



RECORD OF ACTION

Planning & Zoning Commission

Thursday, April 20, 2017 | 6:30 pm

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

2. Midwestern Auto Group – Land Rover and Jaguar 6335 Perimeter Loop Road
17-014AFDP Amended Final Development Plan

Proposal: An amendment to the previously approved Land Rover and Jaguar building to reduce the building footprint. The site is on the south side of Venture Drive, approximately 600 feet south of the intersection with Perimeter Drive.

Request: Review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050.

Applicant: Brad Parish, Architectural Alliance representing Midwestern Auto Group.

Planning Contact: Logan M. Stang, Planner I.

Contact Information: (614) 410-4652, lstang@dublin.oh.us

MOTION: Mr. Brown motioned, Ms. Mitchell seconded to approve the Amended Final Development Plan because it complies with the amended final development plan criteria, with seven conditions:

- 1) That the approval of this application includes only the Jaguar and Land Rover wall signs and that they be included for review in the future cohesive sign package and that no permits may be issued for these signs until the cohesive sign package is reviewed and approved by the Commission and City Council;
- 2) That the plans be revised to provide seven foot landscape islands from the inside of curb to ensure interior landscape requirements are met, prior to building permitting;
- 3) That the applicant revise the landscape plans to continue the 2:1 grove design along SR 161/US 33, subject to staff approval;
- 4) That the landscape plans be revised to ensure all existing and proposed plant materials are identified, prior to building permitting;
- 5) That the landscape plans be revised to include an additional deciduous tree behind the pond along SR 161/US 33 to satisfy the one tree per 40 feet requirement, prior to building permitting;
- 6) That the applicant work with Engineering to demonstrate continued compliance with stormwater requirements as defined in Chapter 53 to the satisfaction of the City Engineer; and
- 7) That the applicant comply with the maximum allowable slopes along the retention basins as defined in the Stormwater Design Manual to the satisfaction of the City Engineer.



**2. Midwestern Auto Group – Land Rover and Jaguar
17-014AFDP**

**6335 Perimeter Loop Road
Amended Final Development Plan**

VOTE: 6 – 0

RESULT: The Amended Final Development Plan was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Absent
Deborah Mitchell	Yes
Stephen Stidhem	Yes

STAFF CERTIFICATION



Logan M. Stang, Planner I



~~complex but they also have back loaded garages so if guests come, they end up parking in front of the garage door.~~

~~Mr. Suiter pointed out there are two-car garages with each of the single-family units and there is 'grandmother' parking behind them. He said there is some 'buddy' parking but the majority of the streets are not the alleys of the area but rather yield access so folks can park on one side of street still allowing for two-lane traffic. He said while Columbus is still a driving community, people will have to walk a little farther, similar to German Village.~~

~~Ms. Mitchell restated the people that will be drawn to this type of community will not have any trouble with that type of parking arrangement.~~

~~Ms. De Rosa again referred back to similar communities she has seen and noted parking is not right across the street but it is closer to some of the amenities she brought up earlier. She said you want people to be able to park to participate in some of the amenities so the parking does not need to be in front of each house to be effective; we will want people to come to the little farmer's market, etc.~~

~~Ms. Newell said she loves the fact that one will be able to drive down Shier Rings Road and see the front of the residences; she said she hates to drive around Dublin and see people's backyards and sideyards.~~

~~Ms. Newell concluded the architecture for the single-family residences are wonderful, but she does not quite see the same character for the multi-family units. She again encouraged the applicant to combine garages for better walkability.~~

2. Midwestern Auto Group – Land Rover and Jaguar 6335 Perimeter Loop Road
17-014AFDP Amended Final Development Plan

The Chair, Victoria Newell, said the following application is an amendment to the previously approved Land Rover and Jaguar building to reduce the building footprint. She said the site is on the south side of Venture Drive, approximately 600 feet south of the intersection with Perimeter Drive. She said this is a request for a review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050.

The Chair swore in anyone intending to address the Commission in regard to this case. She determined a formal case presentation was not needed. She said approval is recommended for the Amended Final Development Plan with the following seven conditions:

- 1) That the approval of this application includes only the Jaguar and Land Rover wall signs and that they be included for review in the future cohesive sign package and that no permits may be issued for these signs until the cohesive sign package is reviewed and approved by the Commission and City Council;
- 2) That the plans be revised to provide seven-foot landscape islands from the inside of the curb to ensure interior landscape requirements are met, prior to building permitting;
- 3) That the applicant revise the landscape plans to continue the 2:1 grove design along SR 161/US 33, subject to staff approval;
- 4) That the landscape plans be revised to ensure all existing and proposed plant materials are identified, prior to building permitting;
- 5) That the landscape plans be revised to include an additional deciduous tree behind the pond along SR 161/US 33 to satisfy the one tree per 40 feet requirement, prior to building permitting;
- 6) That the applicant work with Engineering to demonstrate continued compliance with stormwater requirements as defined in Chapter 53 to the satisfaction of the City Engineer; and

- 7) That the applicant comply with the maximum allowable slopes along the retention basins as defined in the Stormwater Design Manual to the satisfaction of the City Engineer.

The applicant agreed to the above conditions.

Motion and Vote

Mr. Brown moved, Ms. Mitchell seconded to approve the Amended Final Development Plan with the seven conditions as written above. The vote was as follows: Ms. Newell, yes; Ms. Salay, yes; Ms. De Rosa, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Mitchell, yes. (Approved 6 – 0)

Communications

~~Claudia Husak said there should be invitations for the Commissioners to attend the Central Ohio Planning Zoning Workshop that is normally held in May that the Ohio APA puts on. She explained it is a whole day of really good learning opportunities.~~

~~Ms. Husak said there is a Work Session that Council is having June 19; not a joint work session but the Commission is invited.~~

~~Cathy De Rosa requested more education or overview at some point about how annexation works with regard to timing. Amy Salay said the annexation laws have changed significantly and there are two different tracks people can take to get their property annexed.~~

~~Thaddeus Boggs said it would be easy to confuse someone about all the laws of annexation. He suggested that projects that have been worked on recently could be reviewed.~~

~~Ms. Husak noted this application applies to just two acres that are not in the City yet. She said it is new for staff to be permitted to take informal applications to the Commission without sites being annexed as it that was not the case a few years back. Apparently, she said it is common in other municipalities so city management determined that would be appropriate since no formal action is taken.~~

~~The Chair adjourned the meeting at 7:36 pm.~~

~~As approved by the Planning and Zoning Commission on May 18, 2017.~~

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

APRIL 21, 2016

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

**3. MAG, Subarea C – Land Rover/Jaguar Expansion
16-017FDP**

**6335 Perimeter Loop Road
Final Development Plan**

Proposal: An approximately 30,000-square-foot showroom, service area, non-retail car wash and all associated site improvements for the Land Rover and Jaguar brands within the MAG Planned Unit Development on the north side of US 33/SR 161 and the south side of Venture Drive approximately 600 feet south of the intersection with Perimeter Drive.

Request: Review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050.

Applicant: Brad Parish, President, Architectural Alliance.

Planning Contact: Logan Stang, Planner I.

Contact Information: (614) 410-4652, lstang@dublin.oh.us

MOTION #1: Ms. Newell moved, Mr. Brown seconded to approve the Final Development Plan with six conditions:

- 1) That the applicant pay a fee in lieu of tree replacement prior to filing for building permitting;
- 2) That the applicant revise the landscape plans to include deciduous trees every forty feet adjacent to the east property line prior to filing for building permitting;
- 3) That the applicant provide a 4:1 maximum slope along the west edge of the proposed retention basin as well as a flat buffer zone between the drive aisle and top of bank of the retention basin;
- 4) That the applicant provide details for the proposed location and construction of the landscaping wall, in the event a retaining wall is required around the retention basin, subject to Staff approval; and
- 5) That the plans be revised to incorporate a retention pond along the southern boundary of Subarea C and that the applicant continue to work with Engineering to meet all stormwater management requirements outlined in Chapter 53.
- 6) That the approval of this Final Development Plan includes only the Jaguar and Land Rover wall signs and they be included for review in the future cohesive sign package and that no permits may be issued for these signs until the cohesive sign package is reviewed by the Commission and City Council.

VOTE: 7 – 0

RESULT: The Final Development Plan was approved.

**3. MAG, Subarea C – Land Rover/Jaguar Expansion
16-017FDP**

**6335 Perimeter Loop Road
Final Development Plan**

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

MOTION #2: Ms. Newell moved, Mr. Brown seconded to approve the Minor Text Modification as the proposed pavement setback change is appropriate for the campus expansion:

"Decrease the pavement setback from SR 161/US 33 within Subarea C from 45 feet to 40 feet for the MAG Planned Unit Development District."

VOTE: 7 – 0

RESULT: The Minor Text Modification was approved.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

STAFF CERTIFICATION



Logan Stang, Planner I

~~Victoria Newell said the same thing. She asked what the doors would be proposed for the wash bay as she assumed the applicant will need an overhead door. Ms. Cabral answered the applicant had not explored that yet but she would recommend an aesthetically pleasing door that the PZC could approve.~~

~~Ms. Newell said the Code requires so much back up space. She asked if the applicant can provide a plan that reduces the number of parking spaces. She said she does not like to add asphalt in an area that is not going to get used. She said she understands the circulation from an operational standpoint. Ms. Cabral indicated the number of parking spaces could be reduced as the employees will not need that many.~~

~~Ms. Cabral stated that she threw everything in this proposal just to see what could be attained as this is just an Informal Review.~~

~~Deborah Mitchell said she is very excited about a car wash as she loves them. She said she agreed with Ms. Salay about the landscaping; landscaping should not be removed. She indicated that if this car wash is not being used it is not because it is hidden behind landscaping it is a marketing problem. She said people will find it if they know it exists. She suggested digital tools can be used to get the word out. She stated there was definitely a use for this in Dublin and should be in high demand. She encouraged the applicant to rethink their model by making it more of an assembly line.~~

~~Ms. Cabral said the tunnel will take a lot of cars through fast. She said she always advises her clients, from a number of different kinds of businesses, to call the Postal Service and sign up for the route-by-route postcard campaign for a lot less than the cost of postcard stamps.~~

~~Ms. Mitchell said her bottom line is that the applicant can have a very successful business model with a low impact on the neighborhood to which Ms. Cabral agreed.~~

~~Mr. Brown said he knows what the Code says but encouraged the applicant to apply for a modification so they can get a good stack up on the tunnel and semi-automatic and to also do more landscaping.~~

3. MAG, Subarea C – Land Rover/Jaguar Expansion 16-017FDP

6335 Perimeter Loop Road Final Development Plan

The Chair, Ms. Newell, said the following application is a proposal for an approximately 30,000-square-foot showroom, service area, non-retail car wash and all associated site improvements for the Land Rover and Jaguar brands within the MAG Planned Unit Development on the north side of US 33/SR 161 and the south side of Venture Drive approximately 600 feet south of the intersection with Perimeter Drive. She said this is a request for review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050. She stated the Commission is the final authority and anyone intending to address the Commission will need to be sworn-in.

The Chair swore in anyone intending to address the Commission regarding this case.

Logan Stang presented an aerial view of the site and a graphic showing the third and final phase of the PUD process. He said the campus, with the addition of Subarea C, was reviewed by the Planning and Zoning Commission in October of last year for a Concept Plan. After receiving feedback, he said the applicant applied for the rezoning of the entire campus along with the Preliminary Development Plan which received approval from the Commission in January and City Council's approval in February 2016.

Mr. Stang said the campus consists of three subareas marked A thru C, which he highlighted. He presented the Proposed Subarea C Site Plan and explained the proposal is for a 30,000-square-foot showroom and service center for the Jaguar and Land Rover manufacturers along with the creation and

reconfiguring of a retention basin that services this site, Subarea B, and the finger like display areas that are common throughout the campus. He said part of this application includes a minor text modification with regard to pavement setbacks from US 33. Due to right-of-way takes for the 270/33 interchange project, he said a number of properties including MAG required revisions to their respective development standards. At the time of rezoning the development standards, he said Subarea C mirrored Subarea B to the west, which included this text modification from a previous application. He stated the right-of-way impacts for Subarea C were much greater than in the other two subareas and therefore a text modification is required to address this issue by decreasing the pavement setback from 45 feet to 40 feet. He concluded this will create a consistent setback and treatment along the US 33 frontage.

Mr. Stang presented the proposed elevations. He said the proposed architecture for the building compliments the contemporary look of the existing campus. He noted the south elevation on the top of the slide is the front of the showroom, which faces US 33, similar to buildings located in Subarea B. He stated the primary materials consist of glass, metal, and concrete masonry units that wrap various portions of the building and the architecture provides a number of recessed windows and entrances, which enhance the aesthetics of the site and provide a visually appealing gateway to the campus. He presented additional renderings that showed the changes in material and potential viewpoints when traveling through the site. He noted the top image is a view for the entrance to the service center looking northwest; the bottom is looking northeast from the parking area.

Mr. Stang presented the Proposed Landscape Plan. He said the applicant has provided a tree preservation plan as part of this application, which indicates that all existing trees, with the exception of 3, will be transplanted throughout the site as part of the proposed landscape plans. He indicated the existing retention basin and landscaping were counted for previous Code requirements; the transplanted trees cannot be counted for requirements with this application. He stated the applicant will be required to pay a fee-in-lieu of replacement for 79 trees and to add deciduous trees along the eastern property line **adjacent to Nationwide Children's Hospital**, as part of this approval.

Mr. Stang presented the Proposed Signs. He explained the proposal includes five signs chosen from the five different sign types permitted in the MAG development text. He noted there are two wall signs and two brand signs (which are monument signs) one for each manufacturer and one campus identification sign. He said the first wall sign is the Jaguar sign that sits in the upper left corner of the south elevation fronting US 33. He said the second wall sign is for Land Rover and sits in the upper right corner of the south elevation. During the rezoning application, he said a condition was added that permitted one wall sign up to 55 square feet as long as all wall signs do not exceed 100 square feet. He said this proposal meets this and all other applicable standards. He said the next proposal is for the brand signs, which are located at the service drive entrance. He stated the applicant is proposing two brand signs next to one another due to the development text regulating only one manufacturer is permitted on a brand sign. He said the last sign is a campus identification sign that is permitted along Venture Drive and is located near **the shared access with Nationwide Children's Hospital. This sign** he said is identical to the existing campus identification signs. He concluded the entire sign proposal meets the standards outlined in the development text, however during City Council's review of the Preliminary Development Plan, concerns were brought up regarding the number of permitted signs for the entire campus. He said Council added a condition that the applicant provide a Master Sign Plan for the campus subject to review and approval by the Commission and City Council and this proposal will be included as part of the Master Sign Plan approval.

Mr. Stang presented a Stormwater Management graphic. He explained the site currently contains a retention basin for the campus that is being moved and modified to service this proposal as well as portions of the existing campus. He said the proposed retention basin is located near the shared access with **Children's Hospital**. He indicated staff is requesting that the applicant continue to work with Engineering in order to ensure all stormwater management regulations are met. He stated the City also requires that the slope of retention basins cannot exceed a 4:1 ratio; the applicant will need to meet this

requirement and may need to install a retaining wall along the display and parking areas to address the grade change. If a retaining wall is needed then, he indicated the applicant will also need to provide the construction details and location for the retaining wall, subject to Staff approval. He said that during the Preliminary Development Plan Review, the applicant provided two options for the site with one containing a second retention pond along US 33. He said City Council had concerns with the second pond and requested that it be removed from the proposal; the applicant would like to discuss the second pond tonight as part of a future application.

Mr. Stang said Staff is recommending approval of a Minor Text Modification to decrease the pavement setback from 45 to 40 feet within Subarea C.

Mr. Stang said approval is recommended for the Final Development Plan with five conditions:

- 1) That the applicant pay a fee-in-lieu of tree replacement prior to filing for building permitting;
- 2) That the applicant revise the landscape plans to include deciduous trees every forty feet adjacent to the east property line, prior to filing for building permitting;
- 3) That the applicant provide a 4:1 maximum slope along the west edge of the proposed retention basin as well as a flat buffer zone between the drive aisle and top of bank of the retention basin;
- 4) That the applicant provide details for the proposed location and construction of the landscaping wall, in the event a retaining wall is required around the retention basin, subject to Staff approval; and
- 5) That the applicant continue to work with Engineering to meet all stormwater management requirements outlined in Chapter 53.

Ms. Newell inquired about the Master Sign Plan. **Claudia Husak explained City Council's condition, which** was that no sign permits could be issued until this MSP gets through PZC and City Council. From a Staff perspective, she indicated it is confusing as there is a Development Text in place which the applicant is meeting with this proposal. She clarified that the Commission is being asked to vote on the signs this evening but permitting cannot go forward until this sign plan has been through the process that Council requested.

Ms. Newell asked about the two signs side by side. Mr. Stang explained, for the brand sign, the applicant is permitted to have one logo that displays the manufacturer on it but they can only have one manufacturer per brand sign so on some of the other portions of the site they have similar brand signs for the manufacturers that are placed next to each other because it can be considered one sign. He said the alternative would be to separate those and have two separate brand signs next to each other but not one sign specifically.

Ms. Newell asked for the definition of a brand sign. Mr. Stang said it is a ground sign that is located on the service center. He said there are five permitted sign **types for MAG's campus. He said each subarea is** permitted these five different sign types.

Amy Salay said given the City's desire to have a sign plan for the entire campus due to the amount of different signs, she asked if it is possible for the PZC to delete the signs from this application and then have the applicant bring back the plan to then get the signs for this portion of the program.

Ms. Husak said staff is struggling with the fact there is no sign plan requirement within the PUD. She explained there is a zoning text in place that has standards for sign types on the campus.

Ms. Salay asked why this was not brought up at Council. Ms. Husak indicated it was discussed as far as the applicant bringing forward all the signs that were on the campus as a sign plan.

Ms. Salay asked for further clarification.

Philip Hartmann said he is struggling - if information is in the text then there is an underlying right to the signs. He said it sounds like the applicant agreed to have an overall review by Council.

Brad Parish, Architectural Alliance, 165 N. Fifth Street, said the discussion with City Council was that he needs to get the signs a part of this package approved but is willing to bring back a total Sign Plan for the site so we can make a cohesive sign package. He said even though we are approving the sign within the package, he is not able to build the sign but is able to go to the manufacturer and go to the next step with them because he would have this sign package approved.

Mr. Parish said they are not going to break ground until September and it will take 10 - 12 months for construction so the sign process will align with the ending of this building.

Mr. Parish emphasized the proposed wall signs are his biggest concern. He said Council's concern was the hodgepodge of ground signs.

Mr. Brown was contemplating approval for the wall signs tonight but asking the applicant to come back for the ground signs.

The Chair asked the applicant if he had a presentation, which did not include signage.

Mr. Parish asked to have a brief conversation regarding the pond in the front along SR 161. He recalled the conversation of City Council was not that the applicant must remove the pond but more of work with Staff to explore removing it or not. He said they did that and approval tonight is important for that in order to meet their next steps with Jaguar. He asked if he could bring back the pond conversation when he brings back the Amended Final Development Plan for Porsche and Lamborghini. He indicated it is the desire of the owner of MAG to have that pond in front for a few reasons: 1) display windows at the tips of the "fingers" in Subarea A at 25% whether it was achieved that way or not; 2) Subarea B comments were about the execution of the "fingers" and MAG agreed to give up the vehicular display requirement for the pond in front 3) as the application is now we have a three-foot berm across the length of the site and part of the Zoning Code of Dublin, would at least allow a 25% display window for vehicles but they said they were going to block the display window and provide a window to the building over the pond. Mr. Parish wanted to know if the pond is appropriate or not.

Ms. Newell said she has always liked the pond. She said she understands the 25%. She said this site has always had a very artistic display, nicely landscaped, and is attractive to look at down SR 161. She said she views the pond as a landscaping amenity.

Ms. Salay said the conversation was mixed amongst Council members regarding the mounding and the pond. She inquired about the Honey Locust trees that appear to have been lopped off at the top. She said she is okay with the pond but would like to see all the trees on the plan as shown.

Ms. Salay said personally she was okay with the pond but did not know where City Council had landed.

Ms. Husak indicated she did not sense that the majority had a problem with the pond. She said staff left **the condition loose and said "work with staff to the extent possible". She said staff** originally advised Mr. Parish to go without the pond and that is the plan they have reviewed and before the Commission tonight but he wanted to get feedback.

Mr. Brown said his impression is drives at US 33 currently sits with that big concrete divider going down the middle so #1 the building signs have to be that high in this case. He said coming the other direction, they are still doing that dedicated lane from I-270 so vehicles can exit on Avery Road. He indicated it is going to be a lot of cold, harsh concrete. He said the MAG campus as a composition has been terrific and

anything that continues the current rhythm, scale, and composition of what is established is a bonus so having that pond there, if it is important to that rhythm of the trees, pond, fingers, and well-designed buildings it is a bonus. He said he leans towards the people that created this aesthetic that he enjoys and is one of the best looking car dealerships he has ever seen.

Ms. De Rosa said she liked the pond and not quite sure why some do not as it really adds to the campus and continues the theme. She said she is in favor of the pond.

Ms. Newell said there was a lot of discussion in past history in terms of nobody ever wanting to see an auto dealership on SR 161, period. She said it all started with the Mercedes dealership; it was heavily screened and still is.

Ms. De Rosa said the MAG campus is the most interesting architecture in the City.

Ms. Newell inquired about the branding signs. She said it is awkward that the two are sitting right next to each other. Mr. Parish explained it is more about denoting the entrance to the service drive. He said he really does not care about those signs until they submit their sign plan.

Ms. Newell recalled a very lengthy discussion last time and in agreement about the wall signs being proposed on the building and thought he brought back exactly what the Commission had agreed upon last time so she does not have any issues with the wall signs.

Ms. Newell asked for **staff's recommendation on the sign package** because she is not sure if the Commission should be voting on it or not.

Mr. Parish asked if a condition can be included to add the pond in and work with staff so he does not have to bring it back.

Mr. Stang said Engineering would need to review the pond portion more thoroughly to ensure what is being proposed meets all the requirements since it is a new pond in addition to the underground storage. He said it would be a large element to condition.

Mr. Parish emphasized it is Engineering versus the design side. He said he is prepared to accommodate any of the requirements.

Michael Hendershot said if the pond is added back in, he would imagine that the underground storage proposed would be reduced.

Mr. Parish restated it is Engineering versus aesthetics and desire.

Mr. Hendershot said from his standpoint he would need to be comfortable with it before he approves for permitting so he thought it could be conditioned.

Mr. Parish said the applicant would not be pursuing permits for another two months so there is lots of time for discussion.

Ms. Newell stated she was supportive of adding it as a condition if staff is comfortable and they can work it out as she has no doubt that **staff will make the applicant's engineering perform properly. She said this** applicant has been before the Commission a number of times and if we can make this process go a little bit quicker for something we all pretty much agree that we are happy to see then we should do it.

Mr. Parish emphasized he needed the wall signs approved. He said he has two years to build a building. He said Jaguar is coming May 9th and he has to walk away with a building with wall signs.

Mr. Brown asked if there was a big objection to the wall signs as opposed to all the ground signs. Mr. Parish said it is just what they agreed upon. He said he is not building it tomorrow, but with his check box with the brand he needs to have that checked off.

Ms. Salay said if the applicant were to get approval for just the wall signs tonight, Mr. Parish could go to his client and say he has approval but what if Council and PZC say they do not like wall signs when the Master Sign Plan is submitted. She said Mr. Parish might get what he needs this evening but not going forward.

Mr. Parish indicated the discussion from Council about the sign package was more relevant to directional, interior, and signs as a collective thing. He said he even emphasized to Council that these wall signs are what he needs for the brand but other signs were up for play.

Ms. Salay agreed with Mr. Parish but recalled the concern was for the amount of different signs overall and not the wall signs as being a problem. She also noted the internal signs that function as signage.

The Chair asked if the Commission could approve only the wall signs.

Mr. Hartmann said Council did not take away the right to approve signs separately; they just wanted to applicant to return with a cohesive package. He said what is awkward is Commission could approve this and Council could see the whole plan and feel strange because now they are taking away something that was recently granted.

The Chair asked if it can be done in such a way as to not keep the applicant from moving forward but part of the issue is the full quantity of signage that this text permits for the applicant. She said she would be in favor of voting for the two wall signs with a condition that there is no other signage being permitted. If the applicant wants to come back and gain the other signs then they could with the whole package presented she said.

Mr. Brown agreed. He said he cannot fathom Council or anyone else objecting to the wall signs, basically because all you have to do is drive east on US 33 and that is the only identification that is visible on the whole campus.

Ms. Newell said she understands the text states that it is permitted but to move past that she is suggesting the two wall signs get approved and add an agreement that the Commission is not approving any other signs.

Ms. Rauch proposed condition 6 that states that only the wall signs would be approved but still part of the review by Council in the overall package. Mr. Parish agreed that made sense.

Ms. Salay confirmed the applicant would not need to pull permits for two years. Mr. Parish added until the building is ready to go and they are not ready yet. He said getting the wall signs will satisfy the next step for him.

Ms. De Rosa recalled the discussion about the size and height of the signs. She asked if those issues are contingent with his partnership with the manufacturer. Mr. Parish recalled it was more about the proportion of the building and noted the most appropriate location for the wall signs.

Ms. Newell said technically this proposal is at a higher elevation than what is permitted and the Commission supported that because aesthetically, it makes sense to this building. Mr. Parish said if he had to lower the signs, he would have to lower the building to keep the scale proportionate.

Ms. De Rosa said she thought the Commission agreed they like the proposed signs but asked that if this comes back as a problem as part of the whole package, if that would be a problem for the applicant.

Ms. Salay said height is always a discussion at Council. She said the community standard is for lower and smaller signs. She said she did not understand the proportions and aesthetics. Mr. Parish explained it to her as it related to this building. Ms. Newell, as an architect, agreed with the applicant and added if the sign were kept within the 12-foot requirement, the building would look worse and not better and the goal is to have a really attractive looking building so the signs should be properly integrated. She said it was important to keep it consistent with the other buildings.

Mr. Brown said it is very evident with the concrete barrier heading east it is amazing you read that line of signs above the concrete wall.

The Chair called for all six conditions to be placed on the screen for viewing. She noted there was not anyone from the public present this evening. She asked the applicant if he was comfortable with all six conditions of approval for the Final Development Plan. Mr. Parish agreed to the six conditions.

Mr. Stang recommended approval of the Minor Text Modification as the proposed pavement setback change is appropriate for the campus expansion:

"Decrease the pavement setback from SR 161/US 33 within Subarea C from 45 feet to 40 feet for the MAG Planned Unit Development District."

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to approve the Minor Text Modification. The vote was as follows: Ms. Salay, yes; Mr. Miller, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; Mr. Stidhem, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 7 – 0)

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to approve the Final Development Plan with six conditions:

- 1) That the applicant pay a fee-in-lieu of tree replacement prior to filing for building permitting;
- 2) That the applicant revise the landscape plans to include deciduous trees every forty feet adjacent to the east property line prior to filing for building permitting;
- 3) That the applicant provide a 4:1 maximum slope along the west edge of the proposed retention basin as well as a flat buffer zone between the drive aisle and top of bank of the retention basin;
- 4) That the applicant provide details for the proposed location and construction of the landscaping wall, in the event a retaining wall is required around the retention basin, subject to Staff approval;
- 5) That the plans be revised to incorporate a retention pond along the southern boundary of Subarea C and that the applicant continue to work with Engineering to meet all stormwater management requirements outlined in Chapter 53; and,
- 6) That the approval of this Final Development Plan includes only the Jaguar and Land Rover wall signs and they be included for review in the future cohesive sign package and that no permits may be issued for these signs until the cohesive sign package is reviewed by the Commission and City Council.

The vote was as follows: Ms. Mitchell, yes; Mr. Stidhem, yes; Ms. De Rosa, yes; Mr. Miller, yes; Ms. Salay, yes; Mr. Brown, yes; and Ms. Newell, yes. (Approved 7 – 0)

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS • DAYTON, OHIO

Form #101

Held

February 22, 2016

Page 5 of 23

Authorizing the City Manager to Execute a Pipeline Relocation Agreement with Columbia Gas of Ohio, Inc. for the Relocation of a Three-Inch Pipeline located along Rings Road and Churchman Road in Connection with the Construction of a Roundabout at the Intersection of Rings Road and Churchman Road.

- Approval of Final Plat – Coffman Reserve (14-044FDP/FP)

SECOND READING/PUBLIC HEARING/VOTE – ORDINANCES

Ordinance 03-16

Rezoning Approximately 30 Acres, Located on the East Side of Perimeter Loop Drive, North of US US33/SR 161, South of Perimeter Drive and Venture Drive from PUD, Planned Unit Development District (existing MAG plan) and PCD, Planned Commerce District (Perimeter Center, Subarea D) to PUD (Midwestern Auto Group PUD) to Incorporate Approximately 5.4 Acres into the MAG PUD to Expand the Automobile Dealership Campus to Accommodate the Construction of a Combined Showroom for the Jaguar and Land Rover Brands, the Future Demolition of the Existing Land Rover Showroom, a New Showroom for the Porsche Brand, and the Addition of an Elevated Showroom Addition to the Main Building for the Lamborghini Brand. (Case 15-113Z/PDP)

Ms. Husak updated Council regarding issues discussed at first reading. The applicant's representatives, Brad Parrish and Jack Reynolds are present to respond to questions as well.

- She provided a quick overview of the site. The applicant is proposing to create a new subarea, Subarea C, to accommodate Land Rover and Jaguar as a franchise building/showroom/service area within the MAG PUD as well as accommodate display areas, stormwater management and parking for employees and customers.
- She shared a slide depicting the entire campus and described the various components.
- The applicant has provided a revised site plan that shows a more curvilinear entry drive into the service area. It also includes additional articulation with windows and landscaping along that portion of the building.
- She shared the remainder of all of the elevations.
- She shared pictures, as requested by Council, of the existing campus area. This includes the Audi building in the center of the site, the Mini portion of the combined BMW/Mini building, and just to the east off the screen is where the new Land Rover and Jaguar building would be located.
- Moving to the west, she shared a view of the Volvo showroom. Currently, Porsche is housed in this part of the building as well. The owners' penthouse suite is on the second level.
- Another question related to signage. The applicant has provided a sign inventory, which showcases all of the five sign types permitted within the development text today. These include Dealer Identification signs, Campus Identification signs, Directional signs, Brand signs and Wall signs. The location of the existing signs is marked in red on the drawing as well as the proposed signs included for this application.
- She provided a quick overview of the signs on the campus that exist today. As discussed at the last hearing, the applicant is proposing wall signs on the south elevation of the building for both Jaguar and Land Rover. Staff has found in the inventory a sign that does not meet the development text and has therefore recommended a condition that requires the sign to be removed or to meet the development text. There are directional sign standards within the text.

Staff recommends approval with the 11 conditions of P&Z and this additional 12th condition.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 6 of 23

The applicant is present tonight to respond to questions.

Mr. Lecklider noted that he continues to have concerns regarding the need for a master sign plan. He believes the record reflects that sentiment was expressed by the Planning and Zoning Commission in 2014. This new application presents an opportunity for an inventory of the signs and to make sure that, to the extent that Council is satisfied with the existing and the proposed signage, that this is memorialized going forward.

Ms. Salay agrees with having a master sign plan. She noted that on page three of the photos shared by staff, signs D10 and D11 appear to be temporary in nature as is the Volvo sign. Those should be added to the new condition. With US33 signs on the site and no one being certain if they were added over time, it is appropriate to review this as a master sign plan now that the campus is being completed. Whenever cases are brought to the Commission, the more photos that are provided of existing conditions the better. The Commission's discussion may have been different if these photos had been available.

Mr. Lecklider stated that his suggestion for a master sign plan review includes the internal signs that are visible from the right of way, as discussed at the first reading. Perhaps there was more detail about the height of internal signs. He knows that there are internal signs that are lighted and are visible at night from westbound US33. His suggestion is to include that in the larger master sign proposal.

Ms. Salay responded that at this time, those internal signs are not regulated under the City's Code. Any business could have these. She proposes that the City needs to regulate these, as they are signage and as such should be regulated throughout the community.

Mr. Reiner thanked the applicant for addressing the problems with the elevation. In terms of the signage, he agrees that any consolidation would be great. Most of the signs are directional and are beneficial in terms of visitors finding their way through the campus. He understands why they have added signs over time, but agrees that the City does limit signs for purposes of aesthetics.

Mr. Keenan stated that his own experience in visiting this campus is that it is difficult to navigate through it. He is not suggesting anything the City would not impose on itself, such as the wayfinding for Historic Dublin, but an overall comprehensive sign study would lend itself well to the entire project.

Ms. Alutto agreed. They also are customers and visit this campus. The only issue she sees is with the variety of the signs, and that they do not appear to be contiguous across areas. Renderings are needed where photos are not available for review. Dublin's high sign standards are an identifier for the City, and it is important to stay consistent.

Ms. Amorose Groomes asked if staff has a calculation of the square footage of signage on the campus. That would be an important number to have for this discussion.

Ms. Husak stated that she does not have this information available.

Ms. Amorose Groomes stated that she is a proponent of having a master sign plan for this campus, and would like to have the total square footage of signage for the property for future review.

Mayor Peterson asked if the applicant wants to respond to the signage issues at this point. There is obviously unanimous concern about the signage.

Brad Parrish, Architectural Alliance, representative of MAG noted the following:

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 7 of 23

1. He, too, reviewed the signage on the campus and found three signs that are non-conforming – D2, D11 and D10. He has addressed that with the owner and they have intentions to remove them and somehow incorporate them into the blade signage on the site.
2. He emphasized that MAG campus is an automotive shopping mall representing 16 brands. Every brand needs to be represented in the internal workings of the campus. Over the time he has worked with this client and the City, they started a categorization of directional, brand and campus signs. He did speak with the owner about signage in totality. They would like to bring back a master sign plan. However, that will require some period of time to complete for this unique campus. He does not want that to hold up the approval of these last five acres and the wall signs that are associated with the Jaguar and Land Rover facilities. If that can be addressed through a condition, he will submit a master sign plan for the entire site at a later date.

Mayor Peterson asked staff about the best way to accomplish this.

Ms. Readler responded that a condition can be added that requires the applicant to return for a master sign plan approval, which can be reviewed by the Planning and Zoning Commission for recommendation to Council.

Mayor Peterson responded that seems consistent with the City's standard procedures. He asked if all would be satisfied with this condition related to the signage issues. It was the consensus of Council to proceed in this manner.

Mayor Peterson asked Mr. Lecklider about any remaining issues he would like to discuss about signage.

Mr. Lecklider stated that he wants to clarify, with the consent of Council, that this master sign plan would include the interior signs as well.

Mayor Peterson responded that the applicant seems to be cooperative about all of the signage issues, and it can certainly be discussed.

Mr. Lecklider stated he would like to have this discussion, including whether it should be grandfathered or not. He would like to ask staff, apart from the MAG application, to review regulations citywide going forward for that particular issue.

Mayor Peterson stated that he notes that the dealership turns on the car flashers in the showroom. It seems this would not be allowed for any other business. Perhaps that should be discussed as well.

Mayor Peterson stated that the additional condition would include submission of a master sign plan, and working with staff and Planning Commission on a recommendation for Council.

Ms. Amorose Groomes commented:

1. The last time the campus was finished, mounding was installed related to the setback along US33. In this iteration, they want to remove a section of the mounding in order to provide a greater vista into the facility from the US33 frontage. There are a series of car dealerships in the community that began as one dealership and changed to another dealership. Examples are the Cadillac dealership on Sawmill that is now Honda; the Hummer dealership on SR161 that is now a Cadillac dealership; the Porsche dealership on Post Road that is now used cars. The City does not have future control over what type of cars will be sold at this facility. She wants to ensure the maintenance of the aesthetics along the US33 corridor. The City indicated it did not want it to be full of car dealerships, yet that is what has occurred. The City wanted consistent mounding along that area so that the view would not be a "sea" of cars for sale. Each time areas of the mounding are removed, the vistas into the car dealerships are opened. She has concerns, not with the cars being sold

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 8 of 23

today and the high quality of the buildings, but with removing some of the mounding and making this a pond. It seems the size of the pond nearby could be extended, the "fingers" could be moved, and the mounding could be continued that has been in place previously. She would like to hear input about this.

2. She is aware that the City asked the applicant to hold the hedge plantings five feet off the back of the curb. Are these hedge plantings being held five feet off the back of the curb for this portion as well?

Mr. Parrish responded that the landscaping along the new "finger" replicates what was done in the BMW portion.

Ms. Amorose Groomes stated that some of the older hedge plantings are growing close to the cars and the hedges are being pruned very hard and are not as attractive.

Mr. Lecklider agreed with these concerns. From the beginning, he was not able to reconcile these raised "fingers" as compared to Crown and the City's requirement for Crown to mound and thereby screen their cars. Everywhere else in the community, the cars would be screened. In this case, the attraction for MAG is obviously the visibility along US33. This is achieved to a large degree with the buildings and their distinctive architecture.

Ms. Amorose Groomes added MAG was permitted to have signs at a height much higher than anywhere else in the community.

Mr. Lecklider stated that with respect to the water basins, if there were an option of combining the two, that should be considered. He is not a big supporter of the water features that were included in the last expansion – he does not believe they are substantial enough. He understands there is a practical need for these as well, and he does not have engineering expertise.

Mr. Reiner noted that he understands the desire to tie together the water features. If mounding can be installed and the secondary area still work for retention and detention, that would be fine. However, trying to engineer this tonight is problematic. He agrees with Ms. Amorose Groomes about the future auto dealers that could come to the site, and wondered if that is addressed in the contracts that Council is not privy to. Can amendments be made at this point?

Mr. Parrish responded that he would need to study this further. He knows that sliding the "fingers" to the west would begin to cut down on the building area just by the nature of the finger design. Are there other supplemental underground systems that could be used in lieu of the ponding? He would have to explore that further with staff and the engineers.

Ms. Amorose Groomes asked if there is a possibility of enlarging the existing pond along SR33, making it deeper. It does not seem to have the volume of water to be a functional ecosystem.

Ms. Husak stated it is not a stormwater management pond, just a feature.

Mr. Parrish stated that this is located on the highest point on the site so it could not serve as a stormwater detention pond. Both ponds along SR161/US33 are fed by an underwater well that keeps the water level high at all times. The ponds are used to filter the water that is then used for sprinkler water on site.

Ms. Amorose Groomes stated that the new pond along SR161/US33 is therefore a decorative pond.

Mr. Parrish responded that is correct, adding that the pond furthest to the east near Children's Hospital is a detention pond.

Ms. Salay stated that mounding could therefore be added if this is a decorative pond.

Mr. Parrish responded that the owner of MAG desired to create vistas and a rhythm along the US33 corridor.

Ms. Husak stated that when Subarea B was brought forward in 2012, at the time BMW and Mini were moving from Post Road, the staff recommendation was to increase the

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS • DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 9 of 23

mounding in that area because it was such a concern with the existing main building. However, Council believed it would be appropriate to continue the view, feel and look of the design along SR/161/US33. With Subarea C coming online, staff did not make the recommendation for mounding. Additionally, the Zoning Code does allow for a lowered screening along display areas for vehicles.

Mr. Lecklider thanked her for pointing out the staff recommendation for Subarea B. He does recall the staff recommendation, but also recalls the applicant was not in agreement with that and Council accepted that, albeit not unanimously.

Ms. Amorose Groomes asked if Council could add a condition to remove the second aesthetic pond and to continue the mounding that is consistent with the balance of the development.

Ms. Readler stated Council can do so. She suggested that the condition include Engineering review and staff consultation to determine if it is feasible.

Ms. Husak added that some clarification would be needed about the extent of the mounding – is it for the entire length of the southern boundary of Subarea C?

Mr. Parrish stated that they are allowed a display window of 25 percent along that frontage. Is this mound for the entire length?

Ms. Amorose Groomes asked about the height of the mound at this point.

Mr. Parrish responded that at the pond it is three feet in height and it increases to six feet.

Ms. Amorose Groomes stated that some undulations might be appropriate in that mounding.

Ms. Salay asked about the 25 percent display window mentioned. What percentage of that frontage? Is that the 25 percent?

Ms. Husak responded that in the Zoning Code, the vehicle display areas are allowed to have a lowered screening of two feet for 25 percent of the frontage that is used for vehicle display. It relieves the applicant of the vehicle use area screening requirements that are in place for parking lots and drive aisles, etc. What MAG has been permitted to do on Subarea A and Subarea B is to have a lowered screening along the entire length – they were not held at the 25 percent.

Ms. Amorose Groomes stated this is similar to what happened at the Lexus dealership on Dublin-Granville Road. The stonewall was very low in front of the cars to achieve that 25 percent.

Vice Mayor Reiner stated that, currently, there are plantings in the previous parcel that will grow to four feet in height. By the landscape code, there must be 3.5 feet of mounding. If they build the mound, they will need to remove the planting screen. He is trying to determine the best benefit aesthetically while helping the client accomplish his mission.

Mr. Parrish stated that is what was done in front of the BMW building. Along the drive, there is landscaping. They have continued that and added some larger trees on this application. They do not have a vehicular display in that area. The display is 50, 60, 70 feet deep from that point, just in front of the showroom. They are not really displaying the cars, but the building.

Vice Mayor Reiner stated that the issue is with putting mounds in and whether it is a gain aesthetically.

Mr. Parrish stated that his assumption is that if the mound is to be done, there would just be a grove of trees across there and not the additional three to four foot hedge that lines the drive at this time.

Ms. Amorose Groomes stated that there has been a decline in the hedging material on the original section over time. It will occur in this case as well over time. With the mound, there is something attainable.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 10 of 23

Mr. Parrish responded that the hedges were on the first "fingers" on the development, back in 1997. The 25 percent is only junipers in front at the tips of the fingers. With BMW, they did not have a vehicular use display.

Mr. Lecklider agreed with Mr. Reiner's analysis of the net/net gain. With respect to the westernmost new pond or water feature, the objective was to create a view shed to the building, correct?

Mr. Parrish confirmed this.

Mr. Lecklider stated that the landscaping on the perimeter of the lot there should achieve some screening of the parking or display.

Mr. Parrish stated that it is for the most part the drive aisle. They are screening the drive aisle adjacent to it. He pointed out the areas on the slide.

Mayor Peterson asked if all of this was reviewed at the Planning and Zoning Commission.

Ms. Salay responded that she was not present at the first Commission meeting where this was discussed. She was present for another hearing where the architecture of the building was the focus, the sign height and the need for articulation on the back piece. The Commission did not spend a lot of time discussing the mounding. They felt staff had thoroughly discussed that aspect with the applicant. The Commission likes this campus – the architecture, its feel, and the fact it is a dynamic, "cool" car campus unlike any other. There was discussion of a pond repeating the other, and the water element and view shed, screening the drive aisle, and having landscaping on the fingers. The mounding versus the pond was not discussed at the Commission.

Ms. Husak stated that staff did not raise this issue. From a staff perspective, they viewed it as a continuation of the existing character of the campus. It had been approved by Planning Commission and Council in the two prior iterations.

Mayor Peterson stated that he believes the general sense is it is a great project on balance. There are issues identified now related to the pond, screening and signs. Council added a condition related to signage. Is the applicant willing to accept a condition about revisiting the pond and mound in order to move forward?

Mr. Parrish responded he would be willing to look at this from an engineering perspective and from the view aspect from US33.

Mayor Peterson asked staff if another condition could be added to address this issue.

Ms. Readler asked if Council wants the applicant to work with staff or work with staff and return to Council for final approval related to exploration of removal of that pond. Mr. Reiner acknowledged that this is somewhat a subjective matter.

Ms. Amorose Groomes stated that the pond in place has not lived up to the expectations. This new pond is quite a bit smaller and will be less dramatic than the existing one.

Ms. Husak shared a condition she has drafted to address the comments:
Condition 12 – that the applicant revise sign D2 to meet the development text requirements.

Condition 13 is proposed - that the applicant return to the Planning and Zoning Commission and City Council for a comprehensive review and approval of a master sign plan prior to the issuance of sign permits for Subarea C.

Condition 14 is proposed – that the applicant work with staff to eliminate the aesthetic pond along the west side of the southern boundary of Subarea C and provide undulated mounding in its place.

Mayor Peterson asked for clarification about whether the pond and mounding issue would come back to Council for review.

Ms. Husak stated that the Commission would review that as part of their Final Development Plan approval and would have the record of this Council meeting in hand.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 22, 2016

Page 11 of 23

Mr. Reiner suggested that they should investigate both solutions and determine the optimal solution.

Mr. Lecklider agreed. He appreciates Ms. Amorose Groomes' point with respect to the newer pond being less substantial than the one in Subarea B. That is a concern to him. He acknowledged that each member's views are probably subjective. He agrees that the best option is to have the applicant explore the undulated mounding in good faith and present those options. The better proposal would then prevail.

Ms. Salay stated she would appreciate renderings of the view from US33, and how that will appear. It is a matter of details and execution. The plant material in the first fingers installed did not result in something attractive. Perhaps that needs to be reworked. It is not meeting expectations.

Ms. Amorose Groomes added that she is confident that Mr. Parrish will do a great job. The campus is beautiful. There are some details to review more closely prior to moving forward. He has done a very nice job with these plans.

Mayor Peterson asked the applicant if he accepts the conditions as amended.

Mr. Parrish asked about Condition 13 related to the master sign plan. What does that do in terms of the proposed signage in the package for the Jaguar/Land Rover franchise – at least for the wall signs? They are unique to this brand, and he would like to move forward with that portion.

The consensus of Council was that the wall signs for this new application are acceptable; the goal of the condition is to have an inventory of all signage on the entire site.

Ms. Salay noted an addition to Condition 12: signs D10 and D11 need to be added.

Mr. Parrish agreed.

Mayor Peterson asked if there are any other concerns not addressed by the additional conditions.

Mr. Lecklider thanked Mr. Parrish and noted he concurs with Ms. Amorose Groomes regarding his efforts and his patience.

Ms. Salay stated that when the master sign plan is reviewed, it should include the internally illuminated signs as discussed.

Mr. Parrish clarified that none of those are internally lit. There is a spotlight on them, but they are not internally lit.

Mayor Peterson asked the Clerk to call the vote on the Ordinance with the conditions as amended tonight.

Vote on the Ordinance with amended conditions: Mr. Lecklider, yes; Mayor Peterson, yes; Ms. Alutto, yes; Vice Mayor Reiner, yes; Ms. Amorose Groomes, yes; Ms. Salay, yes; Mr. Keenan, yes.

Ordinance 04-16

Authorizing the Appropriation of a 0.066 Acre, More or Less, Fee Simple Right-of-way; a 0.004 Acre, More or Less, Permanent Drainage Easement; and a 0.550 Acre, More or Less, Temporary Construction Easement from Columbus Industrial Owner I, LLC, from the Property Located at 4353 Tuller Ridge Drive, for the Public Purpose of Constructing a New Roadway and Related Public Improvements.

Mr. McDaniel stated that the new roadway is John Shields Parkway and related improvements between Dale Drive, formerly known as Tuller Ridge Drive and Village Parkway. Staff has been in discussions with the owner and remains hopeful that an amicable agreement can be reached. This is also in reference to using quick take procedures in accordance with Chapter 163 of the Ohio Revised Code, should those

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form #101

Held

February 8, 2016

Page 8 of 19

Vote on the Ordinance: Vice Mayor Reiner, yes; Mr. Keenan, yes; Ms. Amorose Groomes, yes; Mr. Lecklider, yes; Ms. Alutto, yes; Ms. Salay, yes; Mayor Peterson, yes.

INTRODUCTION/FIRST READING - ORDINANCES

Ordinance 03-16

Rezoning Approximately 30 Acres, Located on the East Side of Perimeter Loop Drive, North of US 33/SR 161, South of Perimeter Drive and Venture Drive from PUD, Planned Unit Development District (Existing MAG plan) and PCD, Planned Commerce District (Perimeter Center, Subarea D) to PUD (Midwestern Auto Group PUD) to Incorporate Approximately 5.4 Acres into the MAG PUD to Expand the Automobile Dealership Campus to Accommodate the Construction of a Combined Showroom for the Jaguar and Land Rover Brands, the Future Demolition of the Existing Land Rover Showroom, a New Showroom for the Porsche Brand, and the Addition of an Elevated Showroom Addition to the Main Building for the Lamborghini Brand. (Case 15-113Z/PDP)

Mr. Keenan introduced the ordinance.

Ms. Husak stated that this is a request to incorporate an additional, vacant 5.4 acres on U.S. 33 into the MAG PUD. Nationwide Children's Hospital is to the east of the site.

- The main MAG building, encompassing 122,000 square feet, includes the majority of the franchise brands.
- Later, a 7,800 square feet building for Land Rover was added to the site.
- In 2010, the City approved a Volvo, Porsche and penthouse addition to the eastern side of the building.
- In 2012, City Council approved an expansion of the campus to incorporate eight acres for the addition of the BMW and Mini franchises to the MAG campus. Also approved was a freestanding show room for Audi within this Subarea.
- The Community Plan Future Land Use map designates the western portion of the site as General Commercial. The central portion and the vacant parcel to the east are designated as Standard Office and Institutional District. This includes many of the sites with frontage along US33 and is intended to be an area where medical, dental, professional, and large scale offices are to be located. Much of the land within Perimeter Center is designated by the Future Land Use map as Standard Office and Institutional, including WD Partners, which is more of an industrial use.
- Council has previously expressed concerns regarding numerous car dealerships fronting along US33, due to the view presented to those entering Dublin. As a landowner, MAG has a history of working with Planning to achieve a high quality campus appearance with appropriate mounding, landscaping and site layout. Planning believes this is an appropriate expansion of the campus. The permitted uses within the proposed development text include office and retail uses, which would fit within the Standard Office category.
- The applicant is proposing to create a Subarea C, which would be a continuation of the campus. The development text is provided in the packet. The applicant has ensured that Subarea C standards are aligned with the standards of existing Subareas A and B. Also included, is some "clean up" on Subareas A and B to better reflect what is existing as opposed to what was contemplated at the time they were rezoned.
- Staff has requested that the applicant rezone the entire 30 acres as opposed to just the five-acre Subarea C. From an administrative standpoint, it is desirable to have one MAG PUD with all of the uses, standards, and regulations aligned. The applicant has agreed to do so.
- In the future, the applicant is also contemplating to demolish the existing Land Rover building and creating a new building for the Porsche brand within that area, as well as an elevated showroom for Lamborghini. This could be approved by PZC as part of a Final Development Plan.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 8101

Held

February 8, 2016

Page 9 of 19

- For Subarea C, the proposal is for a building for a combined showroom for Land Rover and Jaguar. This is a new concept on which those franchises are working – the first in the country.
- Subarea C includes a main access point off Venture Drive through a shared access with the Nationwide Children's Hospital site to the east. This shared access was provided for in the approval of the development of that site. Many of the MAG patrons currently access the site through Perimeter Loop.
- Two stormwater management ponds are shown -- one along the US33/SR161 frontage and the other in the northeast portion of the site.
- The proposed building includes the two showrooms for Jaguar and Land Rover, office space, a service reception area, and the potential for a non-retail car wash.
- The site plan includes the unique finger-like vehicle display areas on US33 and a plaza vehicle display in front of the proposed building. Extensive landscaping and screening will be incorporated along all vehicular use areas.
- Architecture and Building Materials. The proposed development text requires "contemporary and innovative architecture." The applicant is extensively using glass and metal, and providing angles and recesses to give the building depth, shadows, and interest. PZC required the addition of more articulation on the east side of the southern elevation.
- Wall signs were approved by PZC for BMW, Mini and Audi, which is a continuation of the current theme. The allowance is 100 square feet for both signs. The total combined sign size of 100 square feet will potentially permit a single sign to exceed 50 square feet (the Land Rover sign is shown at 53 square feet). PZC requested that the development text require that a sign could not exceed 55 square feet, with the total square feet for both signs not to exceed 100 feet. The permitted height of the signs is 25 feet.

The Planning and Zoning Commission recommended approval of the Rezoning/Preliminary Development Plan to City Council on January 7, 2016 with the conditions listed below.

- 1) That the applicant work with staff to ensure replacement trees are not counted to fulfill other requirements;
- 2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site;
- 3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council;
- 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line;
- 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated;
- 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current stormwater management plan to ensure stormwater requirements as defined in Chapter 53 are satisfied;
- 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR161;
- 8) That all technical comments associated with stormwater management and civil plans are addressed prior to filing a Final Development Plan application;
- 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan;

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form #101

Held

February 8, 2016

Page 10 of 19

- 10) That the applicant work with staff to provide either additional articulation, landscaping or layout changes for the service drive for the southern elevation of the service area at the final development plan stage, and;
- 11) That the text be revised to limit the sign size of a single wall sign in Subarea C to 55 square feet.

Brad Parrish, Architectural Alliance, 165 North Fifth Street, Columbus, stated that he has been the architect for MAG since the Volvo addition. Mr. Brentlinger is excited to bring the Jaguar franchise to Dublin. Following approval, the Jaguar brand will be brought here prior to the construction of the building. There will be two years to complete that for the brand. The expansion of Audi and BMW prompted rapid growth within this business. The other brands – Porsche, Jaguar, Land Rover and Lamborghini began to take notice that this market wants to expand the volume of sales to the community. The expansion of these 5.4 acres is pivotal to the continued growth of MAG in Dublin.

Mr. Lecklider stated that in the past, he has voted against requests by this dealership. He agrees that it makes sense, under the circumstances, to do this comprehensively, as staff suggests. He does have several concerns.

- Signage - Signs of 25 feet in height exceed Code. What is the Code requirement?

Ms. Husak responded that a sign may not exceed 15 feet.

Mr. Lecklider stated that one of the things that has frustrated him is how many exceptions exist throughout this campus and have existed over the years. Council is told that it is required by these brands, but in virtually nowhere else in the community would that be acceptable. The proposed text provides for interior signage. Not only is there illuminated exterior signage, but signage that is at least 15-20 feet high and affixed to the interior glass wall, essentially achieving double the signage. This is for the Land Rover and Jaguar brands. He believes that the Code's sign height requirements have been exceeded elsewhere on this campus.

Ms. Husak responded that there is an allowance in the development text for Subarea A to have the existing Land Rover sign on a green panel at 25 feet, as well.

- Raised finger display that would be continued. As he recalls, the rationale is that potential buyers need to be able to see the wheels of the vehicles. Conversely, the City requires those to be screened. Typically, six feet of mounding would be required for an office building, but with a recent application, mounding was not required, opening up the viewshed in Subarea B.
- Fence row – There was a tree row that was mistakenly mowed down, which was apparently the fault of a contractor. Has that been remedied with the installation of landscaping?

Ms. Husak responded that occurred at the time that Subarea B was in the development plan stages, and those replacements were included in that Subarea. The applicant was required to replace them all.

- Elevated Lamborghini showroom - The City does not have Code that addresses that.

Ms. Husak responded that the Planning Commission actually approved the elevated showroom in 2014. At that time, it was elevated at the level of the existing building and sloped down to meet the proposed Jaguar and Land Rover building. However, the needs changed for the franchises. At this point, the proposal is eventually to have only this showroom cover the pond on support structures.

Mr. Lecklider stated that it would therefore remain elevated, but in a different manner. Ms. Husak stated that it will be elevated, but it won't meet the building to the north.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 8, 2016

Page 11 of 19

Ms. Amorose Groomes stated that the Planning Commission had requested that the applicant provide a complete sign package for the site, because, to date, the approach has been piecemeal. She has not seen a master sign plan for the entire facility. There was a request to have some signs on the building, and they were going to forgo ground signs. The net result is that now there are both.

Ms. Husak responded that when the Land Rover and Jaguar building was approved by PZC in 2014 in the northern portion of Subarea A, there was significant discussion concerning appropriate signage on that building. Ultimately, PZC approved signage on the building at the proposed height -- 20-25 feet -- with the request that the applicant remove any green metal material. There was not actually a request for a comprehensive sign plan, but the City does have that as part of the final development plan. The development text defines the five different sign types permitted on the campus. There was discussion about tabling the application, and addressing the sign issue later. However, the proposed signs were approved, minus the green panel.

Ms. Amorose Groomes stated that part of the difficulty with that condition is that it applied to parcels not under review, and PZC did not have the ability to place that condition on a neighboring parcel -- this parcel. The request was made that a master sign plan be provided that would encompass the entire campus.

Mr. Parrish stated that the current text provides five categories, and the current signs adhere to that text. There was never a discussion of quantity. It is defined in the development text that one wall sign or one ground sign is permitted for each brand. The ground sign that they are proposing falls within another category -- directional signage. Through the years, Planning has required specific classification of the requested sign. In that manner, the development text does quantify the amount of signs permitted, or at least which types are permitted.

Mr. Lecklider inquired how the interior signage issue could be addressed. Does the language on page 6 of the development text, "interior signs not being readily visible from rights-of-way that are adjacent to the site," apply to the example he described? When driving west on US33, looking into the building through the glass, the sign is very prominently displayed. Is that an oversight in the Dublin Code?

Mr. Keenan stated that this also came up in the discussion regarding the hotel on the previous Cooker restaurant site.

Ms. Husak responded that the City does not regulate anything that is three feet or more from the wall. The same situation existed with the Chevrolet dealership on Post Road. If a sign is a certain distance from the wall, it is not regulated by Code. It is neither a window nor an exterior sign addressed by Code.

Mr. Parrish stated that the sign they are speaking of is 15 feet away from the inside face of that glass.

Mr. Lecklider suggested that at some point, the City might want to consider addressing that issue, as it is signage. That is its purpose. He has to give credit to MAG for taking full advantage of the opportunity.

Ms. Salay stated that it would be helpful to have photos of the campus for the second reading. She recognizes it would be difficult to capture the view from US 33. It is easy to perceive a situation incorrectly without actual photos. What is the height of the Audi sign?

Ms. Husak responded that Audi, BMW and Mini signs are 15 feet high.

Ms. Salay noted that the proposed sign under review tonight is 25 feet in height.

Mr. Parrish stated the elevation is only 20 feet. The reason for that elevation is the design concept of the front -- the bottom and the top portions are equal. If the sign were to be lowered to 15 feet, the building itself would have to be reduced by nine

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form #101

Held

February 8, 2016

Page 12 of 19

feet. Within the context of the BMW and Audi site, this building will be significantly diminished on the site. The BMW and Audi buildings are 30 feet in height and this building would be 21 feet. There are six bands at the bottom and six bands above the glass. If the Land Rover – Jaguar sign is lowered, one band must be removed at the bottom and one band at the top, as well, to be proportional. That would result in a smaller building, which would be greatly diminished on the site.

Ms. Salay inquired if they could have a smaller sign without shrinking their building.

Mr. Parrish responded that a lower sign would have to fit within the 15 feet.

Ms. Salay stated that she was not present for the first PZC discussion on this application, and the second discussion was much shorter. There are many honey locust trees on this site. They had grown significantly, but now are not thriving. Will all those be replaced?

Mr. Parrish responded that as part of this process, they are evaluating some of the landscaping. The construction has damaged some of the front row of trees. They will address the issue of trees that did not survive.

Ms. Salay stated that on the eastern portion of the top elevation, the Commission suggested some changes to landscape that elevation, integrating it to reduce the appearance of a stark, blank wall.

Ms. Husak responded that what is depicted is the first attempt to give articulation to that wall. Previously, there were no windows or landscaping.

Mr. Parrish stated that the site plan before Council shows an original rendering for the service drive. Per PZC comments, the angle on that drive has been amended to make it a meandering drive. They will be able to heavily landscape the service wall and doors from a view from SR161.

Ms. Husak stated that the view should have been replaced on the site plan shown tonight.

Ms. Amorose Groomes inquired if garage doors are necessary on three sides of the building.

Mr. Parrish stated that the service doors for customers to enter and depart are on the left and right sides of the building. On the west elevation is new car delivery, and on the back side is the service area. The building is planned to differentiate between the customer and service interactions, so the doors on three sides of the building are necessary.

Ms. Amorose Groomes stated that MAG had been requested previously to address the new car delivery problem of where the cars are unloaded. Presently, the cars are frequently unloaded on the street. This final phase does not appear to provide that solution.

Mr. Parrish stated that is addressed. The intent is to improve the shared drive with Nationwide Children's Hospital. Carrier vehicles would enter through that curbcut and park along the back road.

Ms. Salay stated that she would like to comment on the general signage issue, not just in relation to this proposal. PZC has had a number of discussions about signage and community standards. It is very important that Council discuss its expectations regarding signage for the benefit of staff and PZC. Many members recall a time when the signage standards in Dublin were inviolate. Over the years, different applicants have persuaded PZC and Council, for different reasons, that different standards could be applied. Sometimes there are valid arguments, but Council needs to have this discussion so that there are clear expectations, removing some pressure from the Planning staff and Planning Commission.

Mayor Peterson asked about the best way to accomplish that.

Mr. McDaniel suggested a joint work session between Council and PZC. Staff would be present and would then understand the parameters going forward. It could be scheduled for an upcoming work session topic.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

BARRETT BROTHERS - DAYTON, OHIO

Form 6101

Held

February 8, 2016

Page 13 of 19

Mayor Peterson stated that some of these discussion topics can become larger than originally intended. He would like to restrict the scope to the five most important issues, such as Mr. Lecklider and Ms. Salay pointed out.

Mr. Reiner complimented the architecture of the site. It is unfortunate the Lamborghini building isn't more visible, because it is a very nice piece of architecture. There is a uniformity in the overall design. At what point did Architectural Alliance enter into the design process for this facility?

Mr. Parrish responded that his firm entered into the design process with the Volvo expansion. In 1997, Karlsberger designed the original diamond-shaped building. In 2007, with the desire to create a unique Volvo showroom for the main facility, his firm continued the "language" that was already there – the diamond shape. His firm subsequently designed the Audi and BMW facility.

Mr. Reiner inquired if the height and scale of the signage was determined by: (1) the architecture and (2) the necessity to be seen from US161.

Mr. Parrish responded affirmatively. The Jaguar and Land Rover brand prototype is to place the signage at the second band from the top. Because they recognize the importance of this dealership and the constraints of Dublin's sign code, they approved lowering the sign down to the second band from the glass. This plan deviates from their prototype to achieve this compromise.

Mr. Reiner stated that this has been a high quality product. He would not have wanted it changed to brick or another material on this site. This concludes the appearance of the entire parcel. This architecture has been integrated well into what was previously conceived, and it is attractive. It makes sense for MAG to conclude their design on this last parcel. He believes their firm has created attractive and interesting architecture. An earlier proposal for this site, which Mr. Lecklider alluded to, was not as attractive. He is proud of what MAG had created on this site.

Ms. Amorose Groomes stated that she has said on numerous occasions that Mr. Parrish is a tremendous architect. However, he probably would agree that in the past, the City has "pushed" him a bit, and the projects became even better. That is what she would like to see in this case, as well.

Mr. Reiner stated that in the wing to the right, they have indicated there would be some different articulation to the building. Is that to be accomplished through the landscaping?

Mr. Parrish responded that it would be accomplished more through the landscaping. There is a service area on one side of the building, which they want to camouflage from view. There will be windows at an elevation above where the work is being done. Mr. Reiner noted that the south elevation does not match the front elevation. Perhaps, they can remedy this with landscaping or an architectural feature. Mr. Parrish concurred.

Mayor Peterson thanked Mr. Parrish for the information. There will be a second reading/public hearing at the February 22 Council meeting.

Ordinance 05-16

Authorizing the City Manager to Execute a Real Estate Purchase Agreement and Necessary Conveyance Documentation to Acquire 73.650 Acres, More or Less, Fee Simple Interest Located at 6600 Shier Rings Road from Jon P. Riegle, Trustee of the Robert W. Rings Charitable Remainder Unitrust and RBG Properties, LLC, and Appropriating Funds Therefor.

Mr. Keenan introduced the ordinance.

Ms. Goss stated that this legislation provides authorization to proceed with a real estate purchase agreement in the amount of \$5.9 million to acquire property located at 6600 Shier Rings Road for the purpose of economic development. This site is

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JANUARY 7, 2016

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

**3. MAG PUD and Perimeter Center, Subarea D – MAG, Land Rover, Jaguar, Porsche
15-113Z/PDP 6335 Perimeter Loop Road
Rezoning/Preliminary Development Plan**

Proposal: A rezoning for approximately 30 acres from Planned Unit Development District (Midwestern Auto Group plan) and PCD (Perimeter Center, Subarea D) to PUD for the expansion of the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD to accommodate the construction of a combined showroom for the Jaguar and Land Rover brands, the future demolition of the existing Land Rover showroom, a new showroom for the Porsche brand, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise.

Request: Review and recommendation of approval to City Council for a rezoning with preliminary development plan under the provisions of Zoning Code Section 153.050.

Applicant: Brad Parish, President, Architectural Alliance.

Planning Contact: Claudia Husak, AICP, Senior Planner.

Contact Information: (614) 410-4675, chusak@dublin.oh.us

MOTION: Ms. Newell moved, Mr. Brown seconded, to recommend approval to City Council for a Rezoning/Preliminary Development Plan because it complies with the rezoning/preliminary development plan criteria and the existing development standards, with 11 conditions:

- 1) That the applicant work with Staff to ensure replacement trees are not counted to fulfill other requirements;
- 2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site;
- 3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council;
- 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line;
- 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated;
- 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current stormwater management plan to ensure stormwater requirements as defined in Chapter 53 are satisfied;
- 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161;
- 8) That all technical comments associated with stormwater management and civil plans are addressed prior to filing a Final Development Plan application;
- 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan;

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

JANUARY 7, 2016

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

**3. MAG PUD and Perimeter Center, Subarea D – MAG, Land Rover, Jaguar, Porsche
15-113Z/PDP 6335 Perimeter Loop Road
Rezoning/Preliminary Development Plan**

- 10) That the applicant work with staff to provide either additional articulation, landscaping or layout changes for the service drive for the southern elevation of the service area at the final development plan stage, and;
- 11) That the text be revised to limit the sign size of a single wall sign in Subarea C to 55 SF.
- 12) *That the applicant revise Signs D2, D10 and D 11 to meet the development text requirements;*
- 13) *That the applicant return to the Planning and Zoning Commission and City Council for a comprehensive review and approval of a Master Sign Plan prior to the issuance of sign permits for Subarea C; and,*
- 14) *That the applicant work with staff to explore the elimination of the aesthetic pond on the west side of the southern boundary of Subarea C and provide undulated mounding in its place to the extent possible.*

**Conditions in italics were added by City Council at the public hearing and approval of Ordinance 03-16 on February 22, 2016*

*Brad Parish agreed to the above conditions.

VOTE: 7 – 0.

RESULT: The Rezoning/Preliminary Development Plan was forwarded to City Council with a recommendation of approval.

RECORDED VOTES:

Victoria Newell	Yes
Amy Salay	Yes
Chris Brown	Yes
Cathy De Rosa	Yes
Robert Miller	Yes
Deborah Mitchell	Yes
Stephen Stidhem	Yes

STAFF CERTIFICATION



Claudia D. Husak, AICP
Senior Planner

~~Ms. Newell said there is potential with the limitation of the height of the graphics in terms of placement on the buildings. She said the point of the deviation is to get creativity in exchange for the larger sign and suggested they do more presentation work showing how the height of the sign will fit within the area on the buildings.~~

~~Mr. Starr said they will bring more dimensions of signs and images from other places that will help show the appropriateness on the buildings.~~

~~Ms. Mitchell said people learn and recognize brands and not based on the size of the logo or sign but by the distinctiveness and certain elements that are creative. She said the size is not the determining factor of what makes a great sign and they should find a way to think about other dimensions other than just size that would be very helpful.~~

~~Mr. Stidhem said they should keep the signs at 50 square feet and then if they go outside the 50 square foot they would come back for further approval.~~

~~Ms. Husak said the Bridge Street District provisions were conservative on purpose. She said they are not here asking for a sign plan for bigger signs they are required to come to the Commission with a sign plan because the Code has built that into the Shopping Corridor that has been designated for their location. She said the 50 square foot they were being conservative to the sign provisions knowing that there are certain areas it was too conservative and knew that there was another layer of scrutiny added to those provisions.~~

~~Ms. Newell asked what action the applicant would like them to do with the application.~~

~~Mr. Starr asked to table the application and come back with information to address the questions that have been brought forth.~~

Motion and Vote

~~Ms. Newell moved, Mr. Stidhem seconded, to table this Master Sign Plan application at the request of the applicant. The vote was as follows: Mr. Miller, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; Mr. Brown, yes; Ms. Salay, yes; Mr. Stidhem, yes; and Ms. Newell, yes. (Tabled 7 – 0)~~

3. MAG PUD and Perimeter Center, Subarea D – MAG, Land Rover, Jaguar, Porsche 15-113Z/PDP 6335 Perimeter Loop Road Rezoning/Preliminary Development Plan

The Chair, Ms. Newell, said the following application is a request for a Rezoning for approximately 30 acres from Planned Unit Development District (Midwestern Auto Group plan) and PCD (Perimeter Center, Subarea D) to PUD for the expansion of the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD to accommodate the construction of a combined showroom for the Jaguar and Land Rover brands. She said this is a request for review and recommendation of approval to City Council for a rezoning with preliminary development plan under the provisions of Zoning Code Section 153.050.

Ms. Husak said she could do a presentation but it seemed there might be a few questions that would not require a full presentation.

Ms. Salay said she wanted to talk about architecture.

Ms. Husak said this is a rezoning and preliminary development stage and they are looking at an entire site that is now 30 acres by trying to incorporate 5.5 acres of vacant land on the eastern side of the

campus. She said when the applicant was here in October with the concept plan which is a requirement of the rezoning to the PUD for this particular application, they had presented the Porsche development in the northern portion of the site to take the place of the existing Land Rover building to the north and expanding the main campus building across the pond for their Lamborghini franchise and specifically to talk about Jaguar and Land Rover on the vacant parcel. She said there were conversations of shifting some of the buildings around and looking at switching Porsche with Land Rover or Jaguar building and they talked about it after and they were concerned with the lack of size that the Porsche building would have on that particular parcel and the applicant has more information on why they chose that locations are they are presenting. She said the application is ahead of the programing schedule for Jaguar and Land Rover and Porsche is lagging behind in programing.

Ms. Husak said Subarea A and B are existing and creating a third Subarea C for the additional five acres which is currently an office subarea within Perimeter Center and would take it out of and incorporate it into the MAG PUD which the applicant has been asked to do to create one large PUD for MAG specifically. She said the Community Plan shows this parcel as proposed as well as Subarea B more as an office and Intuitional District and less of a Commercial District. She said they have had conversations at the Commission and City Council on the merits of having a more commercially oriented use on this site and in the Planning Report they gave more detailed analysis as to why the applicant thought it made sense here and staff thought it was an appropriate land use on that site. She said office is always a permitted in the PUD for MAG so if anything were to happen for redevelopment that would still be an option.

Ms. Husak said the details show a continuation of car display with the finger like arrangement, which is unique to MAG. She said there are two storm water retention ponds that are wet ponds on site. She said access is shared with Nationwide Children's Hospital in the top which was a requirement when Children's Hospital went in and the easement for cross access was already in place. She said the main change is that they have made the service area at a lower level because of the concerns of the overhead doors being visible from US33/161. She said the landscaping is in line with what exists today with a lower screening along the highway but having trees in a symmetrical pattern along the are display.

Ms. Husak said the architecture has not changed significantly from the concept plan except for changes to the side elevations. She said the architecture is very modern and simple in terms of the form and the elevations show how recessed the doors are and how the angles are created with the windows and how it flows with the campus as a modern and innovative design using a lot of metal and grey color schemes like the remainder of the campus.

Ms. Husak said there are some allowances in the proposed development text for the signs essentially allowing wall signs which the Commission had approved for Audi as well as for BMW and Mini along the US33 frontage and the applicant is requesting an overall allowance of 100 square feet to be divided between the two signs where one is proposed to be larger than 50 square feet, but the other is smaller so together they are still at 100. She said the other signs being proposed are in line with what is approved on the campus in terms of a campus identification sign on Venture Drive at the access point and the smaller lower brand signs that they have now and are visible for the users of site as they are driving in to make sure they know where to go for service. She said they are not requiring logos to adhere to logo size requirements. She said the height is at 20 feet across those buildings, where the Commission held steady at 15-foot requirement for BMW, Mini and Audi.

Ms. Husak said there are some conditions for the storm water management requirements and the applicant has been working with Engineering to make sure that they have all the information needed and there is more information to come at the final development plan, which is required to be reviewed by the Planning and Zoning Commission. She said the traffic study there are comments as the expansion of the site on vacant land there is a traffic study component required and they had some comments the applicant is to address prior to Council review.

Ms. Husak said they are recommending approval to City Council with the following nine conditions:

- 1) That the applicant work with Staff to ensure replacement trees are not counted to fulfill other requirements;
- 2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site;
- 3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council; 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line;
- 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated;
- 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current storm water management plan to ensure storm water requirements as defined in Chapter 53 are satisfied;
- 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161;
- 8) That all technical comments associated with storm water management and civil plans are addressed prior to filing a Final Development Plan application, and;
- 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan.

Ms. Newell wanted a clarification for what is envisioned for the safe barrier along SR161 and the retention pond.

Ms. Husak said for the BMW and Mini site, there is a pond that is not a storm water management pond and is close to the roadway and with the unfortunate incidents where vehicles have driven off the road in other areas of town, they have been working with Engineering to provide a barrier that is aesthetically pleasing and cannot be seen because it blends in and will not be noticed.

Mr. Miller said the entrance to Children's Hospital space between the entrance to MAG and to the road is only about 20 feet and asked if it could be moved farther from the main road because he witnessed a fire truck accessing the drive and was surprised by the speed of traffic along the roadway making the maneuver into MAG unsafe. He asked that Engineering take a look at it to make the access safer.

Ms. Husak said Venture Drive is not considered a front door for the MAG campus and ideally it is not where patrons will enter the site and she will have Engineering take a look at it.

Brad Parish, Architectural Alliance, said Jaguar and Land Rover National decided to change their prototype and they were 90 percent complete on construction documents ready to submit to start the building that was approved last year. He said they turned off 40 projects across the country and that is why they are back. He said during this process with Audi, BMW and Mini coming online MAG's business has grown substantially. He has the opportunity to master plan some of the other brands that are available with Porsche that they did within the Volvo addition and now that is growing into their own facility being proposed for the north side of the campus. He said in the Land Rover deal he is able to get Jaguar as a new brand to Dublin. He said the question last time was could the buildings be flipped and after that meeting he did a site plan and because of the scale of the buildings Audi is such a small gem between two larger building that are close enough that it works, where this site is a bit removed from the BMW because of the display fingers. He said they felt the scale of this building needed to be larger to accommodate the displays. He said the area behind become the employee and overflow inventory lot for the MAG campus, with a larger building on this site it would take away from the operational side of MAG and is why they didn't want to have that inventory employee lot along the SR161 corridor and kept it confined to the Venture Drive side which is not the main entrance to the campus.

Mr. Parish said this is a new prototype for Jaguar and Land Rover and they are very excited about bringing this to the market with the hope that this location to be one of the first in the United States for this prototype. He said MAG is very excited about the opportunity to bring this online.

Mr. Parish said the concerns from last review was that service drive was on the side which is uncharacteristic MAG campus and he redesigned with the sunk in service drive, two tiered much the same experience that exists which was not approved by Jaguar/Land Rover National and he had to redesign it with it in the middle of the building and tucked it around the side much like the Audi facility and removed the service sign that was above. He said the other concern was that the front elevation was a flat elevation and they tried to do additional moves and design ideas on the front elevation and being that this is their first new prototype going nationally across America they wanted to stay with the current design and could not give leeway on their first facility that they are building in North America.

Mr. Parish said they did allow to drop the signage down from the second panel from the top which exceeding current conditions on campus. He said the two proposed signs go to 20 feet and is a matter of the proportion of the building. He said the prototype has six blocks as a base and six blocks as a top. He said if they shrink the building it would be by two bands across but the building becomes smaller against the context on the corridor, so BMW and Audi buildings are over 30 feet tall and with taking two bands away they would be the stepchild to those buildings at 24 feet. He said in an effort to give the scale of the front elevation it is flat with beveled display window on the first floor, to give a scale that is equal to the Audi they did the entrance in the center has been recessed back an additional five feet from where it was to create two jewel boxes that have the cars aligned in the front. He said it was an opportunity that with speaking with Jaguar/Land Rover that they were willing to compromise on setting it back and dropping the elevation and getting the service drive around and keep the new prototype as a flat elevation.

Mr. Parish said they removed the car wash component from this building to reduce it down and removed one of the display fingers to handle the placement of the pond for retention and they are working with Engineering with final civil requirements. He said he will be back for the Lamborghini and Porsche in the next coming months with further details on those two buildings.

Mr. Brown asked what the building materials are.

Mr. Parish said composite panel with a closed system with metal in the back and is a dark mat gray finish and will bring samples at the final development plan.

Mr. Brown said the service drive has a large expanse of blank wall and in that evaluation there is showing many trees in front of it, though he does not have a problem with it, the view from SR161 and angle of the service drive exposes the wall. He said it is the angle and the way they enter the service drive it will not effectively screen from SR161 because the trees will not be layered in front and if they bring the service drive parallel then they could put trees in front.

Ms. Husak said they had asked that they break up that elevation somehow.

Mr. Parish said they are doing further articulation on the service area blank wall and is happy to accommodate that with sliding it over to get it less down the middle of the finger.

Ms. Salay said the architecture is a prototype and they do not want to change it because it is the first one out of the box and so they are getting the plainest vanilla of the buildings that will be built because they are the first and going forward they may be willing to deviate, but this is what they will roll out for the initial example that will be shared with everyone across the country. She said she is concerned that this

is not going to be as spectacular as the rest of the campus and not in keeping with what they have done out there. She said this is the entrance as they drive east to west.

Mr. Parish said the discussions with them they were steadfast on the sloped roof, the green color and they feel they have gotten rid of those things that was not preferred and created it more about the vehicles and less about the architecture so that this can be a jewel box much like the competitors. He said they are going to be more steadfast on this is the prototype and this is what they are keeping because they are not asking for a lot of the out of the box elements such as towers etc., they are just keeping the architecture simple and the only deviations are if the service is on the side or in the middle of the building.

Ms. Newell asked if anyone from the public would like to address the Commission. [Hearing none.]

Ms. Newell said she is fine with the architecture of the building and it is going to be their out of the box prototype but the finishes on the building with the overall campus she likes this proposal better than the previous applications that were submitted for the architecture with the building. She said the plainness and simpleness of this can complement everything else that is on the campus. She said in whole congress with this campus is probably one of the finest designs auto dealership she has ever seen anywhere that she has traveled. She said they have done a fantastic job. She said it will look nice when it's done and she would have liked to see more play with the two front jewel boxes so that there was a bigger recess or maybe a little wider separation but she still likes the architecture of the building.

Ms. Newell said the proportion of the buildings are not going to look right if they squash down the glass or building so have the signage at that location and the deviation in height it fits the architecture of these buildings. She said she would like to see the condition of where the sum of the signs to the 100 square foot, because they could have a potential 100 foot sign and they need to limit one of the signs at the maximum of 55 square foot and the condition needs to include that no sign can exceed the 55 square feet.

Ms. Newell asked Ms. Husak to revise the conditions and read them into the record.

Ms. Husak said there are two additional conditions added requesting approval with 11 conditions as follows:

- 1) That the applicant work with Staff to ensure replacement trees are not counted to fulfill other requirements;
- 2) That the applicant work with staff to relocate as many newly planted trees as possible and to find appropriate locations for replacement trees on site;
- 3) That the Traffic Impact Study be updated to address Engineering comments, subject to approval by Engineering, prior to introduction of this rezoning Ordinance at City Council; 4) That the applicant update the proposed plans to accurately indicate the required setbacks along the southern property line;
- 5) That the proposed development text be revised to address the sign allowances in Subarea A to more accurately reflect the sign needs for the single brand building anticipated;
- 6) That any site modifications to Subarea A include the analysis and any necessary modifications to the current storm water management plan to ensure storm water requirements as defined in Chapter 53 are satisfied;
- 7) That the applicant work with staff prior to the Final Development Plan stage to identify and incorporate appropriate safety measures along the south side of the proposed western retention basin to protect vehicles traveling on westbound US33/SR 161;
- 8) That all technical comments associated with storm water management and civil plans are addressed prior to filing a Final Development Plan application;
- 9) That the applicant submit additional information and details for the proposed retaining wall along the eastern retention basin as part of the Final Development Plan;

- 10) That the applicant work with staff to provide either additional articulation, landscaping or layout changes for the service drive for the southern elevation of the service area at the final development plan stage, and;
- 11) That the text be revised to limit the sign size of a single wall sign in Subarea C to 55 square feet.

Mr. Parish agreed to the revised conditions.

Motion and Vote

Ms. Newell moved, Mr. Brown seconded, to recommend approval to City Council for a Rezoning/Preliminary Development Plan with 11 conditions. The vote was as follows: Ms. Salay, yes; Mr. Stidhem, yes; Mr. Miller, yes; Ms. Mitchell, yes; Ms. De Rosa, yes; Ms. Newell, yes; and Mr. Brown, yes. (Approved 7 – 0)

4. ~~BSC SCN – Bridge Park, Block A~~ ~~15-117PP/FP~~

~~Riverside Drive and SR 161~~ ~~Preliminary Plat/Final Plat~~

~~The Chair, Ms. Newell, said the following application is a request for a Preliminary and Final Plat for a development of approximately 3.75 acres into four lots, one reserve and associated easements for the future development of a hotel, parking garage, office building and event center as part of the Bridge Park development. This site is located northeast of the intersection of Riverside Drive and SR 161. This is a request for review and recommendation of approval to City Council for a Preliminary and Final Plat under the provisions of Subdivision Regulations.~~

~~Ms. Downie presented the Preliminary and Final Plat for Block A of the Bridge Park development. She said the Development Plan and Site Plan have been submitted and are beginning the Administrative Review Team process. She said the area identified on the Acura site for future Mooney Way will require separate easements.~~

~~Ms. Downie said approval is recommended with two conditions.~~

- ~~1) That the applicant ensures that any minor technical adjustments to the plat are made prior to City Council submittal.~~
- ~~2) The final plat will require a note to address the ownership and maintenance of the proposed Reserve A.~~

~~Russ Hunter, Crawford Hoying Development, said they wanted to share what had been presented to City Council. He noted that these are not the final renderings nor what will be submitted for their final submittal.~~

~~Mr. Hunter presented slides showing the overall development including Longshore Drive, the hotel building, event center, parking garage and future office building along Riverside Drive.~~

~~Mr. Hunter said the event center, parking garage, and hotel will be a part of the Development Plan and Site Plan that the Planning Commission will be reviewing in February. He said the office building will be submitted separately. He said the intention is that these three buildings will be constructed and operational by the Memorial Tournament 2017.~~

~~Mr. Hunter said the differences from what was presented to City Council is that the parking garage has been reduced by one story due to conversations with Staff that they are over parked. He said they also modified the roof structure on the event center to be angled instead of flat to make it appear taller next to the eight hotel. He said this is a jewel building and it made sense to be creative with the shape and massing. He said they lifted a side up and added a clear story providing some natural light into the event~~

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

OCTOBER 1, 2015

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

**2. MAG PUD – Jaguar, Land Rover, Porsche Expansion 6335 Perimeter Loop Road
15-091CP Concept Plan**

Proposal: An expansion to the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD for an approximately 29,000-square-foot showroom for the Jaguar and Land Rover franchises, the demolition of the existing Land Rover showroom and the construction of a new 9,000-square-foot showroom for the Porsche franchises, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise and all associated site improvements.

Request: Review and non-binding feedback for a Concept Plan prior to a formal rezoning application under the provisions of Code Section 153.050.

Applicant: Midwestern Auto Group, represented by Jackson Reynolds and Brad Parish.


Planning Contact: Claudia D. Husak, AICP, Planner II.

Contact Information: (614) 410-4675, chusak@dublin.oh.us

RESULT: The Commission provided non-binding feedback on a proposal for a future expansion to the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD for an approximately 29,000-square-foot showroom for the Jaguar and Land Rover franchises, the demolition of the existing Land Rover showroom and the construction of a new 9,000-square-foot showroom for the Porsche franchises, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise and all associated site improvements.

The Commissioners agreed that an extension of the MAG campus to the east was appropriate particularly given the company's commitment to high quality architecture, landscaping and site design. Some Commissioners requested the applicant investigate whether or not the Porsche building and the Land Rover/Jaguar building could be switched and encouraged a less flat design for the latter. The Commission encouraged the applicant to place less emphasis on the proposed wall signs.

STAFF CERTIFICATION


Claudia D. Husak, AICP
Planner II

**2. MAG PUD – Jaguar, Land Rover, Porsche Expansion
15-091CP**

**6335 Perimeter Loop Road
Concept Plan**

Ms. Newell said the following application is a request for an expansion to the Midwestern Auto Group (MAG) campus to incorporate an additional 5.4 acres into the PUD for a showroom for the Jaguar and Land Rover franchises, the demolition of the existing Land Rover showroom and the construction of a new showroom for the Porsche brand, and the addition of an elevated showroom addition to the main building for the Lamborghini franchise and all associated site improvements. She said this is a request for review and informal, non-binding feedback for a Concept Plan under the provisions of Zoning Code Section 153.050.

Claudia Husak said this is a concept plan for MAG. She said the campus is approximately 30 acres north of US33 and south of Perimeter Drive with Venture Drive wrapping around the northern portion of the site to the east. She said approximately 24 acres is currently developed with the MAG campus.

Ms. Husak said the Planned Unit Development process consists of three steps, the first is Concept Plan review and are required when the site is over 25 acres and when the proposal does not meet the Community Plan as is the case with the application tonight. She said since the applicant is requesting feedback on an expansion of five acres, the Community Plan is determining the review by the Planning and Zoning Commission. She said the comments and feedback as part of this application is non-binding and very similar to an informal application.

Ms. Husak said the applicant is able to take a concept plan application to City Council for their feedback as well. She said the next step would be a Rezoning with a Preliminary Development Plan with more details and a development text with the applicable development standards. She explained that the third and last step is the Final Development Plan.

Ms. Husak said the proposal includes the two existing subareas, Subarea A is the largest of the subareas and includes the main MAG building which is the first building built for the campus and houses the majority of the automotive brands sold by MAG. She said, in 2010, the applicant had an expansion approved by the Planning and Zoning Commission and City Council to add the Volvo dealership which was a new dealership to the MAG campus. She said Porsche is currently in the rear of the Volvo portion of the main building, which also includes the penthouse suite. She said Subarea A also includes the 7,300-square-foot Land Rover/Range Rover building, which was approved to be demolished in 2014 with a new building to house Jaguar and Land Rover in its place. She said it included a sky bridge connection **between the main building to the new building, which as part of tonight's proposal is no longer a complete bridge connection but rather the elevated showroom for the Lamborghini brand.**

Ms. Husak said Subarea B is in the center of the site, which was included into the MAG campus in 2012 to move BMW and Mini from Post Road to this campus. She said at that time there was a reluctance to any additional expansion of the campus specifically concerning car dealership land use and the view of cars along US33 and the applicant mentioned that the BMW/Mini expansion as their last. She said any kind of expansion of this campus would have to go through all of the approval processes. She said during the approval of Subarea B with the BMW/Mini building, the Audi brand made a plea for their own free-standing, 11,000-square-foot building which was then incorporated into the campus expansion as part of Subarea B.

Ms. Husak said that Subarea C would be created if approved by the Planning and Zoning Commission and City Council. She said it is currently a vacant 5.5-acre site owned by the applicant. She said the adjacent **neighbor to the east is Nationwide Children's Hospital. She said there is currently a large stormwater management pond on the western edge of the site that handles stormwater management for the**

neighboring sites. Ms. Husak pointed out that this pond is eliminated as part of this proposal and stormwater management will need to be addressed in more detail to the satisfaction of Engineering if this case moves forward.

Ms. Husak said the expansion of the campus and creation of Subarea C is being driven by Land Rover and Jaguar requesting a new building creating a new showroom and with Jaguar a new brand at the dealership.

Ms. Husak showed the Future Land Use Map from the Community Plan which was approved in 2013. She said the Subarea A portion of the site is designated as General Commercial on the map and the remainder is a Standard Office Institutional District which the proposal would not adhere to with Subarea B or C.

Ms. Husak said MAG has always been great in working with staff and figuring out creative ways to create architecture and interest on the campus with landscape screening and site layout. She requested **feedback from the Commissions regarding the Future Land Use designation and the applicant's wish to** expand the campus farther east. She said in all the subareas office is a permitted use, however, the office areas within each of the showrooms are small.

Ms. Husak said the proposed access point conflicts with the existing Nationwide Children's Hospital access point off Venture Drive and being immediately adjacent to this access is not something that would be supported by Engineering. She said in the northern portion of the site, the Land Rover building will be replaced with the Porsche building, which is slightly larger than the existing building. She said there is currently a test track for Range Rovers that will be eliminated creating more display area.

Ms. Husak said the main building does not have wall signs and the Land Rover building has a sign on the green panel and three wall signs were approved at heights higher than 15 feet stipulating that the green panel would be eliminated. She said the applicant is proposing one wall sign above 15 feet.

Ms. Husak said the sky bridge was approved in 2014 in a similar design, but this proposal eliminates the connection between the two buildings and only includes the elevated showroom.

Ms. Husak said Subarea C includes a proposal for a 29,000-square-foot building for Jaguar and Land Rover to be set in the center of the site at an angle and taking advantage of the views that might be provided from this location traveling along US33. She said the applicant **has continued the "fingers"** design of display spaces within the campus and provided landscape screening. She said the Code allows for a lower screening for vehicle display areas as opposed to parking lots where the screening has to be higher. She said there are display areas near the building as well as visitor and employee parking spaces. She said the building would include a non-retail car wash to the rear and there is a portion of the building that includes vehicle service areas that front onto US33. She said MAG has done a good job in lowering those types of uses or placing them along the sides of the building and this is a different design with having them in the front.

Ms. Husak said the building incorporates both brands with a main entry door in the center and the details related to height and size of the signs has not yet been submitted. She said the Planning and Zoning Commission allowed wall signs for the BMW, Mini, and the Audi dealerships but required them to be at the 15-foot height that Code would require. She said in the northern portion of the site the Planning and Zoning Commission did allow taller signs and staff has requested feedback related to those details. She said there are two signs proposed in addition to the brand identifications, **one says "Dublin" over the central door and then there is a "service" sign. She said that service signs have typically been low to the** ground and not required permits. She said the Service and Dublin wall signs seem unnecessary in this particular instance.

Ms. Husak read the proposed discussion questions:

1. Is the proposed land use appropriate?
2. Is the proposed layout sensitive to the previous concerns?
3. Does the Commission support the proposed architectural concepts?
4. What sign allowances would the Commission consider appropriate for the proposal?
5. Other considerations by the Commission.

Brad Parish, Architectural Alliance, said he has been the architect for MAG for several years. He said they were here back in 2014 and asked for approval of the Jaguar and Land Rover on the north side of the campus. He said they were working on construction documents with hopes of breaking ground in August when Jaguar and Land Rover stopped 40 projects countrywide because they redesigned their image and brand to be more competitive in the US market. He said the building design being proposed is their new **prototype that will be rolling across the country soon and it is MAG's goal to be the first of this prototype** of 2017 Jaguar/Land Rover line of cars. He said it is that motivation for MAG to be the first to get the dealership done. He said he comes before the Commission humbly because he knows the history of the last five acres. He said it is important to Mark Brettlinger and MAG that his business keeps growing and he is seeing the growth potential with adding Jaguar to MAG by an immediate impact to his business being able to sell Jaguars having two years to build the facility. He said through this process he wants to look at the high line brands with Rolls-Royce, Bentley, Porsche, and Lamborghini and try to grow those within the Dublin market as well. He said this master plans takes all the cars and brands and shuffles them up and gives them a new home and identity so that he can grow his business.

Mr. Parish said the high line would all be interior modifications without any exterior modifications. He said the new architecture of the Jaguar prototype fits the style that is consistent along the corridor with BMW and Mini as well as Audi with a clean line, modern, and innovative with glass and metal. He said they began by orienting the building to give a three-quarter view to the building adding interest and help with the internal workings of the showroom to work better with the finger design that is common to the MAG campus. He said it was an artful way of creating display space. He said they are proposing some additional ponding in the front to handle some of the storm water and does have other means working through the engineers to provide details.

Mr. Parish said the curb cut conflict has been resolved by finding the shared access agreement with Nationwide Childrens Hospital that is in place and they tie into the existing drive and clean up the elevations. He said they will continue with the grove of trees along SR 33 to create a nice campus. He said the architecture is consistent across the frontage and the display fingers.

Mr. Parish said they proposing to tear down the existing Land Rover and slide the Porsche facility to be more on center with middle finger display and create more displays. He said they chose to put Porsche on the northern edge to continue with the curved edges of the front façade with the keyhole slot that plays nicely with the existing MAG massing where there is the concourse spin going down the center, which made Porsche a better fit. He said he does not know the exactly heights but would like to conform to Code.

Mr. Parish said he has changed the Lamborghini because of the concourse spin which is a CMU wall that is curved is going to continue on past to create an adult version of a Match Box car display as seen in the **grocery store where there are Lamborghini's hanging out over the water. He said instead of creating the** back concourse area that connect downward, he wanted to create a showroom and cut behind the wall that he created off the concourse wall that is a cantilevered elevated showroom with some structural post underneath. He said they are creating an outdoor vestibule space that will host Lamborghini events where the customer can go in and outside during the events creating a unique space.

Mr. Parish said he would like to get feedback on the staff questions, specifically on the remaining 5.4 acres and adding the Jaguar franchise to the MAG campus.

Ms. Newell asked if they are re-working in the test track.

Mr. Parish said it is not a requirement any longer and they have opted not to do it.

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

Ms. Newell said she likes the design of **the elevated "Match Box" design of the building and it will be a** spectacular part of the campus. She said she is not concerned about the extension of the campus and knows that City Council may have different priorities, but from a planning stand point if the same level of architectural detail continues through the site and it remains well developed and unified across the whole site she is comfortable with expanding the territory to provide new business opportunities and to expand the business operations that are here.

Ms. Newell said she agrees with the curve of the building for Porsche, but when she looks at the mass of the plan she would like to reverse the two buildings because of the size difference. She said because the Porsche building is smaller in scale, it could potentially be more palatable on that smaller area of the site. She said because the retention ponds are squashed in around the fingers and not well integrated into the design, having a smaller building on that location could provide more opportunity.

Ms. Newell said the east elevation of the Porsche as the drive through area returns around at the east side of the elevation it abruptly short and with the massing of the building she would want to extend that element further across that particular façade.

Ms. Newell said regarding the height of the signs, the previous concession allowing a change in height worked with the architecture of the building which is why they allowed the higher signs and in exchange for getting away from the green which was out of place given the whole campus grey, white and black scheme that goes on with all the architectural elements. She said when she looks at all the elevations of the new signs it does not hurt the building to lower them to a 15-foot height. She said keeping the aesthetic appearance of how the signage works on the façade will be important.

Ms. Newell asked for the Land Rover building service entrance to be explained.

Mr. Parish said at the backside of the Audi dealership there is a service drive around the corner with the high-speed doors that open and close quickly. He said this will be a service reception and is a single story building so that the customer could exit their car at the service drive and enter immediately into the showroom and enjoy the shopping experience where the existing MAG campus they enter below and have to climb steps which is problematic for ADA requirements. He said they tried to provide some screening for the western view and there is an opportunity at the fingers to provide additional landscape screening against the overhead doors.

Ms. Newell said they are using the space similarly to new car delivery. She said the adjacent site (Crowne) has a similar arrangement on their site with glass doors with some screening, where the doors appear to be windows on the building and asked what MAG is proposing for the opening for the doors.

Mr. Parish said the new service reception is typically tiled and finished almost like a showroom finish when done. He said the doors proposing are **"Rytec"** high-speed doors that are two seconds up and two seconds down. He said they are the same doors on the Audi building with a full vision panel that are approximately four inches.

Ms. Newell said she agrees with staff on the signage of the service that is proposed over top, that it can be handled more discreetly. She said the elevations of the building with the materials that are being

proposed do match within the campus. She said she is struck with the flatness across the front of the building and would like to see more play in the elevation.

Mr. Brown said it is appropriate on the proposed site stating that is what the area is and their buildings are superior to any other along that road. He said there is a certain vocabulary that goes on with the established block and it works. He said he assumes the panels are a dry joint rain screen, nice crisp, **clean panels. He said he shares Ms. Newell's notion that it appears flat with nothing dynamic going on.** He said in the Mini/BMW building there is the two opposing colors that is dynamic and striking and then the Audi after that is a wonderful presentation. He said he would hate to see anything that does not live up to the standard. He asked for the color of the panels.

Mr. Parish said the darker panels are a dark grey material with a dry joint with a more contemporary linear fashion and the other is a bone color that demarks the entrance to the facility. He said the inside is a different color grey that looks chiseled back to the butt joint glass system with mullions behind the glass similar to Audi. He said so that it looks like a clean sheet of glass.

Mr. Brown said he shares the opinion of staff and Ms. Newell about the service area. He said there is a certain signage vocabulary on this site that has a nice rhythm on this campus and this would be different and progressive in logic to the signage and they should maintain that as best you can as they have with the layout. He said he loves the Lamborghini site.

Mr. Brown said he appreciates the nice manicured screening being provided along US33 and he said the Porsche building and the signage fits the vocabulary of the rest of the campus and integrates well with the rest of the campus.

Mr. Brown agreed that they have to figure out the pond issues.

Mr. Miller said he agrees with the land use. He said if they move the Porsche building over to where the **Land Rover building is it would soften the impact on Children's Hospital by making it smaller and would** provide a transition into the building. He said the campus is awesome. He said he agrees the building on the Land Rover is too flat. He said to soften the signs and he asked if the Porsche building were moved would the Land Rover building fit on the Porsche site on the plan.

Mr. Parish said the reason they chose this site for Porsche was to provide some employee/overflow parking in the corner towards the back away from US33 and they like to have the pool of parking in the back because the vegetation has heavily grown. He said from a site strategy it does make sense to move the buildings but they lose the parking function if moved.

Mr. Miller said it would be easier to gain his full support if the building sites were switched.

Ms. De Rosa said she loves this campus and likes to drive by and loves the Audi building as it is her favorite. She said they have done a nice job on the campus so an additional five acres to this is more attractive than an office building. She said she is a huge Jaguar fan and is glad it is coming to Dublin. She said driving down into a service area and walking into a showroom is a nice experience and there has been a nice job done interior that makes people want to look at the new cars and she thought it works well. She said she agrees that the building looks a little less interesting then the other ones but may be hard to see on a rendering. She said she is supportive of the land use and looks forward to what they bring back.

Mr. Stidhem said he is in support of the land use and is a great fit on the land and he does not have a problem with the building locations. He said the signage and all the discussion is surprising since the cars are their advertising and he knows where the Porsches are because they are there and he does not need

to see a sign to know they are there and he does not understand the issue with the signage. He said he is in complete support of the building and the campus.

Mr. Brown asked if the Land Rover and Jaguar rollout is the unified building.

Mr. Parish said they have had a prototype on that for years with Jaguar and Land Rover, but they had two sacred items of the slopped roof and the green pylon was Land Rover and Jaguar had a round rotunda, which was collaborated in the last design. He said the signage is not a problem while on the campus. He said it is the 70 mph traffic getting to the campus from US33 to pull them in that says there is a Porsche or Jaguar showroom to the interior.

Ms. Newell said the presentation that is being shown went through several times to get it down to the version that was approved. She said she has worked for car dealerships before and car manufacturers love their signage and branding and always they always what they want presented to a Commission first before they will yield to something else.

Mr. Brown said he has seen plenty of dealerships and looking at the Porsche sign is to scale and appropriate with the building. He said it is interesting about the branding about the Jaguar and the Land Rover because next to the other buildings, it is flat and they are trying to do something with the glass and the jewel box will look cool but those are dynamic buildings that are next to it. He said the returns and terminates on the ends have been handled gracefully on campus by a taller wall or something to demark the front elevation or the presentation how it returns to the service. He said there has always been isolation as they catching different elevations there is not an abrupt transition from the clean sleek panels to stucco or block or corrugated panels, it is always an important concern especially how the building are rotated slightly off axis.

Ms. Newell asked if there were any more questions for the Commission and if they had provided enough direction.

Mr. Parish said it has been a great dialog and he hopes to have a similar dialog at City Council. He said it has been an ongoing process of the MAG campus and it has evolved and is bigger than they had envisioned through the years. He thanked the Commission for their comments.

**~~3. NE Quad PUD, Subareas 5A and 5B, Kroger Marketplace and Northstar Retail Centers
15-093AFDP Sawmill and Hard Roads
Amended Final Development Plan~~**

~~Ms. Newell said the following application is to modify a previously approved final development plan to include black as an approved awning color for retail centers located at the northwest corner of Sawmill and Hard Roads, east of Emerald Parkway. This is a request for review and approval of an Amended Final Development Plan under the provisions of Zoning Code Section 153.050. The Commission is the final authority on this application and we will need to swear in. She swore in those who intended on addressing the Commission.~~

~~Ms. Newell said this is on the consent agenda and did not need a formal presentation.~~

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

Motion and Vote

~~Ms. Newell moved, Mr. Brown seconded, to approve this Amended Final Development Plan because the proposal complies with the applicable review criteria and the existing development standards.~~



City of Dublin

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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 18, 2014

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

**1. MAG PUD, Land Rover/Range Rover/Jaguar/Lamborghini 6325 Perimeter Loop Road
14-046AFDP Amended Final Development Plan**

Proposal: Demolition of the 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 connecting the proposed building to the main MAG building; and associated site improvements at the southeast corner of the intersection of Perimeter Loop Road with Perimeter Drive with a text modification to decrease the pavement setbacks.

Request: Review and approval of an Amended Final Development Plan application and text modification under the provisions of Zoning Code Section 153.050.

Applicant: 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

MOTION #1: Mr. Taylor moved, Mr. Zimmerman seconded, to recommend **approval** of the following Minor Text Modifications:

- 1) Decrease the pavement setback to 45 feet along US33/SR161 for the display areas impacted by ODOT right-of-way takes as part of the US33/I-270 interchange project;
- 2) Provide parking at a ratio of one space per service bag in Subarea A; and
- 3) Permitting three wall signs in Subarea A as proposed as part of the Amended Final Development Plan (14-046AFDP).

* Brad Parish agreed to the above modifications.

VOTE: 5 – 2.

RESULT: The Minor Text Modifications were **approved**.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	No
Victoria Newell	No
Todd Zimmerman	Yes
Amy Salay	Yes



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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

SEPTEMBER 18, 2014

- 1. MAG PUD, Land Rover/Range Rover/Jaguar/Lamborghini 6325 Perimeter Loop Road
14-046AFDP Amended Final Development Plan**

MOTION #2: Mr. Taylor moved, Mr. Zimmerman seconded, to recommend **approval** of the Amended Final Development Plan with four conditions:

- 1) That the plans be revised to address building material inconsistencies on sheet 4.01;
- 2) That the applicant work with Planning to identify additional areas for replacement trees, prior to submitting for a building permit;
- 3) That the size of the brand identification sign be reduced to 40 inches; and
- 4) That the applicant revise the application to remove the green building materials from the application and replace the material with a material and color reflecting existing characteristics on campus.

* Brad Parish agreed to the four conditions.

VOTE: 6 – 1.

RESULT: The Amended Final Development Plan with four conditions was **approved**.

RECORDED VOTES:

Chris Amorose Groomes	Yes
Richard Taylor	Yes
Amy Kramb	Yes
John Hardt	No
Victoria Newell	Yes
Todd Zimmerman	Yes
Amy Salay	Yes

STAFF CERTIFICATION

Claudia Husak, AICP, Planner II

1. MAG PUD, Land Rover/Range Rover/Jaguar/Lamborghini

14-046AFDP

**6325 Perimeter Loop Road
Amended Final Development Plan**

Chair Chris Amorose Groomes introduced this application for a request for demolition of the 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 connecting the proposed building to the main MAG building; and associated site improvements at the southeast corner of the intersection of Perimeter Loop Road with Perimeter Drive with a text modification to decrease the pavement setbacks. The Commission is the final authority on this application.

Ms. Amorose Groomes swore in anyone who intends to address the Commission on this case.

Claudia Husak said this application will require the Commission to make two motions. She said there are three Minor Development Text Modifications proposed for this application. She provided a quick overview of what has since changed since the Commission last reviewed this application informally in June.

Ms. Husak explained the site was rezoned in 2010 to incorporate the entire MAG campus. She said it accommodates a multitude of auto franchises within the City. She said the zoning district is divided into two subareas, where Subarea B was created specifically for Audi and BMW/Mini and Subarea A on the west side includes the Lane Dealership building with several automotive brands such as Saab, Aston Martin, Bentley, Porsche, Volkswagen, and Volvo. She noted the existing Land Rover and Range Rover building to the north on the subarea map, which is about 7,500 square feet. She said within that Development Text, it was written to take that building as it existed into account.

Ms. Husak said the proposal includes the demolition of the existing 7,335-square-foot Land Rover building and replace it with a new 34,000-square-foot building to house the Land Rover, Range Rover, and Jaguar franchises and provide the connection between the new building and the existing main dealership building via a sky bridge across the pond. She said the sky bridge is intended as a showroom for the Lamborghini brand.

Ms. Husak reported Ohio Department of Transportation (ODOT) is working with its design consultant and the City of Dublin to complete the plan design on the US33/I-270 interchange upgrade. She explained that ODOT is in the process of acquiring rights-of-way to align pavement setback requirements which will decrease due to the right-of-way takes. She said there are a lot of parcels within the City that will be impacted and MAG is included going as far west as the Crowne Kia site. She said Staff has been working with ODOT in determining zoning impact compliance of right-of-way takes in terms of sign location, setbacks, landscaping, and tree removal, etc. She said MAG has been informed that required right-of-way takes impact compliance with the pavement setbacks required in the development text.

Ms. Husak reported the taking of right-of-way will make the site non-compliant and Planning suggested the applicant request a minor modification to the development text that slightly decreases the pavement setback requirement from 60 feet to 50 feet to ensure zoning compliance. She added that ODOT has said the setback encroachment will be less than four feet but 10 feet is suggested to allow ODOT some flexibility but is concerned that 50 feet might not be enough so she now recommends 45 feet. She said one area impacted is in front of Volvo where the vehicle display area is designed with a unique finger-like arrangement along US33 at the southern boundary and the other is on the very eastern portion of the campus where again there is vehicle display fingers for BMW and Mini. She pointed out the black line to illustrate the existing right-of-way and the red line is the new right-of-way.

Amy Salay asked if there was a condition attached to that, which would state they are not allowed to change anything basically ODOT is doing the changing but MAG is not, now or in the future.

Ms. Husak clarified as in the site remains as approved and offered to tighten up the language for the text modification.

Ms. Husak said the pond that is located along the Perimeter Loop frontage is decreasing in size, which was discussed in June. She said the pond is increasing in depth to manage stormwater. She said the applicant at the building permit stage will also be required to demonstrate they area meeting quality and quantity for stormwater management. She reported the building increase in square footage would require some removal of parking. She said in June, the Commission was generally supportive of allowing a development text modification that provides less parking. She recommended the applicant provide parking spaces at a ratio of one space per service bay in Subarea A as opposed to requiring an overall number for the site.

Ms. Husak said there was a lot of discussion in June about the elevations to evoke more of the MAG style/character, where the development text requires striking and modern architecture. She said building materials were discussed providing what is on the remainder of the campus, creating angles, sharp edges, and points of interest within the elevation. She reported that overall, the applicant has changed rooflines to create more of these angles; increased the glass along the front elevation to provide transparency; provided some horizontal metal accents; diminished the overall beige material originally proposed and only focusing that on the Jaguar entrance; and the stone water table is only one of the more rugged pieces within the Land Rover and Range Rover portion of the building. She presented some perspective drawings to show what that would look like.

Ms. Husak said the applicant is proposing a lot of glass and metal for the sky bridge which serves as a showroom, suspended over the pond which requires concrete and metal support legs that extend to the ground. She presented an illustration which showed more industrial and modern materials for the front façade with floor to ceiling windows, corrugated metal and light and dark grey stucco for the rear, and a fiber cement rain screen with visible fasteners to provide a connecting element between the two portions and is the material used on the Audi service write-up area.

Ms. Husak said the proposal includes three wall signs on the north elevation. She explained the development text did not anticipate this new building and sky bridge and currently only permits one wall sign identifying a single brand on the north façade of the northernmost building in this Subarea, permitted at a height of 25 feet. She stated this proposal requests a 33.5-square-foot wall sign of the Land Rover oval logo and a 21.65-square-foot wall sign for the Range Rover franchise. She explained text limits the size of wall signs to 35 square feet. She reported that both signs are proposed along the metal accent band on the north elevation at a height of 23.2 feet. She said a third sign was proposed for above the entrance to the Jaguar showroom which has chrome letters and the chrome Jaguar logo, 35 square feet in size and at a height of 24 feet.

Ms. Husak said the proposed signs would require a development text modification. She said Planning suggests the applicant eliminate one of the three proposed wall signs and supports a development text modification to permit one additional wall sign at a size of 35 square feet and a height of 25 feet. She presented some images of the campus as it is proposed. She said the applicant is allowed a brand identification sign which is shown at most of the entrances to most of the dealership buildings but should be limited to 40 square feet. She said the plans call out a green metal material in this area near the Jaguar entrance but believes that is a mistake.

Ms. Husak stated the plans show the removal of 354 inches of healthy trees about six inches in diameter and 224.5 inches are shown to be replaced. She said Planning recommends additional areas where trees could be replaced, particularly in the detention basin.

Ms. Husak summarized the conditions for this proposal to be approved.

The Chair invited the applicant to state his name and address for the record.

Brad Parish, Architectural Alliance, 165 N. 5th Street, set up samples for the Commission and thanked them for the opportunity to speak on behalf of MAG. He indicated that Jack Reynolds was also present to assist.

Mr. Parish said since the June meeting, he has tried to make Jaguar and Land Rover understand MAG as a campus and be given the opportunity to mold their prototype building into something significant on MAG's campus. He indicated he sent the June meeting minutes to them to review the Commission's comments and they gave him the opportunity to come up with something creative, thinking outside the box. However, he said, there are three sacred cows that must be adhered to: 1) Land Rover tower with the sloped roof; 2) Jaguar portico; and 3) the associated signs on each of those elements.

Mr. Parish started with the Land Rover sloped roof and tower as this was the most foreign element to the campus, creating a vernacular form in a contemporary way. He explained the long showroom body is a long bar with a low sloped pitched roof providing a very thin profile, much like BMW. He added he went from grade to roof with storefront, allowing heavy beam trusses to be visible, marrying the traditional and contemporary element from inside out. He said this gave purpose and scale to the Land Rover tower on the building elevation. He explained the Jaguar portico is the hinge-point to the three fragmented boxes that contain the new car delivery, the showroom, and the service reception area, providing organization and purpose on the site.

Mr. Parish addressed the comments from the June meeting, which spoke to the service area on the backside of the building and provided a design reminiscent of the original MAG building and also addressed comments made about the sky bridge. He explained that corrugated metal was used throughout the campus: as equipment screening up on the roof adjacent to the sky bridge; above each of the entrances into each one of the diamonds; and on the sky bridge. He explained his design for the ramp, windows and back elevation. He provided a story about how he was inspired to create the Lamborghini suspended showroom, based on a matchbox car display in a store. From a site standpoint, he addressed issues with the test track. He said he would like to relocate the one that exists, creating more of a forest around it, so the test drive was redesigned to simulate going through a rocky mountain which enhances the experience. He said this will also help screen the overhead doors on the service write-up, too.

Mr. Parish recalled a phone conversation with the owner of MAG (Jaguar/Land Rover) and he told him the history of when Land Rover came to Dublin when the tower and emblem were a hot button in 1997. Mr. Parish indicated that without that tower and emblem, Land Rover would have never come to Dublin. He said it has been discussed as to who can have wall signs and who cannot and explained that they have three brands, much like BMW and Mini. He said they want the right to be competitive in the market, being that BMW/Mini/Audi are of the same. Mr. Parish said he had told MAG that there is a difference between Subarea A and Subarea B for signs but MAG wanted Mr. Parish to show all three signs proposed and as they exist today per their corporate branding globally. He conveyed that each brand dealer must have a sign to be an authorized dealer for Jaguar, Land Rover, and Range Rover.

Mr. Parish said he reduced the text for the Jaguar sign so it was fall within the conformity of the square footage requirement. He said Jaguar is new to the campus and is expected to bring in \$20 million in annual revenue for a total between these two franchises of \$36 million annual revenue to the City and 10 additional employees. He said this design is more expensive but MAG believes this is an investment back into Dublin.

The Chair asked if anyone was present from the public that would like to comment with respect to this application. [Hearing none.]

Victoria Newell asked what color materials are proposed for Jaguar cylinder and confirmed the only green on the building is the Land Rover tower.

Ms. Amorose Groomes asked if the Jaguar portion was stucco or manufactured panels. Mr. Parish said they do have an option for EIFS.

Ms. Newell said she appreciated all the effort Mr. Parish had put into the design of this building. She said she has always liked the sky bridge as it is really creative and a welcome addition to the building. She stated she is struggling with the Range Rover green element and requests for signage. She said she perceives that whole column, being highlighted in green, as the whole sign. She indicated she understands that is what the dealership is looking for but it stands out more than everything else on the campus that is a nice neutral gray palette. She said she finds the overhang awkward in proportion to the rest of the scale of the building. She indicated she was a lot more comfortable with the Jaguar component and the way that it is presented this time. She said she has not completely studied the test track but would appreciate an attempt at making it more integrated into the design of the building. She indicated she still struggles with the signs proposed.

Amy Kramb said she was ok with changing the setback because of the ODOT takes and agrees that a condition be written whereas MAG cannot alter the layout and extend their pavement 10 feet closer in those areas. Ms. Kramb indicated she was still supportive of the reduction in parking. She agreed that the Land Rover sign with the green looks like the whole space is the sign. She said she understands that is the color they want and would be more apt to give the applicant a sign for Land Rover and one for Range Rover if that whole tower was not green. She said she would prefer a brushed metal or something different. She asked that the Land Rover and Range Rover signs were reduced so combined, they would meet the 35-square-foot requirement and noted there is a smaller version in the ground sign. She indicated the height is what the text allows. She said she could be persuaded if the applicant wanted to change the text and remove the ground sign to have three wall signs; otherwise, two wall signs would be the limit. She believes there are options available to the applicant to achieve their logos, just smaller. She said the architecture looks better than the original proposal. She suggested if that green had to be used, she would prefer it be repeated somewhere else. She stated she likes the sky bridge over the water that is allowed to go right up to the building. She concluded her biggest concern was signage.

Todd Zimmerman asked about the Jaguar sign. Mr. Parish explained the individual letters would stand off. Mr. Zimmerman said he could live with the way the signs are now. He asked if Lamborghini would be coming in for a sign for the sky box. Mr. Parish reported that Lamborghini provided a proposal that was turned down. Mr. Zimmerman said he likes the architecture and understands how the test track can be better integrated to hide the doors, which would be an improvement he could support. He indicated he understands the setback is more for ODOT and is fine with a minor text modification. He said he can see how this proposal will blend into the existing buildings and campus.

Richard Taylor said he appreciated Mr. Parish's efforts trying to design a building where every occupant is an individual client. He said this proposal is better than the previous design and said the long low pitched slope roof better integrates into the building. He indicated he does not have a problem with parking or setbacks. He said the only thing that bothers him about that elevation is that symmetrically placed entryway, but that is his personal preference. He said the number or placement of the signs on the entire campus is not unattractive or inappropriate, but reviewing this in the context of all the other businesses in the City and especially the ones across the street from this that are also car dealerships and are restricted on signs for multiple brands. He stated he would be in support of two signs but not three as he has to consider other applicants that come in and hard to explain why MAG would get all the signs when someone else does not.

John Hardt said he is appreciative and sympathetic to the work Mr. Parish has done. He stated he had no trouble at all with the test track, especially if it is integrated into the landscape. He said the display by the

front door is out of place, effectively becoming a sign when they park cars on it, elevated into the air. He said there are no other dealerships in town that the Commission gives that courtesy. Mr. Hardt requested clarification when Mr. Parish was speaking of a new location.

Mr. Parish explained that both still exist in the new proposal. He said the test track is relocated but there is a Jaguar and a Land Rover display, and if there is a six-inch grade difference; it is like sitting up on a curb but would be happy to minimize it.

Mr. Hardt said he was ok with it as long as the height is measured in inches, less than 12 inches. He said the current one is every bit as tall as he is, which he has an issue with. He recalled a lot of discussion about the treatment of the edge of the pond the last time. He said with the current proposal, it seems to be primarily a concrete edge/the retaining wall. He asked if there was a system proposed/or already there today to maintain that water level both up and down.

Mr. Parish explained the current pond is regulated by a well in that area and there is a proposed fill way so it can and will keep it at a constant level. He said it obviously has to handle the stormwater and will bump up to handle that and if it exceeds, it goes over the spillway.

Mr. Hardt said this is obviously a PUD and there is development text that is agreed upon that allows for certain things to occur that often times are outside the bounds of Code but there are tradeoffs to allow for that. He said Code is the underlying foundation on any given site. He noted in this case, Code allows the wall signs, typically facing the highway, which gave him a comfort level for approving the BMW and Mini signs. Conversely, he said, Perimeter Drive has no wall signs anywhere. He stated the only way he would support this application would be if there was a holistic look of the campus. He said when the original project was approved, there was a very well done Master Sign Plan that described the collection of signs with high quality and purpose. He said since then, another building was added and the request for a sign was reasoned to be because this building was not anticipated at the time the Master Sign Plan was created. He indicated now there is a sky bridge and a third building we did not anticipate. He said in each case, the solution was to add more signs. He said that is a trend he grows increasingly uncomfortable with. He said if there was an attempt to go back and take a fresh look at everything, and anticipate, not only this project but what is coming next based on what we know today as compared to 1990. Mr. Hardt said Mr. Taylor referenced the "neighbors" across the street, he had the same concerns but is also concerned about this property and not altogether convinced, a year from now, Volvo or Porsche is not going to say we want a sign on our showroom, too.

Mr. Hardt summarized that the architecture and building is great, and fundamentally he does not have a problem with the project but signage he is not comfortable with.

Mr. Parish said the Code we are talking about was done in 2009, during the Volvo project. He said prior to any knowledge of BMW, Mini, Audi, rezoning that site developing new text for that site. He reported that he and Ms. Husak took pictures of all the signs and wrote the text to conform to the **signs that were there. He said the text was written based on existing conditions.**

Mr. Hardt said that was his point. He said we have existing conditions that evolve from individual projects and individual needs and continually revising the text to allow for those conditions to continue to exist.

Mr. Parish said the adjacent property is a PCD, part of the Commerce area, so it has stricter guidelines than what our PUD has, which is a fundamental difference. He said in 2004, when he first came with the first sign for Jaguar and Land Rover, Volvo was part of the brand, that building was approved with this signage (with a larger Jaguar leaper). He said revisions were made in 2010 and now we have a new body in 2014 but what has fundamentally changed in the Code that disallows this proposal.

Mr. Hardt said he believes it is time to create a careful, thoughtful, and comprehensive Master Sign Plan for the whole campus. He said it is not just the proposal in front of us that is of concern, it is the unknown of what comes next.

Ms. Amorose Groomes said we have heard “we are done on this property”, no less than three times.

Mr. Hardt suggested a conversation with all the brands on the campus.

Mr. Parish said he would be happy to do that but where does that leave us today with this application and moving forward with this project.

Ms. Salay said she likes the changes. She said the “pile of rocks” does not belong and is happy the test track is going to be a drive through a forest. She said one thing that has not been said is in Dublin, it is more about identification and not advertising. She said signs are needed to find the dealership and there is a balance between a certain look with the leaper and the green for Land Rover, however, we balance that with our community standards. She agrees there is probably not a better location in Central Ohio for these dealerships. She indicated she is comfortable with Land Rover and Range Rover but if the green could be removed and back it with stone or something that matches would be preferable. She said great work has been done on this impressive, modern, architecture but all of the green comprises the sign. She noted when you look at the boards here it is easy to see ‘what does not belong’. She said a lot of times there is a choice between wall signs and ground signs, ground signs being much more directional in nature versus advertising. She indicated there is way more good here than bad and appreciates all the changes and material boards but she is just not comfortable with the green tower.

Ms. Amorose Groomes said the architecture is fantastic, outstanding, and impressive. She is really impressed with the way the water treatment is up against the building. She believes this will be really cool at night with fantastic lighting options and is thrilled. She said her only concern is with the sign and not particularly the Jaguar sign. She said the ground sign graphics and colors were appropriate. She indicated she could get comfortable with both Land Rover and Range Rover being on there but the way this sign is treated with this small portion in green and then these letters mounted on this much muted color, if the tower were of a muted color, and these were imposed here, she could probably support this application tonight. She said she really appreciated how Mr. Parish integrated this element that they had to have, exceptionally well done. She said she likes the rooflines, glass, Lamborghini showplace but the only thing she is not thrilled about is this green tower as it stands in isolation. She noted she would not want to see any more green on this building. She said just as your client has pointed to the others, everyone else is going to point to you that comes in here after you and we have to have a good reason to defend the position that we took here this evening. She said what we see before us does not give us a very sound perspective to defend our decision.

Mr. Parish said the color green is very important to the brand.

The Chair said the green within the sign is probably palatable to the Commission but the green tower is not.

Mr. Parish said in this proposal the green element is a climax between the contemporary and the traditional design and heightens that experience.

Ms. Amorose Groomes said the applicant could defend this all day from an architectural perspective and would probably be right because he an architect but to the Commission it is a sign.

Mr. Parish said the client is committed to bringing Jaguar to this campus and he is willing to remove existing signs on-site to get these wall signs specifically at the curb cut entrance on Bencher Drive and Perimeter Loop. He said he is willing to remove a 15-foot pylon sign that has every brand indicated along with MAG to get these brands here in Dublin.

Ms. Amorose Groomes said maybe it is appropriate to do an inventory and a vision of what we want to pass. She asked the applicant to look back and forward and come holistically with that. The Chair said she believes he could walk out of here tonight with approval on the building with no problem and the only exception she has heard strongly is this green tower and the only part of that is the greenness of the tower and not the signs themselves.

Mr. Parish said we are committed to our new brands coming out in 2016 so the clock is ticking on our side to make that happen.

Mr. Hardt said it is not uncommon at all for the Commission to review a project for its architecture and site layout approval that with a condition the signs have to come back later for approval.

Mr. Parish said the project does not move forward unless the signs are approved. He asked if there were additional compromises we could make here to get additional signs onsite.

Ms. Amorose Groomes said the Commission will give you the signs we just will not give you that architectural feature behind the signs.

Ms. Salay said for this proposal that is honestly a compromise.

Mr. Parish said he would like to pull the signs from the application for the Commission to vote on the building itself and will come back. He said there would have to be a caveat about the "greenness" of the building.

Ms. Newell said she loved the architecture of the building; it has a distinct color palette, and green is not one of those elements. She said she would not support the architecture of the building from the viewpoint of having green on the façade.

Ms. Salay said it belongs on the sign and not on the building like that.

Mr. Hardt said he could not guarantee any outcome but suggested the applicant ask for approval tonight of the architecture and the signs, minus the green; realizing that is a sacred cow, it potentially allows the applicant to get going. He explained there are a lot of weeks of construction and things that have to happen before that material goes on the building. He suggested the applicant use that time to come back with a revised Master Sign Plan after looking at the site holistically. He said at that point, it would just be an issue of materials.

Ms. Amorose Groomes interjected the color of the materials would be the issue.

Mr. Parish asked if the color green was pulled from the proposal, could a straw poll be taken.

Ms. Amorose Groomes said to have a condition that the green is not there to then come back with a Master Sign Plan, later.

Ms. Kramb suggested Mr. Parish could return to the client in the meantime and say that he successfully obtained three signs.

Mr. Hardt said his suggestion is predicated on the assumption that the applicant wants to put shovels in the ground.

Mr. Taylor said to be clear, according to Ms. Amorose Groomes, the applicant would still retain the green background in the oval.

Mr. Parish clarified the materials. Ms. Amorose Groomes said it could be the same materials, just a different finish; she said the commission is really talking about a color change.

Mr. Zimmerman said, as a non-architect, he offered the suggestion of lowering the sign for Land Rover and Range Rover, to the size that the green is a base.

The Chair said she wanted to see what the applicant comes back with.

The Chair told the applicant she thought he could get an approval with the exception of the background color of this particular architectural element. She recommended that the applicant return with a Master Sign Plan to request approval. The applicant, Mr. Parish agreed.

While Ms. Husak was rewriting the conditions, Mr. Parish asked for clarification on the ground sign to be 40-inches as in the development text.

Ms. Husak clarified three wall signs have been requested. Ms. Amorose Groomes noted as proposed in the application.

Ms. Husak said she changed the first development text modification to state the following:

- 1) Decrease the pavement setback to 45 feet along US33/SR161 for the display areas impacted by ODOT right-of-way takes as part of the US33/I-270 interchange project;
- 2) Provide parking at a ratio of one space per service bay in Subarea A; and
- 3) Permitting three wall signs in Subarea A as proposed as part of the Amended Final Development Plan (14-046AFDP).

Ms. Kramb requested that the applicant not be allowed to increase parking to meet the new setback or do anything different than what is on the Final Development Plan.

Jack Reynolds, Smith and Hale said nobody can change it without first coming back to the PZC and requesting it so this appropriately reflects that. Ms. Kramb agreed.

Ms. Husak said the change to the conditions for the Amended Final Development Plan are as follows:

- 1) That the plans be revised to address building material inconsistencies on sheet 4.01;
- 2) That the applicant work with Planning to identify additional areas for replacement trees, prior to submitting for a building permit;
- 3) That the size of the brand identification sign be reduced to 40 inches; and
- 4) That the applicant revise the application to remove the green building materials from the application and replace the material with a material and color reflecting existing characteristics on campus.

The Chair called for two motions and two votes.

Ms. Newell asked for height limitations before voting. Ms. Husak responded, 24 feet is the height limit.

Ms. Newell asked what the standard height that is proposed in the City of Dublin. Ms. Husak responded, 15 feet.

Ms. Newell clarified that the development text was being modified where the limit is one sign at the 23 foot height and three signs are being proposed. She said she thought it was only fair for other businesses that are limited to 15 feet for height and is sorry for being a stick in the mud for signs for an otherwise beautiful project.

The Chair said when the applicant returns with the Master Sign Plan, all of those things would be up for discussion.

Ms. Newell clarified the text actually said they were allowed one wall sign so these two items are actually together in that because the applicant is asking for more signs, which she is willing to support but not willing to support going above that 15-foot sign regulation that the Commission is enforcing citywide.

Ms. Amorose Groomes said she was willing to let that go until the Commission sees the Master Sign Plan.

Mr. Hardt said he remains uncomfortable with the signs.

The Chair asked the applicant if he agreed to the three conditions as written. Mr. Parish said he did.

Ms. Husak said most of the Commission is ok with the signs as they are proposed today if the green goes away. She said she did not catch the 'coming back for a Master Sign Plan' portion of the discussion.

Mr. Hardt said he suggested if the applicant wanted to get the green back, they could come back and make an argument for a Master Sign Plan but there is nothing that says the applicant has to come back with a Master Sign Plan, although that is what he would like to see. He said if the client decides they can live without the green, it can be built as approved.

Mr. Parish said not necessarily because he still needs to submit material for the green.

Ms. Husak said the condition was written that the applicant select a material already existing on campus and it stands approved.

The Chair said she needed to take a quick straw poll. She said she was comfortable with what Ms. Husak stated. Mr. Hardt said he was not and the irony here is he is suggesting an approach that he does not support but he believes gets the votes. Ms. Kramb said she was ok with that because the whole tower will not appear as being the sign.

Motion and Vote

Mr. Taylor moved, Mr. Zimmerman seconded, to recommend approval of the Minor Text Review with three conditions:

- 1) Decrease the pavement setback to 45 feet along US33/SR161 for the display areas impacted by ODOT right-of-way takes as part of the US33/I-270 interchange project;
- 2) Provide paring at a ratio of one space per service bay in Subarea A; and
- 3) Permitting three wall signs in Subarea A as proposed as part of the Amended Final Development Plan (14-046AFDP).

Brad Parish agreed to the conditions earlier. The vote was as follows: Ms. Kramb, yes; Mr. Hardt, no; Ms. Newell, no; Ms. Salay, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 5 – 2)

The Chair asked the applicant if he agreed to the modified conditions for the Amended Final Development Plan. Brad Parish agreed to the conditions.

Motion and Vote

Mr. Taylor moved, Mr. Zimmerman seconded, to recommend approval of the Amended Final Development Plan with four conditions:

- 1) That the plans be revised to address building material inconsistencies on sheet 4.01;

- 2) That the applicant work with Planning to identify additional areas for replacement trees, prior to submitting for a building permit;
- 3) That the size of the brand identification sign be reduced to 40 inches; and
- 4) That the applicant revise the application to remove the green building materials from the application and replace the material with a material and color reflecting existing characteristics on campus.

The vote was as follows: Ms. Salay, yes; Ms. Amorose Groomes, yes; Mr. Hardt, no; Ms. Newell, yes; Ms. Krumb, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 6 – 1)

**2. Deer Run PUD, Subarea C-Cortona
14-062FDP/FP
Plat**

**Dublin Road and Memorial Drive
Final Development Plan/Final**

~~The Chair Chris Amorose Groomes introduced this application for a request to plat and develop 37 single-family, cluster lots with 7.3 acres of open space and associated site improvements for Subarea C within the Deer Run Planned Unit Development, at the northeast corner of the intersection of Dublin Road and Memorial Drive. Three motions are required, one for the Development Text Modification, one for the Final Development Plan and one for the Final Plat. The Commission will forward their recommendation to City Council for the Final Plat.~~

~~Ms. Amorose Groomes swore in anyone who intended to address the Commission on this case.~~

~~Marie Downie pointed out that there were some public comments that were provided to the Commission, prior to the meeting.~~

~~Ms. Downie presented the site and said the Rezoning, Preliminary Development Plan, and Preliminary Plat were approved by PZC and City Council in 2011, including a tree waiver due to the large number of trees planted by the owner. She said Subareas A and B have both been approved for Estate Lots. She said Subarea C was approved for cluster lots and is the first subarea in the Deer Run site to continue with the Final Development Plan and Final Plat.~~

~~Ms. Downie reported the applicant did arrange a public meeting with the surrounding Amberleigh neighbors a few weeks ago, however, there was zero attendance.~~

~~Ms. Downie stated the site is approximately 17.6 acres at Dublin Road and Memorial Drive, surrounded by PUD residential areas as well as the Amberleigh Community Park to the south. She said the proposed Final Development Plan includes 37 single-family lots, clustered behind two main tree preservation areas along Memorial Drive and Dublin Road to preserve the surrounding trees. She said there are 7.3 acres of open space proposed that will be owned and maintained by the Homeowner's Association. She explained that access is provided from Memorial Drive by Sapri Boulevard, a gated private drive aligned with the intersection of Autumnwood Way. She said the streets are all proposed to be private drives which was previously approved by City Council at the time of the rezoning. She said there were no internal sidewalks proposed, which was also approved at the time of the rezoning, however, there is a five foot sidewalk proposed to the north of Memorial Drive and a four foot path that connects Pesaro Way to the Amberleigh Community Park.~~

~~Ms. Downie reported that the text has specific requirements for each lot. She said there are four lots that are not meeting the minimum 120 foot lot depth or the 60 foot minimum lot width requirements and there is a text modification included in this application for those lots. She explained the minimum width and depth requirements are to ensure that houses will be able to fit on these lots, while providing space for other amenities. She reported the applicant has provided examples of lot configurations in~~



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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.

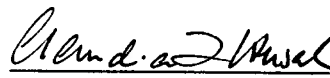
Planning Contact: Claudia Husak, AICP, Planner II.

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 cafe 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 does 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 Grooms 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 Grooms said architecture should be simple and consistent with the existing campus.

Ms. Amorose Grooms 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 Grooms 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 Grooms 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 repainting the building.

Claudia D. Husak
Claudia D. Husak, AICP
Planner II

**2. Midwestern Auto Group PUD – MAG Audi
13-035AFDP**

**5875 Venture Drive
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 Grooms, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 6 – 0.)

Ms. Amorose Grooms 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 Grooms said that Ms. Martin would be missed.

Ms. Amorose Grooms 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.

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
 12-057INF**

**5875 Venture Drive
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 12-057INF

5875 Venture Drive 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 cluttered 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.



RECORD OF ACTION

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

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

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.

RESULT: This Minor Text Modification was disapproved.

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

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 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 ecosystem, 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.

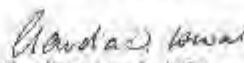
VOTE: 7 – 0.

RESULT: This Amended Final Development Plan application was approved.

RECORDED VOTES:

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

STAFF CERTIFICATION


Claudia D. Husak, AICP
Planner II

1. Midwestern Auto Group PUD – MAG Audi, BMW & Mini

12-032AFDP

**5875 Venture Drive and 5825 Venture Drive
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 jugged 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 ecosystem, 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.

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 0148

Dublin City Council

Held

March 12, 2012

Page 3

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

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Dublin City Council

Held

March 12, 2012

Page 4

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 Drive.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 101-48

Dublin City Council

Held

February 27, 2012

Page 19

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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO 10149

Dublin City Council

Held

February 27, 2012

Page 20

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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10149

Dublin City Council

Held

February 27, 2012

Page 21

- 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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10148

Dublin City Council

Held

February 27, 2012

Page 22

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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Dublin City Council

Held

February 27, 2012

Page 23

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,

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 101-48

Dublin City Council

Held

February 27, 2012

Page 24

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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Meeting

DAYTON LEGAL BLANK, INC., FORM NO. 10148

Dublin City Council

Held

February 27, 2012

Page 25

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

21-032AFDP

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



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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**
Perimeter Center Planned District, Subareas D and J-1
Midwestern Auto Group PUD – BMW & Mini
11-0492/PDP/FDP
- 6335 Perimeter Loop Road**
5825 Venture Drive
Rezoning/Preliminary Development Plan
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

**PLANNING AND ZONING COMMISSION
RECORD OF ACTION
JANUARY 12, 2012**

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

1. MAG Planned District
Perimeter Center Planned District, Subareas D and J-1
Midwestern Auto Group PUD – BMW & Mini Rezoning/Preliminary Development Plan
11-049Z/PDP/FDP

6335 Perimeter Loop Road
5825 Venture Drive
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;

21-032AFDP

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

- 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 161 six-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 existing 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 Grooms 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 Grooms, yes; Mr. Budde, yes; Mr. Hardt, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0.)

Ms. Amorose Grooms 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 Grooms, yes; Mr. Budde, yes; Mr. Hardt, yes; Mr. Zimmerman, yes; and Mr. Taylor, yes. (Approved 7 – 0.)



CITY OF DUBLIN.

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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 considered 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.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANK, INC. FORM NO. 10-100

February 22, 2010

Page 10

Held

20

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 \$850,000, 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 Lacklader, 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 08-1082/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 48,000 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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

QUAYSON LEGAL BLANK INC. FORM NO. 10119

February 22, 2010

Page 11

Held

20

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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DUBLIN LOCAL BOARD INC FORM NO 1014

February 22, 2010

Page 12

Held

20

Mrs. Boring referred to page 8 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 Parish, and Tim Gaff, 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. Rainer, 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 08-108Z)~~

~~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 Court at the first reading. They are continuing to work on a solution with the applicant.~~

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DUBLIN LEGAL BLANK, INC. FORM NO. 10146

February 8, 2010

Page 7

Held

20

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 Fitzgibbon 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 Ballaire 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. Chinick-Zuercher, yes.

Vote on the Ordinance: Mr. Keenan, yes; Mrs. Chinick-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 1988 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 48,000 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 foot, 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 has

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANK REC. FORM NO. 101-08

February 8, 2010

Page 8

Held

20

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 than it actually does.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DARTON LEGAL BLANK, INC. FORM NO. 10148

February 8, 2010

Page 9

Held

20

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 Selay 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.

21-032AFDP

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

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

DAYTON LEGAL BLANKS, INC. FORM NO. 151-08

February 8, 2010

Page 10

Held

20

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 08-109Z)

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 Common 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

21-032AFDP

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



CITY OF DUBLIN

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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
RECORD OF ACTION
JANUARY 21, 2010**

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

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

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
09-108Z/PDP/FDP**

**6325 Perimeter Loop
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.

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Meeting

September 2, 2008

Page 4

Held

20

Ordinance 48-08

Adopting the 2008-2013 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 Acres 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: PUE, Planned Unit Development District (Town Center II) Revised - Case No. 08-0402/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. 03-1122)

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 69-08

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. 73-06 ("Compensation Plan") for Non-Union Employees).

Mr. Lecklider introduced the ordinance.

Mr. 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 package includes a recap of the areas proposed for changes. Some questions arose in regard

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 08-073AFDP

6325 Perimeter Loop 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. Sanholtz 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. Sanholtz, 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.