hopefully soon.

Mr. Parish demonstrated how the delivery trucks would circulate on the heavy-duty pavement, turn, and go back up in a giant loop. He said it was an operational standpoint that MAG will have to work on with their drivers. He said MAG's regular drivers have been trained how and where to drive.

Mr. Fishman said he had seen all makes of vehicles being delivered by trucks everywhere. He said it was dangerous and he would like a solution.

Mr. Fishman noted that the detention pond size had been reduced.

Mr. Parish said it was longer and skinnier. He said it still holds the same quantity of water. He explained that was because at the highest water level, the pond had to be located on the site instead of splitting a property line.

Mr. Fishman asked if there was a way to landscape the pond to make it more attractive.

Ms. Amorose Groomes said she did not see the depth listed for the pond.

Mr. Parish said the ponds are connected and supplied by a drilled well on site. He said that they wanted it to be a visible full pond.

Ms. Amorose Groomes said she was talking in terms of a living eco-system versus water storage.

[Victoria Newell arrived.]

Ms. Husak said the water elevation was at 903, and the last contour was 896.

Ms. Amorose Groomes calculated that the pond at its deepest point was roughly 8 feet deep.

Mr. Fishman asked if the applicant could be required to install more than one sprayer or fountain. He reiterated that long ago, they agreed that they were to be a very attractive focal point when this property developed. He said that from what he had experienced with detention ponds all over Dublin, it will not be.

Ms. Husak said that both ponds are to have an aerator.

Mr. Fishman said he thought it should be required to be designed with approval of the Landscape Architect and that it has three or four fountains in the long skinny pond, and be something that is an amenity.

Ms. Amorose Groomes said the pond to the east would require a lot of aerification to have a chance of it being a living system.

Mr. Hale said that they would agree to a condition saying they will work with staff to adequately aerate the ponds. He said he understood they had two in each today, and if there needs to be more, they would be happy to do that.

Mr. Fishman said he would like the condition to say that this will be a landscaped amenity to the both properties.

Steve Langworthy said what constitutes an amenity will be the difficult interpretation for Planning to design.

Mr. Fishman asked Ms. Amorose Groomes for a suggestion.

Ms. Amorose Groomes said she would say that they need to be designed and function as a living ecosystem, and as long as it was a living ecosystem that would control the vegetative growth within the water itself so that it could sustain aquatic life.

Mr. Fishman asked how many fountains would the skinny pond need.

Ms. Amorose Groomes said it depended on the fountain size and the volume of water that it would push through. She said what needed to happen was a calculation of how many cubic feet of water needs to be aerated per hour, and then the pump size would be set to that calculation.

Mr. Fishman said he would like the applicants to bring it back to the Commission to show what they have designed.

Mr. Langworthy agreed to bring it back to the Commission like an Administrative item.

Mr. Parish said the current pond was stocked with Koi. He said a maintenance program exists on site at the MAG site. He said the proposed pond would not be an eyesore.

Ms. Amorose Groomes asked if the water intake for the irrigation system was in the eastern pond.

Mr. Parish confirmed that the irrigation system was in the pond to the east.

Ms. Amorose Groomes asked what would happen when the land is sold where the pond is located.

Mr. Parish said there would be a written easement. He said they currently owned all the land including to the east. He reiterated that if it was ever sold, there would be an easement put in place.

Ms. Newell asked if the easement should be put in place now.

Mr. Parish said they could not because it was the same owner and an easement cannot be granted to yourself.

Ms. Amorose Groomes clarified that technically, it had not been divided, and it was considered one parcel.

Mr. Hale explained that if you owned land and buy the land next door with an easement on it, the easement gets extinguished automatically.
Mr. Fishman said he did not care if there were fish in the pond, because he could not see them from the road. He reiterated that for 20 years, the City has been thinking both the ponds were going to be a pretty amenity, so that was what he wanted to see.

Mr. Hale agreed they would work with Planning and bring the ponds back to the Commission.

Ms. Amorose Groomes said they were looking for what the bank treatments would be, and how they intend to establish the bank and hold it. She said she guessed that now that it has been narrowed, the banks are going to be compromised, and suggested that they probably will need to do some stone outcropping or something to hold them in place.

Mr. Fishman suggested pretty stone walls or something that was an amenity.

Mr. Fishman asked if there would be an Audi service area.

Mr. Hale said Audi had an onsite service area, not at this building, but in the main building.

Mr. Fishman said his minor concern was that they might add an addition to the Audi building someday.

Mr. Hale said the requirement on this lot is 70 percent occupancy which includes the building, parking, walkways, and anything that is hard surfaced. He said they are at 64 percent and have 36 percent green on the lot. He said it was not a crowded lot in terms of providing the required green space.

Mr. Hale said that the road is public and they do not control it, but if the City feels the parking of the delivery trucks is causing a concern, it has the absolute right to ban any parking on it.

Jennifer Readler said that parking could be enforced through Dublin's Police regulations. She said it was just a matter of getting enforcement and sending notification.

John Hardt said he agreed that the site, circulation, citing of the building and presentation to US 33 was better. He said his only concern was the delivery of vehicles. He said whether or not a driver can get into the site does not necessarily mean that they will. He said if it is too difficult, they will not do it until someone makes them. Mr. Hardt said his only concern was the external radii on the two curb cuts. He said he would like to see them on the inside so that not only could a truck get in, but also that a truck could get through with ease. He said the architecture of the Mini and BMW building was consistent with last time and he thought it was still a striking building even though it was flipped.

Mr. Hardt said he did not feel that the architecture of the Audi building was consistent with the quality of the rest of the buildings on the campus. He said looking at the original building, the recent addition, and the proposed Mini and BMW building, although they are all striking modern architecture, they all have things in common. He said they all make use of a variety of materials, and have various different massing elements put together such as overhangs, shadow lines and creative use of window mullion patterns that add visual interest. He said the Audi building to his eye, did none of that.

Mr. Hardt said he was fine with the sign proposal with one exception. He said the Mini and BMW signs are detailed and mounted on the building with certain elegance with the tube on the bottom and the extension sticking upwards. He said the Audi sign, in contrast appeared to be just stuck to the face of building. Mr. Hardt said that it just did not seem to be of a quality that is consistent with the rest of the campus.

He said in both the current and proposed development texts, under Architecture, 'New facilities shall have a high quality of finish consistent with the architectural style and materials found throughout the area' is discussed. He said he did not think they were there with this building. He said in spite of the impressions he had with the overall application, he thought the architecture of the Audi building was something he could not get past tonight.

Richard Taylor referred to the two new display areas proposed at the front entrance and asked how many cars would be displayed.

Mr. Parish said both displays are about 1,000 square feet so there would be about five cars displayed. He said they were within the display window along Venture Drive.

Mr. Taylor said he liked the new site plan, the overall circulation flow, and the stronger entranceway. He said regarding the ponds, he did not see anything he did not like, but there was not much detail shown. He said his impression looking at it was what appeared to be turf grass down to the water's edge, a fair amount of trees and landscaping, and he guessed the intent of the pond is to be pristine. He said he would expect that it would have a sharp edge at the water. He said that Mr. Brentlinger would more likely to sterilize the pond than he would be to have it alive, which visually might be very clean and sharp which probably was not a good thing. Mr. Taylor said he did not see anything that would make it look unattractive assuming it stayed full of water. He said that given the quality of the rest of the development, he would be surprised if it ever got bad.

Mr. Taylor said he wondered if another 1,000 square feet of landscape area was needed. He said that he was amazed that they were that close on landscaping on this large a site. He said that was a compliment to the designers and their ability to use literally every square foot of the site.

Mr. Taylor said if there was any way through radii and maybe other pavement and curb issues to visually encourage drivers to get their trucks back there, he was in favor of that. He said he thought they had provided ways for trucks to use the site properly, if they do not, someone will have to get onto MAG's case and make them do it. He said other than enforcement; he did not think there was another way to do that.

Victoria Newell said she was disappointed in what the overall elevations looked like of the Audi building, especially the south elevation along Venture Drive. She said even with Planning's condition that windows or a curtain wall assembly be provided; it is mostly storage/janitorial spaces, so they will end up with spandrel glazing. She said the building does not have the same mix of materials that are on the other structures. Ms. Newell said a better solution might be incorporating some of those to create different plays of materials within the building to take away the blank façade.

Ms. Newell apologized for being late and said that although the Commission had already discussed it tonight, she had a question about the Mini and BMW elevation on Venture Drive. She noted that she did not see on the elevations any roof mounted mechanical units proposed. She said she saw the potential where they could be there and not screened and she was concerned about that.

Ms. Newell said she was not in love with the Audi sign. She said she did not think it was as integrated with the building as on the BMW Mini building where the sign fits better. She said she was not crazy about the red line on the Audi sign because it really stood out a lot in comparison to the other signs.

Ms. Newell asked since the retention pond is off site, what in the future will make them put the easement in place if they try to develop that property differently.

Ms. Husak said the issue really was shared stormwater management across different ownerships.

Kristin Yorko said the applicant has already been asked to provide the legal description of what that easement would look like for the future. She said they needed to finalize it a little more because some things have been changed. She said it was onerous on the both property owners and not a City of Dublin issue.

Ms. Amorose Groomes asked if an easement granted rights to the water that is in the pond and asked Ms. Readler to speak to who owned the water in the pond and if an easement will grant them the ability to take the water out of the pond.

Jennifer Reader said if it was a stormwater issue, easements can be described to encompass many different things beyond just the physical use of the land.

Ms. Amorose Groomes said to make sure that they do not lose their water source if that is where they are going to locate their wet well and all of their expensive equipment on someone else's property.

Mr. Hardt said he understood that although they are drawing water out of the pond for irrigation, they are also replenishing it with a well on MAG's site.

Ms. Amorose Groomes said it would be interesting to see what happens if the neighbor wants to use the water too and then MAG will have to make up water out of their well also. She said it was an unusual circumstance that she had not encountered. She said how MAG gets water for their irrigation was their problem.

Ms. Amorose Groomes asked to see the Audi building elevations. She said she thought this was a beautiful campus; however, she was not excited about the architecture of this building. She said she thought one of the hallmarks for her of this campus is the way that the drives are lowered to the service bays. She said that feel is lost with the Audi building and she did not like it. Ms. Amorose Groomes said she was convinced that they will have to put a 'Service' sign with an arrow on the corner of the Audi building because every other brand that you drive through, the service bay presented itself. She said she thought it did not match in with the balance of the facilities without having the feel of the varying elevations which were very significant on the other buildings. She said she was not excited about the proposed sign placement. She said it was difficult to find an entrance door on this facility. She said on the east elevation where it was outlined in white looked like it might just be for cars but she did not see another obvious entrance.

Ms. Amorose Groomes said she did not like putting the garage on the back of the building. She noted that none of the other buildings had a garage on the back where vehicles could be pulled directly through and if the doors were open on either side, you could see right through them. She said she did not think it matches with the quality in the balance of it.

Ms. Amorose Groomes said she had truck circulation concerns as well. She said would rather Dublin's Police to address other problems in the City than where the delivery trucks for the car dealership are going to park. She said she thought the BMW and Mini building is very nice and she agreed that the site is better for the placement of the building.

Ms. Amorose Groomes said she appreciated Planning's comments about the missing components of landscaping and she was sure that they would be addressed those through the conditions.

Ms. Newell asked again if rooftop mechanical units were being proposed and what size would they be.

Mr. Parish said she had forwarded Ms. Husak roof plans for both of the buildings showing where they were locating the screening. He said on the Audi building, the showroom area has a 20-foot ceiling height and past the glass, the ceiling drops down to 10 feet, so there is a 6 to 7-foot well behind from the glass line back where the rooftop units can be hidden. Mr. Parish said they were five-ton units, between the 4 and 5-foot range, and in the curve, another 6 to 12 inches.

Ms. Newell asked how deep the well was.

Mr. Parish said the parapet height was 127 around, so 27 feet up and you are at 20, so you have 7 feet on the Audi building. He said that in the BMW section of the building, there is an element that occurs on the front, the blade and cantilever. He said no rooftop units will be on the higher roof. He said all the rooftop units will be on the service area. He said they have carried the screen wall all the way across the backside and there is a three-foot opening for service to get to the units, so they have located four ten-ton units, plus the exhaust system for the service area. He said for Mini, there are no units shown, but a 14-inch exhaust system unit will be painted white, consistent with what was done for the Volvo addition, and there are two screen walls for the three units with an opening.

Ms. Newell referred to the Venture Drive elevation where she was concerned that the rooftop units did not look to be screened.

Mr. Parish said 75 to 90 percent of the units were covered. He said they were pulled away from the screen wall.

Ms. Newell said there was a point where if you were far enough away from a building that rooftop units could be seen when they were only partially screened.

Mr. Parish said they made their best attempt to provide screening for the units on site.

Ms. Newell said that she realized the control of unloading vehicles is not always within the applicant's control as the owner, but she thought it was important, no matter what is done on the site, that the provisions are provided in a clear way to get trucks in and out of the site and really plan for it. She said looking at the proposed plan, she was not sure that it had been planned for in its entirety.

Mr. Parish said they had discussed having a lowered service drive to be consistent with the other facilities, but there would need to be an elevator for ADA access and in order to keep the cost down for this small building, so they consciously made it one-story to avoid the high cost of an elevator. He said they made the attempt to locate the service doors on the backside and provide heavy screening to block the entrances of it. He said they had included in the packets with the brand signs a service center sign with an arrow to be located on the corner.

Ms. Amorose Groomes asked if they thought another sign was needed.

Mr. Parish said they could use an internal directional sign.

Mr. Hardt asked if Audi owners would drop their car off at the Audi building but it would be serviced elsewhere.

Mr. Parish explained that according to Audi regulations, the service drop-off and write-up area had to be adjacent to the showroom.

Ms. Amorose Groomes asked where the 30 Audi vehicles would be displayed.

Mr. Parish said the new car inventory would be displayed on the plaza. He said to the north, by Jaguar, those fingers are used for the overflow inventory for all of the brands. He said those fingers were never really full.

Mr. Budde referred to the north side of the building where a piece jutted out on Architectural drawing 3.0.1 - Detailing with six cars shown. He said the printing was too small to read. He asked if that was where the car wash would be located.

Mr. Parish said that area is where the vehicles are hand-dried after being in the carwash installed in the Volvo building.

Ms. Amorose Groomes asked Mr. Hale after hearing the Commission comments, what the applicant would like to do regarding this application.

Mr. Hale said that they understood that they needed to have a conversation with Audi which they were happy to do. He said regarding the concern about truck deliveries, they would be happy to meet with Engineering and to the extent needed, round the drives as a condition, and bring back both the design and signage on Audi, not just as an Administrative Review, but a review and hearing by the Commission. He said because they would like to begin designing the site to meet the schedule, they would like to have this application bifurcated so that they could bring the building back and to have the leverage they needed to meet with Audi to tell them that they have no choice but to make these changes.

Ms. Amorose Groomes said she understood Mr. Hale was saying that he would like to get movement on the BMW Mini portion of this application. She asked if he was requesting a tabling of the Audi portion of this application.

Mr. Parish said he understood from the Commissioners' comments that the design of the Audi facility needed to be explored a little further. He said they held up BMW to add the Audi facility to the site and they cannot be held up any longer. Mr. Parish said that he would like to have the site plan, as well as the BMW building approved this evening and then he would bring back the Audi building applications and the sign plan.

Ms. Amorose Groomes asked if legally, that could be done.

Ms. Readler said they had done that similarly in the past, but it was not ideal. She said that they especially do not to do that when there is significant impact to the site. She said if they can distill this so that the only thing that is coming back for the Commission's approval is the Audi building alone and the architecture and footprint would not substantially change, she thought the Commission had the capacity to do that.

Ms. Amorose Groomes asked what Ms. Readler meant by '…the footprint would not substantially change.'

Ms. Readler said the applicant cannot be made to come back with a completely different sized building that impacts the entire site or when they come back for approval because the rest of the site plan is going…

Ms. Amorose Groomes said she did not want to paint the Commission into a corner in that they had to approve a building that looked just like this because that was what they said they would do.

Ms. Readler explained that the architecture of the building would be up for complete review and the square footage could not be changed because of the other impacts, it would be practically impossible.

Mr. Fishman asked if there were problems with the truck access and the widening of the drives.

Ms. Readler said they could be conditioned for Administrative approval.

Ms. Newell said regarding the changing of the building footprint, a concern that the Commissioners had in regards to the architecture of the building was that it was very, very flat, so if they are going to do overhangs, canopy structures, or something as they would determine that would aesthetically improve the appearance of the building, that equally can change the footprint associated with it.

Ms. Readler suggested a better way to say that was 'the square footage.' She said her main concern was when pieces of an application are approved and things are taken out to come back for a subsequent approval they do not want to have something happen with that subsequent approval that impacts what the Commission had already approved. She said it needed to be cut out as clean as possible.

Mr. Hardt asked if it was possible to vote on this application with the condition that the Audi building be removed and then they could come back for an amended final development plan and put it back.

Ms. Readler said it could be done and it would be clean that way. She said it would just take them longer.

Mr. Hale said that would be okay because they needed time meet with Audi and to prepare for the meeting after next.

Ms. Husak explained that July 19th was the application deadline for the August 9th meeting. She said that would not be ideal for Planning and it was too concerning if the application were split.

Ms. Amorose Groomes asked if it was Planning's pleasure that that this application be approved with the Audi building removed from it.

Ms. Husak said that it was preferred that the complete application be tabled.

Ms. Amorose Groomes said she did not think tabling it completely was on the table.

Mr. Hale said that they were okay if the Audi building was removed completely from this application. He said they would file an application for the Audi building that the Commission would approve.

Mr. Parish said he would need these meeting minutes to explain to Audi that their prototype would not work in Dublin.

Ms. Amorose Groomes said that Mr. Fishman had asked that they look at the ponds to the east. She asked if Audi could be pulled from the application and they could ask for the details for the east pond.

Ms. Kramb said she thought there was a condition that staff would look at the east pond details and then it would be brought back to the Commission as an Administrative Approval.

Mr. Fishman said he did not want the pond in ten years to be a stepchild that no one had maintained.

Mr. Hale said that he was not worried about that. He said he thought it was more about giving comfort than what is actually going to happen here and that was okay.
Ms. Kramb noted that Condition 1 should be deleted since they were removing the Audi building and removing the reference to it in Condition 3.

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

Ms. Amorose Groomes said the first motion was for minor text modifications, and she thought with removing the Audi building, those text modifications would be null and void. She asked if it was procedurally best to table the text modifications and vote on the amended final development plan with the conditions, one of them being the removal of the Audi building.

Ms. Husak said it could be tabled if it was coming back, so she suggested disapproval. She suggested that if the Commission would be comfortable approving a text modification to allow three signs in this subarea in general without having specific locations.

Motion #1 and Vote – Minor Text Modification

Mr. Taylor moved to disapprove this Minor Text Modification to allow an additional wall sign for the Audi building within Subarea B to allow the applicant to refine and revise the architecture for the proposed building prior to the review of an additional wall sign. Ms. Kramb seconded the motion.

The vote was as follows: Ms. Amorose Groomes, yes; Mr. Fishman, yes; Mr. Hardt, yes; Mr. Budde, yes; Ms. Newell, yes; Ms. Kramb, yes; and Mr. Taylor, yes. (Disapproved 7 – 0.)

Motion #2 and Vote – Amended Final Development Plan

Mr. Taylor moved to approve this Amended Final Development Plan application because the proposal complies with the development text, the amended final development plan criteria and existing development in the area, with five conditions:

1) That the applicant work with Planning to reduce the lighting levels in the vehicle display areas along the southern portion of the site;
2) That the row of shrubs and trees removed in front of the Volvo display plaza be replaced and continued to meet the first display finger to the west;
3) That the applicant work with Planning to design the stormwater retention pond as living eco-system , subject to approval to Planning
4) That the applicant work with Engineering to increase the interior turning radii in the parking lot, subject to staff approval; and
5) That the applicant remove the Audi building from the amended final development plan to allow the applicant to explore revised architecture for this building to better complement the existing architectural style of the campus.

Ben W. Hale, Jr., representing the applicant agreed to the five conditions.

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

Ms. Amorose Groomes called a short recess at 7:59 p.m. She reconvened the meeting at 8:02 p.m.

Ms. Grigsby responded that staff appreciates and understands that; however, staff continued to work through the issues, which came to a resolution late today.

Mrs. Boring stated that there have been suggestions offered by developers and landowners, which staff has responded to by memo. She requested copies of the memos, or a summary of them, prior to the workshop next Monday.

CITIZEN COMMENTS
There were no citizen comments.

CONSENT AGENDA
Mayor Lecklider noted that four items are proposed for action on the consent agenda and asked whether any Council Member requests removal of an item for further consideration under the regular agenda.
Hearing none, Mayor Lecklider moved approval of action on the four items as proposed on the consent agenda.
Mr. Reiner seconded the motion.
Vote on the motion: Mr. Keenan, yes; Ms. Chinnici-Zuercher, yes; Mrs. Boring, yes; Mr. Reiner, yes; Mayor Lecklider, yes; Vice Mayor Salay, yes.

1. Approval of Minutes of February 13, 2012 Council meeting
2. Correspondence – Notice to Legislative Authority of New D5I Liquor Permit for MHRI Inc., dba Morgan House Restaurant, 5300 Glick Road, Dublin
3. **Ordinance 15-12 (Introduction/first reading)**
   Authorizing the City Manager to Execute Necessary Conveyance Documentation to Acquire a 0.302 Acres (all of which is Present Road Occupied), More or Less, Fee Simple Interest, a 0.426 Acres, More or Less, Permanent Utility Grading and Drainage Easement, and a 0.107 Acres, More or Less, Temporary Construction Easement from Bates Property Management, Ltd.
   (Second reading/public hearing March 26 Council meeting)
4. **Ordinance 16-12 (Introduction/first reading)**
   Amending Sections 96.23, 137.04, 137.06 and 137.08 of the Dublin Codified Ordinances Related to the Regulation of Firearms to Comply with Revised Case Law Requirements.
   (Second reading/public hearing March 26 Council meeting)

SECOND READING/PUBLIC HEARING – ORDINANCES
Ordinance 13-12
Rezoning of Approximately 24.33 Acres, Located on the East Side of Perimeter Loop Drive, North of US 33/SR 161, South of Perimeter Drive and Southwest of Venture Drive from PUD, Planned Unit Development District (existing MAG plan and Perimeter Center, Subarea J-1) and PCD, Planned Commerce District (Perimeter Center, Subarea D) to PUD (Midwestern Auto Group PUD) to Incorporate 8.73 Acres into the MAG PUD to Expand the Automobile Dealership Campus with a 45,000-Square-Foot Building Addition for the BMW and Mini Franchises. (Case 11-049Z/PDP/FDP)
Ms. Husak stated that the plans provided for the meeting include the second curb cut that was discussed at the February 27 Council meeting. Staff has also

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withdrawn its previous recommendation for a condition related to the mounding. She shared a PowerPoint graphic of the plan as approved by the Planning and Zoning Commission (PZC), for which Council indicated support of – including a 3-1/2 foot mound on the U-shaped, finger-like car display area, and a six-foot mound beginning with the vacant land to the east.

Mrs. Boring stated that she assumes there will be a gradual transition between the 3-1/2 foot and six-foot mounds.
Ms. Husak responded that the mound would gently slope upward.

Ben Hale, Jr. 37 W. Broad Street, Columbus, stated that the applicant has agreed to the conditions appended by PZC. The architect and property owner are present to respond to any additional questions.

There were no additional questions and no requests for public testimony.

Vote on the Ordinance: Mr. Reiner, yes; Vice Mayor Salay, yes; Mrs. Boring, yes; Mayor Lecklider, yes; Mr. Keenan, yes; Ms. Chinnici-Zuercher, yes.

INTRODUCTION/FIRST READING – ORDINANCES
Ordinance 14-12
Rezoning Approximately 18.5 Acres, Located on the North Side of Brand Road, Approximately 700 Feet West of Coventry Woods Drive from R and R-1 to Planned Unit Development District (Wellington Reserve PUD) to Establish a 28-Lot Single-Family Detached Residential Development and 3.6 Acres of Open Space. (Case 08-38Z/PDP/PP) (Wellington rezoning) (Second reading/public hearing March 26 Council meeting)
Vice Mayor Salay introduced the ordinance.
Ms. Husak stated that this item was re-scheduled to this agenda to permit staff to address some access issues with the applicant.

- These 18.5 acres on the north side of Brand Road are immediately adjacent to the Wellington Place subdivision. To the north is the Brandon subdivision, and to the west is unincorporated land within Washington Township.
- The proposed preliminary plat includes 28 lots on the 18.5 acres for a total density of 1.5 units/acre, which meets the Community Plan requirements.
- There is an access point off Brand Road and a generous setback off Brand Road. It is required to be 100 feet; there are approximately 100-120 feet of Brand Road setbacks in the neighboring subdivisions.
- The plan includes a connection to Wellington Place, to the east, through Ballybridge Drive.
- There is a dry detention area proposed along Brand Road with ample landscaping and a form of naturalized wooded landscaping.
- The plan has been revised from what the Planning and Zoning Commission reviewed. The applicant has been working with Planning and Engineering to make some changes to the potential future access to the parcel in the west. That parcel may or may not develop, but if it does, it is important to ensure access for this parcel.
- The proposal now is to create a small cul-de-sac in the northern portion of the site, This is different from what the Planning Commission considered, which was the potential future road connecting in that particular area. As suggested by Engineering, the applicant has provided right-of-way in the new plan for a potential future extension of Ballybridge Driv

Acres, More or Less, Temporary Construction Easement from BRE/COH OH LLC (Blackstone), and Declaring an Emergency.
Mr. Hammersmith stated this is the second reading of an ordinance to acquire from Blackstone the necessary right-of-way along Emerald Parkway to accommodate the Emerald Parkway improvement project between Rings Road and Tuttle Crossing Boulevard.
Ms. Chinnici-Zuercher moved for emergency passage.
Vice Mayor Salay seconded the motion.
Vote on the motion: Mr. Keenan, yes; Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Gerber, yes; Mrs. Boring, yes; Vice Mayor Salay, yes; Mayor Lecklider, yes.
Vote on the Ordinance: Mr. Keenan, yes; Mrs. Boring, yes; Mr. Reiner, yes; Vice Mayor Salay, yes; Mr. Gerber, yes; Ms. Chinnici-Zuercher, yes; Mayor Lecklider, yes.

INTRODUCTION/FIRST READING – ORDINANCES
Ordinance 13-12
Rezoning of Approximately 24.33 Acres, Located on the East Side of Perimeter Loop Drive, North of US 33/SR 161, South of Perimeter Drive and Southwest of Venture Drive from PUD, Planned Unit Development District (existing MAG plan and Perimeter Center, Subarea J-1) and PCD, Planned Commerce District (Perimeter Center, Subarea D) to PUD (Midwestern Auto Group PUD) to Incorporate 8.73 acres into the MAG PUD to Expand the Automobile Dealership Campus with a 45,000-Square-Foot Building Addition for the BMW and Mini Franchises. (Case 11-049Z/PDP/FDP)
Mr. Gerber introduced the ordinance.
Ms. Husak stated that this is a request to rezone this property to a planned unit development district (PUD) to allow the MAG, BMW and Mini facilities to relocate from Post Road to the existing MAG campus. This action will incorporate an additional 8.73 acres into the existing PUD.

- The proposal is for a 24-acre PUD, which includes as Subarea A, the existing dealership. There are no changes in that development text. Subarea B includes the proposed BMW and Mini facility, and this development text has been modeled after the existing text, and therefore much of the language and development standards are the same. There is an additional section of land left in the Perimeter Center planned district that also includes storm water management.
- The proposal is for a 45,000-square-foot building in the center of the site with an access point off Venture Drive and a loop road that accesses the entire campus. The applicant reviewed the distance needed for truck maneuvering on the site, per the Commission's request. As a result of that review, staff is requesting a second Venture Drive curbcut, which the traffic study originally included.
- There are two ponds on the site. To the south along the U.S. 33 frontage is an ornamental pond, and a large regional stormwater management basin is located partly on the proposed PUD and partly on the remaining parcel.
- The BMW franchise will be located in the western portion of the site; the Mini franchise will be located in the eastern portion. In front of each showroom is a plaza area for vehicle display. The service function is located toward the rear of the building toward the Venture Drive frontage with an attached carwash.
- The elevations will continue the modern look of the existing campus with the use of metal and glass materials and large elements of stucco.
- The applicant is proposing two wall signs, one for BMW and one for Mini on the building.
- A landscaping plan was included in Council's materials. Approximately 330 inches of trees were removed along the U.S. 33 frontage.

Vice Mayor Salay asked if this occurred without a permit.

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Ms. Husak confirmed that it occurred without a permit.
Mr. Keenan noted that it consisted primarily of scrub materials along the fence line.
Ms. Husak confirmed that it was along the highway fence. The City's landscaper reviewed the tree sizes and determined that 331 inches were removed. With the proposal, there will be an additional 30 inches of required removal. The applicant proposes 376 inches of replacement trees. There is also shrub buffering along the display fingers and the drive to the south of the building.
Vice Mayor Salay requested clarification of the location of trees versus shrubs on the site plan.
Ms. Husak responded that a shrub row will run along the drive, which is the typical screening for vehicle use areas. The dark green circles represent deciduous trees.

- The Code requires a six-foot wall, planting, mound, hedge or combination thereof, plus one tree for every 30 feet to fulfill the property perimeter screening requirement along US 33/SR 161. However, the original MAG site was not required at that time to provide that screening. With this new development, staff requested that they meet the existing Code requirements for mounding. This request was also based upon frequent feedback from Council concerning the visibility of cars from the freeway.
- The applicant's case received two reviews -- an informal and a formal review. At the informal review, some members of the Commission disagreed with Planning staff's requirement for a six-foot mound along the Subarea B frontage on US 33/SR 161, believing that the applicant should be permitted to continue their existing treatment along the freeway, which is no buffer. At the formal review, an alternative was proposed – a three-foot mound beginning where the pond ends, running along the southern frontage to the point at which the last display finger ends. They would also meet the tree requirement along that line. At the point the display finger ends, a six-foot mound was proposed, which would run along the entire off-site parcel. The Commission approved the proposed three-foot mound along the vehicle display areas.

Mrs. Boring asked if the three-foot mound would have trees, as is normally required.
Ms. Husak responded that there would be trees.
Mrs. Boring asked if the trees would provide any screening, due to the terrain.
Ms. Husak responded that they would not provide screening.
Mrs. Boring asked if they would be deciduous.
Ms. Husak responded affirmatively.

Mayor Lecklider asked if the mounding would transition from three feet to six feet.
Ms. Husak confirmed that it would do so.
Mayor Lecklider asked if the Code, as it is applied to other dealerships in the area, requires a six-foot mound.
Ms. Husak responded that the Code requires a complete six-foot mound. On the entire MAG site, there would be a transition from no mound, to pond, to a three-foot mound, and then to a six-foot mound.
Mayor Lecklider inquired the height of the fingers.
Ms. Husak responded that the applicant has provided two section drawings that depict the three-foot mound, the variations in the terrain and the display fingers.

Mrs. Boring asked what would occur if the property owner should decide to elevate the fingers.
Ms. Husak responded that it is her understanding that is likely, as it occurred with the original plan approved. At this point, the grading plan shows the fingers at three feet lower than the top of the mound.

- The Commission reviewed the plan twice, and voted to recommend approval with three conditions. The applicant has satisfied those conditions prior to Council's review.

- Staff's recommendation is that Council approve the rezoning with the condition that staff originally proposed -- the six-foot mound. The Planning and Zoning Commission simultaneously approved the final development plan, which would not be in effect until Council approval of the preliminary plan is received. The condition that staff recommends be included would require that the applicant revise not only the development text, but also the plans.

Mayor Lecklider asked if Council will also be acting upon the final development plan conditions.
Ms. Husak responded those have been approved by PZC, and the applicant has satisfied the majority of those at this time. The final development plan approved by PZC required only the three-foot mound.

Mayor Lecklider invited the applicant's representative to speak.

Ben Hale, Jr., 37 W. Broad Street, Columbus, representing the applicant, stated that this dealership is currently located on Post Road. Their space is insufficient, and they must relocate. This move will also accommodate the new Bridge Street Road alignment, which depicts a road going through the BMW dealership property. Their desire is to consolidate all these dealerships on the MAG property. A strong feature in this plan is the pond along the road. There is a considerable setback, and there is no display area near the pond. The display area is all on the other side of the road. There will be no display or parking facing US 33, which is a very positive element in this plan. If a six-foot mound were required, the pond would be substantially smaller. Heavy landscaping is included, including a pond to the east. The display area will be placed at the correct grade with a three-foot mound with deciduous trees in front. Only the tops of the cars may be slightly visible. The three-foot mound will be gradual and natural in appearance, which they believe is the best aesthetic choice. He invited the architect to speak.

John Oney, Architectural Alliance, 165 N. 5th Street, Columbus stated that Brad Parrish would provide an overview and answer Council's questions. In 1988, Mr. Brentlinger opened the dealership in Dublin. It has become very successful and now carries 15 luxury brand automobiles. The proposed plan will allow BMW and Mini to move back to the main campus, grow and expand. Council's original charge to them was to provide striking, innovative and noteworthy architecture. They accomplished that with the original buildings and are trying to continue the common threads and make this building as successful as the original.

Brad Parrish, Architectural Alliance, 165 N. 5th Street, Columbus, stated that he has been working with Mark Brentlinger the past three years in developing the Volvo Porsche expansion. A critical goal of that project was to complement and complete the existing facility and bring the energy of the campus toward the US 33 corridor. With this proposed plan, the same goal would be continued with the overall site plan and architecture; with the inner, group display where customers can view all the brands as they come on site; and with continuing the display fingers. It was important to his client not to create a "back of the building" look with service and employee cars, and the existing plan provides a pond and heavy evergreen screening to hide that area. That concept will be continued in the new phase. A dense, evergreen screen will be provided on the backside of the new building to hide the loading dock and employee parking. The current architectural elements, materials and colors will also be continued with the new building. To address PZC's concerns about the truck-turning radius, a second curbcut is proposed. They developed the elevations with the intent of assuring that the signage works with the architecture of the buildings.

Mr. Reiner referred to section 2, which is a cut showing a three-foot earth mound. It appears that the base elevation used for US 33 was 915. The screening for the cars will be juniper and burning bush. Is that intended to hide all but the tops of the cars within the display area?
Mr. Parrish responded that the current fingers on the site have broadmoor junipers at the tip, which are one foot in height. On the proposed plan, there is a burning bush that outlines all the fingers, and in the webs of the fingers, there will be dense yews. Layering will be employed. In regard to the slope of the fingers, a grading plan is depicted in Diagram C-6.1. There is a continuous slope down to U.S. 33. The cars will be screened by the three-foot mound as well as a two-foot hedge.
Mr. Reiner noted that at the display fingers, there will be a plant that grows five or six feet tall.
Mr. Parrish stated that is the dwarf burning bush. The trimming would be at the discretion of the owner, as the Code requires only a 24-inch high display screen.
Ms. Husak noted that the Code does not allow for that lower display along freeways. The applicant is assuring only the lower screening that is allowed for vehicle display, which is an internal-oriented display.
Mayor Lecklider inquired if Mr. Reiner is suggesting that this screening is not desirable.
Mr. Reiner responded that, typically, car dealerships prefer a plan that places the cars in a prominent position that is viewable from the road. He was curious because the proposed plant grows 5-6 feet, which will require a rigorous maintenance program, and probably could not be kept at the low height.
Mr. Parrish responded that the dwarf burning bush already exists in the current fingers, and they were trying to continue an existing material.

Mr. Reiner inquired if all the fingers will be wrapped with this shrub.
Mr. Parrish confirmed that they would.

Mrs. Boring stated that Council made a conscious effort years ago to assure that the view from U.S. 33 would not be of auto dealerships, and staff has tried to perpetuate that. What percent of frontage does the Code permit for this use?
Ms. Husak responded that the Code permits 25 percent of the street frontage, excluding freeways. All of the City's vehicular use areas – driveways, parking lots, are required to have a 3-1/2 foot screen. However, the Code permits car dealerships to have a one foot in place of the 3-1/2 foot shrub along their street frontage.

Vice Mayor Salay stated that the applicant has indicated that he wants his display to be more internally oriented, so the visibility from 161/33 is not as important to them.
Ms. Husak that the only area in which they are showing a one-foot screen is in the upper box-like area off Venture Drive. All other areas have, at a minimum, a 3-1/2 foot planting, per Code requirements for all vehicular use areas.

Mayor Lecklider stated that, although he has not been enthusiastic about the finger display, he appreciates the symmetry that they are trying to accomplish and likes the landscaping.

Mr. Keenan stated that in his review of the plan, he did not see anything relevant to pond safety issues. He assumes the pond was designed accordingly, in view of recent experiences.
Ms. Husak responded that a barrier is proposed, which will match the materials of the building.

Mr. Keenan stated that this development will be located very close to the U.S. 33 right-of-way. He assumes this will not impede the City's ability to obtain right-of-way to expand the roadway. Is there sufficient room there to add another lane or two?
Mr. Hammersmith responded that there is sufficient room within the existing limited access right-of-way.
Mr. Keenan asked if such an expansion could damage the pond, causing the City an additional expense.
Mr. Hammersmith responded that it would not, but staff does not anticipate the need for additional right-of-way acquisition.

Mr. Reiner stated that in the actual screened area (not display area), which borders the lake, the landscape element has been switched to an evergreen element.
Mr. Parrish responded that is correct, but it will also be a two-foot screen that will buffer the customer parking area.
Mr. Reiner noted that element will grow to four feet, providing a very good screening element.
Mr. Parrish responded that the intent is to showcase the buildings and the car display plaza with the goal of attracting people to the campus. MAG is a destination.

Vice Mayor Salay inquired the approximate location of the sign in the water.
Mr. Parrish pointed it out.
Vice Mayor Salay inquired if it would be a straight MAG sign with no branding.
Mr. Parrish responded that there would be no branding.
Vice Mayor Salay inquired the height.
Mr. Parrish responded that it will be ten feet from the water level. The existing MAG sign, which is low, will be removed. There will be one MAG dealership sign for the unified campus.

Vice Mayor Salay stated that in one of the buildings in the Post Road campus, there is a lit sign located some distance back from the glass. Because of the size of the sign, and the fact that it is lit, it is prominent. Was that part of the sign package? It was briefly discussed, as reflected in the PZC minutes. Are there plans to relocate that more internal to the building?
Ms. Husak responded that nothing in their plan addresses that. The discussion at PZC concerned the Volvo sign. It is three feet behind the window area, and typically, the City does not regulate a sign at that internal distance. It was not in their final development plan; it is not part of their sign package.
Vice Mayor Salay responded that if it is not required to be part of the sign package, the City does not regulate it.
Ms. Husak confirmed that is correct.

Vice Mayor Salay stated that staff recommends requiring a six-foot mound, yet there is a pond and a 10-foot sign. She appreciates what staff is trying to achieve, but she is unsure how that will work with the remainder of the site. Would a six-foot mound hide the pond? The pond is an attractive element.
Ms. Husak clarified that the six-foot mound would begin where the pond ends and where the car display starts.
Vice Mayor Salay stated that there might be benefit in an undulating, rather than straight, mound. The City has recently moved from very consistent mound restrictions to variations in mound height, and a mound varying from three feet to six feet might be more attractive in this location.
Ms. Husak responded that staff has discussed this with the applicant. She requested Mr. Parrish to respond.
Mr. Parrish responded that there are 60 feet from the right-of-way to the display fingers. They have spread the mound over the area, 30 feet up and 30 feet down,

due to the existing orchard of trees. This will achieve a more consistent blend across the frontage.

Ms. Chinnici-Zuercher stated that her understanding from staff's presentation was that the development text had been cleaned up a few years ago to continue with a three-foot mound.
Ms. Husak responded that the original development text for the MAG site required no screening. Because the original text was not detailed or restrictive, when the Volvo addition with two acres was later added to the site, staff wrote more detailed text to reflect the existing conditions and requirements for the site, but the existing no screening requirement was continued.
Ms. Chinnici-Zuercher inquired the reason that a six-foot mound is requested at this time.
Ms. Husak responded that at the time of the expansion for Volvo, Council indicated that they were not supportive of requiring no screening, but because there was an existing condition that would not be impacted by the Volvo addition, approval was given.

Ms. Chinnici-Zuercher stated that she cannot support staff's recommendation for two reasons. First, the City typically attempts to have consistent landscaping in front of the same business. In addition, based on Mr. Reiner's comments, what the applicant is already recommending will hide the cars. Therefore, what would normally be accomplished with a six-foot mound will be accomplished by the landscaping.

Mayor Lecklider inquired if what she is suggesting is something less than what staff has proposed and the applicant has indicated he is willing to do.
Ms. Chinnici-Zuercher responded that she does not see the benefit of a six-foot mound; it may actually look very odd.
Mr. Keenan stated that he agrees that the lower elevation would be more attractive.
Ms. Chinnici-Zuercher stated that she would support the plan as recommended by the Planning Commission.

Mr. Gerber stated that he would also not support the additional condition for a six-foot mound.
Mayor Lecklider inquired if he would not support greater mounding, but would prefer the cars to be more visible.
Mr. Keenan stated that more pond will be visible, but not more cars
Mr. Gerber responded that he does not believe more cars would be visible, and it is important to have consistent landscaping through that whole area.

Mrs. Boring inquired if the Planning Commission agreed that the mound would be three feet in front of the building, then six feet further down.
Ms. Husak responded that the Commission originally said no mounding would be required, but because the applicant was aware that staff had serious concerns, he suggested a compromise of a three-foot mound beginning at the end of the pond to the approximate point of the yellow line on the diagram, and then a six-foot mound on the undeveloped parcel.

Ms. Chinnici-Zuercher stated that she does not have an objection to a six-foot mound in the area of the undeveloped land.

Mr. Reiner inquired if there is a proposed use for the undeveloped parcel.
Mr. Parrish responded that none is proposed at this time.

Mr. Reiner stated that this plan appears to wrap around in a very conclusive way, which signals to him that the last parcel will be sold and utilized in some other manner.

Mayor Lecklider inquired if Council is in agreement concerning the fourth condition recommended by staff.
Mrs. Boring stated that she believes Council does not support staff's recommendation, which was proposed because of their past experience. Council members support PZC's recommendation, to which the applicant has agreed, for a three-foot mound in front of this building and a six-foot mound in front of the undeveloped parcel.
Vice Mayor clarified that Council members do not support the fourth condition.

Mrs. Asked why the trees are to be placed in a 3/1 pattern versus being scattered?
Ms. Husak responded that the intent was to achieve a more formalized grove design.
Mayor Lecklider inquired when the landscaping would be installed.
Mr. Parrish responded that the project schedule indicates a March 2013 completion, which means the landscaping would be installed in the less desirable planting season of January-February.

Mayor Lecklider stated that there are many tree rows within Dublin, which are required to be preserved. In this instance, he was not pleased to see that tree row removed. He appreciates the business that MAG brings to the community. Unfortunately, this is not the first example of that type of behavior – engaging in a practice prohibited by Code and asking for forgiveness later. Thankfully, he does not see an example of where this could occur again. However, now the City must look at this site without the screening that could have been provided by a tree row. The indication is that will be the condition for approximately two years and he is not pleased with this situation.

Mr. Reiner stated that he also does not support the fourth condition, because there is a landscape redundancy. However, he does appreciate mounding, which is a permanent amenity, regardless of the shrubbery that may be added. He appreciates staff's efforts, and Council is not dissuading staff from those efforts.

Vice Mayor Salay also thanked staff for their efforts concerning the mound and encouraged them to continue to do the same in the future.

There will be a second reading/public hearing on March 12.

[Council recessed briefly at 9:58 p.m., and the meeting resumed at 10:01 pm.]

STAFF COMMENTS
Ms. Grigsby stated that at Council's goal-setting retreat on Friday, there was some discussion regarding the proposed regional economic development agreement. This agreement discussion involves the economic development staff and Mayors/City Managers of neighboring jurisdictions. Considerable progress has been achieved and a level of satisfaction with what has been proposed. She anticipates sharing draft information to Council for consideration at their March 26 regular meeting. If Council is satisfied with the information, legislation will be prepared for introduction at the April 23 Council meeting.

Mayor Lecklider asked for additional information.
Ms. Grigsby responded that this matter relates to the use of economic development agreements. The economic development staff from neighboring jurisdictions have been meeting to discuss this issue, and Mayor/City Manager discussions have occurred

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JANUARY 12, 2012

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

1. MAG Planned District — **6335 Perimeter Loop Road**
Perimeter Center Planned District, Subareas D and J-1 — **5825 Venture Drive**
Midwestern Auto Group PUD – BMW & Mini — **Rezoning/Preliminary Development Plan**
11-049Z/PDP/FDP — **Final Development Plan**

Proposal:	Incorporating approximately 8.73 acres to the Midwestern Auto Group Planned Unit Development District to expand the automobile dealership campus with a 45,000-square-foot building addition for the BMW and Mini franchises. The site is located on the south side of Venture Drive, approximately 750 feet south of the intersection with Perimeter Drive.
Request:	Review and recommendation of approval to City Council of a rezoning with a preliminary development plan and review and approval of a final development plan under the Planned District provisions of Zoning Code Section 153.050.
Applicant:	Tim Galli, Car MAG Park LLC and Brentlinger Real Estate Co. LLC; represented by Ben W. Hale, Jr., Smith and Hale LLC.
Planning Contact:	Claudia D. Husak, AICP Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION #1: To recommend approval to City Council of this rezoning with preliminary development plan because this proposal complies with the rezoning/preliminary development plan criteria, provides the opportunity for the retention of a successful business within the city, and includes a cohesive campus development, with three conditions:

1) That the development text be revised to permit tree replacement off-site on the adjacent parcel to the east;
2) That the text be revised to permit only one dealership identification sign to serve the entire site; and
3) That the text be revised to require interior signs to be located a minimum of three feet away from any windows or exterior walls.

- Brad Parish, Architectural Alliance, on behalf of the applicant, agreed to the conditions.

VOTE: 7 – 0.

RESULT: Approval of this rezoning with preliminary development plan was recommended to City Council.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Todd Zimmerman	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hardt	Yes
Joseph Budde	Yes

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

PLANNING AND ZONING COMMISSION
RECORD OF ACTION
JANUARY 12, 2012

1. MAG Planned District — **6335 Perimeter Loop Road**
Perimeter Center Planned District, Subareas D and J-1 — **5825 Venture Drive**
Midwestern Auto Group PUD – BMW & Mini — **Rezoning/Preliminary Development Plan**
11-049Z/PDP/FDP — **Final Development Plan**

MOTION #2: To approve this final development plan because this proposal complies with the proposed development text and preliminary development plan, the final development plan criteria and existing development in the area with nine conditions:

1) That the plans be revised to eliminate the accent colors proposed on the building elevations;
2) That the applicant provide an accessible path from the BMW/Mini building to the public way and the plans be revised prior to the issuance of a building permit;
3) That the proposed campus identification sign be revised to meet the 15-foot height requirement specified within the development text;
4) That the applicant eliminate either the existing or the proposed dealership identification ground sign along the US 33/SR 161 frontage;
5) That the brand names (BMW and Mini) proposed on the entrance walls leading to the service areas should be eliminated from the proposal;
6) That deciduous trees be incorporated every 80 feet into the 300-foot stretch of proposed vehicular use area along Venture Drive;
7) That the exterior building finish materials be revised to match what is used in Subarea A;
8) That a fountain and aerator be incorporated into the eastern portion of the decorative pond and an aerator be incorporated into the east stormwater management pond to provide sufficient aeration; and
9) That the applicant work with Planning to field-verify the installation of the proposed junipers along the north side of the decorative pond

- Brad Parish, Architecture Alliance, on behalf of the applicant, agreed to the conditions.

VOTE: 7 – 0.

RESULT: This final development plan was approved.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Todd Zimmerman	Yes
Warren Fishman	Yes
Amy Kramb	Yes
John Hard	Yes
Joseph Budde	Yes

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

1. MAG Planned District **6335 Perimeter Loop Road**
Perimeter Center Planned District, Subareas D and J-1 **5825 Venture Drive**
Midwestern Auto Group PUD – BMW & Mini Rezoning/Preliminary Development Plan
11-049Z/PDP/FDP **Final Development Plan**

Chris Amorose Grooms said the following application involves incorporating approximately 8.73 acres to the Midwestern Auto Group Planned Unit Development District to expand the automobile dealership campus with a 45,000-square-foot building addition for the BMW and Mini franchises. She said the site is located on the south side of Venture Drive approximately 750 feet south of the intersection of Perimeter Drive. She said the application also includes a Final Development Plan for all site improvement details. She said the application consists of two components; the Rezoning with a Preliminary Development Plan and a Final Development Plan. She said there will be two motions; the Rezoning Preliminary will go to Council for final decision. She said the Commission has the final authority on the Final Development Plan application.

Claudia Husak said this is a combined application for a Rezoning with a Preliminary Development Plan and a Final Development Plan for the MAG Planned Unit Development (PUD). She said the applicant did provide an informal introduction of this case in October 2011.

Ms. Husak said approximately 24 acres will become the MAG PUD District, we are incorporating the existing MAG campus which is about 15 acres and currently vacant land into a unified planned district for MAG. She said the applicant is removing portions of Subarea D, from Perimeter Center, which is primary an office center, and Subarea J-1, which was created for MAG in 2008 for vehicle storage while constructing the Volvo addition.

Ms. Husak said there will be two subareas; Subarea A remains unchanged, the development text for the subarea is the same one this Board approved in 2009. She said Subarea B, the new area, is the eight acres being removed from Perimeter Center. She said the development text for Subarea B is modeled along the lines of Subarea A. She said a lot of the language, development standards, and regulations are repeated. She said there is an access point on Venture Drive which is being incorporated with this rezoning; the intention is for customers to use the loop road around the site with primary access from Perimeter Loop Road and Venture Drive. She said there are two additional display fingers along the west side of the site to continue the design from the original campus.

Ms. Husak said the retention pond on the east side is included in this proposal; it is designed to manage stormwater for the site to be developed and the land to the east. She said the decorative pond along US 33 is also in this proposal. She said for the existing subarea the applicant did not have to provide screening along US 33 as required in the Zoning Code.

Ms. Husak said staff has advised the applicant to place screening in this area for the new development site. She said in October the Commission was supportive of continuing what exists today and to provide a unified landscape area along the highway. She said the applicant is proposing three foot tall screening where the Code would require a six foot tall screen. She said there is a mound and landscape trees.

Ms. Husak said staff recommends the applicant continue with the screening as required in the Code due to the concerns of City Council. She said the applicant has provided a section drawing to give a preview of the site, the first section looks across the decorative pond toward the BMW portion of the building. She said there are a landscape screen and a drive aisle. She said the second section looks toward the first car display finger and the three-foot mound is included with the orchard like tree arrangement. She said there is a shrub hedge where the display area would start. She said the last section looks across the stormwater management pond toward the northern area.

Ms. Husak said the applicant is proposing a total of 44,000 square feet of building, they are proposing to construct 40,000 square feet and have included a 4,000-square-foot area which would be in the vehicle service area. She said the applicant has revised the floor plan of the building moving both show rooms

closer to the highway. She said BMW is in the western portion of the building and the Mini showroom is in the eastern portion. She said all of the service function is towards the rear of the building; there is a non-retail car wash for customers only, and a truck route which would have vehicle delivery off Venture Drive.

Ms. Husak said the proposal meets the Code in terms of parking setbacks and lot coverage. She said they are including the lower level service drive currently on the premises. She said the modern look is continued with the same material as is on the existing building. She said the applicant includes the brightly colored accents in the Mini showroom which the Commission requested be removed. She said there is a condition to remove the brightly colored accents.

Ms. Husak said the applicant is continuing with the sign details which are in the existing development. She said the applicant is proposing a ten-foot dealership identification sign, which will be incorporated within the pond. She said the applicant currently has a dealership identification sign on their current campus, staff is requesting the text be revised to only allow one of the signs and for the Final Development Plan to be revised to show only one sign.

Ms. Husak said a campus identification sign is also being proposed, those signs do exist on the other entrances to the site and is an appropriate sign to have. She said there is a detail that shows the sign as 15 feet, 4 inches, it is in the Development Text to be 15 feet. She said we are requiring that is revised. She said the applicant is proposing a MAG Mini wall sign on the eastern elevation. She said there will be a BMW sign on the southern elevation. She said both signs have been revised to meet the 15-foot height limitation which is in the Zoning Code.

Ms. Husak said the applicant shows signs on the two ramps into the service area and those signs include the names of the franchises, staff requests those are removed because they are not permitted.

Richard Taylor asked if the signs are going into the service area.

Ms. Husak said a service sign would be permitted; it is the BMW and Mini signs that are not permitted.

Chris Amorose Grooms said she believes the signs already exist; and asked are those not approved signs.

Ms. Husak said they have free standing identification signs near the ramps.

Ms. Husak said Planning is recommending approval of the rezoning with the Preliminary Development Plan with three conditions:

1) That the development text be revised to require property perimeter screening from US 33/ SR 161 as required by the Zoning Code;
2) That the development text be revised to permit tree replacement off-site on the adjacent parcel to the east; and,
3) That only one dealership identification sign be permitted to serve the entire site.

Ms. Husak said for the Final Development Plan, Planning is recommending approval with seven conditions:

1) That the plans be revised to eliminate the accent colors proposed on the building elevations;
2) That the applicant provide an accessible path from the BMW/Mini building to the public way and the plans be revised prior to the issuance of a building permit;
3) That the proposed campus identification sign be revised to meet the 15-foot height requirement specified within the development text;
4) That the applicant eliminate either the existing or the proposed dealership identification ground sign along the US 33/SR 161 frontage;

5) That the brand names (BMW and Mini) proposed on the entrance walls leading to the service areas should be eliminated from the proposal;
6) That deciduous trees be incorporated every 80 feet into the 300-foot stretch of proposed vehicular use area along Venture Drive; and
7) That the plans be revised to show adherence to the Code-required property perimeter screening along US 33/SR 161six-foot wall, planting, mound, hedge or combination thereof plus one tree for every 30 feet.

Ben Hale Jr., 37 West Broad Street, Columbus Ohio, said the applicant has tried to incorporate the comments from the last meeting. He said in earlier drawings there were cars that faced US 33, where the pond is located; those have been removed so there is not a display in the area of the pond. He said the pond is atheistic; parking faces the building for customers.

Brad Parish, Architecture Alliance, 165 North 5th Street, Columbus Ohio, said with the completion of the Volvo and Porsche expansion last year, it is the desire of MAG to relocate the BMW and Mini facility currently on Post Road to this site. He said the wall signs have been lowered to 15 feet, and removed the vehicle display pad. He said the design has been revised to include the overall footprint of the building by combining some of the programs within the building, which is why the Mini showroom is now located on the front of the building along SR 161.

Mr. Parish said we did not see a need to have an additional curb cut along Venture Drive, the elimination allowed customers to be controlled around the loop on-site and create all service traffic on one curb cut along Venture Drive. He said the mounding was reduced on the SR 161 frontage from six feet to three feet. He said the previous recommendation was to continue with what is currently there, which was zero mounding. He said a good compromise would be to propose a three-foot mound along SR 161 and continue the landscape orchard.

Mr. Parish said we agreed to have a six-foot mound on the adjacent property. He said the east side of the pond would start a three-foot mound which would gradually go to six feet at the east property line to Children's Hospital.

Mr. Parish said for the Rezoning and Preliminary Development Plan we would like to keep the three-foot mound as proposed, the development text will be revised to allow the tree replacement on the adjacent parcel to the east. He said the reason we have two subareas for this PUD is there are two different investor groups that invest in both subareas. He said from a tax and vesting standpoint it is best to keep them as separate as possible. He said there is a potential that BMW could be sold to another dealer. He said they would like to keep both signs so MAG has an identity and the adjacent property, if sold, could have its own identity.

Mr. Parish said we agree with all of the conditions for the Final Development Plan except for the one concerning the mound, we would like to keep the mound.

Ms. Amorose Grooms asked if the signs are on the service bays in the other building.

Mr. Parish said they are, the word Service is at the top of the concrete wall, at the top of the ramp there are brand identification signs.

Richard Taylor asked if not having the signs will cause problems.

Mr. Parish said no, they were wanted on the wall to direct the customers.

Ms. Husak said staff is suggesting the signs can be used that are on the exisitng site. She said they are identified in the development text as Brand Identification Signs.

Mr. Parish said that type of sign it is a better solution for us.

John Hardt asked if the BMW being proposed is text or a logo.

Mr. Parish said text. He said it is his understanding the word service and the arrow would remain but the BMW would be removed.

Mr. Hardt asked why not have BMW Service in one line of text.

Mr. Parish said they are not objecting to removing the word BMW.

Amy Kramb said she is in agreement with the mound going from three feet to six feet. She said she agrees with two dealership signs; specify that only one sign can be placed in the pond. Ms. Kramb asked if wall signs can have logos.

Ms. Husak said yes.

Ms. Kramb said in the development text it states the logos may exceed size limits imposed by the City of Dublin.

Ms. Husak said that does not apply to the wall signs.

Ms. Kramb said we already allow them to exceed the logo limit in Subarea A.

Ms. Husak said some of the signs have just the logo. She said the wall logos cannot exceed 20 percent.

Ms. Kramb asked if the logos can have as many colors as necessary.

Ms. Husak said yes.

Ms. Kramb asked if the directional signs have logos.

Ms. Husak said no.

Ms. Kramb said in the proposed development text, page 14, D2, Standard Signs, Interior Signs; should we specify that means not attached to windows. She said this would mean they could attach something to the inside of the window and it can be as large as they want, they can do what they want to the interior of the building.

Ms. Husak said it will be specified it is a certain distance from the window.

Ms. Kramb said anything can be placed on the interior of the window as long as it is a specific distance away from the window.

John Hardt said he is in agreement with the objective of City Council to have screens along SR 161. He said since half the campus has been developed with one type of treatment it does not make sense to change it in the middle of the campus. He said he would like the east and west to have the same treatment.

Mr. Hardt said he does not have a problem with two dealer identification signs, the design should match.

Ms. Husak said the Subarea A text limits the height of the sign to what is existing, we would have to revise the text to allow the signs to match.

Mr. Hardt said it looks like there are a few catch basins dumping into the pond, he was worried the water may stagnate. He asked what the intent was behind the stucco and materials not being the same as the existing building.

Mr. Parish said the intent with the new code of 2009, and making a continuous insulation on the exterior of the building was that EFIS would allow us to do that as opposed to stucco.

Mr. Hardt said Mr. Parish is talking about the Energy Code, in order to meet it one has to put the insulation on the outward side. He said he is not in favor of changing the finish materials on the outside of the building.

Joe Budde said he agrees that the transition of the mounding from three feet to six feet makes sense. He said the two MAG signs should be of similar material and change the smaller one to one of the brands. He said he likes the Mini colors on the front of the building.

Warren Fishman said he is not in favor of the two signs. He said if the ownership does change the applicant should come back to the Commission and apply for two signs. He said if the pond was made larger and made into a retention pond it would solve the flow problem, you said you were going to put a three foot mound behind the pond, it will make for a real dramatic look from the road. He said he would rather stick to the Code and make the mound six feet.

Todd Zimmerman said there has to be something that can be done for the stucco problem. He said he agrees with the conditions staff has. He said the mounding is half of what Code requires. He said if we stay with the conditions we can stay with the Code and we can allow Council to remove conditions.

Richard Taylor said he would prefer to see a single sign along SR 161 because it is a very distinctive building. He said the original intent of the screening in the Code was along the SR 161 along the lines of car dealerships that had large areas of cars sitting closer to the street; it was intended to avoid the parking lot appearance. He said in this case, there is a lot more architectural and decorative design and a lot of landscaping. He said he is inclined to not want to see the mound increase.

Mr. Taylor said by not having the mound it allows the new building to be the signage and stand out. He said he liked the transition to where there is no mound to where the mound begins with a pond and gradually transition up from the three feet to the six feet.

Ms. Amorose Groomes said she agrees with the step increase of the mounding, there are no indications in the drawing of any fixtures in the pond. She said it is going to need to have some water moving. She asked if there was a makeup well to assure the elevation of the pond.

Mr. Parish said yes, there is a well to supply this front pond.

Ms. Amorose Groomes said she would like to see a bubbler on the west side of the pond; on the east end there should be a fountain. She said there needs to be something to help aerate the water to keep it a living system. She said the makeup well is not going to service the pond to the east, there will need to be some sort of aeration in that pond or it will cover with algae.

Ms. Amorose Groomes said the pond is a great amenity along there and for that she is willing to sacrifice some of the mound. She said the intention of the mounds was to hide parking lots and there are not any parking lots here, the cars are tucked behind the building. She said she would like the mound on the blank parcel to be constructed at the time this building is constructed.

Ms. Amorose Groomes said the Staff Report mentions a relocation of trees to the parcel to the east; why relocate the trees to the east, it is only going to cause a problem when the owners of the parcel build.

Ms. Husak said the intent is to provide additional screening to the vehicular use area and accommodate tree replacement.

Ms. Amorose Groomes asked if there are no other trees being relocated. She said it appears the trees are Seagreen Juniper that will be eight feet off the back of the curb, she said that is a great screening hedge. She said it needs to be held far enough off the curb that it can mature without growing over the curb lines.

Ms. Amorose Groomes said she is not in favor of a second sign on the property, if it were to sell; the new owner will need to come back with a sign package. She said she would like to see the buildings look as harmonious as possible and would like to see the stucco continue.

Ms. Amorose Groomes said in terms of the delivery truck turn around, she does not agree with how the truck drivers are expected to turn around in a parking lot full of new cars. She said in the long term the delivery issue needs to be solved.

Ms. Kramb said she does not understand why the drive aisle that runs parallel to Venture Drive was not extended so they can pull in and straight out.

Ms. Amorose Groomes asked if the car wash will serve the entire property.

Ms. Husak said there is an interior car wash in the existing building.

Ms. Amorose Groomes said the stucco issue is outstanding and there is disparity about the mounding.

Ms. Kramb asked if there was a way to connect the drive, but put up a gate that can be opened when the delivery truck arrives.

Mr. Parish said the applicant is in support for adding a *no loading* sign on Venture Drive.

Mr. Fishman said he would rather see pond rather than mound.

Ms. Amorose Groomes said the Commission would like staff to work with the applicant to pursue a resolution to use stucco.

Ms. Husak said it sounds like we can move forward with the Rezoning, the material they are proposing is a Final Development Plan detail. She said the applicant is on a tight timeframe and needs to be reviewed by Council.

Mr. Hardt said the resolution of the stucco issue is a technical issue about how the wall is constructed.

Mr. Parish said the applicant is okay with using stucco.

Mr. Hale said we would like to keep the sign in the pond and would like it to be fifteen feet. He said we would like to come back as an Amended Final Development Plan to add another sign.

Mr. Parish said we would like to increase the sign to fifteen feet.

Mr. Zimmerman said fifteen feet of sign is way too much in a pond.

Mr. Parish said along SR 161 for the duration of the pond there is a three-foot safety barrier will be installed which covers part of the sign.

Ms. Amorose Groomes said there is support for a ten-foot sign.

Ms. Amorose Groomes said that the first motion is with respect to the Rezoning with the Preliminary Development Plan and there are three revised conditions.

Motion and Vote – Rezoning with Preliminary Development Plan
Mr. Taylor made a motion to recommend approval to City Council of this rezoning with preliminary development plan because this proposal complies with the rezoning/preliminary development plan criteria, provides the opportunity for the retention of a successful business within the city, and includes a cohesive campus development, with three conditions:

1) That the development text be revised to permit tree replacement off-site on the adjacent parcel to the east;
2) That the text be revised to permit only one dealership identification sign to serve the entire site; and
3) That the text be revised to require interior signs to be located a minimum of three feet away from any windows or exterior walls.

Mr. Parish agreed to the conditions.

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

Ms. Amorose Groomes said that the second motion is with respect to the Final Development Plan and there are nine revised conditions there were seven in the Planning Report and they have been amended.

Mr. Parish agreed to the conditions.

Motion and Vote – Final Development Plan
Mr. Taylor made a motion, seconded by Mr. Zimmerman, to approve the Final Development Plan because this proposal complies with the proposed development text and criteria and existing development in the area with nine conditions:

1) That the plans be revised to eliminate the accent colors proposed on the building elevations;
2) That the applicant provide an accessible path from the BMW/Mini building to the public way and the plans be revised prior to the issuance of a building permit;
3) That the proposed campus identification sign be revised to meet the 15-foot height requirement specified within the development text;
4) That the applicant eliminate either the existing or the proposed dealership identification ground sign along the US 33/SR 161 frontage;
5) That the brand names (BMW and Mini) proposed on the entrance walls leading to the service areas should be eliminated from the proposal;
6) That deciduous trees be incorporated every 80 feet into the 300-foot stretch of proposed vehicular use area along Venture Drive;
7) That the exterior building finish materials be revised to match what is used in Subarea A;
8) That a fountain and aerator be incorporated into the eastern portion of the decorative pond and an aerator be incorporated into the east stormwater management pond to provide sufficient aeration; and
9) That the applicant work with Planning to field-verify the installation of the proposed junipers along the north side of the decorative pond

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

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF DISCUSSION

OCTOBER 6, 2011

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

1. Perimeter Center Planned District, Subareas D and J-1 — **MAG BMW & Mini**
Venture Drive

11-049Z/PDP — **Rezoning with Preliminary Development Plan**
Final Development Plan

Proposal:	To incorporate an additional 8.7 acres into the Midwestern Auto Group dealership campus to be developed with an approximately 46,310-square-foot automobile dealership for BMW and Mini as part of an expansion of the Midwestern Auto Group campus. The site is located on the south side of Venture Drive, approximately 750 feet south of the intersection with Perimeter Drive.
Request:	Informal review and feedback of a future rezoning with preliminary development plan and final development plan application.
Applicant:	MAG, Tim Galli; represented by Ben W. Hale, Jr., Smith and Hale LLC.
Planning Contact:	Claudia D. Husak, AICP Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission informally reviewed a proposal to incorporate an additional 8.7 acres into the Midwestern Auto Group dealership campus to be developed with an approximately 46,000-square-foot automobile dealership for BMW and Mini as part of an expansion of the Midwestern Auto Group campus. The site is located on the south side of Venture Drive, approximately 750 feet south of the intersection with Perimeter Drive. The Commissioners agreed that the proposed expansion of the MAG campus was appropriate, but that any remaining land along US 33 should not be consider for car dealerships. While the Commission complemented the applicant on the proposed architecture, they also suggested eliminating the bright colored accents from the elevations. The Commission was supportive of the proposed site design, requested that wall signs adhere to the 15-foot height limit and suggested that loading areas be highlighted when the case comes back. A majority of the Commission wanted to see a continuation of the decreased screening from the highway as is in place for the existing dealership.

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

1. Perimeter Center Planned District, Subareas D and J-1 - MAG BMW & Mini
Venture Drive
11-049Z/PDP **Rezoning with Preliminary Development Plan**
Final Development Plan

Chris Amorose Groomes introduced this request for an informal review and feedback regarding a future rezoning with preliminary development plan and final development plan to incorporate an additional 8.7 acres into the Midwestern Auto Dealership (MAG) campus to be developed with a approximately 46,310 square foot dealership as part of an expansion of the campus located on the south side of Venture Drive approximately 750 feet south of the intersection with Perimeter Drive. She said that no vote will be taken and no final decision will be made. She explained that the applicant was looking for feedback and input and the Commission typically limits informal discussions to 30 minutes.

Claudia Husak said that the applicant had submitted a rezoning with preliminary development application and a simultaneous final development plan application so when this comes before the Commission next, they will be reviewing all the details of the development. She said a main reason for the application being submitted simultaneously is that the applicant has a lease for their facility on Post Road that is expiring, so they need to move forward fast to leave the site and find another location. She explained that Planning has requested the applicant rezone the whole MAG site into one PUD that would be the overall encompassing MAG Dealership campus, mainly for administrative reasons.

Ms. Husak presented the subarea map submitted by the applicant which showed Subarea A which includes everything approved in 2010 as part of the Volvo expansion that required a rezoning. She said Subarea B was the portion being discussed. She said the applicant has worked with Planning to create a development text that really models the development standards based on what already exists and what has worked in the past. Ms. Husak said explained that the remaining parcel, owned by the applicant and ,coated east of the proposal will continue to be located in Perimeter Center, a very large planned district, and is slated for offices. Ms. Husak said Planning had conversations with the applicant explaining that Planning is looking for an end here to the car dealerships meaning that the remaining site should stay in Perimeter Center, Subarea D, and should develop with office or institutional uses in the future, and that the proposed site while not necessarily meeting the Community Plan for commercial developments since it is calling for office, is the most logical expansion site for the MAG dealership.

Ms. Husak said the applicant is proposing a 46,000-square-foot car dealership for the BMW and Mini car franchises. She said they are proposing to have the building oriented in both directions so that the BMW dealership is to the south, located toward US 33 with the Mini showroom located and oriented toward Venture Drive. She said a car wash is proposed for customers and vehicle display areas are proposed throughout the site. Ms. Husak said a large parking area for customer and employees is also proposed. She said a consolidated stormwater management facility is proposed mainly on the adjacent parcel which is intended to accommodate stormwater for this development, what Volvo has temporarily stored and for any development proposed on the east. She said the site design includes a decorative pond without any stormwater management function. She said there is a required six-foot tall screening mound or combination mound/hedge with landscape and the applicant has lowered the area where the pond is located and not done landscaping and mounding all the way across the highway. Ms. Husak said the proposed car display located behind the pond would not be permitted by Code, and the applicant is requesting feedback if the Commission would be supportive of that. She said they would have to specifically allow it in their development text.

Ms. Husak said that City Council in the past has had a lot of concerns about cars being visible from US 33 in this particular area and Subarea A was in the past permitted to not have their six-foot tall screening from the highway. She said that Planning discussed with the applicant that they could not be supportive of it. Ms. Husak said that the applicant has included a six-foot tall mound with trees as required by Code and there are sections that they have submitted as part of their application packet that also show that

there is screening along the areas of car displays. She said that the applicant understands and agrees to not having any car display visible from the highway. Ms. Husak said that Planning would like the applicant to extend their mound which they have indicated to some extent and the landscaping on the adjacent parcel to help with the screening of this particular area when traveling the highway.

Ms. Husak said the applicant is also proposing to continue the sign allowances from Subarea A, having wall signs here which are not in Subarea A. She said they also propose a MAG dealership ground sign to be located in the pond and entry feature-like signs and large directional signs.

Ms. Husak said architecturally, the building is approximately 30 feet tall, and the glass BMW showroom is visible from US 33. She said on the Venture Drive elevation with Mini, there are higher portions of the buildings on both sides that show vehicles being displayed in those areas. She said the materials are proposed to be the same as are on the existing MAG building. She said the service areas are lowered typically to what is currently going on where is sort of a basement level service drive that can be accessed going down.

Ms. Husak said that the wall signs proposed, particularly the BMW one, exceeds the Code required 15-foot height. She said that Subarea A has sign allowances at 25 feet tall, and the applicant is proposing to continue that, so Commission feedback is requested on that thought. Ms. Husak said as in the Bridge Street Code, logos are exempted from adhering from the three-color requirement.

Ms. Husak said six discussion points were listed in the Planning Report and they were interested in hearing any other Commission concerns.
Ben Hale, Jr., 37 West Broad Street, the attorney representing the applicant, said that it was clear that they had to move because the current location does not meet BMW standards, and BMW has told them they have to build a new facility. He said their building lease expires in a little over a year. He said the owner prefers to have the dealerships where they are where he can control them from a business view.

John Oney, Architectural Alliance, said they were complete with the Volvo and executive office corporate expansions, and they were ready to bring on BMW and Mini back to the main campus.

Brad Parish, Architectural Alliance, regarding the window of display and the pond on US 33, he said it was at their intention to use the 25 percent display window along that frontage.

Ms. Husak clarified that Code does not allow this display window along highways. She explained that if the Commission was supportive, they were writing the development text so that it could be included as part of the development text, but it would not strictly meet the Code.

Mr. Parish offered to answer any questions.

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

Joe Budde said from an informal review standpoint, he thought it looked wonderful and he liked the design. He said regarding the signs, the perspective of the size of the glass wall that it is on looks okay to him. He said he liked the look of what was presented. He said he was not concerned about any of the details.

Warren Fishman confirmed that this was going to be as big as the campus was going to get forever.

Mr. Parish said that Mr. Brentlinger does not own any other brands that would go any further here. He said this completes the site and they are done with auto sales in this area.

Mr. Fishman asked if there was a way that the City could control that. He said that the zoning is expanded and there is still land left.

Ms. Husak said that land is in a different zoning classification as is the land that is being discussed. She said what is being proposed does not meet the Community Plan currently, and they are asking for approval of it anyway. She explained that it would be the same situation for the other property.

Mr. Hardt said if they wanted to come back and put an auto dealership on the remaining developed land, they would have to come to the Commission and the applicant is aware that Planning would not be supportive of such a request.

Richard Taylor recalled looking at this site previously and discussing the possibility of BMW being on this site. He said it was clearly stated that was the end of it. He said it was recorded in the meeting minutes.

Mr. Parish said the way they are setting up the design with the fingers, there is not a way to cross past the fingers, with just the whole loop of it. He said they were creating a circle, and it was done.

Mr. Fishman said he had no problem with the architecture.

Todd Zimmerman said the pond car display area just not work and he was not comfortable with it. He said he agreed with Planning's recommendation for the perimeter screening and the vehicle use and display. He said he could go with the signage changing and giving the leeway as is on the other subarea because he knew it would stop. Mr. Zimmerman said the building was a very modern-looking step down design with the same look as the other side of the building, which was fine. He said he was glad to see the carwash and hoped that it stayed in the project.

Amy Kramb asked if the signs are to be a maximum height of 18 feet,

Ms. Husak clarified that it was to be at 18 feet on the building, to the top of the sign. She said that it is a variance of three feet from the Code.

Ms. Kramb said the architecture was fine, but the red, green, and yellow colors around the doors are bazaar.

Mr. Parish explained that the primary door colors were mandated by Mini and it has been carried through this design.

Ms. Kramb said the yellow was just a random set of windows that look strange or odd. She said she was not strongly adamant about having as much mounding as is being required. She said she was okay as it was presented, but she did not think they needed to do the extreme that was being asked, but she did not know if there would be support for that.

Ms. Amorose Groomes said similar was IGS with their pond.

John Hardt said he agreed that this use was appropriate for the site and he agreed with Planning's comment that the eastern property line was about as far as he would like to see it go. He said that whether or not he agreed with the original decision to allow the existing MAG dealership to not screen the parking lots is irrelevant because it was approved and existed. He said he did not see the logic in changing the landscape treatment in the middle of a campus, especially when they are working hard to make the campus a cohesive whole. He said he agreed, long term, they probably wanted to move away from it, but when there is a site that is already half developed, changing in the middle of the stream does not make any sense. He said he would have no trouble in this instance because of the existing development from deviating from the perimeter screening requirements here but thought mounding

should be required on the office site. He noted the decorative pond being proposed does not serve a stormwater function and he wanted to make sure in spite of that, that it did have inflow and outflow in the final design so that it does not become stagnant.

Mr. Hardt said in terms of architecture, he thought the buildings are very consistent with the existing buildings and he liked them and thought they were pretty good. He suggested when this application is seen again, he would like to see the renderings shown extended a little to the west so that the height of this building and the context of the building recently completed next door could be seen. Mr. Hardt said he was okay with the step down described and he understood that this was not going to be the exact same scale, but he could tell that it was not too big or small. Mr. Hardt said regarding the colors, he did not love them. He said the MAG campus was originally part of the Perimeter PUD which was populated dominantly by brick and stone traditional buildings, and obviously the MAG campus has been a great deal of latitude in their architecture with outstanding results. He said they had done an excellent job of creating some stellar, striking architecture without having to resort to tricks such as outlining pieces of the building in bright primary colors. He encouraged the applicants to go back with Mini and discuss that. He said he was sure that Mini did not contemplate being a part of a larger campus where an architectural language has been established. Mr. Hardt said the existing development text established 15 feet as the maximum height for the signage and the Commission has held fast to that in the past.

Ms. Husak corrected Mr. Hardt and said the existing text allowed a 25-foot maximum height for wall signs. She said the reason was that the Land Rover building has an existing wall sign that is taller than 15 feet.

Mr. Hardt asked was when that was approved as a PUD.

Ms. Husak said in 1998, when they originally came on board with the MAG development.

Mr. Hardt asked if that was specifically approved for the Land Rover sign, or is it approved for the entire campus.

Ms. Husak said it was not that specific. She explained that there is language in the text that says wall signs cannot exceed 25 feet.

Mr. Parish said he thought the text language also said that it is one per development, but that is Subarea A, versus Subarea B.

Ms. Husak said she thought it was most likely that it was put in for Land Rover, but it was not that specific.

Mr. Hardt amended his previous comment. He said whatever the text says today, he was inclined to stick with and he was not inclined to want to deviate from that for this building.

Mr. Taylor dittoed Mr. Hardt's comments about the architecture. He said he had no problem with varying from the screening requirement along the road. He said he liked the pond, but he was uncomfortable with using it for the car display in front. He said he was okay with the break in the mounding and the trees, and the pond, but he was not sure he was okay with the cars out there. Mr. Taylor recalled that the Commission had talked about the 15-foot sign height in the Code on many different occasions on many different buildings. He said he understood that there is an existing text requirement that deals with this. He said when the Commission has varied from that, it has been in cases where there was a new building and there was perhaps an error or whatever, but that has been pretty rare. Mr. Taylor said on this building, unless the height is necessary to have that sign there, he did not see anything on the building itself that requires the sign to be at that height.

Ms. Kramb preferred that signs adhere to the 15-foot limit since they are writing a new text.

Mr. Hardt pointed out that currently there is a parcel line between Subarea A and Subarea B and he assumed that as text is developed that will be combined or there will be something in the text regarding setbacks to make sure they deal with that.

Ms. Amorose Groomes said she appreciated the architecture. She was not necessarily opposed to the pond being there, but she did not feel like it was a good place to display cars. She said they had been given some relief to see into the 'window' as it were to come through there and they will have cars on the other side of that drive aisle which she believed was sufficient. She said she would like to see the wall sign to come down to within Code or maybe explore possibly a ground sign near the pond that could really look sharp and draw attention.

Ms. Amorose Groomes said she agreed with Mr. Hardt's comment about the mounding. She said she was in favor of screening and mounding, however to switch gears in the middle of a project might look a little funny, so she would be inclined to give a little leeway as far as that goes. She said where the pond area starts up, they need to go ahead and get that mounding in even though they do not have plans to develop that land at present. She said she would like to see the mounding go in and see the landscaping go in for the balance of the property that they own so that there will be no question when the next person comes in where the mound starts.

Ms. Amorose Groomes said she was delighted that the carwash did not go where it was proposed last time. She said when they come back she would like to see the functionality of this facility and where the cars will be unloaded and so forth. She said she drove through this property yesterday and talked with a salesperson who pointed out that the lot was crowded. She wanted to ensure that there was enough area to unload the delivery trucks without having to be on Venture Drive and there is enough navigatable space to do what they need to do to be successful at this property.

Mr. Parish referred to Ms. Husak's comment about the architecture being two-sided. He said they were trying not to attempt to have a back of a house, but there are some functions such as delivery. He said between the two buildings would be an area where they could unload the vehicles.

Ms. Amorose Groomes said right now, they had options, and if they choose not to exercise them, that was certainly their right, but it is not going to be the Commission's job to solve their problem when they are running out of space to park cars in the future. She asked that be on the Record. She reiterated that when they come back, they need to show where they are going to unload the new cars and convince the Commission that is going to work.

Mr. Zimmerman requested a straw poll could be taken regarding the landscaping issue so that Planning knows exactly which way the Commission is going to go. He said his thought was to stay with the Planning Report and have the mounding.

Mr. Fishman said he agreed to the mounding because it was not as if you would not be able to see the site. He said he thought they should maintain the Code.

Mr. Budde said he agreed with Mr. Taylor and Mr. Hardt that if the existing mounding is set in a certain way, he would like to see that followed through on this development.

Ms. Kramb said she thought the mounding should begin at the stormwater pond and extend east. She said the landscaping should be the same as the parcel to the west.

Mr. Budde said that the sign in the decorative pond was hard to read on the plan.

Mr. Parish said the sign would just have the MAG letters. He said currently on Subarea A there are green MAG letters, and they would like to put that this time in the aerated pond for a display feature. He said the sign would not say BMW or Mini. He said the text will be written to include a dealer identification sign on the pond.

Mr. Hardt said he liked it.

Ms. Amorose Groomes asked if there were any other questions.

Mr. Parish said no, and thanked the Commission for their input.

design for this project, which is now more than 95 percent complete. Dublin will be reimbursed for those costs, as outlined in the agreement. Staff recommends approval.

Vice Mayor Salay asked why the City of Columbus has requested this change.
Mr. Hammersmith responded that he believes, based on their meeting, the Columbus Legal staff now has more capacity to take on this work; previously, they did not have that capacity.

Mrs. Boring inquired about the maximum amount. The memo indicates $650,000, but the redlined version indicates $350,000.
Mr. Hammersmith responded that $650,000 was the original amount for both the design and a share of the acquisition costs. That number has not changed; however, the expectation now is that the actual cost will not exceed $350,000.
Mrs. Boring inquired if it would be possible to ensure that the acquisition occurs within the seven month timeframe indicated.
Mr. Hammersmith responded that the driving force will be the Ohio Public Works Commission Grant, and the fact that the grant requires that construction be initiated in March 2011. The City of Columbus has made a commitment to complete the acquisition within seven months; therefore, a timeframe of the "end of the year" has been designated for completion of acquisition.

Mr. Keenan referred to paragraph two of page one of staff's memo, which indicates: "As a result of this change in direction by the City of Columbus, several sections of the Agreement required modification to remove any and all references to Dublin leading all property acquisition for this project." If Dublin led the property acquisition in the original contract and then went to court in an eminent domain action, would this be Dublin's case to handle?
Ms. Readler responded that Dublin was going to lead and would therefore have been reimbursed.
Mr. Keenan inquired whether, in this case, each respective party would be responsible for eminent domain actions resulting from property takes within its own jurisdiction.
Ms. Readler confirmed that is correct.
Mr. Keenan asked if each party would have the right to initiate a "quick take" and proceed with the project.
Ms. Readler responded affirmatively.

Ms. Chinnici-Zuercher stated that the dates are critical. The Ohio Public Works Commission grant may help ensure the project stays on schedule. She assumes that Dublin and Columbus will have regular meetings to communicate the status of land acquisitions in their respective jurisdictions.
Mr. Hammersmith responded that there will be regular meetings, which will be an incentive to stay "on task."

Vote on Resolution 13-10(Amended): Mr. Reiner, yes; Mr. Keenan, yes; Mrs. Boring, yes; Ms. Chinnici-Zuercher, yes; Vice Mayor Salay, yes; Mr. Gerber, yes; Mayor Lecklider, yes.

SECOND READING/PUBLIC HEARING - ORDINANCES

Ordinance 07-10

Rezoning Approximately 15.69 Acres Located on the Southeast Corner of the Intersection of Perimeter Drive and Perimeter Loop Road within Perimeter Center from PCD, Planned Commerce District (Subareas J and D) and PUD, Planned Unit Development District (Subarea J-1) to PUD, Planned Unit Development District. (MAG, Midwestern Auto Group, Volvo Expansion – Case 09-108Z/PDP)

Ms. Husak reviewed the major points of the application, which will provide improvements to the site for a substantial building addition to MAG (Midwestern Auto Group) to accommodate the Volvo expansion. The building expansion will be 46,000 square feet. To the north of the building expansion will be a carwash exterior to the site. With this expansion, an "end piece" will be added to the campus, finishing off the building with the same architectural materials and elements as that of the existing building.

The Planning and Zoning Commission recommended approval on January 21, 2010 with eight conditions.

At the first reading, Council raised questions about the landscaping. MAG is well-known for its vehicle displays arranged within finger-like pavement areas. As the memo indicates, the City's landscape inspector completed an inspection when this application was filed in November 2009. The development as it exists meets the originally approved plan from the late 1990s with the display areas being landscaped up to one foot, as permitted by Code. The only exception that was made as per the approved development plan is the extent or length of the display area, which is 40 percent of the site. Dublin's Code permits 25 percent display on a site. This 40 percent was included in the original development plan approved in the late 1990s.

Staff recommends approval of Ordinance 07-10 at this time. The applicant is present to respond to questions.

Mayor Lecklider stated that the updated staff report includes an additional condition recommended, based upon Council's comments at the last meeting. The additional condition mentioned is that the applicant restripe the display areas in accordance with the approved site plan and display vehicles only in designated spaces.
Ms. Husak responded that staff believed this was an issue when they made a site visit, but the condition should not have been included. The issue resulted from the snow cover of the lot on the date of the site visit. Further investigation has confirmed that vehicles are parked and displayed appropriately.

Mr. Gerber clarified for the record that this additional condition was not in response to any comments of Council. Council discussed landscaping issues, not parking issues, at the last meeting.

Ms. Chinnici-Zuercher stated that there was extensive discussion about whether the City's expectations for the original landscaping of the display areas had been met. At the last meeting, there was disagreement between staff and Council about that issue. Staff indicates that the applicant had met the minimum requirement, but Council's issue is that was not the intent with the original approval. Mrs. Boring argues that the text demonstrates that there was an expectation that was different than the landscaping that has been provided.

Mrs. Boring noted that is reflected on page 7 of the April 10, 1997 minutes, in the architect's comments. "The parking lot at its lowest point is at a 911-foot elevation. The fingers have landscaping to break up large masses of parking, and they are elevated toward the highest points at the tips.....three foot landscaping will screen most of the cars." The intent was clearly reflected in the minutes.
Ms. Husak responded that what the landscape plan depicted is also shown on the current plan. Staff asked the applicant to take a thorough inventory of the landscaping that exists on the site and reflect that on this site plan. It is depicted on "Overall Landscape Plan – sheet OP-1."
Mrs. Boring stated that this page reflects the current landscape as it exists.
Ms. Husak responded that is, however, exactly as it was in the 1997 landscape plan. At the very tip of it is the car display landscaping, which is allowed to be one-foot in height. When that curves around, it meets with shrubbery of 3-1/2 feet in height that would be required for the vehicular use area screening. It is only the tip of each of the rounded "finger" display areas that has the relief of one-foot in height plant material.
Mrs. Boring inquired if three-foot plant material currently exists on the sides; it has not previously.
Ms. Husak confirmed that it currently exists on the site.

Mr. Reiner stated that at the last meeting, staff indicated that the applicant had met the landscape specifications.
Ms. Husak responded that they have done so, and that is reflected in their development text, as well.
Mr. Reiner responded that it is then a moot issue.
Ms. Husak responded that staff's assumption is that what was discussed in the meeting in 1997 reflected the speaker's assumption. The speaker's assumption was different than what was in their plan, which was approved at that time. What exists on the site today does meet their plan requirements.

Mrs. Boring referred to page 9 of the 1997 minutes, in the discussion about 25 percent road frontage, which the City requires for all car dealers. She cannot find that portion of the text in the Perimeter Center development text that is crossed out.
Ms. Husak responded that is the issue with the way the text was written and the reason staff asked the applicant not to continue with that text. The text was written to state, "landscaping to Code, unless otherwise approved by the Final Development Plan." This landscaping and the relief on the landscaping, 40 percent of their frontage, is something that was in their Plan, but not their text.
Mrs. Boring stated that she has been told many times previously that the text overrides the Plan.
Ms. Husak stated that the 1997 approved text states "unless approved on the Plan," so the text provides for that.
Mrs. Boring inquired the location of the language concerning the relief in the display areas. Her concern is that other car dealers will now ask for 40 percent, for instance, along Sawmill Road. How will that appear compared to the Code requirement for 25 percent?
Ms. Husak responded that the method for the car dealerships on Sawmill Road to obtain permission to do so is by securing a variance from the Board of Zoning Appeals, since they are all in a standard zoning district. In part two of the packet, which begins with the Perimeter Center development text, page 64 is to be deleted from the existing MAG text. The top of that page reads, "All landscaping shall be according to the Dublin Landscape Code unless a deviation is specifically approved as part of the Final Development Plan."
Mrs. Boring asked if staff is indicating that when road frontage is used for vehicle display, it is the same as landscaping plans?
Ms. Husak responded affirmatively.
Mrs. Boring stated that the text does not mention landscaping. It indicates that 25 percent frontage of the road will be used for automobile display. She does not accept that as a landscaping plan.
Ms. Husak responded that the relief in the Zoning Code for the 25 percent is in the Landscape Code, and the relief is landscaping.
Mrs. Boring stated that she cannot equate this to landscaping.

Aaron Underhill, Smith & Hall, 37 W. Broad Street, representing the applicant, stated that architects John Oney and Brad Perish, and Tim Galli, MAG, are present to respond to questions.

Mrs. Boring stated that she would like to clarify her concerns. The development plan is great in terms of the building expansion and add-on. However, the City has had issues with vehicle displays over many years. Staff indicates any variance from the Code must be approved by BZA, and that is the concern. When the City grants one car dealership relief, it is very difficult not to grant another car dealership the same opportunity to display his merchandise. It is a sense of fairness, and if she were serving on BZA, she would be compelled to grant a variance on that basis. Therefore, unless the percentage is revised to 25 percent – the intent of the original plan – she will not be able to support this rezoning. Approving this would have a future negative impact on the SR 161/Sawmill Road corridor.

Mayor Lecklider indicated that Council is prepared to vote at this time.
Mr. Gerber raised a point of order. Is it staff's recommendation to add a ninth condition as outlined in the staff report?
Ms. Husak responded that is an error; that language should not have been included in the memo. There are only eight conditions – those appended by the Planning & Zoning Commission, which are recommended to Council for this rezoning.

Vote on the Ordinance: Vice Mayor Salay, yes; Mayor Lecklider, yes; Mr. Reiner, yes; Mr. Keenan, yes; Ms. Chinnici-Zuercher, yes; Mrs. Boring, no; Mr. Gerber, yes.

Ordinance 08-10
Rezoning Approximately 0.67 Acres Located on the Northeast Corner of the Intersection of North High Street and North Street within Historic Dublin from CB, Central Business District to HB, Historic Business District. (Oscar's – Case 08-109Z)
Mayor Lecklider stated that staff's memo indicates a request to postpone this hearing.
Ms. Readler stated that Legal staff is working on the issue of valet parking raised by Council at the first reading. They are continuing to work on a solution with the applicant.

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are also legal costs associated with obtaining easement dedications. Are these legal costs part of the City's regular services within the legal contract, or are they in addition to that?
Ms. Grigsby responded that those costs are outside the regular services, but they have been charged to the Pizutti TIF district that was established for the improvements. The costs were approximately $9,000.

Mayor Lecklider inquired if letters were sent to the property owners on behalf of Council thanking them for their contributions.
Ms. Grigsby responded that letters were sent to the property owners.

Mayor Lecklider invited public testimony.
Mr. Maurer referred to staff's memo, page two, paragraph three, lines three to five, which state: "provide funding authority for costs associated with the Dublin Road sanitary sewer lining project from just north of Historic Dublin to Bellaire Avenue." Is there an existing sanitary sewer line running between those two points, and could he or anyone living along that roadway tap into the sewer line?
Ms. Grigsby responded that there is, but it is an interceptor, which is a 36-inch line that collects from the other main sanitary sewer lines.

Mr. Reiner moved to dispense with the public hearing.
Mr. Gerber seconded the motion.
Vote on the motion: Mayor Lecklider, yes; Mrs. Boring, yes; Vice Mayor Salay, yes; Mr. Reiner, yes; Mr. Gerber, yes; Mr. Keenan, yes; Mrs. Chinnici-Zuercher, yes.
Vote on the Ordinance: Mr. Keenan, yes; Mrs. Chinnici-Zuercher, yes; Mr. Gerber, yes; Mr. Reiner, yes; Mayor Lecklider, yes; Mrs. Boring, yes; Vice Mayor Salay, yes.

Ordinance 07-10
Rezoning Approximately 15.69 Acres Located on the Southeast Corner of the Intersection of Perimeter Drive and Perimeter Loop Road within Perimeter Center from PCD, Planned Commerce District (Subareas J and D) and PUD, Planned Unit Development District (Subarea J-1) to PUD, Planned Unit Development District (MAG, Midwestern Auto Group, Volvo Expansion – Case 09-108Z/PDP).

Vice Mayor Salay introduced the ordinance.
Ms. Husak stated that this ordinance is a request for review and approval of a rezoning/preliminary development plan for 15.69 acres from PCD, Planned Commerce District (Perimeter Center, Subareas J and D) and PUD, Planned Unit Development District (Perimeter Center, Subarea J-1) to PUD (Midwestern Auto Group Campus) for the purpose of expanding the site to accommodate a building addition and associated site improvements. The Planning and Zoning Commission reviewed this request and also a final development plan at the January 21, 2010 meeting. The Perimeter Center Planned Commerce District was originally approved in 1988, encompassing land between Avery-Muirfield Drive and Emerald Parkway, divided into subareas A through M. Permitted uses include commercial, industrial, residential, and office. A 14-acre Subarea J of the Perimeter Center plan was created in 1998 to allow MAG to develop. This rezoning proposes to include some land on the east side of Perimeter C with Subarea J and create a new PUD for MAG. That PUD would no longer be in the Perimeter Center PUD, but would be its own free-standing PUD. The area for redevelopment is in the southeast corner of the site. There is a 60,000 plus square foot building located on the site, which houses many different car franchises and the administrative offices. There is a smaller building to the north, which houses the Land Rover franchise. The display area, customer parking and a retention pond are also on the site. The site is fully developed with mature landscaping and screening for the loading and vehicular areas. The rezoning proposes to add a building of 46,000 square feet. It will include a four-story expansion, which will continue the design that distinguishes the MAG campus – the pods that protrude from the front of the building. The expansion of MAG's campus is necessary due to its recent acquisition of the Linworth Volvo dealership. The rectangular parcel includes two buildings with several automotive franchise showrooms, sales offices, service bays, and all the MAG administrative office functions. It will also include a suite for the MAG owner. The expansion will also include a 2,000 square feet, free-standing carwash just north of the building, adjacent to Venture Drive. The Planning and Zoning Commission requests that the text clarify that the carwash is not intended for public use, and the applicant ha

made that clarification. The development text and a development plan already exist. Many of the deviations from Code were not included in the development text but were approved as part of the development plan. In working with the applicant throughout this process, staff has requested that they make their development text more consistent with the current practice of listing all site details listed and described within the text, even though the details are listed on the final development plan. The Planning Commission recommends approval of the rezoning and preliminary plan with the eight conditions as noted on the January 21, 2010 Record of Actions. Conditions #3 through #8 have already been met by the developer.

Ben Hale, Jr., Smith & Hale, 37 W. Broad Street representative for the applicant, Brentlinger Real Estate, noted that the proposed building is very striking, and the architect, John Oney, is present to comment on the architecture. The original rezoning had a height limit, and this building does not exceed that limit. The development text contains a lengthy description of the signage. It actually describes the existing signage package for MAG, which is very tasteful; the new signage will be consistent with the existing.

John Oney, Architectural Alliance stated that in 1998, Mark Brentlinger took a "leap of faith" and created the innovative, award-winning MAG campus. Now, in difficult economic times, he is again investing in the continued growth and success of MAG, creating new jobs and income for the City. This expansion will result in 16 high quality, luxury automotive brands that will accommodate a large number of Dublin residents. Architectural Alliance was not the original architect of the MAG campus, who created a design that has stood the test of time. Mr. Brentlinger was involved significantly in that design as he has been with the design of this expansion. He required that this design remain loyal to the architecture of the existing building and campus and continue its spirit. This design meets that criteria and provides a new center, a focal point, for the MAG campus as can be seen from the 3D PowerPoint presentation [presentation shown].

Mr. Keenan requested clarification regarding the fourth story of the building.
Mr. Hale responded that the fourth story will actually be one unit – the owner's suite.
Mr. Keenan inquired if that unit is also within the height limitations.
Mr. Oney responded affirmatively. The height limits are 65 feet. This addition is 47 feet, 10 inches at its highest point.
Ms. Husak noted that the service area is actually below grade.

Ms. Chinnici-Zuercher inquired if the road is to be moved to the east.
Mr. Hale responded that it would be moved slightly to the east to accommodate the dealership. It will also replace the view of a blank wall with a more interesting view.

Mrs. Boring stated that there has been past controversy regarding the landscaping of the individual "fingers." How will those concerns be addressed with the new plan?
Ms. Husak responded that she believes the controversy was whether the landscaping around the "fingers" was installed and maintained at the height shown on the development plan. Staff inspections confirmed that it was. There will be no changes; the "pods" will be maintained as they are with the existing landscaping.
Mrs. Boring responded that she believes the height of the landscaping is too low.
Ms. Husak responded that it may be too low based on the Code requirements, but it meets the approved development plans.

Mrs. Chinnici-Zuercher stated that several of the current Council members were on the Planning & Zoning Commission at the time the development plan was approved, and what exists on the site now does not appear the way it was described to the Commission. There was an expectation that it would be further south, closer to SR 33, and elevated more. The description that the attorney provided Council on the case at that time created an expectation of something very interesting. The landscaping in place may meet the text, but it does not meet the spirit of the what was presented to Council.
Ms. Husak responded that she has heard that comment from others – that it was intended to slope downward much more that it actually does.

Mrs. Boring stated that the plan proposes an increase of a few trees. A car dealership may be permitted to have a site that is 40 percent non-landscaped, but she would like to see the new landscaping be more compliant with Code.
Vice Mayor Salay pointed out that this is a planned district.
Ms. Husak responded that it is. Nothing has been proposed to change the landscaping for the "fingers."

Mr. Reiner stated that he met with the architects on this case, and he would like to compliment them on the integration of the old and the new architecture and the use of high quality materials. He is certain there are many other communities who would be glad to have a Volvo dealership in the current economic climate. He appreciates Mr. Brentlinger's loyalty to Dublin and his decision to move forward at this time with this aggressive program.

Mayor Lecklider stated that the 65-foot height limitation was in the original text. Although he doesn't see any height designations in these plans, the statement was made that there is no building over 47 feet, correct?
Mr. Hale responded that the highest point is 47 feet 10 inches.
Mayor Lecklider inquired the height of the existing buildings.
Mr. Hale responded that they are 30 feet in height.

Mayor Lecklider stated that the text indicates that the alteration of sign panels would not require review by the Planning and Zoning Commission. Has that become the custom, or is it unique to this particular project?
Ms. Husak responded that it is not unique. The Code permits administrative approval of sign face changes in a planned unit development district. The design of the sign is not being changed; only the wording or logo on the face of the sign would be changed.

Mrs. Boring requested clarification. Is the proposal to take the entire MAG development out of the PUD within which it is currently located?
Ms. Husak confirmed that is the proposal.
Mrs. Boring inquired if the entire area will be rezoned.
Ms. Husak responded affirmatively.
Mrs. Boring stated that if it is a request for rezoning, it is possible to request different landscaping.
Ms. Husak confirmed that is correct.
Mrs. Boring stated that she likes the building, but believes the landscaping should be enhanced to meet the spirit of what was presented to the City previously.

Mayor Lecklider requested Mr. Hale's response.
Mr. Hale responded that they would be glad to discuss this with staff, but he does not believe the area is under-landscaped. In reviewing the entire package, including the signage, MAG has less signage than a business usually is permitted to have under the City's Code. The complete package is exceptionally tasteful. However, he would be happy to meet with the City's landscaping staff to determine whether additional landscaping is needed to improve the site.

Mayor Lecklider asked if the proposed text actually memorializes what is already existing.
Mr. Hale responded that the entire site actually did not need to be rezoned, but only the east side. However, staff preferred to rezone the entire site to bring the text up to date, because the text does not contain all the standards that were approved in the original development plan. All the "exceptions" that had been notations on the plan are now included in the text. For future review purposes, the updated text will clarify the rights and duties.

Ms. Chinnici-Zuercher asked if the other MAG businesses on Post Road would be moved to this area.
Mr. Hale responded that the owner of that business is interested in doing so, as the site in that location limits their service. He believes their lease expires in 2012. This rezoning request will be followed by an additional rezoning request to permit BMW to move to this area. However, at this time, there is no commitment to do so. The desire is to complete the loop in this area to add BMW and the Mini Cooper.

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Mr. Reiner asked how much additional land the owner has in this area.
Mr. Hale responded that he owns an additional 15 acres. However, only seven to eight acres would be needed for the additional rezoning. Some land would remain to the east, adjacent to the Children's Hospital facility, that would not be included.

There will be a second reading/public hearing at the February 22nd Council meeting.

Ordinance 08-10
Rezoning Approximately 0.67 Acres Located on the Northeast Corner of the Intersection of North High Street and North Street within Historic Dublin from CB, Central Business District to HB, Historic Business District. (Oscar's – Case 09-109Z)
Mr. Gerber introduced the ordinance.
Ms. Rauch stated that this rezoning is for Oscar's restaurant and parcels at 72 and 84 North High Street and 20 North Street. The property consists of .67 acres and is currently zoned CB. The proposal is to rezone to HB, as it is located within Historic Dublin. She noted the following:

- The site consists of three separate mixed-use buildings with a shared parking lot to the rear of the building and patio and deck area located between 72 and 84 N. High Streets.
- Within the past year, the applicant submitted an application for site and architectural modifications, and approval was given in November 2009 by the Architectural Review Board.
- The approved site plan, as included in the packet, outlines an approximately 1,000 square foot building addition located between 72 and 84 N. High Streets as well as modifications to the site, including patio modifications for 84 and for 72 N. High Street along the N. High frontage.
- The ARB also approved architectural details for this, which includes two-story gabled elements on the front and rear elevations.
- The proposed modifications also required multiple variances, which the Board of Zoning Appeals granted in December 2009. The Planning & Zoning Commission reviewed and recommended approval to City Council of the rezoning application.
- A second agenda item tonight relates to the patio's location within the right-of-way, requesting approval of an encroachment.
- Based on Planning's analysis, the proposed rezoning complies with the Area Plan and the Community Plan's future land use designation. It meets the City's long-term goal of ensuring that properties within the Historic District are located within zoning classifications that are consistent with the development patterns such as those existing in the District.

Planning staff and the Planning & Zoning Commission recommend approval of the rezoning request.
She noted that the applicant is present tonight as well.

Mayor Lecklider invited Mr. Eggspuehler, applicant to comment.
Jack Eggspuehler, 7051 Coffman Road, applicant offered to respond to any questions.

Ms. Chinnici-Zuercher asked for clarification of the exact location of the addition.
Ms. Rauch noted that the addition will be in between the 72 and 84 N. High buildings. Currently, a deck and patio exist in this area.
Ms. Chinnici-Zuercher noted that the history provided indicates that in 1987, when the property was originally zoned, there was a significant variance granted from parking requirements. Currently, there are significant issues raised by business owners in Historic Dublin about the lack of parking for their customers/clients. Why then was a waiver of parking requirements approved by the City in December of 2009, considering that the parking issue is a major problem for business owners, including the owners of Oscar's?
Ms. Rauch responded that the BZA granted the variance based on the fact that there is a shared parking agreement for spaces at nearby Rivers Edge to be used after 5 p.m. by customers of Oscar's. Planning's recommended and the Board agreed that the mix of uses could offset the parking needs for this site.
Ms. Chinnici-Zuercher stated that Council has heard that both employees of Oscar's and customers are not interested in walking the distance from these remote parking spots. Currently, there is no valet parking for this restaurant that would transport cars to the

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JANUARY 21, 2010

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

6. Perimeter Center PCD, Subareas D, J and J-1 – MAG Volvo Expansion
09-108Z/PDP/FDP **6325 Perimeter Loop**
Rezoning/Preliminary Development Plan
Final Development Plan

Proposal:	Creation of a new Planned Unit Development District (MAG PUD) for an expansion of the Midwestern Auto Group dealership campus for a building addition and associated site improvements. This site is located on the southeast corner of the intersection of Perimeter Drive and Perimeter Loop Road.
Request:	Review and recommendation of approval to City Council of a rezoning with a preliminary development plan and review and approval of a final development plan under the Planned District provisions of Code Section 153.050.
Applicant:	Car MAG LLC & Car MAG Park LLC; represented by Aaron Underhill, Smith & Hale.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

MOTION #1: To recommend City Council approve this Rezoning/Preliminary Development Plan because it allows the orderly development and continued high-quality design of an existing business, and meets the development pattern within the area and all applicable review criteria, with eight conditions:

1) An additional 10 feet of right-of-way along Perimeter Drive is required to be dedicated to the City;
2) If additional building square footage is constructed that is not accounted for in the traffic analysis a traffic impact study must be provided, as directed by the City Engineer;
3) The development text be modified to eliminate the option of a wall sign for the Volvo brand and permit a brand ground sign adjacent to the Volvo entrance to match the existing brand signs on the MAG campus; and
4) The existing Perimeter Center development text be updated to remove references and requirements for the MAG dealership;
5) That the development text be modified to include regarding lighting from the existing Perimeter Center text for Subarea J;

PLANNING AND ZONING COMMISSION
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6. Perimeter Center PCD, Subareas D, J and J-1 – MAG Volvo Expansion
09-108Z/PDP/FDP **6325 Perimeter Loop**
Rezoning/Preliminary Development Plan
Final Development Plan

6) That the development text be modified to restrict the use of the car wash to employees only;
7) That the development text be modified to permit internally illuminated campus identification signs (A & B) and clarified regarding administrative approval for sign faces for the brand and campus identification signs only; and
8) That the development text be modified to eliminate language allowing landscape screening to be deferred.

* Ben Hale, Jr., representing the applicant agreed to the above conditions.

VOTE: 7 – 0.

RESULT: This Rezoning/Preliminary Development plan was recommended to City Council for approval.

MOTION #2: To approve this Final Development Plan application because it complies with the development text, preliminary development plan, the applicable review criteria and existing development standards within the area with six conditions:

1) The plans be revised to account for an additional 337 square feet of landscape area and three trees to meet the interior landscape requirement;
2) Four additional trees will need to be planted along the SR161/US33 frontage to meet the planting requirements specified within the development text;
3) The directional Sign S be removed from the pole and ground-mounted to be consistent with the existing directional signs:
4) The Volvo wall sign indicated on the final development plans be removed and a brand ground sign be permitted adjacent to the Volvo entrance to coordinate with the existing brand signs on the MAG campus;
5) That the plan be modified to require that the landscape screening along the eastern property line be installed with the building construction; and
6) A stormwater easement will need to be provided, subject to approval by Engineering.

* Ben Hale, Jr., representing the applicant agreed to the above conditions.

VOTE: 7 – 0.

RESULT: This Final Development Plan application was approved.

STAFF CERTIFICATION

Claudia D. Husak, AI

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

Motion and Vote #2
Mr. Walter made a motion to highlight the Planning and Zoning Commission's discussion regarding their concerns with parking in the Historic District and the once public patio in the communication accompanying the rezoning application to City Council. Mr. Fishman seconded the motion. The vote was as follows: Mr. Hardt, yes; Ms. Kramb, yes; Mr. Zimmerman, yes; Mr. Taylor, yes; Ms. Amorose Groomes, yes; Mr. Fishman, yes; and Mr. Walter, yes. (Approved 7 – 0.)

6. Perimeter Center PCD, MAG Volvo Expansion **6325 Perimeter Loop**
09-108Z/PDP/FDP **Rezoning/Preliminary Development Plan**
Final Development Plan

Ms. Amorose Groomes swore in the applicants, Ben Hale, Smith and Hale, and John Oney, Architecture Alliance, representing MAG, and those wishing to speak in regards to this case, including City representatives.

Claudia Husak said this is a request for recommendation of approval to City Council for a rezoning with a preliminary development plan for 15.67 acres from PCD, Planned Commerce District (Perimeter Center, Subareas J and D) and PUD, Planned Unit Development district (Perimeter Center Subarea J-1) to a new PUD to accommodate an expansion of the Midwestern Auto Group (MAG) site. She said the proposed development includes a substantial building addition, a car wash, and other related site improvements for this auto dealership site.

Ms. Husak said this also a request of review and approval of a final development plan which includes all final details concerning architecture, landscaping, site improvements, lights, signs, and other details for this building addition. She showed a slide of the vicinity of the site and said the most recent application the Commission reviewed in this area was for the WD Partners site where the two subareas were combined into one. She said the case is scheduled for the first reading for City Council on January 25, 2010.

Ms. Husak highlighted the different subareas within the Perimeter Center PCD and said that the MAG site is in the southern portion of the district in Subarea J, which was created in 1998 specifically for MAG. She said there were several amendments which were approved by the Planning and Zoning Commission and there was a building expansion and skywalk which would all be void with this application. She said Subarea J-1 was rezoned last year for a temporary parking lot during an anticipated expansion, but as the needs of MAG have changed, it causes the need for a rezoning.

Ms. Husak said MAG is proposing to create a new Planned Unit Development district, which is the 15.69 acres. She said the redevelopment requiring this rezoning is generally located on the southeastern portion of the site. She said the site includes frontage on US 33, Perimeter Drive, Perimeter Loop Road, and Venture Drive. She said that the site includes two buildings, a 7,000-square-foot building that accommodates the Land Rover franchise to the north and a 68,500-square-foot building that incorporates the administrative offices and includes all the other franchises that MAG operates in the southern portion of the site.

Ms. Husak said that the car display is unique to the site and designed in a finger-like arrangement in the western portion of the site, to the north, and to the south. She said the proposal includes the new building addition that is intended to house the Volvo franchise, the service area for Volvo and expanded administrative offices. She said it is a 46,800-square-foot building addition. She said this is a four-story building that will be located at the southeastern end of the existing building and will continue to use the existing architectural design with pod areas made out of glass protruding from the front of the building.

Ms. Husak said the building includes a lower level for services and there is a single executive residential suite proposed on the fourth floor of the building for the owner to reside in while in Ohio. She said there will be a formal landscape and entrance area located at the southeastern corner and there is a carwash facility proposed just to the north of the building expansion, which currently operates on the MAG site but interior to the building. She said the renovations and expansions now require the carwash to be located on the exterior but it is only open to cars being serviced at MAG.

Ms. Husak said all the sales activities are located on the main level of the building. She said the building is obviously unique and the height will increase with the addition of the building. She said the development text for MAG has requirements for striking and noteworthy architecture, and this particular design scheme is unique to the City. She said the additional height meets the development text as it existed prior to the rezoning and will continue with this new development text.

Ms. Husak said the 1998 development text referred a lot of the development details and deviations from Code to the development plan. She said Planning asked the applicant to rewrite the development text to reflect the current standards and requirements. She said Planning has worked diligently with the applicant to accomplish the task.

Ms. Husak said lighting will be the same as it is on the site today with matching fixtures, pole heights and lamps. She said there are some deficiencies in the landscape plan as it was submitted for interior landscaping and additional trees. She said there is an intention of the BMW and Mini dealership, currently located on Post Road, to this area.

Ms. Husak said it is important to note that some of the screening is allowed to be deferred for three years if nothing were to occur to the east of the site. She said requirements were waived in the existing text for signs on the site and Planning worked with the applicant to develop standards which would govern the signs in the future, but will allow the existing signs to remain. She said there are several different sign types outlined in development text which are the campus development location signs, one on the highway to the south and the other two at the site entrances, there are also the brand signs on the site as well as directional signs to navigate the site for customers.

Ms. Husak explained that two motions will be required for this application, one for the rezoning with the preliminary development plan and one for the final development plan. She said that Planning has evaluated both proposals using the review criteria and is recommending that the Commission recommend approval to City Council of the rezoning with preliminary development plan with the following four conditions:

1) An additional 10 feet of right-of-way along Perimeter Drive is required to be dedicated to the City;
2) If additional building square footage is constructed that is not accounted for in the traffic analysis a traffic impact study must be provided, as directed by the City Engineer;
3) The development text be modified to eliminate the option of a wall sign for the Volvo brand and permit a brand ground sign adjacent to the Volvo entrance to match the existing brand signs on the MAG campus; and
4) The existing Perimeter Center development text be updated to remove references and requirements for the MAG dealership.

Ms. Husak said that Planning has determined that the proposal meets the Final Development Plan review criteria and recommends approval of that part of the application with the following five conditions:

1) The plans be revised to account for an additional 337 square feet of landscape area and three trees to meet the interior landscape requirement;
2) Four additional trees will need to be planted along the SR161/US33 frontage to meet the planting requirements specified within the development text;
3) The directional Sign S be removed from the pole and ground-mounted to be consistent with the existing directional signs;
4) The Volvo wall sign indicated on the final development plans be removed and a brand ground sign be permitted adjacent to the Volvo entrance to coordinate with the existing brand signs on the MAG campus; and
5) A stormwater easement will need to be provided, subject to approval by Engineering.

Ben Hale, 37 West Broad Street, Smith and Hale, representing the applicant, said the campus identification signs are internally illuminated, not externally as indicated in the text. He said the reason this building grew was because of the need for additional office space when Volvo moved to this location. He said the existing office space is on the north end of the building which is going to be converted to a showroom. Mr. Hale said the owner wants to stay on the top floor where a small apartment is located; the primary part of the building is actually three stories. He said the owner is trying to match the existing architecture of the existing building. He said BMW will need to leave the Post Road location and the preference is to move to the east of the site.

John Oney, Architecture Alliance, said Mr. Brentlinger, the owner, has been involved in the design of the campus and the crescent shape of the building is being kept. He said the lower level is identical to what is happening with the service reception area and there will be a private elevator which would go up to the penthouse suite. He said the showroom level matches the designs to make it ADA accessible. Mr. Oney said there is hope to connect to BMW with either a pedestrian walkway or a sky bridge. He said the third level will be the corporate office which will house sixteen brands, located above the showrooms. He said the penthouse level will have a suite for Mr. Brentlinger to access and there will be a green roof garden feature in the back. He said they would like to create a screen which would not disturb the view with a building.

Mr. Oney showed a video animation of the proposed addition and how it relates to the existing building and the overall MAG campus.

Ms. Amorose Groomes asked if there were any comments from the public concerning this application. There were none.

Ms. Kramb said she does not have a problem with the architecture but does have concerns about the development text. She asked if it was mentioned that the references needed to be removed from the Perimeter Center text. Ms. Husak said it is Condition 4 for the preliminary development plan.

Ms. Kramb said the Perimeter Center Development has a lot more text about lighting for MAG than the proposed text. She said another concern is the residential area above the business. Ms. Husak said that Planning has received many inquiries from owners wanting suites within their business so they have a place to stay while in Ohio. She said the Code does not address this issue. Ms. Kramb said this is not a little apartment, it is large residential area.

Mr. Walter said he is concerned the architecture of the carwash is uninspired and very close to the road. He said there are mixed window treatments which are interesting, but the materials of metal are not repeated. Mr. Oney said it is EIFS and the scoring of the material is on the back of the building. He said they tried to blend it in and add a strong landscaping screen to the street side, as well as add more glass.

Mr. Walter asked if there is anything within the text which would preclude changing the material on the existing sign on the expressway side of the building. He said the stone is out of place with the rest of the building. Ms. Husak said they could change the material, the text requires it to be a ground sign.

Ms. Kramb said there is a provision in the text that signs do not have to come back to the Commission for approval. Ms. Husak said as long as the requirements are met for the development text. Ms. Kramb said it is in reference to a sign permitting process which is not referenced anywhere else and is not explained. She said it states signs maybe changed without further a due by the Planning Commission provided the new panels conform with this text with the sign permitting process.

Aaron Underhill, Smith and Hale, said the intent is the make sure that if the brands change the panels can be updated to reflect the change without having to come back to the Commission. He said if the language needs to be changed, it will be changed.

Ms. Kramb said to change the language needs to reflect brand signs specifically. Ms. Husak said it says sign panels that identify automobile manufacturers on ground signs. Ms. Kramb said that the categories of signs should be listed.

Mr. Walter said another concern is that the addition removes a service parking area that is currently there. He said the need for adequate parking on this site is not addressed; the carwash is going to further eliminate parking. He asked if it is a possibility to have overflow parking in the J-1 area. Ms. Husak said the parking meets the Code requirements and actually exceeds them. She said J-1 could still be used for parking and would require approval by the Commission for conditional use and a final development plan.

Mr. Walter asked where the trees for the landscape package will be located. Ms. Husak said they are along the SR161 frontage.

Mr. Walter said he is not in support to adding the trees because they might impede the view, the intent is to mirror the rest of the building, but it might end up being the center of the building. He said he would rather not have those trees there.

Mr. Hardt said a building of this style is dependent of the detailing. He said the garage door on the west elevation of the carwash is not the same as the others. He said getting the materials to match the existing building are important. Mr. Hardt said he does not have a problem with the carwash. He said the presence of the residence is okay, he does not like that the apartment creates an increase in size by a full story. Mr. Hale said the building does not exceed the approved height. He said the applicant is not asking for the site to be rezoned as residential, just for one residential unit.

Mr. Oney said the glass and showroom feeling on the first floor will carry up to the second floor. He said the height will be 47 feet 10 inches, the allowable in the text is 65 feet. He said they tried to compress everything as much as they could.

Mr. Zimmerman said if someone is building a business and wants to reside there they should have the ability to do so. He said the carwash blends with the building and the landscaping is going to cover it up.

Mr. Fishman asked if the signs will remain the same and if the only change will be the brand name. He asked if any logos will be changed without approval by the Commission. He said there is going to be congestion having 16 dealerships using one carwash. Ms. Husak said the development text says the carwash is not permitted to be used by the public. Mr. Hale said the carwash is only for cars which are being serviced at this dealership and only employees can take the cars through.

Mr. Fishman asked if the text states that an apartment will be allowed at this location. Ms. Husak said yes.

Mr. Hardt asked if the applicant wants the ability to change the sign panels of the existing signs without coming back for approval. He clarified that the applicant is not asking to add more signs or change the design of the signs. Mr. Underhill said that is correct. He said this would apply to the signs at the entryway, the brand signs identify the individual manufacturers.

Mr. Walter said number seven on page two, says the dealership is not charging for the carwash, but there can still be public access. He said that the phrase needs to be clearly worded.

Mr. Taylor asked what happens to the balance of J-1 and D when it is absorbed into the new subarea. Ms. Husak said both stay within the Perimeter Center. Mr. Taylor asked if J-1 is smaller. Ms. Husak confirmed.

Mr. Taylor said it does not feel like a four-story building and it has been interesting how this has evolved and he recalls discussions the Commission had about the potential BMW building moving to J-1. He said he appreciates how BMW integrates with this building. He said J-1 was supposed to hold construction parking and asked where the overflow parking is going to be placed when this addition is under construction. Mr. Oney said this expansion will have very minimal disruption to the existing site.

Mr. Taylor said to make sure this gets addressed immediately if parking is needed. He said the building will not look like it was added onto it will look like it was designed this way.

Ms. Amorose Groomes said she is disappointed the landscape installation has been deferred for up to three years; that is three growing years. She said she would like to see the landscape package go in during construction. She said she would like to see the lighting text amended, it is important and would not be a hardship on anyone to continue the same language from the lighting text into this rezoning. Ms. Amorose Groomes said she would like to encourage the applicant to look across the street where cars can be stored. She said the carwash is located in a tight corner, and asked whether there is anywhere else it can go. She said the first thing people will see entering from Venture Drive is a carwash, and there are gorgeous buildings but the first thing seen is a carwash. She said the applicant has done a great job with the architecture, and ask that the applicant take a look at moving the carwash as the site develops.

Mr. Fishman said he is also concerned about the landscaping not being finished.

Mr. Hale said BMW needs to be under construction within a year. He said if permission is obtained to move to the Volvo location the landscaping would have to be removed. He said if BMW has not been started within a year the applicant will put in the landscaping. He said if it must put it in now they will, but would like a year.

Mr. Hardt said if that timeframe holds, approval for the building will need to be obtained before the landscaping being referenced today is planted. Ms. Amorose Groomes said if the applicant puts the landscaping in and asks for relief the Commission will give relief at that time.

Ms. Amorose Groomes said the lighting text will be updated to reflect the original text. Mr. Hale said the lighting will be in compliance.

Ms. Husak said conditions have been drafted and will address everything discussed. She said that the Commission is requesting modification of the development text to include lighting from the existing Perimeter Center text for this Subarea, to restrict the use of the carwash to employees only, to permit internally illuminated campus identification signs, A and B which is what the applicant asked for and have it clarified for administrative approval for sign faces for the brand and campus identification signs only and eliminate language allowing landscaping to be deferred.

Ms. Amorose Groomes asked if there is anywhere else on the property the carwash can be placed. She asked if there is an opportunity to include it in the BMW construction. Mr. Oney said the carwash will have to go in with this phase and not the next. He said in the conceptual plan and when BMW is brought on they are planning to have the Perimeter Loop entrance, as it loops around. He said the carwash could move 20 feet closer. He said the area being proposed for the carwash is more of a service entrance; traffic is trying to be downplayed in this area.

Ms. Amorose Groomes asked where the loading and unloading would occur. She said the current carwash location is where semis unload cars.

Mr. Walter asked if the Land Rover building is going to be maintained. Mr. Oney said yes. Mr. Walter asked what if the Land Rover brand goes away. Mr. Hale said the Land Rover building

stays, if the brand does go away the building would be altered to become more compliant with what is there. Mr. Walter said that would give time to alter the parking, if Land Rover left.
Ms. Amorose Groomes asked if there were any comments.

Motion #1 and Vote
Mr. Taylor made a motion to recommend approval to City Council of this Rezoning/Preliminary Development Plan because it allows the orderly development and continued a high-quality design of an existing business, meets the development pattern within the area and all applicable review criteria, with eight conditions:

1) An additional 10 feet of right-of-way along Perimeter Drive is required to be dedicated to the City;
2) If additional building square footage is constructed that is not accounted for in the traffic analysis a traffic impact study must be provided, as directed by the City Engineer;
3) The development text be modified to eliminate the option of a wall sign for the Volvo brand and permit a brand ground sign adjacent to the Volvo entrance to match the existing brand signs on the MAG campus; and
4) The existing Perimeter Center development text be updated to remove references and requirements for the MAG dealership;
5) That the development text be modified to include regarding lighting from the existing Perimeter Center text for Subarea J;
6) That the development text be modified to restrict the use of the car wash to employees only;
7) That the development text be modified to permit internally illuminated campus identification signs (A & B) and clarified regarding administrative approval for sign faces for the brand and campus identification signs only; and
8) That the development text be modified to eliminate language allowing landscape screening to be deferred.

Ben Hale, Jr., representing the applicant agreed to the above conditions.

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

Motion #2 and Vote
Mr. Taylor made a motion to approve this Final Development Plan application because it complies with the development text, preliminary development plan, the applicable review criteria and existing development standards within the area with six conditions:

1) The plans be revised to account for an additional 337 square feet of landscape area and three trees to meet the interior landscape requirement;
2) Four additional trees will need to be planted along the SR161/US33 frontage to meet the planting requirements specified within the development text;
3) The directional Sign S be removed from the pole and ground-mounted to be consistent with the existing directional signs:
4) The Volvo wall sign indicated on the final development plans be removed and a brand ground sign be permitted adjacent to the Volvo entrance to coordinate with the existing brand signs on the MAG campus; and

5) That the plan be modified to require that the landscape screening along the eastern property line be installed with the building construction; and
6) A stormwater easement will need to be provided, subject to approval by Engineering.

Ben Hale, Jr., representing the applicant agreed to the above conditions.

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

7. Oakland Nursery – Exterior Modification 4261 West Dublin-Granville Road
09-102CDD/CU Corridor Development District/Conditional Use

Chair Chris Amorose Groomes introduced these two applications involving the addition of an arbor and an outdoor service use for plant storage and display. She said that two separate motions will be required. She swore in the applicant's representative, Michael A. Warner, Oakland Nursery, and those wishing to speak in regard to this case, including City representatives.

Claudia Husak said the Corridor Development District application requests a wood lattice arbor to be placed over an approximately 500-square-foot display area. She said that Planning recommends approval of the Corridor Development District application with three conditions:

1) That the paver design and color complement the building and arbor, subject to approval by Planning;
2) That the plans be revised to remove the "patio" label; and
3) That a stormwater management plan for the paver area that complies with the Stormwater Code is submitted as part of the application for a Certificate of Zoning Plan Approval should the paver area not be reduced to less than 500 square feet.

Ms. Husak explained that the Conditional Use application is for the existing outdoor storage area to bring the grandfathered site into compliance. She said there are no other nurseries located within the City, so the issue of outdoor plant display is unique and to this site. She said the intention is to get a designation of where a plant display can be and what the size limitations would be. Ms. Husak said Planning is recommending approval for the display of the plant material with the following conditions:

1) That the display area proposed for the parking lot be reduced to exclude the ten parking spaces located closest to Dublin Granville Road;
2) That the display area proposed for the parking lot be limited to seasonal operation from March through June and September through December; and
3) That the outdoor display area located within the parking lot be sectioned off with wood barriers or an equivalent, subject to approval by Planning.

Conditional Use Discussion

Richard Taylor asked that a view of the surrounding area and La Scala restaurant be shown. He said his concern was that there were two entrances for this property, but there is only a shared drive at La Scala.

Ordinance 46-08
Adopting the 2009-2013 Five-Year Capital Improvements Program.
Ms. Brautigam stated that the documents have been finalized, based on the workshop sessions. The staff report details the items discussed during the workshops. There were no changes directed by Council during the sessions.

Vote on the Ordinance: Mr. Reiner, yes; Mr. Keenan, yes; Vice Mayor Boring, yes; Mayor Chinnici-Zuercher, yes; Mr. Gerber, yes; Mr. Lecklider, yes.

Ordinance 56-08
Rezoning Approximately 0.31 Acre Located on the South Side of Bridge Street, at the Southeast Corner of the Intersection with Franklin Street from: PUD, Planned Unit Development District (Town Center II) to: PUD, Planned Unit Development District. (Town Center II Revised – Case No. 08-040Z/FDP)
Ms. Brautigam stated that Mr. Langworthy can respond to any questions on this matter. Mayor Chinnici-Zuercher noted that a staff presentation took place at the last meeting, and information was provided from the Planning staff.
There were no further questions.
Vote on the Ordinance: Mr. Lecklider, yes; Mr. Reiner, yes; Mr. Keenan, yes; Mayor Chinnici-Zuercher, yes; Mr. Gerber, yes; Vice Mayor Boring, yes.

Ordinance 57-08
Rezoning Approximately 2.1 Acres Located on the South Side of Venture Drive, Approximately 800 Feet Southwest of the Intersection with Perimeter Drive from: PCD, Planned Commerce District (Perimeter Center, Subarea D) to: PUD, Planned Unit Development District. (Perimeter Center, Subarea J-1 – Case No. 03-112Z)
Ms. Brautigam stated that Ms. Husak is present to respond to any further questions from Council regarding this matter.
There were no further questions.
Vote on the Ordinance: Mr. Keenan, yes; Mr. Reiner, yes; Mr. Gerber, yes; Mayor Chinnici-Zuercher, yes; Mr. Lecklider, yes; Vice Mayor Boring, yes.

Ordinance 60-08
Amending Chapter 132 of the Codified Ordinances of the City of Dublin by Enacting a New Section, Making an Exception Allowing for the Firing of Blank Ammunition when Conducted in Conjunction with a Funeral, Patriotic Event, or Such Other Activity as Specifically Authorized by the City Manager or the City Manager's Designee.
Ms. Brautigam stated that this Code amendment is brought to Council in follow-up to a group who requested a 21-gun salute as part of a patriotic event at a local hotel. Staff felt it was appropriate to place this in the City Code and have the City Manager make the exceptions on a case-by-case basis.

Vote on the Ordinance: Mayor Chinnici-Zuercher, yes; Mr. Gerber, yes; Mr. Lecklider, yes; Vice Mayor Boring, yes; Mr. Reiner, yes; Mr. Keenan, yes.

INTRODUCTION/FIRST READING – ORDINANCES

Ordinance 59-08
Amending Section 10 (Personal Leave), Section 11 (Sick Leave), Section 12 (Vacation Leave), Section 13 (Paid Time Off for Employees in Part-Time Permanent Positions), and Section 15 (Insurance Benefits) of Ordinance No. 73-08 ("Compensation Plan") for Non-Union Employees).
Mr. Lecklider introduced the ordinance.

Ms. Brautigam stated that Council held an Administrative Committee of the Whole meeting prior to the Council meeting of August 18. Proposed changes to the City's leave program were discussed in depth. Mr. Harding is present to discuss the ordinance introduced tonight, which would put into effect the changes discussed at the Committee meeting.

Mr. Harding stated that as directed by Council, staff prepared legislation to implement changes proposed at the Committee of the Whole meeting on August 18. The packe includes a recap of the areas proposed for changes. Some questions arose in regar

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

AUGUST 21, 2008

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

4. Perimeter Center, Subarea J – MAG – Porsche **6325 Perimeter Loop**
08-073AFDP **Amended Final Development Plan**

Proposal:	External building modifications and a wall sign for a portion of an existing automobile sales and service establishment located within Subarea J of the Perimeter Center Planned Commerce District, located on the east side of Perimeter Loop Road, at the intersection with Mercedes Drive
Request:	Review and approval of amended final development plan under the Planned District provisions of Code Section 153.050.
Applicant:	Tim Galli; represented by Ben W. Hale, Jr., Smith and Hale.
Planning Contact:	Jonathan Papp, Planner.
Contact Information	(614) 410-4683, jpapp@dublin.oh.us

MOTION: To disapprove this Amended Final Development Plan because this proposal does not comply with the amended final development plan criteria or the existing development standards within the area.

VOTE: 7 – 0.

RESULT: This Amended Final Development Plan was disapproved.

STAFF CERTIFICATION

Jonathan Papp
Planner

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

Motion and Vote
Todd Zimmerman made the motion to approve this Amended Final Development Plan because the proposal is consistent with the standards and conditions approved with the rezoning/preliminary development plan and with the amended final development plan criteria set forth in Section 153.050 of the Dublin Zoning Code with the following two conditions:

1) That the trash receptacles be moved approximately ten feet away from the benches around the basketball court; and
2) That the plant material, particularly the Yellow Birch, be reevaluated for better site conditions by staff.

Mr. Hahn agreed to the two conditions as listed above. Richard Taylor seconded the motion. The vote was as follows: Mr. Freimann, yes; Mr. Saneholtz, yes; Mr. Walter, yes; Mr. Fishman, yes; Mr. Taylor, yes; Ms. Amorose Groomes, yes; and Mr. Zimmerman, yes. (Approved 7 – 0.)

4. Perimeter Center, Subarea J – MAG – Porsche **6325 Perimeter Loop**
08-073AFDP **Amended Final Development Plan**

Todd Zimmerman swore in the applicant's representative, Ben W. Hale, Jr., Smith and Hale, City representatives, and all others who wished to speak in regard to this case.
Jonathan Papp presented this request for review and approval of an amended final development plan to permit exterior modifications and a wall sign on a portion of the MAG (Midwestern Auto Group) dealership building. He said that the 14-acre site within Subarea J was created in 1998, especially for auto dealerships. He said the 7,335-square-foot Land Rover building to the north faces Perimeter Drive and a second, 57,355-square-foot building to the south is oriented toward Perimeter Loop Road and SR 161/US 33. Mr. Papp said parking is located on all sides of the building.

Mr. Papp said the existing main building includes three angled showrooms for the primary vehicle brands sold at MAG. He said each of the dealership pods is designed to match and provide continuity and cohesiveness to this innovatively designed building. Mr. Papp said the development text considers "box-like" buildings to be undesirable within the subarea. He said this same plan was informally reviewed by the Commission in July, with the Commission offering feedback about the façade changes and the additional wall sign. Mr. Papp said the applicant has chosen to proceed with the application with no changes to the proposal.

Mr. Papp said the Porsche dealership occupies the northern portion of the main building which has showrooms and sales areas slightly elevated above grade and service level areas that are partially below grade. He said the existing design of the building is unique with the three main showrooms mirroring the layout of the vehicle display pods by extending from the main building façade at angles. He said to accommodate the modifications for Porsche, the northern angled showroom portion would be replaced with a curved wall slightly taller than the remaining walls.

Mr. Papp said the Perimeter Center Planned Commercial District development text requires striking, noteworthy and innovative architecture and states that box-like buildings will not be considered as a use of right. He said the MAG building was designed with a cohesive theme of prominent angled showrooms constructed of glass. He said while this proposal includes a slight curve in the proposed design, the Porsche building tends to resemble a box-like structure.

Mr. Papp said the text permits the four existing signs, one at each of the three entrances to the site, and one facing US 33. Internally oriented directional signs are also permitted for the site as are vehicle brand identification signs interior to the site. He said the plan proposes a 33-square-foot Porsche red wall sign with the Porsche brand on the building as shown on the illustration. He said no other vehicle brands were approved for wall signs along the main building façade.

Mr. Papp said this proposed amended final development plan does not meet the applicable review criteria. He said this proposal does not conform to the preliminary development plan or development text for the area in regards to offering "striking, noteworthy and innovative architecture" or that "a dealership with box-like buildings will not be considered a use of right." This modification interrupts the cohesive architectural style that has been created on the site by significantly altering the very form that makes the design innovative, and "non-box" like. He added that a wall sign in this portion of the site would not be in character with the rest of the building. Mr. Papp said therefore, Planning recommends disapproval of this proposed amended final development text as submitted.

Mr. Hale said the Commission's input from the last meeting was communicated to the Porsche dealers, but they asked him to file this application because they wanted a vote taken.

Mr. Freimann said he had missed the Work Session and he asked why they went with the box. Mr. Hale said that was what Porsche wanted to do.

Mr. Saneholtz confirmed that the manufacturer was prompting this structure. He explained that the same thing had been experience with a Hummer dealership, as well as conversations with BMW over brand image, international proclamations of manufacturers from overseas, basically trying to impose their corporate will upon our community. He said in the past, the Commission stood fast that this community was unique in itself, and the fact that we can still govern ourselves locally is treasured. He said this particular application simply does not meet the intent of the local authorities as far as what they envision for this property and he hoped that Porsche would respect that.

Mr. Zimmerman and Ms. Amorose Groomes agreed that this proposal had been discussed at the Work Session and nothing had changed.

Motion and Vote
Mr. Zimmerman made a motion to disapprove this Amended Final Development Plan because it does not meet the Adopted Policies and Plans and the Development Details review criteria and is not consistent with development standards in the area. Ms. Amorose Groomes seconded the motion. The vote was as follows: Mr. Taylor, yes; Mr. Fishman, yes; Mr. Walter, yes; Mr. Saneholtz, yes; Mr. Freimann, yes; Ms. Amorose Groomes, yes; and Mr. Zimmerman, yes. (Disapproved 7 – 0.)

WORK SESSION
Mr. Zimmerman explained the Work Session purpose and procedures. He advised that all comments made by the Commission are informal and non-binding, and are intended only to provide general guidance to the applicant regarding the application.

There will be a second reading/public hearing at the September 2 Council meeting.

Ordinance 57-08
Rezoning Approximately 2.1 Acres Located on the South Side of Venture Drive, Approximately 800 Feet Southwest of the Intersection with Perimeter Drive from: PCD, Planned Commerce District (Perimeter Center, Subarea D) to: PUD, Planned Unit Development District. (Perimeter Center, Subarea J-1 – Case No. 03-112Z)
Ms. Salay introduced the ordinance.
Ms. Husak stated that this proposal is for a free-standing parking lot to serve the existing Midwestern Auto Group car dealership within Subarea D of the Perimeter Center PCD. PZC reviewed this proposal informally on June 19 and recommended approval of the proposal at the July 17 meeting.
She noted the following:

1. The MAG dealership exists to the west of this site. It is located in Subarea J of the PCD. The land to the east and south is undeveloped. To the north is the Perimeter Center office district.
2. The applicant is proposing to amend the development text for a portion of Subarea D to create a new subarea to be called Subarea J-1. This subarea would continue to allow the uses approved for Subarea D – Suburban Office and Institutional district and Office, Laboratory and Research district – as well as a free-standing parking lot for 191 spaces for parking for employees and vehicle storage for the car dealership in Subarea J.
3. The applicant is currently exploring a building expansion for the MAG dealership in Subarea J, and this prompts the need for an additional parking lot.
4. The PZC discussion centered around whether or not it was appropriate to require a conditional use to allow for further review of this proposal. The development text as proposed does reflect that a conditional use would be required to allow this lot to exist.
5. The proposal is for a new subarea within Perimeter Center PCD for 2.21 acres with frontage along Venture Drive. There are two access points which are internal to the existing MAG dealership. There are no access points off of the public road.
6. The text as well as the preliminary development plan indicates 191 parking spaces. The text limits this to employee parking and vehicle storage. There is no display or sales of vehicles permitted.

Planning's review indicates that all criteria are met and that the traffic issues and stormwater management criteria may be met with the condition approved by the PZC. Staff is recommending approval at the second reading/public hearing on September 2, with the one condition as noted in the staff report.

Mayor Chinnici-Zuercher asked if MAG owns all of the area in Subarea D. Secondly, regarding the landscaping, it appears from the renderings that the landscaping would meet only the minimum Code requirements.
Ms. Husak responded that the preliminary development plan indicates where the pavement will be located; the landscaping will be required to meet Code and will be reviewed by the Commission at the final development plan stage. The screening and buffering required would have to be identified in that plan.
Mayor Chinnici-Zuercher stated that this issue has been a recurring one with all auto dealerships in Dublin, and none have been held accountable to meeting the landscaping code requirements. The dealership along Sawmill is not meeting the Code for landscaping.
Ms. Husak responded that there are some exception for car dealerships when they are selling cars that allows a reduction in these items.
Mayor Chinnici-Zuercher noted that the Cadillac dealership on Sawmill was required as part of an expansion several years ago to build mounds and do landscaping as outlined in the text. This has not been done and they are not being held accountable. The City needs to be consistent in holding card dealerships accountable in view of the amount of asphalt on their sites.
Ms. Husak responded that staff will pay particular attention to that.

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

Vice Mayor Boring noted that the Sawmill Road auto dealership never let the landscaping grow to the height that was committed to. This plan before Council tonight has deficient landscaping at the outset, as shown on the plans.

Ben Hale, Jr., 37 W. Broad Street stated that the real estate of Subarea J, the location of the existing dealership, is actually owned by a REIT out of Atlanta. MAG owns the business and leases the buildings from the REIT. Subarea D is owned by a corporation that is a subsidiary of the MAG dealership. Therefore, the MAG dealership or an associated company actually owns all of Subarea D, which consists of 15 acres.

Vice Mayor Boring noted that an applicant who wants to construct a building has to meet parking requirements. If the parking requirements do not meet what is required by the building, typically, the applicant is instructed to make the building smaller. If MAG expands their building, this results in a need for parking in another location? She is confused with the process.
Ms. Husak responded that during the construction of an anticipated expansion, which has not been approved by P&Z, there will be a need for vehicle storage for employees. The site does meet Code in terms of parking and will continue to do so if the expansion is approved and built. Planning understands this as more related to the needs during construction and a potential requirement of the franchisee to have a certain level of inventory.

Mr. Hale clarified that MAG recently purchased the Volvo dealership, currently located in Linworth. They want to bring it to this location. A revised final development plan would allow Volvo to come to this location. Because of the construction that will occur, the site will be disrupted. The owner made it clear to the Planning Commission that if they saw fit, he would be willing to have this be a temporary lot. It was the applicant's attorneys' position that under the current zoning of the property, the applicant could build this lot with a conditional use. There is language that allows a non-attached, free standing lot in association with a permitted use. Staff did not agree with this position and so the applicant filed a rezoning. The owner has also indicated that if necessary, he would make this site work without these additional parking spaces. However, it would require mixing employee parking with guest parking and car display areas. Operationally, this is not desirable. The applicant made it clear to the Commission that they would do this as a temporary lot, but the Commission focused more on having a first-class lot, with landscaping, etc., in case it becomes a permanent lot. His associate, Mr. Underhill rewrote the first draft of this ordinance allowing a car dealership on J-1. He had this portion removed to avoid any misunderstanding. If there is to be any additional car dealership on this part of Subarea D, the applicant must come back to rezone it. What the applicant is asking tonight is to allow this lot to be used for employee parking and some storage of overflow cars. They are pursuing a minimal change to the zoning to allow them to ask the Commission for a conditional use. They will meet all of the landscaping requirements in the Code.

There will be a second reading/public hearing on September 2.

Ordinance 58-08
Authorizing the City Manager to Enter Into an Agreement to Purchase a .033 Acres, More or Less, Fee Simple Interest, and a .061 Acres, More or Less, Temporary Construction Easement from Robert G. and Jane M. Eickholt, Said Acreage Located on Sawmill Road, Just South of the Intersection of Sawmill and Hard Roads, and Declaring an Emergency.
Mr. Leckider introduced the ordinance.
Mr. Smith stated that this was drafted as a resolution for the last meeting and because it involved land purchase, it has been revised to an ordinance. The purchase price is the appraised price, and staff is requesting emergency action in order to proceed with closing.

Mr. Keenan asked if the City tracks the value of the improvements being installed at this location.
Ms. Grigsby responded that they will have the total costs of the project available, including right-of-way acquisition and construction costs.

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Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JULY 17, 2008

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

2. Perimeter Center, Subarea D – MAG Parking Lot **Venture Drive**
03-112Z **Rezoning/Preliminary Development Plan**

Proposal:	A stand-alone parking lot to serve an existing car dealership within Subarea D of the Perimeter Center Planned Commerce District, located on the south side of Venture Drive, approximately 800 feet southeast of the intersection with Perimeter Drive.
Request:	Review and approval of a rezoning/preliminary development plan under the Planned District provisions of Code Section 153.050.
Applicant:	Brentlinger Real Estate Co.; represented by Smith and Hale.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675; chusak@dublin.oh.us

MOTION: To recommend to City Council approval of this Rezoning/Preliminary Development Plan because the proposal is compatible with the development pattern in this area and complies with the preliminary development plan criteria and the existing development standards within the area with one conditions:

1) That the applicant provide a stormwater management report for the site that complies with the City's stormwater management and stream protection Code, subject to approval by the City Engineer.

*Ben Hale, Jr., Smith and Hale, representing the applicant, agreed to the above conditions.

VOTE: 6 – 0.

RESULT: This Rezoning/Preliminary Development Plan was approved. It will be forwarded to City Council with a recommendation of approval.

STAFF CERTIFICATION

Claudia D. Husak,
Planner II

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

2. Perimeter Center, Subarea D – MAG Parking Lot **Venture Drive**
03-112Z **Rezoning/Preliminary Development Plan**

Claudia Husak presented this rezoning application. She said the plan is for a parking lot to serve the existing Midwestern Auto Group car dealership within Subarea D of the Perimeter Center Planned Commerce District. She reminded the Commissioners of their previous informal comments on the application during the June 19, 2008 Planning and Zoning Commission meeting, namely requesting that an alternate location be chosen for the parking lot which would place it further away from the US 33 frontage. Ms. Husak pointed out that the new proposal locates the parking lot along Venture Drive at an east-west orientation.

Ms. Husak described the surrounding uses and explained that the property is located in Subarea D, while the MAG dealership is located in Subarea J. She said the applicant was proposing to rezone the subject property in Subarea D to a new Subarea, to be called J-1. Subarea J-1 would permit the same uses as Subarea D, but also allow for a stand-alone parking lot for employees and vehicle inventory. Ms. Husak explained that plans for an expansion of the MAG dealership would create a need for this parking lot. Ms. Husak also said that the development text indicates that a conditional use would be required for the parking lot to exist.

Ms. Husak displayed the proposed preliminary development plan and explained that Subarea J-1 would be approximately 2.21 acres with a majority of frontage on Venture Drive. She said the plan and text show a maximum of 191 parking and storage spaces. She said that access is limited through the MAG site and that the development text does not allow for vehicle display. Ms. Husak spoke about the Commission's previous discussions regarding environmentally-friendly pavement options, but said that the applicant had not addressed this issue in their application. She explained that Planning had created a condition which would require the applicant to utilize pervious pavement in their final development plan.

Ms. Husak said that in reviewing the criteria for a preliminary development plan, Planning found that all were met excluding the criterion for traffic utilities and storm water management. She explained that this criterion could be met with two proposed conditions. She said the Planning is recommending approval with two conditions:

1) That the applicant provide a stormwater management report for the site that complies with the City's stormwater management and stream protection Code, subject to approval by the City Engineer; and
2) That the development text be revised to require pervious pavement for this site.

Ben Hale Jr., representative for the applicant, explained that the MAG dealership would begin work on their building and that they would require temporary additional parking. He said that the applicant's intent was not to create a larger lot for car sales, but to have an area for parking for approximately 145 employees and some vehicle storage overflow during MAG construction. Mr. Hale said the conditional use would allow the Planning and Zoning Commission to place a time limit on the parking lot and that it was intended to be temporary in nature. He explained that the applicant did not feel they would have any issues screening the lot from US 33 now that it was

oriented along Venture Drive. Mr. Hale also explained that access was internal and that there would be no curb cuts onto Venture Drive.

Mr. Freimann expressed confusion regarding the temporary nature of the parking lot. He discussed MAG's intentions to expand northward, and questioned whether or not the dealership would be in need of parking spaces after this construction.

Mr. Hale Jr. said that the site would meet Code for parking after the expansion. He also discussed the need for MAG to relocate its BMW dealership due to the future Frantz Road improvements. Mr. Hale said MAG would potentially like to move BMW to this site.

Mr. Walter wanted to clarify that the applicant would vacate the proposed lot when an occupancy permit was issued for the future MAG construction. Ms. Husak said that it was Planning's impression that parking spaces would still be needed after the future construction was complete.

Ms. Amorose Groomes felt that in the future the proposed lot would still be necessary for MAG to meet their parking requirements. She had difficultly labeling the lot as temporary and did not feel it would be logical to construct the lot as a temporary one. Mr. Hale Jr. said that the lot was being proposed as temporary, but that the owner would like to have a permanent lot.

Mr. John Oney, Architectural Alliance, confirmed that in the end MAG would lose parking spaces. He said that with the proposed future MAG construction and the temporary lot, the site would have 698 spaces. Mr. Oney predicted that this parking not may be sufficient during the business' busiest times. He said that in the long-range sense the applicant would like this lot to be permanent.

Mr. Saneholtz felt that the applicants were contradicting themselves and at the last meeting had said the lot would be purely temporary in nature. He said that he was now hearing that the applicant might need this lot to be permanent. He was concerned that if the future MAG construction were not to take place, the lot would remain for an extended period of time. Ms. Husak said that this would depend on conditions placed on the conditional use concerning future evaluation of the lot.

Mr. Saneholtz confirmed that this preliminary plan did not give the applicant permission to construct the lot. Ms. Husak agreed and said that the applicant would need to receive conditional use and final development plan approval from the Commission before the lot could be constructed.

Mr. Hale Jr. said the only intention was to give the applicant the right to have the parking lot, and that the temporary or permanent nature of the lot was not as important at this juncture. Mr. Freimann said he saw a need for additional parking as opposed to a desire for it, and that the lot should possibly be permanent.

Ms. Amorose Groomes felt that it was not environmentally or civically responsible to pave this area and then demolish it in the future.

Mr. Walter asked how long the construction would last. Mr. Oney replied that the construction would be a maximum of 18 months.

Mr. Hale Jr. explained that the lot was being requested first because it would need to be there before construction on the dealership began.

Ms. Amorose Groomes noted that the Commission wanted to help MAG in their expansion and business, but that their decision needed to be weighed against the good of the community. She expressed that she would like to see the parking lot constructed in a permanent fashion so that it was built right the first time.

Mr. Walter was disappointed that the leading edge of the business was a parking lot and agreed with Ms. Amorose Groomes. He said the lot should be permanent and constructed with architectural integrity and well integrated into the rest of the site.

Mr. Tim Galli of Midwestern Auto Group reiterated that the dealership needs extra parking during their future construction. He said that after construction, the parking lot would be tight but that they would not need as many spaces as the proposed lot would provide. He explained that they would be willing to put a time frame on the lot. He said MAG's hope was that they would be permitted to move the BMW dealership to this site. He explained that if the Commission disapproved moving BMW/Mini to the site, they would be forced to disperse their employees and offices. He explained that if this were the end result, MAG would return the site to its original state. Mr. Galli said that even if BMW/Mini were to move to the site, they would most likely be forced to remove at least fifty percent of the lot.

Mr. Taylor said that there seemed to be in agreement, and that if BMW/Mini were not to move to this site the parking lot could be used. He said if this were the case it should be designed correctly now. Mr. Taylor said the current proposal seemed like it could be nothing more than temporary because the remaining frontage in front of US 33 would not be large enough for a building.

Mr. Hale Jr. said they were attempting to respond to the Commission's concern that the lot was too close to US 33.

Mr. Taylor said that if BMW/Mini were to move to this site and the applicant were to request demolition of the parking lot, he would rather this proposal be implemented as opposed to the previous submission.

Mr. Walter confirmed that the landscaping details would be presented at the final development plan. Ms. Husak said this was correct.

Mr. Walter asked if the applicant owned the property to the east of the site. Mr. Hale Jr. said a MAG dealership entity owned the site under consideration and approximately ten acres around it. Ms. Husak explained which lots were owned by MAG. Mr. Galli confirmed that MAG owned all the land between the existing dealership and Nationwide Children's Hospital through a company called Brentlinger Real Estate.

Mr. Walter said that there was more room for MAG to expand and reiterated that they would like to see the site designed as something more permanent. Mr. Oney said that this was difficult due to uncertainty of BWM/Mini's relocation. He explained that there was a good likelihood that BMW/Mini would arrive and use the sites which front on US 33. He said that much of the changes to the site plan were in response to Commission's comments regarding US 33 frontage. He also discussed the possible architectural style of future buildings and their willingness to screen the parking lot from the highway.

Mr. Walter asked how much of the parking lot would need to be removed for future development. Mr. Oney said fifty percent would need to be removed. Mr. Zimmerman asked if this was fifty percent of the proposed lot. Mr. Oney described parts of the lot which would need to be removed and said it in the best scenario they would keep it all.

Mr. Zimmerman said that if this lot was going to be built it should be done once in a permanent fashion. He asked which layout scenario was better for development. Mr. Oney said that the current plan which oriented the lot east to west along Venture was the best option for future building placement.

Mr. Freimann expressed concern that there were competing interests and asked again if the lot was intended to be permanent or temporary. He said that if there was potential for this to be a permanent lot, he would like to see the lot done correctly.

Mr. Taylor said he would like to see an attractive lot with trees and screening in case nothing is built in the future. He assumed that if new construction were to take place along US 33, the lot would be altered regardless.

Steve Langworthy said that it appeared that a conceptual master plan was needed for the rest of the property so that Planning and the Commission could have a better grasp on MAG's vision. Ms. Amorose Groomes expressed concern that this would be time consuming and delay MAG's business. Mr. Langworthy clarified that this plan was only allowing the possibility of parking lot construction and this would give them time to submit a master plan.

Mr. Walter questioned whether or not this parcel was large enough to have adequate screening. Ms. Husak confirmed there was approximately thirty feet and there was adequate space.

Mr. Hale Jr. said that he felt the best option for a permanent lot was the design presented tonight.

Mr. Walter said he was not inclined to support a conditional use and he would prefer the text be changed to allow for a permanent parking lot.

Mr. Langworthy explained that the applicant would need to come back later with plans for the lot, and that they were approving the use and not the lot itself.

Mr. Freimann expressed that, like Mr. Walter, he would like to approve the lot and not have the applicant come back for a conditional use. Ms. Husak explained that the conditional use would

not necessarily have to tie the use of the lot to a time limit and that the use could simply be approved without a time limit.

Mr. Langworthy said that this rezoning would give the applicant the option for a parking lot use. The applicant would then apply for a conditional use and final development plan for the approval of a parking lot.

Ms. Amorose Groomes reiterated that when the applicant applies for the conditional use the Commissioners would like to see a plan that is more permanent in nature.

Mr. Hale Jr. requested that the permeable pavement requirement not be in the rezoning due to the significantly higher cost of that type of material and the uncertainty of the permanency of the lot. Mr. Walter questioned whether this issue should be in a rezoning and suggested it should be in a final development plan. Mr. Langworthy confirmed that this issue could be addressed in either the conditional use or the final development plan.

Motion and Vote
Mr. Zimmerman made the motion to recommend to City Council approval of this Rezoning/Preliminary Development Plan because it complies with the preliminary development plan criteria and the existing development standards within the area with one condition:

1) That the applicant provide a stormwater management report for the site that complies with the City's stormwater management and stream protection Code, subject to approval by the City Engineer.

Mr. Zimmerman asked Mr. Hale Jr. if he agreed to the one condition. Mr. Hale Jr., agreed.

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

3. Deer Run Elementary School **8815 Avery Road**
08-046AFDP **Amended Final Development Plan**

Mr. Zimmerman announced that Mr. Saneholtz pulled this case from the consent agenda items. Mr. Saneholtz said he did not require the presentation by Claudia Husak, but would like to see photographs of the site.

Todd Zimmerman swore in the applicant, Jim Davis, Dublin City Schools, City representatives, and all others who wished to speak in regards to this case.

Mr. Saneholtz confirmed that if the Commission approved this request, the units (trailers?) could stay in their present form forever. He noticed when visiting the site that the HVAC unit on one end of the temporary classroom was incredibly loud. He suggested the HVAC be moved by

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Creating a Legacy

PLANNING AND ZONING COMMISSION
WORKSESSION
RECORD OF DISCUSSION

JULY 10, 2008

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

4. Perimeter Center, Subarea J – MAG – Porsche **6325 Perimeter Loop**
08-059INF **Informal**

Proposal:	External building modifications of a portion of an existing automobile sales and service building located within Subarea J of the Perimeter Center Planned Commerce District, located on the east side of Perimeter Loop Road, at the intersection with Mercedes Drive.
Request:	This is a request for informal review of architectural modifications.
Applicant:	Tim Galli, Midwestern Auto Group; represented by Smith and Hale LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission reviewed this informal request for architectural modifications and a new sign for a portion of the existing MAG automobile dealership. The Commission did not support the proposed box-like building and metal panels replacing the glass store fronts, stating that changing the shape and making this portion of the building larger would destroy the character of the buildings. The Commission did not support the proposed wall sign on the building main elevation.

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

4. Perimeter Center, Subarea J – MAG – Porsche 6325 Perimeter Loop
08-059INF Informal
WORK SESSION

Claudia Husak presented this informal request by the Midwestern Auto Group (MAG) to discuss changes to the architecture and a sign for a portion of their existing dealership, located in the Perimeter Center PUD, Subarea J. Ms. Husak said there are two buildings on this site, the northern building contains the Land Rover brand vehicles and the southern 57,000-square-foot building has a variety of automobile brands. She said this proposal is to modify the angled portion of the northern building by replacing the front façade with more of a curved design which increases the width and height of the showroom.

Ms. Husak said the MAG development text identifies the need for noteworthy, innovative architecture and does not permit a box design. She stated that Planning's evaluation of the proposal finds it reminiscent of a box design.

Ms. Husak said the proposed Porsche building includes a wall sign. She said no other wall signs exist along the main building, but there are ground signs at the entrances. She said a wall sign was approved for the Land Rover building, but the other main franchisees do not have any wall signs along this building.

Ms. Husak introduced two discussion points for the Commissioners' input. [The italicized discussion points are followed by the Commissioners' comments.]

Ben W. Hale, Jr., Smith and Hale, representing MAG said a new final development plan was approved, but it had not been built. He said that plan has been updated and SAAB has been added to the dealership. He explained that Porsche requested that the Commission be shown what they would like to have done on the site. He said they are also requesting an informal vote, although this is an informal application so they can see how the Commission feels about these changes.

John Oney, Architectural Alliance, said the Porsche brand has implemented a facility program, where dealers must comply with the image in order to qualify for an allotment inventory program where they will have access to a 20 percent reserve of vehicles which would put other dealerships at a competitive advantage. He said there are interior and exterior compliance requirements. He said he introduced options to Porsche that were sensitive to the existing architecture, and their position was that all their image requirements need to be met. Mr. Oney said when he presented the proposed architecture to Planning he did not feel they supported it. He said he was guided by Planning to go forward with this informal submittal.

Mr. Zimmerman invited those in the audience who wished to speak regarding this application to come forward. [There was no response.]

Discussion is requested regarding the appropriateness of the proposed sign for Porsche as a separate identity, contrary to the development text.
Mr. Zimmerman said the Porsche sign is on the top of the MAG marquee development, in the number one slot on top of the sign. Mr. Zimmerman and Mr. Walter were not supportive of a

separate Porsche wall sign as proposed. Mr. Fishman said the Porsche sign would have to meet Code.

Does the Commission agree with the "box-like" assessment? If so, is the Commission concerned that the proposal is inconsistent with the overall character of the MAG campus in terms of the individualized building element and its impact on the overall architectural style and character?

Richard Taylor noted that the existing building was of an extremely high quality in its design, materials, and its execution, and he had no doubt that this addition would also meet those standards. He said the addition shown is an interesting piece of work and by itself, on its own property might be a nice addition to Dublin, but he did not think it should replace one of the triangular pods on the existing building. He said the character of the existing building was consistent from end to end with the three identical pods, which made the building work. He said making one larger with a different shape, materials, and height would destroy the character of the existing building.

Kevin Walter said this was his favorite building in Dublin because the architecture was exquisite, and displays cars in a way that makes someone want to buy a car. He said changing the style of this pod will cause the other dealers to want to change their portion of the building and destroy the design of the building. Mr. Walter said he was not inclined to provide a vote as requested in this non-binding situation; but specifically, his feedback was that he was not supportive of this proposed application.

Chris Amorose Groomes agreed with the comments made by the other Commissioners and she would not be supportive of changing this specific pod.

Mr. Zimmerman referred to the 1997 minutes where the architect spoke compassionately about the building they were proposing. Mr. Zimmerman said the building architecture is a great innovative look, which fits well as it is, and he cannot support changing it.

Mr. Fishman said this was not his favorite Dublin building, but he thought in another location, he would consider it.

Mr. Zimmerman ended this Work Session confirming that enough input had been provided for the applicant.

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PLANNING AND ZONING COMMISSION
WORKSESSION
RECORD OF DISCUSSION

JUNE 19, 2008

5. Perimeter Center, Subarea D – MAG Parking Lot **Venture Drive**
03-112Z **Rezoning/Preliminary Development Plan**

Proposal:	A stand-alone parking lot to serve an existing car dealership within Subarea D of the Perimeter Center Planned Commerce District, located between US 33 and Venture Drive, approximately 800 feet southeast of the intersection with Perimeter Drive.
Request:	Review of a rezoning/preliminary development plan under the Planned District provisions of Code Section 153.050.
Applicant:	Brentlinger Real Estate Co.; represented by Smith and Hale LLC.
Planning Contact:	Claudia D. Husak, AICP, Planner II.
Contact Information:	(614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission informally commented on this request for a rezoning/preliminary development plan for a parking lot to serve the existing Midwestern Auto Group (MAG) car dealership to add vehicle parking as a primary use to the permitted uses of the existing PCD zoning. Some Commissioners questioned the need for the lot after the proposed modifications to the MAG dealership are completed. Other Commissioners urged the applicant to find an alternate location away from the prominent highway frontage. The Commission also discussed the need for a more environmentally sensitive solution than the proposed pavement. The Commission preferred requiring a conditional use to permit the parking lot to allow a review of the proposed association with the existing dealership.

STAFF CERTIFICATION

Claudia D. Husak

Claudia D. Husak, AICP
Planner II

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

3. Coffman Park - Amphitheater **5200 Emerald Parkway/5614 Post Road**
08-048AFDP **Amended Final Development Plan**

Todd Zimmerman swore in Brian Ashford, Facilities Manager for the City of Dublin representing the applicant, other City representatives, and all others who wished to speak in regards to this case.

The Commissioners chose to forego the Planning presentation by Rachel Swisher on this consent case.

Flite Freimann commended Planning for sending him a timely and informative meeting notification for this case, as he is a nearby resident.

Mr. Zimmerman invited those present who wished to discuss this case to come forward. [No one came forward.]

Mr. Zimmerman made the motion to approve this Amended Final Development Plan application. Mr. Freimann seconded the motion. The vote was as follows: Ms. Amorose Groomes, yes; Mr. Saneholtz, yes; Mr. Fishman, yes; Mr. Taylor, yes; Mr. Freimann, yes; and Mr. Zimmerman, yes. (Approved 6 – 0.)

WORK SESSION:

Mr. Zimmerman explained the Work Session purpose and procedures. He advised that all comments made by the Commission are informal and non-binding, and are intended only to provide general guidance to the applicant regarding the application.

4. Perimeter Center, Subarea J - MAG **6325 Perimeter Loop Road**
08-052AFDP **Amended Final Development Plan**

This case was postponed prior to the meeting. There was no discussion or vote taken.

5. Perimeter Center, Subarea D – MAG Parking Lot **Venture Drive**
03-112Z **Rezoning/Preliminary Development Plan**

Claudia Husak presented this request for an informal review of a pending rezoning/preliminary development plan for a stand-alone parking lot to serve the existing Midwestern Auto Group (MAG) campus. She explained that the application had been submitted in 2003, and then the applicant's development priorities shifted and the case had been placed on hold until recently. She said the site has frontage on U.S. 33 and it is currently undeveloped and has no significant natural features.

Ms. Husak said the Perimeter Center Planned Commerce District, stretches from Avery-Muirfield Drive on the west past Emerald Parkway on the east. She said the applicant is proposing to amend part of Subarea D, which is the office portion of this development. Ms. Husak said the applicant is proposing to roll Subarea D into the MAG campus and create a new subarea, Subarea J-1. She said the existing MAG campus has two buildings and an application has been filed for an expansion of the use on that site which has prompted the applicant to move forward on this parking lot to provide employee parking and to allow for continued vehicle storage. Ms. Husak said that the vehicle storage is necessary while the MAG site is under

construction and later on because they intend to add another building which would take out some parking spaces and require additional space for inventory storage.

Ms. Husak pointed out that the Commission is really looking at the stand-alone parking lot being a permitted use within the subarea. She said that landscaping and other details will be worked out when the applicant returns to the Commission for a final development plan. Ms. Husak said that the current permitted uses are those listed under the SO, Suburban Office and Institutional District, and the OLR, Office, Laboratory, and Research District, in the Zoning Code.

Ms. Husak highlighted the design details of the proposed preliminary development plan. She said that the development text proposes that there will be no display spaces on this site and no vehicle sales, reserving this lot for inventory and employee parking only.

Ms. Husak said Planning has provided two points for discussion. [Each point is italicized below and Commission comments follow.]

Ben Hale, Jr., Smith and Hale, representing the applicant, said the existing zoning would allow this parcel to be used as a conditional use because it states that a free-standing parking lot is permitted in association with a permitted use. He said Planning did not agree on this point, so they are proposing to add this use to the underlying zoning. He said they were leaving the zoning exactly the same, except they would like to allow the stand-alone parking lot as a permitted use.

Mr. Hale said an amended final development plan had been approved for the adjacent site, but MAG has not gone forward with it. He said they have filed a second amended final development plan which they think is a substantial upgrade from the previously approved plan. He said that because they are now in a position where they have to rezone to add this use, they want to have the lot built when construction on the MAG site begins. Mr. Hale said that in order to maintain their development schedule, they need the informal review tonight and when the rezoning application returns to the Commission for a decision, the Commission will have also seen the amended final development plan to consider before a vote is taken on the rezoning.

Flite Freimann said that if and when the other proposal for the MAG site is approved, he would have no problem supporting an off-site parking lot for inventory and employees. Mr. Freimann said he could not support paving 2.8 acres of grass until it is confirmed that they are going to go ahead with the expansion.

Mr. Hale said that if MAG does not do the expansion, they will not need the parking lot. He said they were in total agreement with Mr. Freimann, but because they had to do an informal review of the proposed parking lot first, the development timeline was stretched out.

Mr. Zimmerman invited those present who wished to discuss this case to come forward. [No one came forward.]

Ms. Amorose Groomes asked how many parking spaces were presently on the MAG site and how many spaces will be removed when the proposed construction is complete. John Oney, Architectural Alliance, said there are now 650 parking spaces, and after the construction, there will be 200 less. He said they needed alternative parking in place prior to removing the existing spaces. He explained that they will end up with 512 parking spaces on the MAG site when the

proposed construction is complete. Mr. Saneholtz confirmed that 138 spaces will be lost in the final formation.

Ms. Amorose Groomes asked if this property is currently owned by the dealership, and if there are other properties in this general vicinity owned by the dealership. Mr. Hale said that the when the dealership was built, the property was owned by the dealership, but it has since been sold and the dealership is now leasing it. The dealership does, however, own the land where the parking lot is proposed. Mr. Hale said they also lease and control the property on Post Road where the BMW dealership is located.

Ms. Amorose Groomes asked if there was any intention of building future dealerships in Subarea D, adjacent to U.S. 33. Mr. Hale said the current BMW dealership location on Post Road is inadequate according to BMW standards and it will eventually need to move. He said that they would like to relocate to this site some day, and the parking lot would no longer be needed at that point.

Ms. Amorose Groomes said she would prefer to see car storage for all of the dealerships on the vacant property between Venture Drive and Perimeter Drive instead, which would not be as highly visible from U.S. 33. She said that if a lot is going to be built for vehicle storage, she thought it needed to be environmentally sensitive and include a permanent pervious surface which would help with lot coverage and storm water issues. She suggested that the applicants figure out what they are going to do and then build something that would be more environmentally friendly than three acres of asphalt. She indicated that this site should be saved for something that might be more aesthetically pleasing than a parking lot.

Mr. Saneholtz asked if there was a reason why this parcel has not been combined with the existing dealership parcel to the west. Mr. Hale answered that the two parcels had different owners, so they can not be combined at this time.

Does the Commission support permitting an off-site, stand-alone parking and storage lot developed in association with a permitted use as described in the proposed development text?

Would the Commission prefer requiring a conditional use approval for a stand-alone parking lot to allow for time restrictions?

Mr. Saneholtz said this proposal seemed to be at best an anticipated and temporary use, and therefore, if it was temporary in nature, he preferred a conditional use. He said that a conditional use would give the City an equal amount of flexibility as the applicant in reacting to what ultimately happens to the MAG campus, rather than making a permanent zoning change. Mr. Saneholtz said that he wanted the City to be able to retain the ability to discontinue the parking lot after a certain period of time to allow something to develop that might more appropriate for the location.

Ms. Husak pointed out that the applicant would be able to combine a conditional use application with the final development plan application due to the sensitive timing of the project.

Mr. Zimmerman asked for clarification why a rezoning was necessary. Ms. Husak said that a text revision is being proposed. She said that the Zoning Code states that all auto-oriented uses, including stand-alone parking lots, are conditional uses. She said that the caveat is that they must

be in association with a permitted use, and on this site, there would not be a permitted use. Ms. Husak said that dealerships are not one of the permitted uses in the current zoning for Subarea D in which the parking lot is currently proposed.

Mr. Hale said that because the Code said that they could have a stand-alone parking lot in association with a permitted use like which the MAG dealership, they have the ability to ask the Commission for a conditional use, but Planning did not agree with him. He said that the applicant would rather not rezone this parcel, but their only solution is to add this use to the underlying zoning in order to complete the development in a timely fashion. Mr. Hale said that everything else in the zoning classification remains the same.

Mr. Langworthy said that Mr. Saneholtz had identified the relevant point – the fact that this is a separate parcel and is not owned by the same property owner. He said that this is what made the case to rezone this property to allow a stand-alone parking lot a conditional use.

Ms. Amorose Groomes said that even if a parking lot was a permitted use, she did not know that what she saw on the plan reflects what has been demanded of development along the U.S. 33 Corridor for every other tenant regarding setbacks, screening, and parking behind the building. She said that she felt a stand-along parking lot is not visually acceptable.

Mr. Saneholtz said that he agreed with Ms. Amorose Groomes' comments. He said he preferred the conditional use because it would allow some sort of time limitation on the usage.

Ms. Amorose Groomes said that having a place to store cars is always an issue with dealerships. She said that although there may be a time limit placed on the parking lot, the need for vehicle storage will remain. Ms. Amorose Groomes predicted that there may be a need for another parking lot in the future, and she did not know if developing a temporary parking lot in the meantime was terribly responsible.

Mr. Hale said the BMW dealership will need to relocate, and that the applicants will work with the Commission to propose an acceptable dealership with adequate parking. He said that they will mound and landscape this proposed lot so that the vehicles are not visible from U.S. 33. He said the parking lot will eventually no longer be needed and the land will be integrated into the overall plan.

John Oney, Architectural Alliance, said BMW may be ready to submit an informal application within a few months. Mr. Saneholtz asked if he were inclined to allow the parking lot on a conditional use basis, and based on the temporary nature of the conditional use, how many years were needed. Mr. Hale reiterated that BMW's lease expires in 2011. Mr. Saneholtz confirmed that a three-year limitation on the conditional use may fulfill the business needs.

Mr. Freimann said that he was uncomfortable discussing these things with so many moving parts. He said that he did not want to tie the Commission's decision to the idea that BMW is definitely going to end up relocating there.

Mr. Hale said that that was fine with them and that they would make the parking lot invisible from the freeway. He pointed out that many Dublin dealerships do not have their cars on the lots where they do business. He said they are often stored off-premise, which is not a very efficient way to run a business.

Ms. Amorose Groomes said she would not be supportive of the proposed parking lot location. However, she said that she realized the need for remote parking and car storage and she was empathetic to that need. She said that there are better long term and more environmentally responsible ways to achieve that end without locating the parking lot as proposed. She reiterated she wanted to keep pace with the work that has been done to preserve that U.S. 33 corridor and work with the applicant to provide alternatives that would be more suitable and beneficial to both the City and the business owner.

Warren Fishman noted that this site was zoned SO, Suburban Office and Institutional District, and recalled that when the development originally came before the Commission and City Council, they were apprehensive about changing the zoning to allow a car dealership. He pointed out that it may be assumed that a BMW dealership will be located here, but the zoning for that subarea is SO and OLR, Office, Laboratory, and Research District, and therefore intended for development that would generate revenue for the City of Dublin. He recalled that one of the concerns was that this corridor could turn into a giant auto mall on Dublin's very attractive revenue-generating U.S. 33 corridor. Mr. Fishman said he, like Ms. Amorose Groomes, was apprehensive about going down that road, and at this point, he did not want to make the decision to allow another car dealership here.

Mr. Hale said that this was exactly the same use and zoning text, but they are asking for a conditional use for this parking lot. He said that they were not asking to put a dealership here.

Richard Taylor said that if the stand-alone parking lot were permitted as a conditional use with a time limit on it, he would be apprehensive about making the time linked to a future dealership three years away. He said he thought it should be linked to the *need* for the temporary parking lot.

Mr. Fishman said that he was not enthused about paving the 2.8 acres of undeveloped land. He said that it would be a challenge to completely screen the lot.

Mr. Zimmerman agreed that if a conditional use was requested, there should be a time limitation.

Mr. Freimann said that he was against a specific three-year limitation because he wondered what would happen in three years when the applicant returns. He asked if the applicant will be made to jack-hammer it up. Several Commissioners agreed. Ms. Amorose Groomes said that it is a hardship that would be placed on a corporate citizen.

Mr. Saneholtz pointed out that the applicant would have the right to agree or disagree with the time limitation, and it is a business decision that will need to be made now. He said that the minutes of that meeting are going to have to reflect that in no uncertain terms, so that the next Commissioners can hold them to that decision. He said that he could not believe that the financial hardship of tearing up the parking lot would be more than building it. Mr. Hale said that it would be nowhere near the hardship it would be to not have the lot while the MAG site is undergoing construction.

Mr. Freimann questioned how removing the parking lot in three years would benefit anyone if an office building were built at that point.

Mr. Freimann questioned how removing the parking lot in three years would benefit anyone if an office building were built at that point.

Ms. Amorose Groomes pointed out that the temporary parking lot would not meet the green principles they say the City is trying to promote.

Mr. Langworthy concluded by saying that Planning had a sense of the points that needed to be discussed and asked to meet with the applicant to develop some additional contingencies and options to provide something more concrete to choose from when the applicant returns to the Commission for a decision. He said that there may be ways of satisfying many of their concerns.

Mr. Zimmerman closed this Work Session by thanking everyone for their discussion.

6. Wellington Reserve **5144 Brand Road**
08-038CP/Z **Concept Plan**

This case was postponed prior to the meeting. There was no discussion or vote taken.

The meeting was adjourned at 7:40 p.m.

Respectively submitted,

Libby Farley

Libby Farley
Administrative Assistant

21-032AFDP
Amended Final Development Plan
Midwestern Auto Group PUD
MAG BMW, Mini, Audi– Venture Drive

..CITY OF DUBLIN

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JUNE 16, 2005

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

6. **Amended Final Development Plan – 04-145FDP – Perimeter Center PCD, Subarea D – Midwestern Auto Group (MAG) – 6355 Perimeter Loop Road**
Location: 14.83 acres located on the south side of Perimeter Drive, at the southeast intersection of Perimeter Loop Road.
Existing Zoning: PCD, Planned Commerce District (Perimeter Center Plan, Subarea D).
Request: Review and approval of an Amended Final Development Plan under the PUD provisions of Section 153.053(G).
Proposed Use: A 18,081-square-foot building expansion and skywalk addition to an existing auto sales facility.
Applicant: Brentlinger Enterprises, D.B.A. Midwestern Auto Group, 6355 Perimeter Loop Road, Dublin, Ohio 43017, represented by Christopher Cline, Blaugrund, Herbert, and Martin Inc., 5455 Rings Road, Suite 500, Dublin, Ohio 43017.
Staff Contact: Jamie E. Adkins, Planner.
Contact Information: (614) 410-4644/Email: jadkins@dublin.oh.us.

MOTION: To approve this Amended Final Development Plan because the proposed addition generally meets the text and PUD requirements, the applicant has worked with staff to address issues related to the addition and, the proposal will allow for the expansion of a successful business with the addition of high quality architecture and site design, with eight conditions:

1) That additional information be submitted regarding proposed lighting for the skywalk to ensure compliance with the Dublin Exterior Lighting Guidelines, subject to staff approval;
2) That the proposed Jaguar statue and MAG wall sign be eliminated from the plans and elevations;
3) That no colored lenses be used for any exterior lighting on site;
4) That all utility connections and/or extensions meet or exceed the requirements and standards of the Engineering Division;
5) That the applicant indicate text compliance for parking should staff determine there is a parking problem on site, subject to staff approval;

PLANNING AND ZONING COMMISSION
RECORD OF ACTION
JUNE 16, 2005

6. Amended Final Development Plan – 04-145FDP – Perimeter Center PCD, Subarea D – Midwestern Auto Group (MAG) – 6355 Perimeter Loop Road (Continued)

6) That existing landscape plans be brought into compliance with the approved plan;
7) The site stormwater management is in compliance with the current Stormwater Regulations, to the satisfaction of the City Engineer; and
8) That overhead doors utilize either partially opaque or dark tinted glass to further screen the interior service uses.

* Christopher Cline, Blaugrund, Herbert, and Martin, Inc. agreed to the above conditions.

VOTE: 5 - 0
RESULT: This Amended Final Development Plan application was approved.

STAFF CERTIFICATION

_____
Jamie E. Adkins, Planner
Land Use and Long Range Planning

Ms. Boring asked if these were single-family homes in 4-C, the northern-most portion of the development?

Ms. Wanner confirmed that information. The staff recommendation is that the color be accepted.

Mr. Gerber made the motion to accept the documents into the record. The vote to accept the documents was unanimous. (Approved 5-0.)

It was noted there were no minutes to approve tonight.

Mr. Gerber read announcements of area meetings, including the Conservation Design Meeting with Council and the various Community Plan Area meetings. Mr. Bird explained these are very informal meetings, open for questions and discussion. There is a Citizens Involvement Task Force, and the Planning Commission will have presentations. The various times and locations are noted on the City's website and on a flyer available in the lobby. He noted all the applicants for tonight's cases had consented to the conditions. He asked if the Commissioners wished to pull any cases for questions.

Ms. Reiss pulled Cases 1and 6; Ms. Boring pulled Cases 4 and 5 from the Consent Agenda. Cases 2 and 3 were not pulled.

Mr. Gerber noted the applicant wanted to begin with Case 3, then Case 2. He announced the order the cases would be heard tonight: Cases 3, 2, 1, 4, 5 and 6. [The minutes reflect the published agenda order.]

6. **Amended Final Development Plan – 04-145FDP – Perimeter Center PCD, Subarea D – Midwestern Auto Group (MAG) – 6355 Perimeter Loop Road**

Mr. Gerber swore in all those who intended to speak on this case.

Ms. Adkins presented the case. The site is located north of 33/161 and east of Avery/Muirfield. The site is south of Perimeter Drive, consisting of 14 acres, zoned PCD, as part of the Perimeter Center plan, Subarea J, zoned for an auto dealership. Surrounding zonings are PCD, RI and PLR.

Ms. Boring asked for a clarification on the requirement from the rezoning that the remaining 77 acres would not be auto dealerships, as a deed restriction. She stated that Council wanted to ensure that the remaining acreage wasn't all auto dealerships.

Ms. Adkins responded that this site, Subarea J, was rezoned specifically for auto dealerships. She did not have a copy of the deed restrictions.

Ms. Boring thanked Ms. Adkins, and wanted to clarify for the record, what land the requirement spoke to.

Mr. Gerber agreed to clarify the requirement about the deed restriction.

Christopher Cline, Attorney, responded that this requirement was in the original conditions. To his knowledge that landowner never put any additional deed restrictions on the land. MAG does own an additional 10 acres along State Route 161/U.S. 33.

Ms. Boring asked if Mr. Cline knew what the acreage included.

Mr. Cline answered no. The land was not originally zoned for auto dealerships. If we rezone more land, Council and the Commission will have to approve the change.

Ms. Boring stated she did know there was considerable concern about Route 33 appearing like an automall.

Mr. Cline explained that MAG owns an additional 10 acres east of the site. Eventually we may ask for this to be expanded with another pod, so it will be addressed at that time.

Mr. Gerber stated that this was not an issue tonight.

Mr. Cline clarified that there is not a deed restriction that prohibits it.

Ms. Boring repeated that there are no deed restrictions, as was required by City Council.

Ms. Adkins described the proposed site plan for the expansion.
1)The existing Land Rover Building is just over 7,000 square feet and with the addition is 18,000 square feet. The rear of the building will enclose the service bays and the southwest portion of the building will have additional interior display, and the proposed sky bridge, the elevations which you have in your packet. There are minor modifications to the front along the main drive, and to the storage parking in the rear. The Land Rover sign will remain unchanged. The overhead service entrance will be enclosed with an overhead door. There is another central entrance proposed and a western entrance with a Jaguar sign. Materials and colors will be to match the existing building, including the dark tinted glass, and stucco.
2)The proposed sky walk will be elevated above the ground and extend out over the lake, beginning at the first floor elevation of the proposed addition, and finishing at the second floor elevation of the existing buildng. The applicant is proposing similar materials to the addition, and dark tinted glass.
3)The existing Land Rover sign will be resurfaced with the addition. There is a proposed sign for the center entrance with MAG lettering over the doors. Staff has conditioned that this sign be removed. The third proposed sign is for the Jaguar entrance. Staff has also conditioned that the proposed statue be removed. Renderings of the proposed addition were shown. Staff is recommending approval of this application, with the conditions noted in the Staff Report. There are Amended Conditions. Condition 3 was amended to include the word “exterior” in terms of color, lenses, and the lighting, and Condition 6 was stricken.

Mr. Gerber clarified Condition 6 was stricken because it is a Code issue.

Ms. Adkins agreed and stated that it is a Code Enforcement issue.

Mr. Gerber asked Steven Smith if this was correct.

Mr. Smith confirmed this was correct. He indicated they had reviewed the project related to what was originally built. The current proposal may comply with Code. There is a landscape height issue, but it is a Code Enforcement issue that will be addressed.

Mr. Gerber restated that the Commission does not have to concern itself with that particular landscape issue.

Mr. Smith agreed.

Ms. Boring asked why that was.

Mr. Smith, replied that this site has interesting conditions placed on it by the Planning and Zoning Commission originally. It was clear that because of the unique design, the landscaping requirements of the Code would not apply. City Council, at the rezoning, dictated the landscape plan. The applicant has met all of the requirements.

Ms. Boring disagreed with that assessment.

Mr. Smith stated that the landscape plan was submitted to Council as part of the text and has the plants labeled.

Ms. Boring replied that it says we would not see all the cars on those fingers, that we would only see the cars at the top of the fingers.

Mr. Smith said when you listen to the minutes, I don't know that it's that clear. The plant material was specifically named and written in and that is the plant material that they have out there.

Mr. Gerber clarified that new landscaping will be reviewed tonight. With respect to existing landscaping, that's a Code issue. This situation is no different from other applications. Maybe Dann [Bird] can report back to us at a subsequent meeting as to the progress.

Mr. Smith added that the site is between 85% and 90% in compliance, and 10% of the plant material has been trimmed down. That is a Code Enforcement matter that we will address.

Mr. Gerber agreed.

Ms. Boring asked again, about the expansion rule in the Landscape Code.

Mr. Smith said the Code does provide requirements if the expansion is more than 25%, however, the site adheres to the text of the Planned District.

Ms. Adkins responded that staff had discussed this matter and determined that if there is an expansion of 25% or more, the entire site must be brought into compliance with Code. However, this site had a specifically approved landscape plan at the rezoning that they have followed, and we wanted to bring them back into compliance with that plan, and that has become a Code Enforcement issue.

Ms. Boring said the Commissioners had not reviewed the minutes and the history. She was interested in seeing the original landscaping plan presented to the Commission to compare it with what was planted. She said it was a problem if it did not meet Code.

Mr. Smith responded that the landscaping will be brought into compliance.

Mr. Gerber asked Mr. Smith why Condition 6 should not be a part of this application.

Mr. Smith replied that Condition 6 requires a revised landscaping plan to be submitted. He said the landscaping is already in compliance with what Council specifically directed them to use. He suggested the condition state: That the existing landscaping material meet Code.

Mr. Gerber agreed with Mr. Hale's suggested Condition 6. That existing landscape plans be brought into compliance with approved plan, subject to staff approval.

Ms. Boring asked for clarification about the difference between the Landscaping section of the report and this condition. She wanted to ensure that the requirements of the Code were being met.

Mr. Gerber said he believed the new condition discussed will address all that.

Ms. Boring asked if that included the uplighting to comply with the intent of Code and to improve the appearance.

Ms. Adkins responded yes. With the display lighting, the issue is that it is still visible. That would be part of the Code compliance staff would remedy at a later date, to make sure that the lighting is screened.

Ms. Boring asked what the language should reflect.

Mr. Gerber responded that the existing landscape plans should be brought into compliance.

Mr. Smith stated that the existing landscape, at the direction of staff, be brought into compliance with the original text.

Ms. Boring inquired about the plant height within the approved vehicular display area.

Mr. Gerber wanted the language to be broad enough to cover all.

Mr. Smith stated that the plants that Council directed them to plant, are never going to grow to the desired height.

Ms. Boring added that it would help if they weren't trimmed.

Mr. Smith noted that that is a Code Enforcement matter. It's only in certain areas that they are not tall enough. It does match what was directed as part of their text.

Mr. Gerber repeated that if they let the plants grow it will be in compliance.

Ms. Boring asked Mr. Smith what was the problem with leaving the condition in for plant height.

Mr. Smith explained that the plants are not going to meet the 1-1/2-foot tall height required by Code. They are though, the plants approved by City Council as a part of the text.

Ms. Jones noted that the report talks about replacing missing trees. She wanted to know where those trees are going to be replaced on the site.

Mr. Bird said the existing landacape pretty broadly complies with the approved plan.

Mr. Gerber suggested the lanuguage "The existing landscape, at staff's direction, be brought into compliance with the original text." We'll just make that Condition 6.

Ms. Boring added that she was part of prior Council and knows what the idea was that was presented, and what we thought we were getting.

Mr. Gerber asked Ms. Boring if the language that Dann Bird just read was acceptable.

Mr. Bird restated, "That the existing landscaping be brought into compliance with the approved plan."

Ms. Boring agreed.

Mr. Christopher Cline asked if the Commission would like a complete presentation, or questions only.

Mr. Gerber polled the Commission and they decided to ask questions in the areas of concern and interest and through that process the presentation will be made.

Mr. Cline represented the applicant, with Dick Pryor and Tim Galley, from MAG; also, John Oney and Ed Parish from Architectural Alliance.

Mr. Cline noted that when this campus was zoned in 1997, it was after changes took place in Perimeter Center. That was going to be an enclosed mall, and it turned into a different vision. The Council's direction was that the Commission considered the rezoning, developed

the rezoning text and approved it. It also considered all parts of the development plan, including the landscaping plan, the architecture, and the grading. Only after the Planning and Zoning Commission had approved both the rezoning and the development plan did it go to Council for action on the rezoning. It went before Council twice and issues were added to the text. Council got involved in specifying particular cultivars of some of the plants, and having a landscape drawing that they incorporated into the revised text. The original text included a requirement that we would create "A striking, noteworthy and innovative architecture and site design."

Mr. Oney, architect, asked the Commission if they had any questions. He could describe the total project, including the review of our reasons and the design, and the specifics of the plan. The booklets and a powerpoint presentation encompass some specific detail, along with overviews of the model, and renderings.

Mr. Gerber indicated they would go to specific questions. He suggested that they start with the overall layout and design, and address those issues and questions. The other issues, like the signs, staff has addressed. I understand that the applicant has agreed to those changes.

Ms. Reiss had a question regarding the bridge connection between the two sections of the campus and why it needed to be elevated at the existing building.

Mr. Oney responded that the main building second floor elevation is at 12 feet, and the showroom pods that are existing are at 12 feet, which is the main corridor level. When we go to the Land Rover building, that showroom elevation is at grade. The only way to connect this from the main showroom level on the concourse, is at the 12-foot level. It is the same height as the existing showrooms.

Ms. Reiss asked if the reason for the sky bridge was to connect showroom to showroom.

Mr. Oney agreed. The lower level in the main building is a Rolls-Royce showroom. The main emphasis and what MAG is trying to achieve is to sell you something you don't need. They're expensive products and in a very unusual setting, and to do that, they've created an environment that really is unmatched in the auto industry and pretty unique. The intent is, when you get to these showrooms and go through this concourse, you can embark and be encouraged through, this connectivity to go from that retail environment to all 15 marquis.

Ms. Reiss confirmed that because the showrooms in the existing facility are on the second floor, the elevation of the bridge changes.

Mr. Oney agreed.

Ms. Reiss replied that was fine, and it explained why there's an elevation change, and what she needed to know. She had one other question for staff. The Staff Report states that the applicant is going to sufficiently screen the overhead service doors. However, staff would also like to see partially opaque, or dark tinted glass. She believed this should be conditioned.

Ms. Adkins responded that it should be a condition.

Ms. Reiss said she felt it should be a condition. The overhead doors in the service area either use partially opaque or dark tinted glass to further screen the interior surface uses.

Mr. Oney stated they were in agreement with that and plan to use the dark tinted glass, which is existing in the Land Rover facility. We've reduced the service doors from nine to five, and used the dark tinted glass. We have some visual contact to a customer out in the reception doors. The service doors are screened to Code. There are currently seven doors that view directly into the heavy-duty lifts that service the heavy-duty vehicles, and we have eliminated those seven doors. Now we have two entrance points that go to an aisleway and tinted the glass. We've done additional screening as well.

Ms. Reiss asked if that's what staff wanted to see done.

Ms. Adkins agreed.

Mr. Gerber stated that they needed a condition.

Mr. Cline said that when the Land Rover building was done it was the second part of the project and the design was largely dictated by Land Rover. Land Rover has been acquired by Ford Motor Company, which also owns Astin-Martin and Jaguar, and they are integrating that building into the overall look of the complex.

Mr. Zimmerman said he really liked the plan. It's unique in the marketing of a lot of different brands. It's a beautiful layout, and they've done a really nice job.

Mr. Oney responded that they had 250 feet from building-to-building, plus a corridor behind the administrative wing to begin the swooping curving path with three visual cues.

Mr. Zimmerman stated that each brand would have a space. He stated the internal/external setup is nice.

Mr. Gerber asked about the landscaping. In this model there are a lot of trees. In time there would be a nice canopy all though there, so I know what Cathy's talking about because in part you do see an awful lot right now. That's in some respects unfortunate, but over time that's going to cure itself with these trees as they grow. I would image that's the whole intent of the landscaping package that's before us.

Ms. Adkins stated that the landscaping for the site was installed in 1997-98. Over time it will mature.

Mr. Oney added they will be relocating pine trees and will be adding 52 evergreens as screening. We'll also be adding six shade trees, 10 evergreen trees and 10 replacement trees.

Ms. Boring asked about the replacement of 23 inches of trees on the site. These trees screen the storage parking area and the applicant has added a row of evergreen shrubs to meet this requirement. This may be a problem of replacing trees with shrubs.

Ms. Adkins responded that the Code requires 3-1/3 feet in height of screening. The original Development Plan included the larger trees. When they are removed, to comply with Code, they added shrubs.

Mr. Oney added that the replacement trees are located in the interior and are designated on the plan.

Ms. Boring asked if the trees that they are planting in the parking area are required.

Ms. Adkins replied those are required as replacement trees.

Ms. Boring noted that the plan is removing parking places. She thought there are a lot of filled parking places. I assume the applicants and staff are comfortable with the removing of those parking places.

Mr. Oney stated that approximately 98 parking spaces would be removed, but that parking would not be a problem.

Mr. Gerber inquired about staff's solutions if a parking problem exists in the future.

Ms. Adkins indicated that this situation would be a Code Enforcement issue and if staff noted a parking problem, the applicant would be requested to add parking in the future.

Mr. Cline noted that the parking spaces are typically used for storage, not customers.

Ms. Boring asked about the location of the evergreen shrubs screening the storage parking area.

Ms. Adkins indicated that additional evergreens will be planted underneath the skywalk to screen the parking area.

Ms. Boring asked about the changes to the pond.

Mr. Oney indicated that the pond will stay intact, but that some of the caissons will extend into the pond requiring minor pond adjustments.

Ms. Boring said the landscaping on site looks gorgeous and has matured well in the short time it has been there.

Mr. Gerber reiterated that the applicant had agreed to removing the proposed Jaguar statue and MAG wall sign. He asked if there were other signage questions.

Ms. Boring inquired if the Land Rover sign would be modified.

Mr. Cline replied that this sign would undergo a refacing, but that the color, size and height would remain the same. He stated that if Land Rover was no longer the tenant of that structure, that green color would be removed from the sign.

Mr. Oney also noted that the Land Rover sign would undergo a refacing.

Mr. Gerber asked if the applicant agrees to the conditions including the elimination of the Jaguar statue.

Mr. Oney agreed, saying that they will remove the MAG sign, and the "Leaper," the chrome ornament.

Ms. Jones commented that the sky walk really unifies the campus, and it seems to be consistent with the look. She had no further questions.

Mr. Gerber determined there were no other questions from the Commissioners. He stated that the text required this development to be "something noteworthy, striking and innovative," and the proposal meets those requirements.

Ms. Boring asked for a recap of the actual approval.

Ms. Adkins explained that the proposed MAG sign and the Jaguar statue sign will be removed, leaving only the JAGUAR copy on the building. So what will remain is the glass-enclosed entrance. This is the middle entrance – no sign. The second part of our condition asks that the statue above the Jaguar sign be removed so that all there will be is the Jaguar lettering above the door.

Ms. Boring inquired about the size of this sign.

Ms. Adkins replied that the sign measures 22 square feet.

Ms. Boring requested the removal of the phrase "subject to staff approval" from Condition 2.

Mr. Gerber agreed. He asked if any of the Commissioners had additional questions. Hearing none, he asked if the applicant agreed with the eight condtions.

Mr. Cline asked for a recap of the additional conditions.

Mr. Gerber replied with respect to condition 2, it was modified to eliminate the phrase "subject to staff approval." Condition 6 was amended to read "That existing landscape plans be brought into compliance with approved plan;" and that Condition 7 remains the same.

Ms. Reiss stated Condition 8 should read "Service doors need to be partially opaque or dark tinted glass to further screen interior service uses."

Mr. Gerber thanked Ms. Reiss and asked Mr. Cline if the conditions were acceptable.

Mr. Cline responded yes, we agree to them.

Mr. Gerber made a motion To approve this Amended Final Development Plan because the proposed addition generally meets the text and PUD requirements, the applicant has worked with staff to address issues related to the addition and, the proposal will allow for the expansion of a successful business with the addition of high quality architecture and site design, with eight conditions:

1) That additional information be submitted regarding proposed lighting for the skywalk to ensure compliance with the Dublin Exterior Lighting Guidelines, subject to staff approval;
2) That the proposed Jaguar statue and MAG wall sign be eliminated from the plans and elevations;
3) That no colored lenses be used for any exterior lighting on site;
4) That all utility connections and/or extensions meet or exceed the requirements and standards of the Engineering Division;
5) That the applicant indicate text compliance for parking should staff determine there is a parking problem on site, subject to staff approval;
6) That existing landscape plans be brought into compliance with the approved plan;
7) The site stormwater management is in compliance with the current Stormwater Regulations, to the satisfaction of the City Engineer; and
8) That overhead doors utilize either partially opaque or dark tinted glass to further screen the interior service uses.

Mr. Zimmerman seconded the motion, and the vote was as follows: Ms. Reiss, yes; Ms. Jones, yes; Ms. Boring, yes; Mr. Zimmerman, yes; Mr. Gerber, yes. (Approved 5-0.)

Meeting adjourned at 8:30 p.m.

Respectfully submitted,

Lois Willard
Clerical Specialist II
Land Use and Long Range Planning

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MARCH 4, 2004

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

3. Revised Development Plan 04-029RDP – MAG Rolls Royce Auto Dealership – 6335 Perimeter Loop Road

Location: 14.79 acres located on the southeast corner of Perimeter Drive and Perimeter Loop Road.

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

Request: Review and approval of a revised development plan under the PCD provisions of Section 153.058.

Proposed Use: Exterior architectural and site modifications to an existing dealership for a Rolls Royce sales area.

Applicant: Midwestern Auto Group, c/o Brentlinger Enterprises, 6355 Perimeter Loop Road, Dublin, Ohio 43017; represented by John Oney, Architectural Alliance, 165 North Fifth Street, Columbus, Ohio 43215.

Staff Contact: Jamie E. Adkins, Planner.

MOTION: To approve this revised development plan because it conforms to the existing Subarea J text and complies with the PCD provisions of Section 153.058, providing for the expansion and update of a successful Dublin business with seven conditions:

1) That vehicular display be prohibited on the proposed path and be noted as such on all plans, subject to staff approval;
2) That no colored lenses be used for any lighting on site;
3) That the proposed modifications comply with applicable Stormwater Regulations, to the satisfaction of the City Engineer;
4) That revised plans be submitted if a second door is required, subject to staff approval;
5) That proposed new signage be submitted that is directional in nature, subject to staff approval;
6) That relocated trees be replaced on an inch-per-inch basis if they die within five years, subject to staff approval; and

PLANNING AND ZONING COMMISSION
RECORD OF ACTION
MARCH 4, 2004

3. Revised Development Plan 04-029RDP – MAG Rolls Royce Auto Dealership – 6335 Perimeter Loop Road (Continued)

7) That the applicant utilize a rock that is more aesthetically suitable, subject to staff approval.

* John Oney agreed to the above conditions.

VOTE: 6-0.

RESULT: This development plan was approved.

STAFF CERTIFICATION

_____
Frank A. Ciarochi
Acting Planning Director

perhaps it go the other way completely to open it up for everybody or to leave it "as is". Mr. Gerber said Commissioners were absent tonight and it was important that everyone discuss this. The Commissioners present agreed to think about it and discuss it at the next meeting.

Mr. Gerber said it made sense to form a subcommittee to work with staff to better clarify what is meant by "conservation design" and to assist City Council as they review it. It is only in Resolution form now and more consideration is needed to determine how staff is to receive applications and how a determination is made with respect to what properties the Resolution may apply. He suggested that a subcommittee of three meet with staff to put something on paper to pass it on to City Council and the Code Revision Taskforce who are looking at this issue. Mr. Zimmerman, Mr. Gerber, and Ms. Reiss volunteered to serve on the subcommittee.

Mr. Gerber made a motion that the Commission establish a subcommittee to address the Conservation design process for further clarification. Mr. Messineo seconded the motion, and the vote was as follows: Ms. Reiss, yes; Ms. Boring, yes; Mr. Zimmerman, yes; Mr. Messineo, yes; and Mr. Gerber, yes. (Approved 5-0.)

Ms. Readler said the subcommittee meetings should be advertised like any other Commission meeting. Ms. Farley said she would be responsible for notifying the media of the meetings at the appropriate time.

Mr. Gerber said that any other Commissioners who want to attend were welcome. He asked that all the Commissioners be notified.

Mr. Gunderman informed the Commission that an updated Administrative Case update had been distributed tonight. Mr. Gerber noted that a lot of work had been accomplished over the last eight months.

Mr. Gerber asked for a show of hands of those present for each case on the agenda tonight.

Mr. Gerber announced that the Informal Case (Case 5) would be held first followed by Cases 1, 2, 3, and 4. [Later in the meeting, Case 4 was tabled as requested by the applicant's representative due to time limitations, before Case 2 was heard. The minutes reflect the order of the published agenda.]

3. Revised Development Plan 04-029RDP – MAG Rolls Royce Auto Dealership – 6335 Perimeter Loop Road

Mr. Gerber swore-in those who intended to speak before the Commission in regards to this administrative case.

Jamie Adkins said this site is located in west-central Dublin, just north of SR 161 and east of Avery-Muirfield Drive. She showed slides of the site. The site has frontage on four public rights-of-way: Perimeter Loop, Venture Drive, Perimeter Drive, and SR 161.

Perimeter Center is located to the west. The site is zoned PCD, Planned Commerce District in Subarea J of the Perimeter Center plan. All adjacent properties are zoned PCD.

The area to be modified is at the main entrance of the site on Perimeter Loop Road. Proposed changes are minor and include a pedestrian pathway and modifications to the doors and windows on the north elevation. A small retaining wall will also be added to the existing pond, and a couple of trees will be relocated because of the pathway. The replacement door will be closed except when vehicles are driven inside the building.

Ms. Adkins said the applicant would like to have the ability to switch out a second window with the same type of door if maneuvering problems arise. The north side of the building will be modified.

Ms. Adkins said staff is recommending approval of this development plan with six conditions as listed in the staff report, adding a seventh condition:

1) That vehicular display be prohibited on the proposed path and be noted as such on all plans, subject to staff approval;
2) That no colored lenses be used for any lighting on site;
3) That the proposed modifications comply with applicable Stormwater Regulations, to the satisfaction of the City Engineer;
4) That revised plans be submitted if a second door is required, subject to staff approval;
5) That proposed new signage be submitted that is directional in nature, subject to staff approval;
6) That relocated trees be replaced on an inch-per-inch basis if they die within five years, subject to staff approval; and
7) That the applicant utilize a rock that is more aesthetically suitable, subject to staff approval.

Mr. Gerber said this is a request to revise a previously approved development plan in the PCD. Because the type of uses and other general development are not proposed to change, the previously approved composite plan remains valid. The previously approved development plan is being revised to address exterior architectural and site modifications to an existing car dealership sales area. The Commission is to base approval on conformity to the approved composite plan.

Christopher T. Cline, Jr., representing the applicant, said he wanted the Commission to be aware of the contribution that MAG makes to Dublin's economy. Through City income taxes, personal property taxes, and real property taxes in 2003, MAG contributed approximately $741,000 to the community. They are a significant corporate citizen of Dublin. He said when this campus was built, it was the sponsor of a ten-year TIF that made area improvements such as Venture Drive. He said the original improvements were paid off in six years. The TIF is not being reused to provide improvements outside the initial area.

Mr. Cline said this would be the only Rolls Royce dealership in Ohio. It is now owned by BMW, and the Phantom model retails for approximately $325,000. The clientele is very exclusive and expects to have a high quality environment when purchasing a car. The showroom must be exclusive for Rolls Royce.

John Oney, Architectural Alliance, architect for this project, briefly described the modifications. He said there will be only one or two vehicles on site at any time. One will be in the showroom and the other in the shop area for test drives. Interior alterations will be made to make an exclusive showroom.

Mr. Oney showed drawings of the proposed modifications. He said a pedestrian walkway in front would follow the natural slope of the pond. The grade change is approximately 30 inches. They will use stamped concrete in a scalloped fashion as was used at the BMW showroom. There are three ballasters to provide an accent feature. A conforming directional sign will identify the Rolls Royce showroom entrance.

He said the Phantom model is 19½ feet long. They have also provided vehicle access to the showroom from the rear inventory lot using enough room to maneuver the large vehicle. Two existing pines and two deciduous trees will be relocated in front. The only proposed modification to the exterior elevation is to change the eight-foot door to a ten-foot opening to allow the large vehicle to be placed in the showroom. The glazing and mullions will match the glass. They propose to introduce horizontal mullions to match.

Mr. Oney said it might be necessary to come back to the Commission if modifications need to be made to provide access for a second vehicle. He agreed with the seven conditions listed above.

Ms. Boring said a Code revision was necessary to avoid having to go through this process for such a minor modification.

Mr. Gerber asked why the Commission had to hear this application instead of it being handled administratively.

Ms. Adkins said the reason staff thought it should be brought to the Commission is because the modification will be made at the main entrance of the site where it will be visible from the public right-of-way, and it is a PCD.

Mr. Gerber agreed, but said only because of the visibility the Commission should review it.

Gary Gunderman clarified that if changes to the Code had been adopted to consolidate the PCD with the PUD, this would not be before the Commission. Mr. Gerber understood.

Mr. Saneholtz made a motion to approve this revised development plan because it conforms to the existing Subarea J text and complies with the PCD provisions of Section

153.058, providing for the expansion and update of a successful Dublin business with seven conditions:

1) That vehicular display be prohibited on the proposed path and be noted as such on all plans, subject to staff approval;
2) That no colored lenses be used for any lighting on site;
3) That the proposed modifications comply with applicable Stormwater Regulations, to the satisfaction of the City Engineer;
4) That revised plans be submitted if a second door is required, subject to staff approval;
5) That proposed new signage be submitted that is directional in nature, subject to staff approval;
6) That relocated trees be replaced on an inch-per-inch basis if they die within five years, subject to staff approval; and
7) That the applicant utilize a rock that is more aesthetically suitable, subject to staff approval.

Mr. Gerber seconded the motion. Mr. Cline agreed to the conditions as listed above. The vote was as follows: Mr. Messineo, yes; Ms. Reiss, yes; Ms. Boring, yes; Mr. Zimmerman, yes; Mr. Saneholtz, yes; and Mr. Gerber, yes. (Approved 6-0.)

4. Rezoning/Revised Preliminary Development Plan 03-045Z – NE Quad PUD Retail, Subareas 5A and 5B – Kroger Center – Sawmill Road

Mr. Gerber noted this was a very large application. He said a Commission meeting was scheduled for March 18, but there are no applications currently ready to review. Instead of canceling the meeting, it made sense to hear this case then.

Ben W. Hale, Jr., representing the applicant, agreed to request a tabling in order to hear this application in its entirety at the next meeting. He said they were ready to go tonight and that they would not change anything in the next two weeks.

Mr. Gerber made a motion to table this case and made a motion. Ms. Reiss seconded the motion, and the vote was as follows: Mr. Messineo, yes; Mr. Saneholtz, yes; Mr. Zimmerman, yes; Ms. Reiss, yes; and Mr. Gerber, yes. [Ms. Boring had left the room temporarily.] (Tabled 5-0)

5. Informal 03-139I – Avondale Woods of Dublin – 5215 Avery Road

Mr. Gerber said this is an informal review of development options in order to address the objectives of the recently enacted Conservation Design Resolution. The discussion will be limited to thirty minutes.

Mark Zuppo said the applicant has filed for a rezoning application to request a change in zoning to PLR, Planned Low Density Residential District, but wanted to discuss the issue of Conservation design prior to moving forward with the application. He said the

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DUBLIN PLANNING AND ZONING COMMISSION
RECORD OF ACTION
January 15, 1998

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

1. **Development Plan 97-153DP - Perimeter Center, Subarea J - Land Rover Center - 6029 Perimeter Drive**
   Location: 1.87 acres located at the extreme north end of an overall 14.78 acre site located on the south side of Perimeter Drive between Perimeter Loop Road and Venture Drive, also abutting US33/SR 161.
   Existing Zoning: PCD, Planned Commerce District (Perimeter Center Plan).
   Request: Review and approval of a development plan for a new automobile dealership building under the provisions of Section 153.058.
   Proposed Use: A new 7,335 square foot retail building to be added to an approved plan for a 71,000 square foot dealership (site under development).
   Applicant: Midwestern Auto Group, c/o Mark Brentlinger, 5016 Post Road; Dublin, Ohio 43017; represented by Christopher T. Cline, attorney, 37 West Broad Street, Dublin, Ohio 43017.

MOTION: To approve this development plan because the use is compatible with the surrounding area and meets the intent of the Perimeter Center text with three conditions:

1) That the building match the original MAG building in terms of colors and materials;
2) That if Land Rover is no longer the tenant of the building, that the green architectural element on the front elevation and the wall sign be removed; and
3) That the overall site landscape plan be revised to show all changes caused by the development of Land Rover.

*Chris Cline, representing the applicant, agreed to the above conditions.

VOTE: 7-0.

RESULT: This development plan was approved.

STAFF CERTIFICATION

Suzanne E. Wingenfield

Suzanne E. Wingenfield
Planner

04-145AFDP
Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

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MEETING MINUTES

DUBLIN PLANNING AND ZONING COMMISSION

JANUARY 15, 1998

1. **Development Plan 97-153DP - Perimeter Center, Subarea J - Land Rover Center - 6029 Perimeter Drive (Approved 7-0)**
2. **Rezoning Application Z96-014 - Preliminary Development Plan - Avery Village Commons - Avery Road and Rings Road (Tabled 7-0)**
3. **Rezoning Application 97-140Z - Soccer Stadium - 7685 Post Road (Approved 6-1)**

The meeting was called to order at 6:30 p.m. by Marilee Chinnici-Zuercher. Other Commission members present were Tom McCash, Jim Sprague, George Peplow, Tim Lecklider, John Ferrara, and Joe Harian. Staff members present were Bobbie Clarke, Mary Newcomb, Chris Hermann, Suzanne Wingenfield, Kim Littleton, John Talentino, Lisa Fierce, Fred Hahn, Bridget Kahle, Mitch Banchefsky, Chad Gibson, Balbir Kindra, Randy Bowman, Rick Helwig, Mary Bearden, and Libby Farley.

Ms. Chinnici-Zuercher welcomed Tom McCash as the new City Council liaison.

Mr. Ferrara made a motion to accept the documents into the record, and Mr. Harian seconded. The vote was as follows: Mr. Sprague, yes; Mr. Lecklider, yes; Mr. McCash, yes; Mr. Peplow, yes; Ms. Chinnici-Zuercher, yes; Mr. Harian, yes; and Mr. Ferrara, yes. (Approved 7-0.)

1. **Development Plan 97-153DP - Perimeter Center, Subarea J - Land Rover Center - 6029 Perimeter Drive**

Suzanne Wingenfield presented this development plan for a new automobile dealership building on a 15 acre site located on the south side of Perimeter Drive. The rezoning that created Subarea J was approved in 1997. The large automobile dealership building (50,000 square feet) was approved in May 1997 and is now under construction. This proposal is for a 7,000 square foot automobile dealership at the northern two acres of the same site.

04-145AFDP
Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

Ms. Wingenfield said this building must comply with the development text standards in terms of parking, layout, landscaping, and signs. Wall signs are generally not permitted in Perimeter Center, but the development text does permit a wall sign on this building. The 20 foot high sign faces Perimeter Drive. It is mounted on a green architectural panel that is 31 feet tall.

The Land Rover building is a one story structure primarily constructed of concrete masonry units, glass, and stucco. The colors will be shades of gray with some white. The rezoning requires that this building have architecture and materials that are compatible with the larger MAG building. This proposal meets this requirement. The front of the building will face Perimeter Drive. The showroom is to be constructed with tinted gray glass.

Ms. Wingenfield said staff recommends approval of this development plan with three conditions:
1) That the building match the original MAG building in terms of colors and materials;
2) That if Land Rover is no longer the tenant of the building, that the green architectural element on the front elevation and the wall sign be removed; and
3) That the overall site landscape plan be revised to show all changes caused by the development of Land Rover.

Mr. Lecklider asked if the sign proposed is a wall sign. Ms. Wingenfield said yes. The green architectural structure is connected to the building, and the sign is mounted on it.

Mr. McCash asked what the 11 parking spaces which were removed, were for originally. Ms. Wingenfield said they were primarily customer and service parking spaces. The display parking remains the same. Spaces in the rear of the building for holding cars were also removed.

Mr. McCash asked about Condition 2 and how the green element could be removed without destroying the building. Ms. Wingenfield believed the structure resembled a chimney but did not provide structural support. Ms. Clarke said the green vertical element was used as an identifier for this specific dealership everywhere. If the building is occupied by any other dealership, the new dealer will probably want to remove it. Ms. Clarke said that Land Rover uses a lodge-looking building nationally which did not integrate well with the very modern and sleek architecture of the MAG building. Currently, Land Rover has agreed to build a smaller version of the MAG building, which is warmly welcomed. At the time of rezoning, it was stated that this vertical sign space was a necessary element of the deal and it is cited in the PCD text.

Mr. Peplow said a wall sign, not exceeding 32 square feet not including the word "Dublin" was approved at the time of rezoning. He asked what size the Land Rover sign was exclusive of the word "Dublin". Ms. Wingenfield said it was approximately 31 square feet.

Ms. Wingenfield said the sign is consistent with the text. Mr. Sprague said when MAG applied for rezoning, they expected problems with Land Rover unless the wall sign was permitted. The Commission understood and included a wall sign. He views the entire green panel as the sign, and was concerned that it exceeds the Code. Ms. Wingenfield said the green architectural element is part of the exterior wall. The oval and lettering constitute the sign. Mr. Sprague disagreed.

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Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

Mr. Sprague asked about the vehicle demonstration track. Ms. Wingenfield said it was for test drives and had landscaping, etc.

Christopher Cline, attorney, agreed with the above three conditions on behalf of the applicant.

Mr. Cline said the green vertical design element was specifically mentioned in the text and will be designed to be removed without changing the building. He said Dublin has been easier to work with than Land Rover in this process. He showed Land Rover's original and final building designs. The building will not be intrusive. He showed the Commission the building materials which will match the MAG building except for the green tile element. The gray metal shown is the material of the standing seam roof. The three masonry materials will be identical to those at MAG.

Mr. McCash said the Land Rover green color (GM-1) of the vertical design element was not mentioned in the text. He was comfortable with the color shown.

Mr. McCash asked about the white spruce trees screening the vehicle display area. Mark Brentlinger said it is a short-needled tree that has a greater density, such as the Austrian pine.

Mr. Cline said during the rezoning process at City Council on June 2, various Council members were concerned that the sign was largely undefined. As a result, there was a text modification as a response to Council. It also prohibited wall signs on SR 33. Mr. Lecklider agreed with Mr. Sprague's interpretation that the entire structure constituted a sign.

Mr. Sprague asked if the display rock stand was standard for Land Rover dealerships. Mr. Cline said yes. It is behind the fingers and display cars and will not make an impact from the street.

Mr. Sprague asked about the vehicle demonstration track. Mr. Brentlinger said it was constructed of large pieces of flagstone placed in a way that only a Land Rover can drive over it. It would damage any other type of vehicle. Mr. Cline said it was not a race track; the average speed would be less than 5 MPH. Mr. Brentlinger said the track was not visible from the street.

Mr. Ferrara asked why the sign area was increased nine square feet. Mr. Brentlinger said it increased when "Dublin" was added. Mr. Ferrara said the text clearly stated that the sign shall not exceed 32 square feet, not including "Dublin".

Mr. Ferrara said there was no documentation on the height of the pylon. Mr. Cline said these were contained in the January 9 text additions.

Mr. Sprague said the building was very attractive and consistent in design and material with the main building. He would like to see the rock display removed.

Mr. Peplow liked the green Land Rover sign.

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Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

Mr. McCash said Council had been concerned about the 15 foot height of the sign, but was satisfied with the text at this time. Mr. Lecklider said since the wall sign appeared within a text revision approved by City Council, he was no longer concerned.

Mr. Ferrara made a motion to approve this development plan because the use is compatible with the surrounding area and meets the intent of the Perimeter Center text with three conditions:

1) That the building match the original MAG building in terms of colors and materials;
2) That if Land Rover is no longer the tenant of the building, that the green architectural element on the front elevation and the wall sign be removed; and
3) That the overall site landscape plan be revised to show all changes caused by the development of Land Rover.

Mr. McCash seconded the motion and the vote was as follows: Mr. Sprague, yes; Mr. Lecklider, yes; Mr. Peplow, yes; Mr. Harian, yes; Ms. Chinnici-Zuercher, yes; Mr. McCash, yes; and Mr. Ferrara, yes. (Approved 7-0.)

Ms. Chinnici-Zuercher thanked and congratulated Mr. Brentlinger on this expansion.

2. Rezoning Application Z96-014 - Preliminary Development Plan - Avery Village Commons - Avery Road and Rings Road

John Talentino presented this rezoning which was tabled without discussion on December 4, 1997. The development includes 71 lots and 243 multi-family units. An "unloaded" road without driveway cuts will be built by the developer through the site. All development is to the north of it, and there is a park to the south. Access is from the new street with a secondary access from Corporate Center Drive. He showed the Samson property immediately to the north. Mr. Talentino said the pool and parking are both within the 200-foot setback. A pond with a fountain provide added interest. He said the architecture drawings were conceptual.

Four industrial lots have been added to the plan at the end of Corporate Center Drive. Office use is preferred in the Community Plan for these. The rest of the site is shown in the Plan as residential use or 1-2 du/ac. Staff has been working with this applicant for a long time. The use, except for density, complies with the Southwest Area Plan. Staff likes the amenities such as the large park and new road. This plan defines a point where the single-family area begins. The applicant has responded to many of the City's requests.

Mr. Talentino said issues of density, road/pedestrian connections between this site and off site, and provision of parkland have not been resolved. Lot sizes should increase as they move westward. Architectural drawings have not been submitted. The applicant wants feedback on density. He said staff recommends disapproval of this rezoning based upon 11 reasons:

1) The project density (five dwelling units per acre) exceeds the recommended density in the Community Plan, and the proposed plan's characteristics fail to justify a density increase.
2) The plan fails to incorporate the Avery Road right-of-way consistent with the adopted Thoroughfare Plan.

04-145AFDP
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DUBLIN PLANNING AND ZONING COMMISSION
RECORD OF ACTION
May 1, 1997

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

6. **Development Plan 97-034DP - Perimeter Center Subarea J - Midwestern Auto Group - 6025 Perimeter Drive**
Location: 14.78 acres located at the southeast corner of Perimeter Loop Road and Perimeter Drive.
Existing Zoning: PCD, Planned Commerce District (Perimeter Center plan, rezoning for Subarea J pending).
Request: Review and approval of the development plan for a 70,866 square foot auto dealership under the provisions of Section 153.058.
Proposed Use: Proposed auto dealership.
Applicant: Charles Aeh, c/o Christopher Cline, 37 West Bridge Street, Dublin, Ohio 43017.

MOTION: To approve this development plan because it will preserve the desired character along US 33/SR 161 and within the area, conforms to the PCD regulations, is consistent with the Community Plan, and employs very innovative site design and architecture, with nine conditions:

1) That access to Perimeter Drive be prohibited and that access along Perimeter Loop Road be subject to approval by the City Engineer;
2) That the construction of the site be coordinated with the construction of public roadways and utilities, subject to approval of the City Engineer;
3) That the design of all storm water management systems, site utilities and improvements, including grading, be subject to the approval of the City Engineer;
4) That the landscape plan be revised to conform more closely to the requirements of the Code and the comments in this report, subject to staff approval;
5) That text be amended to further address landscaping, signage, lighting, grading and building architecture;
6) That signage be permitted as follows: two, 15-foot pylon signs as presented at this meeting; one, four-foot high direction sign; a ground sign facing US 33, subject to staff approval (not to be a 15-foot pylon sign); and a future wall sign on the proposed Land Rover building, subject to staff and Commission approval;

04-145AFDP
Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

4) That the east edge of the parking lot be screened per Code within 36 months of occupancy unless the adjacent site is developed;
5) That stormwater meet the requirements of the City Engineer;
6) That lighting conform to the Dublin Lighting Guidelines;
7) That a tree preservation plan providing for protection of the northern treeline be submitted prior to issuance of a building permit, subject to staff approval;
8) That a right-of-way permit be obtained from the Division of Engineering to abandon existing storm sewer lines and that the abandoned pipes be grouted;
9) That the site comply with the recommendations of the Barton-Aschman traffic study, dated April 16, 1997;
10) That the treeline be maintained as required by City Council in connection with the utility waiver;
11) That the width of the driveway islands and the caliper of the trees (3.5 inches) meet the requirements of Subarea A2 of the Tuttle Crossing text, or that text modifications be approved by City Council; and
12) That a revised landscape plan, site dimension plan, and grading plan, reflecting all conditions of approval be submitted to the Planning Division within two weeks.

Mr. Harian's motion was also for approval of the **Pagura Site** revised development plan because it will provide improved traffic circulation and an attractive water feature, with three conditions:
1) That the site comply with the recommendations of the Barton-Aschman traffic study, dated April 16, 1997;
2) That the pond is designed to maximize its aesthetic characteristics, as approved by staff and installed with Phase 1 of the Rings Road Office Building; and
3) That the east-west link is completed prior to occupancy of Phase 2, or the widening of Rings Road, whichever occurs first.

Mr. Hale agreed to the above amended conditions.

Mr. Lecklider seconded the motion, and the vote was as follows: Mr. Peplow, yes; Ms. Chinnici-Zuercher, yes; Mr. Sprague, yes; Mr. Lecklider, yes; and Mr. Harian, yes. (Combined Vote: Approved 5-0.)

5. Development Plan 97-034DP - Perimeter Center Subarea J - Midwestern Auto Group - 6025 Perimeter Drive

Bobbie Clarke said the Commission made a positive recommendation on the Midwestern Auto Group (MAG) rezoning April 10. Action on the development plan was tabled. The development plan will be subject to any conditions City Council adds. Most of the current issues deal with landscaping, lighting, grading, and signage.

04-145AFDP
Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive

The site contains 14.8 acres on the southeast corner of Perimeter Drive and Perimeter Loop Road. This is a 71,000 square foot building with parking for almost 750 cars. She said a new street, Venture Drive, will be continued which will provide the fourth street frontage to this site.

A "MAG" wall sign, a low ground sign, and two 15-foot high ground signs are proposed. The dealership is large and will service many different types of cars. The raised vehicle display "fingers" are not screened as required by Code. However, the exposed ends of each of the fingers fall within Code (maximum display area of 25 percent of the frontage). Staff would like the display area to come closer to meeting the Code in several respects.

She said staff recommends approval with nine conditions (as amended):

1) That access to Perimeter Drive be prohibited and that access along Perimeter Loop Road be subject to approval by the City Engineer;
2) That the construction of the site be coordinated with the construction of public roadways and utilities, subject to approval of the City Engineer;
3) That the design of all storm water management systems, site utilities and improvements, including grading, be subject to the approval of the City Engineer;
4) That the landscape plan be revised to conform more closely to the requirements of the Code and the comments in this report, subject to staff approval;
5) That text be amended to further address landscaping, signage, lighting, grading and building architecture;
6) That signs be brought into compliance with the recommendations in this report, subject to staff approval;
7) That lighting be subject to further review and staff approval;
8) That sidewalks be constructed along the east and west frontages; and
9) That a revised site plan which incorporates all of the conditions be submitted within two weeks.

Mr. Harian asked if corporate/national flags were considered as signs. Ms. Clarke said national flags are permitted in the Sign Code, and non-political signs are regulated. She said the maximum pole height for corporate flags is 20 feet. Mr. Harian asked if there was a limit to the number of corporate flags. Ms. Clarke said one corporate flag is permitted for the site. A choice of one auto company, or a MAG, flag would be permitted as a corporate flag. Any number of national flags could be flown under the Code. Mr. Sprague said they could change the flag every day.

Mr. Lecklider asked if the wall sign proposed was appropriate. Ms. Clarke said she liked the sign, however it would set a precedent. A decision needed to made to include wall signs in Perimeter Center, because none are now permitted at this time.

Mr. Lecklider asked about the elevation of the display fingers. Ms. Clarke was uneasy with the elevated nature of the fingers, six feet along the freeway.

Mr. Lecklider asked if the landscaping needed to be enhanced. Ms. Clarke said more trees were necessary on the site. A one-foot vegetative screen around the display area is also needed.

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Mr. Lecklider asked about the lighting of the display fingers. Ms. Clarke said less light than permitted was being proposed on the site. She said there may be justification to work with the applicant for something that was far more subdued, but perhaps more dramatic, than what is normally associated with a car dealership.

Ms. Clarke said architectural issues needed to be addressed in the text to insure that in the future, the text appropriately identifies what can be built on the north end of this site. Staff would hope that it could be coordinated with the larger building to the south as much as possible.

Ms. Clarke said the Code has no provisions for a site with four frontages. Staff proposes that it be treated as two corner sites, which would be entitled to approximately the same rights as if were two sites with two frontages.

Mr. Peplow asked about the access road. Ms. Clarke said an entrance was initially proposed along Perimeter Drive, but it has been removed from the plan. The only engineering issue deals with the aesthetic and safety placement of the Perimeter Loop entrance. The applicant feels strongly that it should not be relocated for aesthetic reasons.

Mr. Harian said he did not see the required display landscaping screening at other dealerships. Ms. Clarke said many dealerships were developed prior to the landscaping code. Difference in the grade elevation between the street and lot sometimes eliminates any screening function, although the mound is in place.

Ms. Chinnici-Zuercher said cars pulled onto mounds looked bad. She asked if the display fingers were intended to display in a more appealing way.

Chris Cline, attorney, said the gasoline will be only for the cars serviced and it will not be sold. He said the tank will hold 6,000 gallons of gas.

Mr. Cline said the curbcut on Perimeter Loop Road is proposed because of the artistry of the site. He understood that the City Engineer wanted 250 feet between offset driveways, but it was not a policy or code. He said the Perimeter Center text only a requires 100 foot offset.

Mr. Cline said the customer parking has been increased to 76 spaces.

Mr. Cline said they would work with staff to meet the street tree requirement. He said they had 3-inch caliper street trees for every thirty feet of frontage, but not on center. They have been arranged to complement the site. He said they would meet the Code.

Mr. Cline said their sign proposal basically complied with the Sign Code. He said the wall sign was artistic. The wall sign is a signature to the building itself. There are two ground pylon signs of stainless steel material. A translucent plastic material will be used that the light will softly shine through.

The purpose of the complex grading plan was to conceal everything except the cars that are for sale. As you look down the finger display, the cars become less visible. A maximum of four display vehicles will be seen on the fingers. Mr. Cline showed the Commission digital photographs of the building model showing what would be seen from the roadway.

Ms. Clarke asked how tall the trees were as shown. Mr. Cline said the Sunburst honey locust were shown at about 25-30 feet tall.

Mr. Cline said Page 2G of the development plan text detailed the permitted display areas.

Mr. Harian asked if the front side of the mound was grass. Mr. Cline said yes.

Mr. Cline said the relative elevation of roadway on SR 161 was around a 19 contour and the six-foot mound went up to 24. Mr. Cline said the setback was approximately 100 feet. Mr. Cline said there was a six-inch cement curb around the end of the finger display areas and the ends of the fingers would be illuminated with accent uplighting on the cars.

Mr. Sprague asked how many cars would be exposed to the streets. Mr. Cline said on the 14 fingers there might be three or four cars each.

Mr. Cline said there were 60, cut-off gray fixture lights on 14-foot high poles.

Mr. Cline said the two pylon signs proposed were 15 feet tall and the issue was that they did not comply with Code because of the percentages of logo used. He said the logos were needed because they had 12 separate manufacturers. The third sign has been reworked as a six-foot tall directional sign without logos. The wall sign was 50 square feet in size located on the wall that screened the mechanical units. Mr. Kuspan said it would have stainless steel channel letters with backlighting. Ms. Clarke said there was a problem with the height of the wall sign, and that Perimeter Center generally does not permit wall signs. Ground signage in Perimeter Center was defined as a 3 by 5 (height with relationship) on a brick or stone base. The applicant is required to follow the text requirements. She said the MAG ground sign, due to its very unusual design, is somewhat smaller.

Ms. Chinnici-Zuercher said the Commission should be consistent in applying the Sign Code. She said they needed a new text written for the whole area to provide a level of consistency. She wants to avoid the same problem occurring again without some text structure.

Ms. Clarke asked if there were consensus among the Commission members that wall signage should be incorporated in the Perimeter Center text. Mr. Harian thought they were trying to stay away from wall signs there.

Mr. Harian said the sign was neat and asked if a ground sign on US 33 would be considered instead of a wall sign. Mr. Bretlinger said the sign was expensive to produce. They were also looking to brand MAG as a company. He said they would remove the building sign, if necessary.

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He said Land Rover, which was proposed next door, had a non-flexible design requirement for a wall mounted sign.

Ms. Chinnici-Zuercher said ultimately, wall signs may be okay, but consistency is necessary. Mr. Bretlinger said if wall signs were forbidden in this area, Land Rover will not participate and the project may not be possible.

Ms. Clarke said Page 6 of the existing Perimeter Text has design criteria for signage and addresses specifics such as materials and landscaping, signs with a base, signs mounted on pylons, maximum sign face is 50 square feet, an overall height of eight feet above the top of the adjacent curb, that signs cannot be on mounds, they must be three by five in ratio, but the words "There cannot be any wall signs" are not included. It does state that no sign shall be painted or posted directly on the surface of any building. The text gives permission to use ground signs, nothing else.

Ms. Chinnici-Zuercher asked if the signs proposed were in compliance. Ms. Clarke said they were too tall, the wrong size and design, and the logo area exceeded 20 percent.

Mr. Sprague asked if the Chrysler sign complied. Ms. Clarke said the text had been revised yearly since 1987. She said the Chrysler dealership came in originally as the Mercedes dealership and a new text was drafted for Subarea I. When originally zoned, it too was part of Subarea D, and then it became Subarea I. Subarea I was zoned specifically for a dealership, with specific architecture, in accordance with the Trott and Bean plans, and with the signage as presented. Due to the clean look of the sign, it was granted an exception.

Mr. Cline asked how Big Bear got a wall sign. Ms. Clarke said the original Perimeter Center rezoning was driven by the desire to construct a retail mall of 250,000 square feet, similar to Worthington Square. That proposal fell apart due to many things, including a sewer ban. When the project was revised, it became an exterior mall. The architectural design exhibited at Perimeter Center shopping center was part of that negotiation process. Wall signage for all other tenants is not illuminated but Big Bear was permitted the sign which is now in place. Staff recommended against, but the Planning Commission and City Council approved it. The sign package is included within the text, including an exhibit.

Ms. Chinnici-Zuercher suggested a committee in the near future to address these issues and return with acceptable parameters to make a decision.

Mr. Harian was against wall signs on US 33. A monument sign or a version of another type sign would possibly be preferable. Mr. Peplow, Mr. Lecklider, and Mr. Sprague preferred a ground sign on US 33.

Mr. Lecklider concurred about consistency being necessary. He liked the pylon sign, but would like it less than 15 feet tall.

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Mr. Sprague said Gorden Flesch was not permitted to have wall signs, and this site should not be either. He said if Range Rover insisted on a wall sign that was otherwise compatible with Dublin's Sign Code, perhaps there was an exception that could be written into Subarea J.

Mr. Cline suggested that the tall sign would not work on US 33. Mr. Bretlinger anticipated that in the next 18 months three additional logos would be added to the sign.

Ms. Chinnici-Zuercher understood the applicant to be requesting two, 15-foot tall pylon signs, a six-foot pylon sign, and that the MAG sign on the building was withdrawn, and a ground sign facing US 33 would be added. Language in the text is to be added: That the proposed Land Rover center would be permitted a wall sign as approved by staff.

Mr. Cline said a four-foot directional MAG sign saying "parts, service, fuel deliveries, etc". would be located at the third entrance to the site. Mr. Sprague said the MAG logo needed to be removed. Mr. Cline said agreed.

Ms. Chinnici-Zuercher said the Commissioners had indicated some acceptance of this application, except for the signage. She said five signs: two, 15-foot signs, a wall sign on Land Rover to be determined at a later time, a ground sign along SR 33, and a directional sign at the entrance which will not exceed four feet in size were being discussed.

Mr. Lecklider was concerned with the sign height. Mr. Harian, Mr. Peplow and Ms. Chinnici-Zuercher said 15-foot signs were acceptable. Mr. Sprague liked the sign, but said 15 feet is too tall. He suggested a height of 13 feet with the base.

Ms. Clarke understood that the Commission was not endorsing *any* 15-foot high sign, but the specific 15-foot sign presented. Ms. Chinnici-Zuercher said that was correct. Ms. Clarke said then it needed to be written in the text.

Mr. Harian made a motion for approval of this development plan because it will preserve the desired character along US 33/SR 161 and within the area, conforms to the PCD regulations, is consistent with the Community Plan, and employs very innovative site design and architecture, with nine conditions:

1) That access to Perimeter Drive be prohibited and that access along Perimeter Loop Road be subject to approval by the City Engineer;
2) That the construction of the site be coordinated with the construction of public roadways and utilities, subject to approval of the City Engineer;
3) That the design of all storm water management systems, site utilities and improvements, including grading, be subject to the approval of the City Engineer;
4) That the landscape plan be revised to conform more closely to the requirements of the Code and the comments in this report, subject to staff approval;
5) That text be amended to further address landscaping, signage, lighting, grading and building architecture;
6) That signage be permitted as follows: two, 15-foot pylon signs as presented at this meeting; one, four-foot high direction sign; a ground sign facing US 33, subject to staff approval (not to be a 15-foot pylon sign); and a future wall sign on the proposed Land Rover building, subject to staff and Commission approval;
7) That lighting be subject to further review and staff approval;

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8) That sidewalks be constructed along the east and west frontages; and
9) That a revised site plan which incorporates all of the conditions be submitted within two weeks.

Mr. Peplow seconded the motion. Mr. Sprague asked what square footage would be for the four-foot ground sign. Ms. Clarke suggested it be resolved with staff.

Mr. Cline agreed to the above conditions. He said the sidewalk on Venture Drive was part of the TIF. Mr. Bowman agreed. The vote was as follows: Ms. Chinnici-Zuercher, yes; Mr. Lecklider, no; Mr. Sprague, yes; Mr. Peplow, yes; and Mr. Harian, yes. (Approved 4-1.)

The meeting was adjourned at 12:15 a.m.

Respectfully submitted,

Libby Farley

Libby Farley
Administrative Secretary
Planning Division

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DUBLIN PLANNING AND ZONING COMMISSION
RECORD OF ACTION
April 10, 1997

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

3. **Rezoning Application 97-034Z - Revised Composite Plan/Development Plan - Midwestern Auto Group - 6025 Perimeter Drive**
Location: 14.78 acres located at the southeast corner of Perimeter Loop Road and Perimeter Drive.
Existing Zoning: PCD, Planned Commerce District (Perimeter Center plan).
Request: PCD, Planned Commerce District. Amendments to the existing Perimeter Center composite plan and development text, under Section 153.058, are proposed to create a new Subarea J.
Proposed Use: Proposed auto dealership.
Applicant: Charles Aeh, c/o Christopher Cline, 37 West Bridge Street, Dublin, Ohio 43017.

MOTION #1: To approve the revised composite plan portion of this rezoning application, because it is a compatible use, presents the desired character along US 33/SR 161, conforms to the PCD regulations and the Community Plan, with six conditions:

1) That the text be revised to provide clarification as to visual sale gimmicks, landscaping, lighting, auto display, grading, and building architecture;
2) That access to Perimeter Drive be prohibited;
3) That a more acceptable sign package be submitted as part of this rezoning and incorporated in the text;
4) That design for all storm water management, site utilities and improvements including grading meet the approval of the City Engineer;
5) That construction be linked to approval of the preliminary plat for "Wall" Street; and
6) That an appropriate subarea plan be submitted.

* Chris Cline agreed to the above conditions.

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Ms. Chinnici-Zuercher wanted a complete package regarding the disposition of David Road. She wanted all residents of David Road to have the potential for relocation within a few years, not simply six or eight homes. She cited the Tuttle Crossing West neighborhood as an example.

The vote was: Mr. Peplow, yes; Ms. Chinnici-Zuercher, yes; Mr. Leckliider, yes; Mr. Sprague, yes; Mr. Harian, yes; Mr. Ferrara, yes; and Ms. Boring, yes. (No recommendation 7-0.)

2. Rezoning Application 97-033Z - Revised Composite Plan - Windmiller Parcel

This case was postponed prior to the meeting. There was no discussion and no action taken.

3. Rezoning Application 97-034Z - Revised Composite Plan/Development Plan - Midwestern Auto Group - 6025 Perimeter Drive

Bobbie Clarke presented this combined rezoning and development plan for an auto dealership. The 14.78 acre site is on the southeast corner of Perimeter Drive and Perimeter Loop Road (formerly Wilcox Road). The rezoning would permit all of the current Subarea D uses, mainly office and hotel, plus an auto dealership. The Midwestern Auto Group (MAG) dealership is now located on Post Road and will relocate here. A new loop road is shown to the east of this site, but its name will not be "Wall Street" as shown on the plans. Tax increment financing (TIF) legislation is pending at City Council that would install the full street loop.

The two-level building will have three elevated showrooms facing southwest. There are three entrances into the lower service level. A wet pond is located near the main entrance. The parking lot is divided into several use areas. The tips or "fingers" are used for display and the inventory cars are stored in the remaining area. Customers will park along the C-shaped driveway, and employee parking has been designated and screened. A future showroom is shown at the north end of the site, which could become Land Rover, or a showroom could be added to the building.

Ms. Clarke said two separate actions are requested: a recommendation on the rezoning application (composite plan) and final action on the development plan. Subarea J will permit the current uses and an auto dealership in accordance with this plan. The PCD permits this combined review. Since the initial plan submission, there have been several revisions. The staff report indicates 12-15 signs for the site; this has been reduced to three signs which have not been reviewed by staff. The specialized lighting proposed is a staff concern. Staff is not stressing blanket compliance with Dublin Lighting Guidelines because such a specialized lighting plan, site plan, and a unique building is proposed. It is requested that lighting be left to staff discretion. Additionally, six-foot high screening is normally required along US 33, but none is proposed here.

Ms. Clarke said no architecture had been submitted for the future building along Perimeter Drive. Staff hopes that it would be coordinated with the main MAG building.

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Ms. Clarke said staff recommends tabling of the development plan. She said staff recommends approval of the rezoning application with six conditions:

1) That the text be revised to provide clarification as to visual sale gimmicks, landscaping, lighting, auto display, grading, and building architecture;
2) That access to Perimeter Drive be prohibited;
3) That a more acceptable sign package be submitted as part of this rezoning and incorporated in the text;
4) That design for all storm water management, site utilities and improvements including grading meet the approval of the City Engineer;
5) That construction be linked to approval of the preliminary plat for "Wall" Street; and
6) That an appropriate subarea plan be submitted.

Chris Cline, attorney, said this project had integrated landscaping, grading, and parking. He said it will be nationally recognized for its design. This project was designed to look good from every angle.

Joe Kuspan, the architect, demonstrated the site model. The site has been cut with a C-shaped loop road that separates the different areas. There are seven display "fingers" to the north and seven to the south. The building has a split level design. The service entrances are lower and hidden, and the showrooms are elevated. He said service vehicles, employee parking and new car inventory will be screened with landscaping. The parking lot at its lowest point is at a 911-foot elevation. The fingers have landscaping to break up large masses of parking, and they are elevated toward the highest points at the tips. This permits the vehicles on the end of the mounds to be seen while the other stored inventory is descending downhill. Three-foot landscaping will screen most of the cars. A series of quartz fixtures at the grade level will footlight the wheels and grills of the cars. Other lighting will provide general ambient light in the display spaces.

Jerry Smith explained that the amount of asphalt was minimized with the fingers being landscaped and screened. Evergreen screening is mixed with deciduous materials. All the employee parking is screened. The fingers allow for particular cars to be displayed. The entrances will have tree clusters. They will meet the Landscape Code and Dublin street tree regulations.

Mark Brentlinger, Midwestern Auto Group, said his current business has outgrown its Post Road location. The goal is to have a European feel of architecture and design and a timeless building. He hoped the environment will be a pleasant and exciting landmark. The pond will have geese. The glass is to be a Swiss-manufactured clear glass that can eliminate heat gain inside. The landscaping species will be native to this area or reflect the same European countries as the cars. He does not want customers to see anything unattractive or cars not for sale. A lighting consultant will do subtle but dramatic lighting. Mr. Brentlinger does not want to repeat the old "stadium" type lighting used at the old dealership.

Mr. Kuspan said each showroom will have an internal ramp which ascends up to display cars and allow customers to visit other showrooms in the building. There will be a retail store for vehicle merchandise on one end. Low, 14-foot high decorative fixtures will light all of the outer portions

of the site in addition to the low-level quartz fixtures which floodlight and footlight the cars. He showed three European design fixtures. The rear of the site will be lit with cutoff type 27-foot high fixtures. Flagpoles for each nation of origin, plus the City of Dublin and MAG corporate flags. are proposed. A main pylon sign will be 15 feet high at the west entrance. Windows at the rear of the building will break up the massing and make it more appealing. A fire wall separates the sales/office space from the service space. A rooftop trench will screen the mechanical equipment.

He said the building materials are a combination of colored masonry and a ground face masonry. They were chosen for their rich appearance, which is similar to terrazzo. Some of the masonry will have scored joints. The blocks use marble, granite, and other aggregates to bring out the color and texture. A white PVC roof will be used. The large wall separating the front from the back of the building is a combination of three materials: dark charcoal grey ground faced masonry on the lowest 10 feet, white ground faced masonry on the middle 10 feet, and white masonry with a white marble chip for the upper 10 feet. Interior and exterior accent lighting on the building walls is proposed. Most of the upper areas of the building will be of a natural colored stucco. Aluminum window mullions will be unfinished. The front showrooms are of clear glass.

Ms. Chinnici-Zuercher asked how many cars are on the lot and in the fingers. Mr. Cline said 737 vehicles cars would be on the lot. He said each one of the fingers had a specific number of cars spelled out in the text. The largest finger had 38 spaces. He said absolutely no display vehicles are permitted in the C-shaped driveway.

Ms. Chinnici-Zuercher asked how many 14-foot light poles and flagpoles are proposed. Mr. Kuspan said there are sixty, 14-foot pole lights and eight flagpoles. The flag sizes will meet Code. The 22 light poles in the back are 27 feet high and are the typical cut-off, shoe box type.

Mr. Harian asked which material was on the front elevation, A-2. Mr. Kuspan said the blocks between the showrooms, inside the knuckles, had a striped pattern of two textures with a natural grey stucco above. Mr. Harian asked about the wall where the MAG sign appeared. Mr. Kuspan said it was white. He said the tallest HVAC unit was 5 feet high.

Mr. Brentlinger said the used cars would be integrated with the new cars.

Mr. Harian asked if a future fourth pod would be identical to the others. Mr. Kuspan said yes.

Mr. Harian read a letter from Tim Kelton, Ruscilli, excluding more dealerships from its remaining 77 acres. Ms. Clarke said staff did not request this condition, the developer volunteered it.

Mr. Harian asked if the roof elevation of the main building will be seen from US 33. Mr. Kuspan said the white roof was chosen to reflect the sun because the back half of the building was not air conditioned. He said a small portion of the roof might be visible.

Mr. Lecklider liked how the finger design breaks up the mass of asphalt. Mr. Kuspan said each finger was raised at the same slope per each side of the site. They chose a four-foot elevation change facing Perimeter Drive, and a six feet along US 33. They are sloped to provide drama by ascending upwards, and they also block the view of the rest of the cars. Mr. Kuspan said the highest mound was about six feet higher than US 33 and about 120 feet away.

Mr. Lecklider asked about the exterior sound system. Mr. Cline said it would play a low-key ambiance-type music. The music will be totally inaudible at the center of any adjoining road. The exterior sound system is subject to staff approval. Loud intercom speakers would not be permitted. Ms. Clarke said the text cites that the sound cannot be heard offsite.

Mr. Lecklider asked about the coffee shop. Mr. Cline said the coffee shop will attract the public as well as customers. The goal is to provide a gathering place.

Mr. Ferrara asked if the flagpoles are signage. Mr. Cline said corporate flags were regulated as signs, and any national flags were permitted. Mr. Banchefsky said there was no limitation on the number of flags representing any political entity.

Mr. Ferrara asked if the perimeter of the water feature would be grassed. Mr. Kuspan said typical rip-rap will not be used. They want to find a grass that will work with the retention. Mr. Cline said they would like to duplicate the pond in front of the Borror Corporation.

Mr. Kuspan said there is a "MAG" sign at the end of the wall. He said the stainless steel, backlit channel letters are proposed, six to eight feet tall. Ms. Clarke said the sign shown by Code, was a roof sign, and not permitted unless written into the development text. She said the revised signage package had not been discussed.

Mr. Cline said there were 54 customer parking spaces. Mr. Ferrara said if this was to be a gathering place with a coffee shop he was concerned about adequate parking.

Mr. Peplow asked if the landscaping on the model provided was indicative of the quantity of material to be used. Mr. Kuspan said yes.

Mr. Peplow asked about the 25 percent of road frontage being used for auto display. Ms. Clarke said it is permitted at dealers citywide and includes US 33. Mr. Cline said the pod displays equal 25 percent of the frontage, and the lot coverage is 60 percent. Ms. Clarke said the display pod calculations have not been verified, and Perimeter Center permits up to 75 percent lot coverage.

Mr. Sprague was impressed by the plan. Mr. Cline said the parking lot will not be seen, and the cars for sale will be artistically arranged. It will be the best looking dealership Dublin has ever had.

Ms. Chinnici-Zuercher asked if 750 cars was the optimum number or would they have less in the beginning. Mr. Cline said 400 cars were for sale presently.

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Ms. Chinnici-Zuercher said this was a tremendous presentation and it offers something unique and different. She said the typical car dealership was not what Dublin wanted at this site. She was concerned about the future of the existing MAG site.

Mr. Cline said Mr. Brentlinger wanted special cultural events to take place on this site.

Ms. Boring asked what the parcel between this and the Crown Mercedes dealership was zoned. Ms. Clarke said the 5-acre parcel is zoned for hotels, offices, and OLR uses, with a minimum of two-story structures.

Ms. Chinnici-Zuercher reminded the Commission that two different actions were under review: a rezoning recommendation of a composite plan and action on the development plan.

Mr. Lecklider said it was a fabulous design. He was concerned about the height of the fingers to the southwest. He liked the treatment of the parking on the interior side.

Mr. Harian said it was good to have MAG relocate within Dublin. He said was considering approval of the composite plan and tabling the development plan, so that details could be examined more carefully. He however, did not see anything he did not like.

Ms. Boring thanked everyone for their thoroughness. She said the model helped a lot. She said Council did not want to see auto dealerships all along US 33. She liked the site layout. This design will set the standard for the remaining properties along the freeway.

Mr. Ferrara also was glad to have MAG remain in Dublin. He had no problems with the composite plan. He said the new information for the development plan needed to be absorbed.

Mr. Peplow said the building architecture blended well with the other car dealerships nearby. He agreed that the development plan needed further verification by staff.

Mr. Sprague said the time, thought, and attention to detail put into this plan were very impressive. MAG has exceeded Dublin's high standards. He was concerned about the height of the mounds.

Ms. Clarke said a note on the grading plan indicated that there would be a six-foot mound between US 33 and the site, but it was not indicated on the grading plan. It only shows the elevated fingers which is the opposite of what the Code intended. This particular grading plan has never been done elsewhere. Ms. Clarke said because this was such a specialized design, she thought it worthy of discussion at this meeting. Mr. Lecklider's concerns were also raised by staff.

Ms. Chinnici-Zuercher asked if the Infiniti dealership at the Sawmill/I-270 has display mounding. Ms. Clarke said a small area was approved but never constructed. She said Code requires a rim of one-foot high vegetation in front of auto display, and the fingers have none. By Code, a 3-inch caliper tree is required every 30 feet for vehicular display. Staff is most concerned with the

uplighting at the end of the fingers which will not comply with the Dublin Lighting Guidelines.

Mr. Ferrara asked about other Dublin dealerships using this type of display elevation and lighting. Ms. Clarke said the door will be open to other dealerships. She said if that was not the Commission's intention to approve such a design elsewhere, this is not a good site plan.

Ms. Chinnici-Zuercher asked if any other dealership had submitted a creative way of presenting themselves. Mr. Ferrara said Infiniti had by using their remote location for display.

Mr. Cline said there needs to be differentiation on why this manner of display was permitted and another was not. He said this plan has fewer vehicles displayed from the street (70) than other dealers have now.

Mr. Ferrara said three dealers are affected by the SR 161 widening, and he predicted that they will have new plans which may include elevated display areas.

Mr. Harian said this development plan should be tabled so the Commission could give specific reasons why this plan was approved for the record at a later date.

Mr. Ferrara said the Commission should not give anyone a competitive advantage. He asked for clarification of Condition 1. Ms. Clarke said the text made several references to the plan for standards, but the plan was not specific or did not conform to Codes as required by the text. The text language is different from the Mercedes text: visual sales gimmicks are not permitted on the Mercedes "site", and the MAG text says none are permitted on the cars. Lighting cannot be brought into compliance with the Dublin Lighting Guidelines, but the text says otherwise. Staff needs to verify the auto display calculations and the signage conflicts.

Mr. Sprague said issues still needed to be reviewed. This may set a precedent in the future, and the justification should be solid. Mr. Peplow agreed.

Ms. Clarke said the text needs improvement and the northern building was not mentioned in it.

Mr. Ferrara said he did not want to sit through another presentation, but felt the development plan should be tabled. Ms. Boring, Mr. Harian and Mr. Lecklider agreed.

Mr. Banchefsky said only the composite plan and not the development plan will be reviewed by Council. Mr. Cline said the development plan will be presented with the composite plan.

Mr. Cline asked if the development plan could be tabled to May 1.

Mr. Ferrara made the motion to approve the revised composite plan because it is a compatible use, presents the desired character along US 33/SR 161, and conforms to the PCD regulations and the Community Plan, with six conditions:

1) That the text be revised to provide clarification as to visual sale gimmicks, landscaping, lighting, auto display, grading, and building architecture;
2) That access to Perimeter Drive be prohibited;
3) That a more acceptable sign package be submitted as part of this rezoning and incorporated in the text;
4) That design for all storm water management, site utilities and improvements, including grading, meet the approval of the City Engineer;
5) That construction be linked to approval of the preliminary plat for "Wall" Street; and
6) That an appropriate subarea plan be submitted.

Mr. Harian seconded the motion, and the vote was as follows: Mr. Peplow, yes; Ms. Chinnici-Zuercher, yes; Mr. Lecklider, yes; Ms. Boring, yes; Mr. Sprague, yes; Mr. Harian, yes; and Mr. Ferrara. (Approved 7-0.)

Mr. Ferrara made the motion to table the development plan, as requested by the applicant, until May 1, 1997. Mr. Harian seconded, and the vote was as follows: Mr. Peplow, yes; Ms. Chinnici-Zuercher, yes; Mr. Lecklider, yes; Ms. Boring, yes; Mr. Sprague, yes; Mr. Harian, yes; and Mr. Ferrara, yes. (Tabled 7-0.)

Mr. Ferrara wanted to make sure that all information was distributed to the Commission in time to review it carefully. Ms. Clarke said she needed to talk to Mr. Cline about the meeting dates. Mr. Cline said the rezoning composite plan needed to be heard by Council on May 19 in order to not hold up the TIF. Ms. Chinnici-Zuercher preferred that this case be heard on May 1, so that if there were any problems, there would be another meeting available before the Council review.

4. Conditional Use/Development Plan 97-037CU/DP - Perimeter Center - TREC Development - 6235 and 6239 Perimeter Drive

John Talentino presented this conditional use application and development plan for 1.5 acres located in the F-1 Subarea of Perimeter Center. Office use is permitted and preschools are conditional uses. He said a rezoning was filed to modify the Perimeter Center text to allow a roof change.
This development plan is short three parking spaces, and staff recommends full compliance with parking requirements per Code. Elevation revisions to the rear and sides of the preschool building, to bring the stone material to the second level, are requested. Staff believes the preschool building can be compatible with the neighboring buildings. The applicant agrees that the building signage will meet Code. Staff recommends repeating the stone pilaster and landscape hedge along the private drive. The interior landscaping meets Code, but other facets of the landscaping are deficient.

Mr. Talentino said this proposed medical building is brick on the first level of all elevations and will have the same fiberglass roofing as the surrounding buildings. He said the development text

04-145AFDP
Perimeter Center PCD
Midwestern Auto Group
6355 Perimeter Drive