

**REVISED
PLANNING AND ZONING COMMISSION**

RECORD OF ACTION

September 20, 2001

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

- 5. Corridor Development District 01-051CDD - Immke Honda - 6715 Sawmill Road**
Location: 11.9 acres located on the west side of Sawmill Road, approximately 250 feet south of Dublin Center Drive.
Existing Zoning: CC, Community Commercial District.
Request: Review and approval of a Corridor Development District application under the provisions of Section 153.115.
Proposed Use: Renovation and 16,500 square foot expansion of an existing automobile dealership.
Applicant: Dale Property Company, 6755 Sawmill Road, Dublin, Ohio 43017; represented by Jim Gilbert, 500 South Front Street, Suite 1200, Columbus, Ohio 43215; and John Oney, Architectural Alliance, 165 North Fifth Street, Columbus, Ohio 43215.
Staff Contact: Chad D. Gibson, Senior Planner.

MOTION: To approve this corridor development district application because it eliminates two very tall non-conforming signs along Sawmill Road, it provides for the relocation and expansion of a successful Dublin business, it adds landscaping and greenspace to the site, it further limits access to the site by the closure of an existing curb cut, and it provides an update of an older Dublin structure, with 11 conditions:

- 1) That signage and landscaping meet Code unless otherwise approved by the Board of Zoning Appeals;
- 2) That all non-conforming signs be removed concurrently with the installation of any new signage;
- 3) That building materials and color samples be of a low chroma and blend with the existing development, subject to staff approval;
- 4) That the landscape plan be revised to further reduce lot coverage, comply with Code, reflect comments in the staff report, and to double perimeter landscaping along Dublin Center Drive and behind the buildings so as to make it opaque, subject to staff approval;

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

September 20, 2001

5. Corridor Development District 01-051CDD - Immke Honda - 6715 Sawmill Road (Continued)

- 5) That the site be subject to additional CDD approval prior to any modifications to the site's access at the Snouffer Road intersection, subject to staff approval;
- 6) That a revised lighting plan be submitted (if needed), subject to staff approval;
- 7) That all service areas be screened per Code, including but not limited to, the concrete dumpster enclosures along the south property line, subject to staff approval;
- 8) That the gate be properly equipped for emergency access;
- 9) That no vehicles be permitted to be placed in areas not specifically designated as parking spaces on the plan;
- 10) That a maximum of six (6) vehicles be parked in the internal, raised display area at any one time; and
- 11) That the existing car wash be removed and replaced with green space and landscaping, and that a minimum of five additional landscape islands be installed elsewhere on the site.

*Jim Gilbert agreed to the above conditions.

VOTE: 4 – 0.

RESULT: The corridor development district application was approved.

STAFF CERTIFICATION

Chad D. Gibson, AICP
Senior Planner

DUBLIN PLANNING AND ZONING COMMISSION

MEETING MINUTES

SEPTEMBER 20, 2001

1. **Final Development Plan 01-0084FDP – Amberleigh Boardwalk – Amberleigh and Amberleigh North (Approved 6-0)**
2. **Revised Development Plan 01-083RDP – Bristol Commons Park – 5591 Bristol Parkway (Approved 6-0)**
3. **Final Plat 01-047FP Westbury Section 7, Lots 235-290 (Approved 6-0)**
4. **Revised Final Development Plan 99-073RFDP – Perimeter Center, Subarea I – Crown Eurocars – 6520 Perimeter Loop Road (Tabled 4-0)**
5. **Corridor Development District 01-051CDD – Immke Honda – 6715 Sawmill Road (Approved 5-0)**

Administrative Business

Mr. Sprague called the meeting to order at 6:30 p.m. Other Commissioners present were: Mr. Eastep, Mr. Fishman, and Mr. Gerber. Mr. Lecklider arrived at 6:32 p.m.; Ms. Boring arrived at 6:35 p.m.; and Ms. Salay arrived at 8:37 p.m. Staff members present were: Carson Combs, Chad Gibson, Anne Wanner, Paul Hammersmith, Fred Hahn, Laura Karagory, Kelly Canter, Bobbie Clarke, and Flora Rogers. Mitch Banchefsky arrived at 6:38 p.m.

Mr. Fishman made the motion to approve the documents into the record, and Mr. Gerber seconded. (Approved 4-0.)

Mr. Eastep made a motion to approve the August 30, 2001 meeting minutes, and Mr. Gerber seconded. The vote was as follows: Mr. Lecklider, yes; Mr. Fishman, yes; Mr. Sprague, yes; Mr. Gerber, yes; and Mr. Eastep, yes. (Approved 5-0.)

Mr. Sprague announced the agenda order: Cases 1, 2, 3, 5, and 4. [The meeting minutes reflect the published agenda order.] He announced the time limits for speakers and the 11 o'clock rule. He said a break would be taken to watch President Bush's speech at 9 p.m.

Mr. Lecklider said regarding Final Plat 01-035FP - Belvedere Section 2, heard on September 6, the "no parking" signs were to be installed on both sides of the street during construction. Mr. Eastep said they should be installed now. Mr. Hammersmith agreed to have this done.

Ms. Boring, Mr. Gerber, and Mr. Sprague approved the August 16, 2001 meeting minutes as presented. Mr. Eastep, Mr. Fishman, and Mr. Lecklider abstained. (Approved 3-0-3.)

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

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

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

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

He said 20 percent of the linear street frontage is permitted for auto display by Code, requiring only a one-foot high vegetative screen. These areas will be along Sawmill Road. Mr. Gibson said the northwest portion of the site has a wedge-shape gravel area, the building pad for a never-constructed dealership. It will be paved, and landscaping is needed to meet Code.

Mr. Gibson said Immke Honda will relocate to the center building. A beige EIFS system, a new wall sign, and the more subdued signage are proposed.

Mr. Gibson said Columbus is studying possible signalization of the Sawmill /Snouffer Road intersection. If the site access changes, the revised plan would require a new CDD review.

Mr. Gibson said the existing 20-foot high sign in front of the used car dealership will be replaced with a six-foot high monument sign to meet Code. This site is permitted a total of four signs. He said secondary image issues have been resolved with the Honda "H." This sign complies in terms of height and square footage. They are not rectangular. Mr. Fishman wanted them brought into Code compliance. Mr. Gibson said BZA action will be needed as well. He explained the different frontages and sign limits under the Code. The existing signs could be legally re-faced by the applicant and maintained. No color samples were submitted.

Mr. Gibson said staff is recommending approval, with nine conditions:

- 1) That signage, lot coverage, and landscaping meet Code unless otherwise approved by the Dublin Board of Zoning Appeals;
- 2) That all non-conforming signs be removed concurrently with the installation of any new signage;
- 3) That building materials and color samples be of a low chroma and blend with the existing development, subject to staff approval;

- 4) That the landscape plan be revised to further reduce lot coverage, comply with Code and to reflect the comments in this report, prior to scheduling for a building permit pre-submittal meeting, subject to staff approval;
- 5) That the site be subject to additional CDD approval prior to any modifications to the site's access at the Snouffer Road intersection, subject to staff approval;
- 6) That a revised lighting plan be submitted (if needed), subject to staff approval;
- 7) That all service areas be screened per Code, including but not limited to, the concrete dumpster enclosures along the south property line;
- 8) That the gate be properly equipped for emergency access; and
- 9) That no vehicles be permitted to be placed in areas not specifically designated as parking spaces on the plan.

Jim Gilbert, representing the owner Mrs. Charlotte Immke, said there has been an Immke auto business in Dublin since 1979. He thanked the staff for its assistance. They need to renovate of the existing Honda building to meet the Honda manufacturer's requirements. In the meantime, General Motors decided to eliminate Oldsmobiles, and this will vacate a Sawmill Road building soon. They will move Oldsmobile sales in with the Cadillac use. Honda can then move to Sawmill Road to consolidate operations. They also sold the Daewoo franchise.

Mr. Gilbert asked for clarifications on Conditions 1 and 4. He said parking is essential for auto dealerships, and it would be economically devastating to lose 1.5 acres of parking for greenspace. He agree to plant trees or do landscaping to otherwise conform to Code.

John Oney, Architectural Alliance, said they plan to add over 5,000 square feet of greenspace, 46 deciduous trees, 11 evergreens, and 219 shrubs. He agreed to work with staff on the existing perimeter to add trees where suitable. He said since the staff report had been written, additional greenspace was found to add more trees.

Mr. Oney said the 36 light poles with non-conforming directional floodlights in the western portion of the site will be replaced with cut-off fixtures. He demonstrated sample materials. The sides of the main buildings are brick. The glass mullions and window frames are tinted bronze to match. The EIFS will match the Cadillac building. The sign base is silver and the lettering is white with blue. They will comply with Code on the sign colors.

Mr. Gibson said the CDD does not have an approved color palette, but there should be coordination of colors and overall design. He noted a wall sign is also proposed. The combination of wall and ground signs, and the logo size, do not comply with Code. He said a height variance will be needed for the 26-foot high wall sign since Code permits only 15 feet.

Mr. Eastep noted that this should not have been scheduled as a consent item because the applicant has not agreed to all conditions. It should not have been moved up on the agenda.

Mr. Gibson clarified that based on what exists today, there are issues of non-conformity with regard to signage, lot coverage, landscaping, etc. which are getting better, not worse.

Mr. Fishman asked if the Commission had the authority to require Code compliance. Mr. Fishman said he wanted to be fair, and other sites were required to meet Code. Mr. Banchevsky responded that generally where non-conformities exist, the Commission did not have authority to make require full compliance. The lot coverage is non-conforming.

Ms. Clarke said the lot coverage regulation went from 80 percent to 70 percent about six years ago. She said there have been several additions to the buildings over time, but the basics of the Landscape Code have not changed in that period. When there is a 25 percent expansion, the entire site has to come into Landscape Code compliance. Mr. Gibson was not sure if the 25 percent figure had been reached.

Ms. Clarke said this site was in operation long before the Dublin Village Center area was rezoned for commercial usage. It was built when Sawmill Drive was two lanes and before Dublin Center Drive (to the rear) was built. There would have been no street tree requirement to the rear at that time, and screening would have been questionable.

Mr. Fishman understood and added that since its initial construction, there have been several expansions and the addition of the carwash/body shop, etc. He thought at least the Landscape Code must be met. Ms. Clarke agreed.

Mr. Sprague said at a minimum, the site would have to comply with the landscaping if there has been a 25 percent expansion over time.

Mr. Fishman said he visited this site, and in the rear it is all asphalt and unscreened.

Ms. Clarke noted the 70 percent maximum lot coverage regulation is not in the Landscape Code. Five percent of the asphalt area has to be put into landscape islands, and she did not know if that had been met. Street trees, perimeter trees, screening of all service doors and mechanicals, and parking lot screening would be the main Landscape Code issues.

Mr. Gibson said 2,600 square feet of interior landscaping and 24 trees are needed to meet the five percent requirement on the interior landscaping.

Mr. Gilbert said they agreed to add the interior landscape islands to the 5,125 square feet of greenspace shown and to meet the Landscaping Code. He said removing the elongated portion of the carwash/body shop would add 2,100 square feet for landscaping, and the other 600 square feet could be met by adding islands throughout the parking lot. He said the paint booth would remain where it is located.

Mr. Fishman noted 448 parking spaces were required, but 696 parking spaces were requested. Ms. Clarke responded that several dealerships park cars off-site because their functional parking need exceeds the Code requirement.

Mr. Gilbert said they have 200 employees plus customers and cars for sale. Mr. Eastep suggested getting a parking agreement with Dublin Village Center for employee parking. Mr. Gilbert said the center would not commit to a long-term agreement. Mr. Sprague said a parking agreement would show a good faith attempt to the BZA for a parking variance.

Mr. Oney said the trees near Dublin Center Drive are autumn purple ashes, and 11 Norway spruces are proposed. Mr. Fishman asked if the perimeter landscaping could be made opaque to screen the asphalt. Mr. Gilbert agreed to increase the perimeter landscaping.

Mr. Gilbert agreed to make the perimeter landscaping opaque and to double the landscape requirements on the rear and side of the buildings. He said they also would increase the pines at

the rear of the building. Mr. Lecklider asked if the trees could survive in the mound. Mr. Gilbert said if an irrigation system was necessary to accommodate it, they would install it.

Mr. Eastep said the proposed signage would be a great improvement. He said the Commission has been very strict in administering the Sign Code.

Mr. Gilbert said the pedestal sign would meet Code, but a variance will be requested for the brand name identity on the side of the building. They want “Immke Honda” there. Mr. Gibson said the wall sign height of 26 feet will require a variance.

Mr. Fishman did not think the monument sign was necessary since the wall sign could be easily seen. In order to meet Code, the Immke Honda wall sign should be lowered to 15 feet.

Mr. Gilbert agreed to remove the monument sign and lower the wall sign to meet Code. He said the signs at the existing Honda building will also be removed.

Mr. Oney the raised auto display area can display eight cars and is only raised six inches with a rollup curb. Mr. Gilbert said it is 150 feet from Sawmill Road and will have screening in front of it. Mr. Fishman asked if the raised display area could be limited to four cars. Mr. Gilbert agreed to six or less cars being on the raised display at a time.

Mr. Oney said two gates are proposed on Dublin Center Drive and to the north. They are wrought iron security gates with limestone capped brick pillars, to be used after hours. Mr. Oney said a brick enclosure with wood doors will be used to screen the existing dumpsters.

Mr. Gibson reviewed the conditions as suggested throughout the discussion.

Mr. Lecklider said he was happy that the Immke dealerships were staying in Dublin and he appreciated the concessions that were made tonight. Mr. Fishman said it was really the “Immke Way” and he was happy. He said these changes should be beneficial to the business.

Mr. Fishman made the motion to approve this corridor development district application because it eliminates two very tall non-conforming signs along Sawmill Road, it provides for the relocation and expansion of a successful Dublin business, it adds landscaping and greenspace to the site, it further limits access to the site by the closure of an existing curb cut, and it provides an update of an older Dublin structure, with 11 conditions:

- 1) That signage and landscaping meet Code unless otherwise approved by the Board of Zoning Appeals;
- 2) That all non-conforming signs be removed concurrently with the installation of any new signage;
- 3) That building materials and color samples be of a low chroma and blend with the existing development, subject to staff approval;
- 4) That the landscape plan be revised to further reduce lot coverage, comply with Code, reflect comments in the staff report, and to double perimeter landscaping along Dublin Center Drive and behind the buildings for opacity, subject to staff approval;
- 5) That the site be subject to additional CDD approval prior to any modifications to the site’s access at the Snouffer Road intersection, subject to staff approval;
- 6) That a revised lighting plan be submitted (if needed), subject to staff approval;

- 7) That all service areas be screened per Code, including but not limited to, the concrete dumpster enclosures along the south property line;
- 8) That the gate be properly equipped for emergency access;
- 9) That no vehicles be permitted to be placed in areas not specifically designated as parking spaces on the plan;
- 10) That a maximum of six (6) vehicles be parked in the internal, raised display area at any one time; and
- 11) That the existing car wash be removed and replaced with green space and landscaping, and that a minimum of 4 to 5 additional landscape islands be installed elsewhere on the site.

Mr. Lecklider seconded the motion. Mr. Gilbert agreed to the conditions listed above. The vote was as follows: Mr. Sprague, yes; Mr. Eastep, yes; Mr. Lecklider, yes; and Mr. Fishman, yes. (Approved 4-0.)

Mr. Sprague adjourned the meeting at 10:45 p.m.

Respectfully submitted,

Libby Farley
Administrative Secretary
Planning Division



MEETING MINUTES

Administrative Review Team

Thursday, June 7, 2018 | 2:00 pm

ART Members and Designees: Jennifer Rauch, Planning Manager (Acting Chair); Donna Goss, Director of Development Colleen Gilger, Director of Economic Development; Ray Harpham, Commercial Plans Examiner/Chief Building Official; Aaron Stanford, Senior Civil Engineer; Shawn Krawetzki, Landscape Architect; and Mike Altomare, Fire Marshall.

Other Staff: Claudia Husak, Senior Planner; Lori Burchett, Planner II; Nichole Martin, Planner I; and Sierra Saumenig, Planning Assistant.

Applicants: Brian Sell, Moody Nolan (Case 1); David Keyser, DKB Architects (Case 2); Brian Reynolds and Curtis Echelberry (Case 3).

Jennifer Rauch called the meeting to order at 2:02 pm. She asked if there were any amendments to the May 31, 2018, meeting minutes. The minutes were approved as presented.

Ms. Rauch noted the Minor Modifications that were deemed appropriate by the Planning Director.

1. RAM Brewery
2. Sweetwater's Coffee
3. Bridge Park, Buildings B3 & C3
4. Z Cucina

Ms. Rauch asked the ART if they had any issues or questions regarding the above Minor Modifications. [There were none.]

RECOMMENDATION

**1. BSD SRN – Hen Quarter
18-040WR**

**6628 Riverside Drive
Waiver Review**

~~Lori Burchett said this is a proposal to allow for a waiver review for the installation of a vinyl patio enclosure for an existing tenant space in Building C2 of the Bridge Park Development. She said the site is northeast of the intersection of Riverside Drive and Bridge Park Avenue. She said ART previously approved a patio for this tenant including a filigree pattern sunscreen. She said this application is a request for a review and recommendation of approval to the Planning and Zoning Commission for a Waiver Review under the provisions of Zoning Code Section 153.066. The Waiver is being requested to allow for the use of a secondary material (vinyl), not permitted in Zoning Code Section 153.062(E)(1)(d) as a permitted secondary material. Permitted secondary materials, she said, are limited to details and accents, and include glass fiber reinforced gypsum, wood siding, fiber cement siding, metal, and exterior architectural metal panels and cladding.~~

~~Ms. Burchett said the ART may recall there was a similar request for the Cap City tenant space located in Building C2, which the ART recommended disapproval of to the Planning and Zoning Commission. After multiple meetings, the Planning and Zoning Commission approved the vinyl material, she said, with several conditions that were specific to that material, tenant space, and tenant operations. She stated Staff has determined that recommending disapproval is consistent with previous recommendations when a vinyl material was proposed and is appropriate for this case. Additionally, Ms. Burchett stated, the Commission~~



INTRODUCTION

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

6715 Sawmill Road Minor Project Review

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

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

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

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

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

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

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

ADJOURNMENT

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

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



MEETING MINUTES

Administrative Review Team

Thursday, August 15, 2019 | 2:00 pm

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

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

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

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

DETERMINATION

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

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

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

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

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



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

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

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

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

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

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

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

The applicant agreed to the conditions.

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

INTRODUCTION/DETERMINATION

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

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

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



RECORD OF ACTION

Planning & Zoning Commission

Thursday, July 9, 2020 | 6:30 pm

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

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

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

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

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



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

**6715 Sawmill Road
Concept Plan**

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

VOTE: 6 – 0.

RESULT: The Concept Plan was approved.

RECORDED VOTES:

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

STAFF CERTIFICATION

DocuSigned by:



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Nichole M. Martin, AICP, Planner II



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

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

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

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

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

Staff Presentation

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

Vehicular Circulation and Pedestrian Connectivity

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

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

Parking and Lighting

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

Landscape Modifications/Tree Removal and Replacement

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

Vehicle Display Areas/Street Walls

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

Architectural Modifications

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

Signs

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

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

Commission Questions

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

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

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

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

Applicant Presentation

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

Commission Questions

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

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

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

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

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

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

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

Ms. Martin responded affirmatively.

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

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

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

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

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

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

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

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

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

Public Comment

No public comments were provided.

Commission Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[Further discussion occurred regarding the proposed conditions.]

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

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

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

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

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

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

[Motion passed 6-0.]

COMMUNICATIONS

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

ADJOURNMENT

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

Rebecca Call

Chair, Planning and Zoning Commission

Judith K. Beal

Deputy Clerk of Council



RECORD OF ACTION

Planning & Zoning Commission

Thursday, January 21, 2021 | 6:30 pm

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

4. Germain Honda, Phase IV 20-184PDP **6715 Sawmill Road Preliminary Development Plan**

Proposal: Exterior building modifications and associated site improvements for an existing car dealership on a 12.70-acre site zoned Bridge Street District, Sawmill Center Neighborhood.

Location: Southwest of the intersection of Sawmill Road with Dublin Center Drive.

Request: Review and approval of a Preliminary Development Plan under the provisions of Zoning Code Section 153.066.

Applicant: Tom Hart, Esq., Isaac Wiles and Dustin Todd, AIA, Architectural Alliance

Planning Contact: Nichole M. Martin, AICP, Planner II

Contact Information: 614.410.4635, nmartin@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/20-184

MOTION: Mr. Grimes moved, Mr. Supelak seconded, to approve the Preliminary Development Plan with six conditions:

- 1) That the applicant install a sidewalk along Dublin Center Drive from Sawmill Road to the first access point to promote walkability for the area and site in alignment with the Bridge Street District Code, in lieu of a shared- use path;
- 2) That the applicant confirm that the holder of the utility easement will permit new trees to be planted within the easement and provide affirmative documentation to the City, prior to the Final Development Plan submittal;
- 3) That the applicant work with the City’s landscape Zoning Inspector to refine the street wall height and plant selections, prior to the Final Development Plan submittal;
- 4) That the applicant update the photometric plan to comply with Bridge Street District Lighting Uniformity requirements and maximum permitted lumens per square foot;
- 5) That the applicant provide all sign fabrication details and materials with the submission of the Master Sign Plan; and
- 6) That the applicant work with staff to identify seating locations and specifications.

VOTE: 7 – 0.

RESULT: The Preliminary Development Plan was approved.



**4. Germain Honda, Phase IV
20-184PDP**

**6715 Sawmill Road
Preliminary Development Plan**

RECORDED VOTES:

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

STAFF CERTIFICATION

DocuSigned by:

Nichole M. Martin

294AB0C63631-490
Nichole M. Martin, AICP, Planner II



- ~~4) The sign does not contain continuous movement, flashing, scrolling, video, or animation, except for the customer order image which shall not exceed more than 20% of the menu board sign area;~~
- ~~5) The sign is turned off during non-operational business hours;~~
- ~~6) The sign does not contain any additional speakers or sound; and,~~
- ~~7) The sign changes no more than three times per day.~~

~~Vote: Ms. Fox, yes; Mr. Fishman, yes; Ms. Call, yes; Mr. Grimes, yes; Ms. Kennedy, yes; Mr. Schneier, yes; Mr. Supelak, yes.
[Motion passed 7-0]~~

~~Mr. Supelak moved, Mr. Fishman seconded approval of the Amended Final Development Plan with the following condition:~~

- ~~1) That the applicant eliminate the pre-browse digital menu board from the proposal.~~

~~Vote: Mr. Grimes, yes; Ms. Kennedy, yes; Mr. Schneier, yes; Ms. Call, yes; Ms. Fox, yes; Mr. Fishman, yes; Mr. Supelak, yes.
[Motion passed 7-0]~~

~~3. Country Club at Muirfield Village, 8715 Muirfield Drive, 21-002AFDP, Amended Final Development Plan~~

~~A request for modifications to a previously approved Amended Final Development Plan to allow for the relocation of four pickleball courts, as well as modifications of an adjacent patio, on a 79.66-acre site located west of the intersection of Muirfield Drive with Whittingham Drive and zoned Planned Unit Development – Muirfield Village.~~

~~Ms. Kennedy moved, Mr. Grimes seconded approval of the Amended Final Development Plan with the following condition:~~

- ~~1) The applicant continue to work with staff to finalize landscaping details around the patio and pickleball courts.~~

~~Vote: Mr. Fishman, yes; Ms. Call, yes; Mr. Grimes, yes; Ms. Fox, yes; Ms. Kennedy, yes; Mr. Supelak, yes; Mr. Schneier, yes.
[Motion passed 7-0]~~

NEW CASES

4. Germain Honda, Phase IV, 6715 Sawmill Road, 20-184PDP, Preliminary Development Plan

A request for exterior building modifications and associated site improvements for an existing car dealership on a 12.70-acre site located southwest of the intersection of Sawmill Road with Dublin Center Drive and zoned Bridge Street District, Sawmill Center Neighborhood.

Staff Presentation

Ms. Martin stated that this is a request for review and approval of a Preliminary Development Plan for Germain Honda, Phase IV, an existing car dealership. The 12.70-acre site is located within the Bridge Street District, which calls for a three-step review process: a Concept Plan, a Preliminary Development Plan and a Final Development Plan. The Commission reviewed the Concept Plan in 2020, and this is the second step in that process. The site is located southwest of the intersection of Sawmill Road with Dublin Center Drive. The site was originally comprised of several parcels, which have been combined. The applicant's intent is to create consistency and efficiency across the site with these improvements.

Background

This is Phase IV of a multi-phased project. In 2018, the Administrative Review Team (ART) reviewed and approved Phase I of the campus improvements, specifically demolition of a vacant 2,000-square-foot building located in the southeast portion of the site, and modifications to parking, landscaping, and lighting for a 0.64-acre portion of the campus. In 2019, the ART reviewed and approved Phase II of the campus improvements, specifically modifications to parking, landscaping, and lighting for the remainder of the site excluding the Sawmill Road frontage. Phase III provided interior improvements only, primarily for the new car store and service drive. Future improvements will be made to the used car store. In 2020, The PZC reviewed and conditionally approved a Concept Plan for the Phase IV building modifications and site improvements including a proposed sign plan. The Commission emphasized a need to prioritize landscaping and connectivity along the perimeter of the site and recommended the used car store display pad be eliminated. The Commission also expressed a desire to limit large signs along Sawmill Road noting that tree preservation and visibility must be balanced. A Master Sign Plan will be presented with the Final Development Plan (FDP). Since the Concept Plan review, the following updates have been made:

- Eliminated used car vehicle display pad to preserve four additional trees
- Modification to the Sawmill Road sidewalk alignment
- Addition of shared use path along a portion of Dublin Center Drive
- 56 new hedges to screen northwest portion of the site replacing existing Junipers
- Eliminated duplicative Service Center signs and blue stripe accent

With Phase II, removal of the northern most access point on Sawmill Road was approved in exchange for a new access point along Dublin Center Drive in the southwest portion of the site. That access modification will be implemented with the Phase IV improvements. Parking lot modifications are proposed forward of the used car building. The modifications to the used car building include the demolition of the existing metal structure and the retention of the existing masonry building. Demolition of that structure along Sawmill Road provides an opportunity for additional parking to be added. A curvilinear sidewalk along the Sawmill Road frontage is proposed, along with landscape improvements and a new car store vehicle display pad. Consistent with the Commission's previous direction, a shared use path will be provided along Dublin Center Drive. Staff has added a condition that the shared use path be modified to be a sidewalk connection, as it is in alignment with the surrounding pedestrian connectivity, and that an additional sidewalk extension turn the corner from Sawmill Road to Dublin Center Drive and be extended westward to the first access point. The used car vehicle display area has been eliminated, permitting the preservation of four healthy trees. The landscape will include dry-laid limestone walls, as well as shrubs and seasonal plantings. The new car display pad will be at grade with the showroom but higher than the street and sidewalk level. New lighting fixtures will be added with this phase. No updates have been made to the exterior architecture since the Concept Plan with the exception of the removal of blue accent stripes above the service drive. With the new car store on Sawmill Road, the Honda prototype will not be used. A cylindrical entry finished in a silver metal panel with glass sides is proposed to establish a presence along Sawmill Road. The existing EIFS panels are proposed to be repainted white consistent with the Honda brand, and a silver accent is proposed along the top edge of the building as well as the southeast corner where there is an existing architectural protrusion. The architectural character of the used car building will be updated to be consistent with the new car store including materials and colors. The size of the proposed storefront windows will match the new car store.

Master Sign Plan

The Master Sign Plan proposes a total of 16 signs, including:

- 1 Ground Sign
- 6 Wall Signs
- 5 Perimeter Directional Signs,
- 4 Interior Directional Signs

All wall and ground signs are proposed to be blue in color [individual sign types described].

The applications have been reviewed against the applicable criteria, and staff recommends approval of the Preliminary Development Plan with five (5) conditions.

Applicant Presentation

Dustin Todd, Architectural Alliance (Archall), 49 E 3rd Ave, Columbus, OH 43201, stated that this site is an amalgamation of multiple sites that has occurred over the years. Through this four-phased project, they are attempting to make one cohesive campus. Per the Commission's previous feedback at the Concept Plan, several changes have been made to the plan, including the removal of the vehicle display pad in front of the preowned building, reworking the sidewalk on Sawmill Road to save numerous trees on both the north and south ends of the site, and the removal of the Service sign. They appreciate staff's recommendation regarding the north sidewalk, which avoids the potential issues with trees and mounding on the corner of Dublin Center Drive. They have reviewed staff's recommendations and have no objections. With him tonight are Tom Hart, Isaac Wiles; Curtis Echelberry, Advanced Civil Design; and Greg Krobat, Landscape Architecture.

Commission Questions

Ms. Call requested clarification of the signs permitted for this project.

Ms. Martin responded that given there are two buildings on the site that have frontage on two public streets, per the Code, this site would be eligible for either wall signs or ground signs. If the applicant chose to have wall signs, this site would be permitted to have a total of three walls signs comprising a total of 240 square feet, no single sign exceeding 80 square feet in size. If the applicant elected to have ground signs, they would be permitted one sign per frontage, any one sign not permitted to be greater than 50 square feet, and all ground signs comprising no more than a total of 60 square feet.

Commission Discussion

Mr. Supelak stated that he appreciates the adjustments that have been made to the front of the site. The site has some challenges, as it is an accumulation of earlier renovations and adjustments. He appreciates the addition of the sidewalk, even though it will cost a few trees to do so. He has very few issues with the proposed Master Sign Plan.

Ms. Kennedy stated that she is pleased with the changes that have been made since the Concept Plan review, specifically the tree preservation near the pre-owned vehicle building. The front of this property maintains the green character of Dublin. This is a massive property, and from the road, the signs do not seem to be overwhelming to a customer entering the site. The interior wayfinding signs are insulated to passing traffic. Therefore, she has no issues with the proposed signs.

Mr. Schneier stated that the applicant should be commended for taking disparate buildings and creating a campus environment. He is impressed with the changes made in response to the Commission's requests. Presently, the sidewalk issue is essentially "creating a bridge to nowhere." Achieving eventual pedestrian continuity is not a burden that can be placed exclusively on this applicant. The hope is that as Sawmill Road is redeveloped, there will be additional sidewalk connections. Where previously the site had a "hodge podge" of buildings, the cohesiveness achieved is impressive. He is pleased with the proposed plan.

Mr. Grimes responded that he, too, is pleased with the proposed project. He recognizes the efforts occurring along Sawmill Road. Although it may not yet have the desired connectivity, it does provide visual appeal and indicates the City's long-term vision for the area. In regard to the proposed signage, this is a large property; therefore, wayfinding signs are necessary. This dealership always has a large amount of inventory, which makes it necessary for those unfamiliar with the site to have interior wayfinding signage. Unifying all the structures under a common theme is very important for the City, the owner and the customers. He likes the plan.

Mr. Fishman stated that in regard to the sidewalk and landscaping, individual projects are considered with an eye to anticipated future projects. Although this section of sidewalk may be a "bridge to nowhere," eventually the connections will occur. Presently, Sawmill Road lacks pedestrian walkways. It is important to save as many

of the trees as possible, especially the perimeter trees. Sawmill Road is becoming increasingly commercial with more blacktop; therefore, with each project developing in this area, it is important to ensure as much landscaping as possible is achieved. While the efforts with this site have been good, the Germain site is losing a significant amount of tree caliper; therefore, we need to ensure as much perimeter caliper as possible. He agrees with his colleagues on the remainder of the project components.

Ms. Fox stated that the project has occurred in phases, and the cohesiveness achieved is nice. She believes the sidewalk is as important as keeping trees. Currently, no pedestrian walkways are provided along Sawmill Road. There is a bus stop, but no place to stand. Adding sidewalks along Sawmill Road is very important. She likes the curvature of this sidewalk, as it provides a friendlier feel than a straight sidewalk, and the landscape will make it inviting. She agrees that it needs to be extended along Dublin Center Drive, but she understands the difficulty with putting it on the curve. Because a sidewalk likely will be added when John Shields Parkway is extended, it is better that the applicant not extend it into that area. She has one suggestion, however, regarding the signs. Sawmill Road is a gateway from I-270. It would be preferable if the design of the ground sign better matched the intent of the Bridge Street District Master Sign Plan objectives – signs that are artistic, fun, whimsical and eye-catching. Although the applicant was unable to use the brand's "wave" on the building, perhaps it could be incorporated into the sign design, or perhaps the vintage Honda logo wing could add interest to the sign. An artistic element added to the name would be more interesting. At the stonewall located left of the new vehicle building, would it be possible to add a sitting area for the dealership's customers? In addition to providing a place to wait, it would add a social connection to the sidewalk and street. The site has a length of 866 feet along Sawmill Road, and providing a seating opportunity would add a "stop and stay" interest, which is consistent with the Bridge Street District's intent. Social connection elements added now would contribute to an eventual greater pedestrian walkway along Sawmill Road. The new Chase Bank site is adding pedestrian interest elements to their gateway corner. Her final question concerns the lighting, which is uniform from the front to the rear of the site. At some point, would a "front porch lighting" effect be added? That type of lighting is typical for front entrances versus inventory parking areas.

Mr. Todd responded that was the goal of the bollards around the display pads -- to create that type of atmosphere along the sidewalk.

Ms. Fox stated "porch lighting" creates a different effect than the lighting that is typical for inventory parking spaces.

Mr. Todd stated that he believes she is referring to accent lighting; they would look into that opportunity.

Ms. Fox stated that she would encourage them to make their site along Sawmill Road as inviting as possible to pedestrians and passing traffic.

Ms. Kennedy inquired if the plans provide any outdoor customer space.

Mr. Todd responded that other than the display pads in front and with the pre-owned vehicle building, it does not.

Ms. Kennedy suggested that outdoor space be added for customers who might prefer to wait outside, if there is opportunity to do so.

Ms. Fox suggested adding a bench.

Ms. Call stated that the project is very nice. Tree preservation and sidewalk connectivity are important. She appreciates the applicant listening to the Commission's suggestions and bringing forth a product that will make the City proud.

Public Comment

No public comments on this case were received.

Mr. Grimes moved, Mr. Supelak seconded approval of the Preliminary Development Plan with five (5) conditions.

Following discussion, Commissioner consensus was to add a condition for provision of outdoor seating.

Ms. Call inquired if the applicant had any objection to the conditions as stated.
Mr. Todd responded that he had no objection.

Mr. Grimes moved, Mr. Supelak seconded amending the motion to incorporate an additional condition.

Vote on the amendment: Ms. Call, yes; Mr. Grimes, yes; Ms. Fox, yes; Ms. Kennedy, yes; Mr. Fishman, yes; Mr. Supelak, yes; Mr. Schneier, yes.
[Motion passed 7-0]

Vote on approval of the Preliminary Development Plan with the following six (6) conditions.

- 1) Sidewalk to be installed along the Dublin Center Drive in lieu of a shared use path; and sidewalk to be installed along Dublin Center Drive, from Sawmill Road to the first access point to promote walkability for the area and site in alignment with the BSD Code.
- 2) Prior to Final Development Plan submittal, the applicant confirm that the holder of the utility easement will permit new trees to be planted within the easement and provide affirmative documentation to the City.
- 3) The applicant work with the City's Landscape Zoning Inspector to refine the street wall height and plant selections prior to the Final Development Plan.
- 4) The applicant update the photometric plan to comply with BSD Lighting Uniformity requirements, and maximum permitted lumens per square feet.
- 5) The applicant provide all sign fabrication details and material with submission of the Master Sign Plan.
- 6) The applicant work with staff to identify seating locations and specifications.

Vote: Ms. Kennedy, yes; Mr. Fishman, yes; Ms. Fox, yes; Mr. Grimes, yes; Mr. Supelak, yes; Mr. Schneier, yes; Ms. Call, yes.
[Motion passed 7-0]

~~5. The Overlook at Tartan Ridge, Hyland-Croy and McKitrick Roads, 20-170FDP, Final Development Plan~~

~~A request for review and approval of final details for development of 24.5 acres with 56 single-family homes, 7.9 acres of open space, and five public streets on a site located northeast of the intersection of Hyland-Croy Road with McKitrick Road and zoned Planned Unit Development – Tartan Ridge, Subarea F.~~

~~6. The Overlook at Tartan Ridge, Hyland-Croy and McKitrick Roads, 20-171FP, Final Plat~~

~~A request for review and recommendation of approval to City Council for a Final Plat to subdivide 24.5 acres to establish 56 single-family lots, 7.9 acres of open space, and five public rights-of-way.~~

Staff Presentation

~~Mr. Ridge stated that Case 5 is a request for review and approval of a Final Development Plan for the development of a residential community consisting of up to 56 single-family lots and 7.9 acres of open space on a 24.5-acre site. Case 6 is a request for review and recommendation of approval to City Council for an associated Final Plat. A Concept Plan for this project was reviewed by the Commission in July 2019; in December 2019, the Commission reviewed and recommended Council approval of a Preliminary Development Plan and Preliminary Plat; and City Council approved the Preliminary Development Plan and Plat in February 2020. The Final Development Plan review assures the plan is in compliance with the Preliminary Development Plan and Development Text and provides an opportunity for the Commission to review and approve the final landscape and design details.~~

Site



RECORD OF ACTION

Planning & Zoning Commission

Thursday, April 15, 2021 | 6:30 pm

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

3. Germain Honda, Phase IV at 6715 Sawmill Road 21-031FDP Final Development Plan

Proposal: Exterior and site modifications for an existing car dealership on an approximately 12.5-acre site zoned Bridge Street District, Sawmill Center Neighborhood.

Location: Southwest of the intersection of Sawmill Road with Dublin Center Drive.

Request: Review and approve a Final Development Plan under the provisions of Zoning Code Section 153.066.

Applicant: Tom Hart, Esq., Isaac Wiles and Dustin Todd, AIA, Architectural Alliance

Planning Contact: Nichole M. Martin, AICP, Senior Planner

Contact Information: 614.410.4635, nmartin@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/21-031

MOTION 1: Mr. Grimes moved, Mr. Supelak seconded, to approve two Waivers:

1. §153.065(I)(1)(F) — Walkability Standards
Requirement: Pedestrian facilities are intended to be designed and installed to provide the maximum degree of connectivity between destinations in the Bridge Street District.
Request: To install pedestrian facilities along the perimeter of the site excluding the Dublin Center Drive curve.
- 2) §153.062(B)(2)(b)(5) — Building Types, Existing Structures
Requirement: Existing structures may be modified provided that the improvements do not make the structure further from conformance with the requirements of the BSD Code.
Request: To modify the Used Car building eliminating a building addition that is forward of the primary structure that effectively increased the distance the building is setback from Sawmill Road, which is further from conformance with the BSD Code.

VOTE: 6 – 0.

RESULT: The two Waivers were approved.

RECORDED VOTES:

Jane Fox	Absent
Warren Fishman	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Yes
Lance Schneier	Yes
Kim Way	Yes



**3. Germain Honda, Phase IV at 6715 Sawmill Road
21-031FDP**

Final Development Plan

MOTION 2: Mr. Grimes moved, Mr. Supelak seconded, to approve the Parking Plan:

1. A total of 1,062 vehicle spaces are requested where 209 parking spaces are permitted.

VOTE: 6 – 0.

RESULT: The Parking Plan was approved.

RECORDED VOTES:

Jane Fox	Absent
Warren Fishman	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Yes
Lance Schneier	Yes
Kim Way	Yes

MOTION 3: Mr. Grimes moved, Mr. Supelak seconded, to approve the Final Development Plan with four conditions:

- 1) That the applicant work with Staff to ensure all lighting requirements of the Code are met and the light level along Sawmill Road are subdued, subject to Staff approval;
- 2) That the street wall height be increased from 30 inches to 33 inches;
- 3) That the applicant work with Staff to select decorative bicycle racks, outdoor seating, and a waste receptacle, subject to Staff approval; and
- 4) That the applicant work with Staff to replace or remove the gates located at the entrance along Dublin Center Drive.

VOTE: 6 – 0.

RESULT: The Final Development Plan was approved.

RECORDED VOTES:

Jane Fox	Absent
Warren Fishman	Yes
Mark Supelak	Yes
Rebecca Call	Yes
Leo Grimes	Yes
Lance Schneier	Yes
Kim Way	Yes

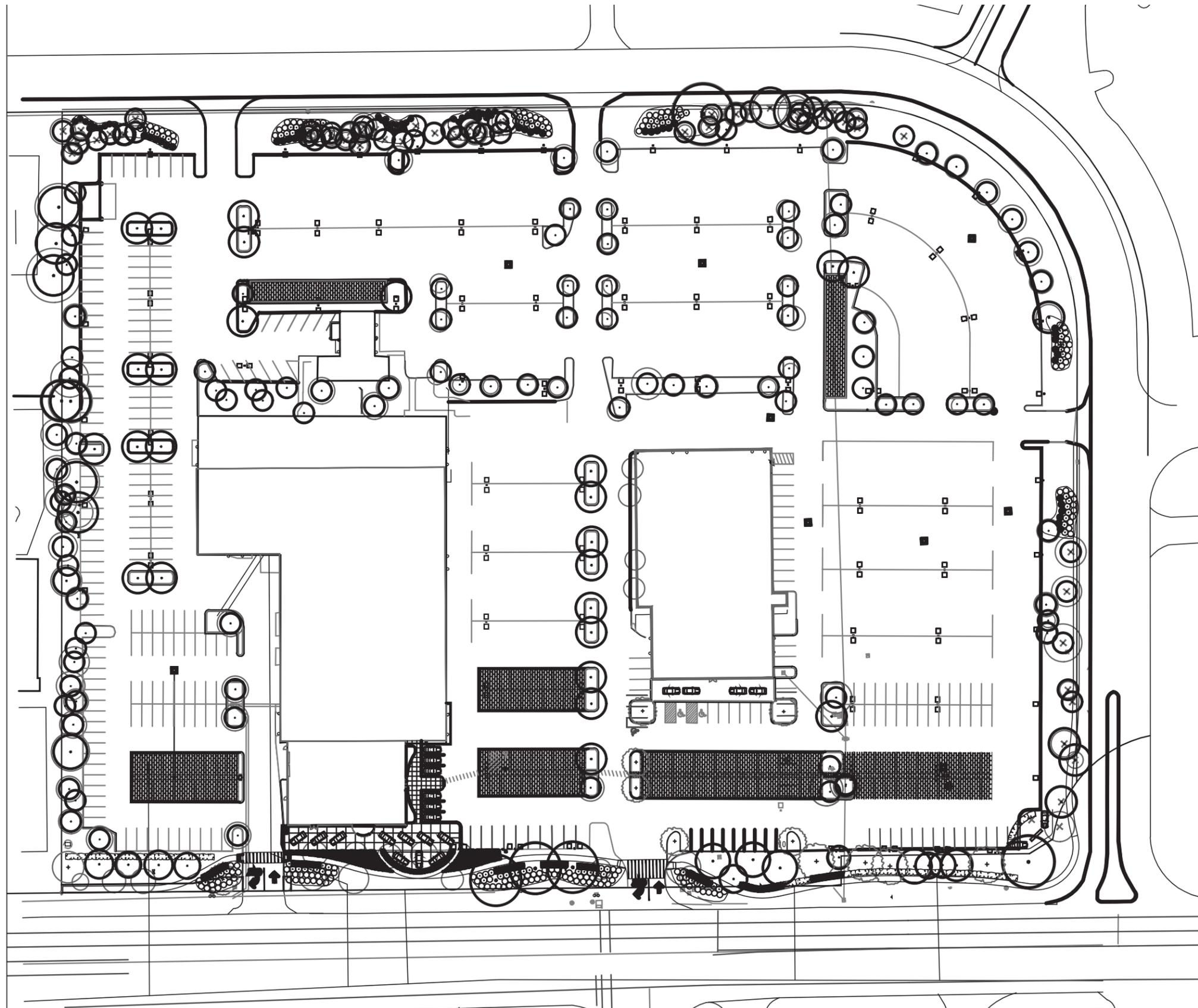
STAFF CERTIFICATION

DocuSigned by:

Nichole M. Martin

Nichole M. Martin, AICP, Senior Planner





PROPOSED SITE PLAN

GERMAIN HONDA OF DUBLIN

FINAL DEVELOPMENT PLAN SUBMISSION
FEBRUARY 016, 2021



3. Germain Honda, Phase IV at 6715 Sawmill Road, 21-031FDP, Final Development Plan

A request for exterior and site modifications for an existing car dealership. The approximately 12.5-acre site is zoned Bridge Street District, Sawmill Center Neighborhood and is southwest of the intersection of Sawmill Road with Dublin Center Drive.

Staff Presentation

Ms. Martin stated that this is a request for review and approval of a Final Development Plan (FDP) for Germain Honda, Phase IV. The site is located within the Bridge Street District (BSD) and zoned, BSD-SCN, Bridge Street District - Sawmill Center Neighborhood. The FDP is the final step in the 3-step development process. The site is currently developed as an automotive dealership. Under the recently adopted revisions to the BSD Code, in the future, this application would be eligible for an Amended Final Development Plan. Because that Code revision was not in place when the applicant began this process, the Commission has seen this case on several previous occasions. This site is located on the west side of Sawmill Road, immediately south of the intersection with Dublin Center Drive. Today, the site is a single parcel, although it was originally several parcels with different uses, including a gasoline station, real estate offices, and automotive sales. [Slides of site shown.]

In 2018, the Administrative Review Team (ART) reviewed and approved Phase I, which included the demolition of a vacant 2,000SF building, parking, landscaping, and lighting modifications for a .64-acre portion of the site. In 2019, the ART reviewed and approved Phase II, which included parking, landscaping, and lighting modifications. In 2020, PZC reviewed and approved Phase IV, the Concept Plan, which included vehicular circulation, pedestrian connectivity, parking, lighting, landscaping, architectural modifications and signs. In 2021, PZC reviewed and approved Phase IV, a Preliminary Development Plan (PDP), which provided building modifications and site improvements. The Final Development Plan (FDP) includes site access, vehicular circulation and pedestrian activity, parking, lot coverage and lighting, landscape screening and vehicle display. It also includes modifications to the new and used car stores. Phase IV implements a number of approvals identified with Phase II, including the removal of an access drive on Sawmill Road; the addition of an access point on Dublin Center Drive; parking lot modifications; and a sidewalk. It also includes the demolition of a metal form on the used car store, which will accommodate additional onsite parking. The demolition creates a larger building setback from the right-of-way, which is inconsistent with the development regulations of the BSD; therefore, a waiver is required from the Building Type standard. The existing site layout and existing use will remain. With the maximization of onsite parking, it will be possible to eliminate offsite vehicle storage. Sidewalk connections will be provided along Sawmill Road, a portion of Dublin Center Drive on the north side, and a portion of Dublin Center Drive along the west side. The sidewalk alignment prioritizes tree preservation while balancing the need to preserve mature trees. Due to the existing mounding and mature trees, the applicant is not proposing sidewalk along the curvature of Dublin Center Drive. Approval of a waiver with the Final Development Plan is required to permit the condition. Approval of a parking plan is also requested, permitting two vehicles per 1,000 square feet of building area plus one space per 2,000 square feet of outdoor display. Proposed in Phase IV are a total of 1,063 vehicle spaces, including: 406 parking spaces, 657 inventory area and 164 display spaces. The landscape plan includes grasses, lilac, hydrangea, honeylocust and dense yew shrubs. The intent of the landscape plan is to provide maximum screening of vehicular use areas, while providing selective viewsheds for vehicle display areas. A condition has been added that the height of the dry-laid stone streetwall be increased from 30 inches to 33 inches. This will provide full screening of the vehicle use areas.

The site lighting provided with this phase will be consistent with the LED lighting previously approved. The character of the new and used vehicle stores will remain the same as in the Preliminary Development Plan. The material will be the same as exists today but will be repainted alabaster white. A new architectural drum feature, consistent with the Honda brand, will be installed. The feature will be clad in the alternative silver metal panel, rather than blue. The used car store will mimic the new car store in a similar color and design. A Master Sign Plan will be scheduled for a future date for Commission review. Staff has reviewed the project against the available criteria and recommends approval of two waivers, a parking plan and the FDP with 4 conditions.

Commission Questions

Dustin Todd, Architectural Alliance [Archall], 49 East Third Avenue, Columbus, OH 43201, stated that with him tonight are the landscape architect, Gregory Krobot and Tom Hart, who are available to answer questions.

Mr. Way stated that he has a question about raising the height of the stonewall from 30 to 33 inches to hide the vehicle display area. Part of the stonewall is located on top of concrete, and is only 1 foot, 6 inches in the car display area. Where would a 33-inch wall be?

Ms. Martin stated that the higher walls would not be in the vehicle display area. The walls that would be 33 inches in height would be those that accent the curvilinear sidewalk along Sawmill Road. Those walls are strategically placed with landscaping between with the intent of fully screening the vehicular use area, where parking or vehicle storage will be located.

Mr. Way stated that he did not see a plan that depicted the layout of the bollards in relationship to the display area. Are they located inside the stone wall on the vehicle display area?

Ms. Martin deferred the question to the landscape designer on the project.

Gregory R. Krobot, Landscape Architecture, 231 Buttles Avenue, Columbus, Ohio, 43215, stated that their original design included bollards with chains; the chains were removed at the request of staff. At that point, the 1 foot, 6-inch wall height was added for the vehicle display area.

Mr. Way responded that they are essentially lighting bollards; they do not deter traffic.

Mr. Krobot confirmed that their purpose is for illumination.

Mr. Way stated that the materials page references clear, anodized mullions; however, the renderings depict black mullions.

Mr. Todd responded that the intent is that they be clear, anodized to match what exists.

Mr. Way inquired if the dry-laid stone wall around the display area would have a smooth curve or be segmented, as the renderings appear.

Mr. Todd responded that the intent is that it would be a smooth curve. All the walls will have a smooth curve, not segmented.

Public Comments

No public comments were received on the case.

Commission Discussion

Ms. Call stated that the Commission has conducted earlier reviews of this project. Previously, there was significant discussion on the need to provide sidewalk connectivity with this project where

possible. It is unfortunate that the connection cannot be provided in the corner, due to the degree of difficulty and need to achieve a balance with tree preservation.

Mr. Way noted that, as a new Commissioner, he has not participated in the earlier reviews. He was struck by the fact that the plan shows sidewalk extensions to driveways, where they end. How does a pedestrian respond to that termination? Would it be necessary for them to retrace their steps or cross the road? This appears to be an issue.

Ms. Call responded that is one of the issues the Commission discussed previously. Although it is currently an issue, eventually, the parcel will be redeveloped. During that redevelopment process, the missing sidewalk connections would be prioritized. The most that can be done at this time is installing stretches of the sidewalk.

Ms. Martin stated that explanation is correct. While some sections of the sidewalk are not connected to anything, current developers must begin to add some sections of the sidewalk connection. The scope of the site and building modifications for this redevelopment is extensive, due to the need to achieve compliance with the Bridge Street Code. Sidewalk connectivity has been pursued to the extent possible with this applicant, particularly on the north side of Dublin Center Drive; however, it terminates at a T intersection. The only other connection point is at the intersection of Dublin Center Drive Road and Snouffer Road with Sawmill Road. The pedestrian crossing across Sawmill Road will now be accessible, as well as the COTA bus stop located on the frontage of this property.

Mr. Grimes moved, Mr. Supelak seconded approval of the following 2 Waivers to Zoning Code Section 153.065(I)(1)(F) – Walkability Standards:

- 1) To install pedestrian facilities along the perimeter of the site excluding the Dublin Center Drive curve.
- 2) To modify the Used Car building eliminating a building addition that is forward of the primary structure that effectively increases the distance the building is set back from Sawmill Road further than conforms with the BSD Code.

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

[Motion carried 6-0.]

Mr. Grimes moved, Mr. Supelak seconded approval of a parking plan permitting 1,062 vehicle spaces.

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

[Motion carried 6-0.]

Mr. Grimes moved, Mr. Supelak seconded approval of a Final Development Plan with the following 4 conditions:

- 1) The applicant work with staff to ensure all lighting requirements of the Code are met and the light level along Sawmill Road is subdued, subject to staff approval.
- 2) Increase the street wall height from 30 inches to 33 inches.
- 3) The applicant work with staff to select decorative bicycle racks, outdoor seating, and a waste receptacle, subject to staff approval.
- 4) The applicant work with staff to replace or remove the gates located at the entrance along Dublin Center Drive.

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

[Motion carried 6-0.]

4. Historic Design Guidelines – Administrative Request, 18-037ADM

~~A request for a review and recommendation to City Council for new Historic Design Guidelines applicable to properties located within the Architectural Review District and its outlying historic properties.~~

Staff Presentation

~~Ms. Martin stated that the Architectural Review Board (ARB) has viewed the draft document and forwarded it to the Commission with a request for recommendation of approval for City Council. The Historic Design Guidelines are proposed as a companion document to the Architectural Review District Code. The revisions to the Code and the Guidelines are the result of a four-year process, which involved several review bodies. At the Commission's previous review of the draft Guidelines, the Commission recommended revisions to several items. The proposed modifications include the following revisions within the document:~~

- ~~• Cultural landscape and natural resources – Include a more robust background section, as well as more detailed language regarding topography, ravines and springs, flora and fauna, earthworks, cemeteries, historic features, and public art.~~
- ~~• Commercial storefronts - Provide additional clarity for design and materials for rehabilitation.~~
- ~~• New construction – Clarify the applicability standards, as well as building mass and scale and placement.~~
- ~~• Site design – Clarify the applicability standards, as well as natural features, landscaping, walls and fences, decks and patios, lighting, and mechanical equipment.~~
- ~~• Signs – Include minor change to the sandwich board sign section.~~

~~Staff is seeking a recommendation of approval to City Council as a companion document to the recently adopted Historic Dublin Code.~~

Commission Discussion

~~Commission members discussed the Guidelines' language regarding maintenance versus modification or altered historic stonewalls. The Commission's recommendation was to revise the language to, "original stonewalls and fences should be maintained and retained and should not be altered in any way."~~

~~Commission members discussed ARB's authority in regard to landscaping within the Historic District. Staff and legal clarification was made that although Historic District site design is subject to review by the ARB, utilizing the Historic District Code and the Historic Design Guidelines, residential landscaping projects alone are not subject to review of the ARB, because no change is being made in the architecture of the structure. In that case, the Historic Design Guidelines would not be consulted, unless it was the desire of the homeowner to consult them.~~

~~Commissioners applauded all the parties, who had worked on the Historic Design Guidelines. It is a great document, which will provide valuable guidance for the Historic District.~~

Public Comments