




City of Dublin

Office of the City Manager

5200 Emerald Parkway • Dublin, OH 43017-1090
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Memo

To: Members of Dublin City Council

From: Dana L. McDaniel, City Manager 

Initiated By: Vince A. Papsidero, FAICP, Planning Director
Claudia D. Husak, AICP, Senior Planner
Nichole M. Martin, Planner I

Date: November 30, 2017

Re: Ordinance 86-17 – Rezoning Approximately 5.86 Acres from PCD, Planned Commerce District (Perimeter Center, Subarea I) to PUD, Planned Unit Development District (Crown Campus) for an Amendment to the Approved Development Text to Increase the Permitted Density, and to Comprehensively Update Sign Provisions (Case 17-078Z/PDP/FDP)

Summary

This is a request for an amendment to the approved development text of a Planned District to increase the permitted density and comprehensively update the sign plan to allow an approximately 8,000-square-foot building addition and a new sign package that is architecturally integrated with façade modifications approved as part of the Final Development Plan.

Background

The site was originally zoned PCD, Planned Commerce District – Perimeter Center, in 1988 (Ord. 03-88) as a portion of 285 acres of land southeast of the intersection of Post Road and Avery Road, and north of US 33.

In 1989, the approximately five acres, where the Mercedes dealership is located today, were rezoned (Ord. 101-89) as a new subarea, Subarea I, within the Perimeter Center PCD, which was established as transitional zone with high quality standards specific to the auto-oriented use.

Subsequently, in 1993 (Ord. 63-93), 1995 (Ord. 01-95), and 1997 (Ord. 73-99) additional land was rezoned and incorporated within the Subarea I to complete the Crown Campus as it exists today.

Most recently, Subarea I was rezoned in 2002 (Ord. 68-02) to permit alternate development standards to accommodate the unique condition of an automotive campus where parking setbacks between adjacent lots is not practicable. Following the rezoning, various Final Development Plans and Amended Final Development Plans have been reviewed by the Planning and Zoning Commission for all three dealerships.

In 2003, a Revised Development Plan for an 864-square-foot expansion within the permitted site density was approved for the Mercedes site. In 2009, an Amended Final Development Plan

was approved to permit architectural modifications providing a cohesive updated character for the dealership.

Proposal

The applicant is proposing three building additions, including a showroom addition, reception addition, and service addition totaling 8,220 square feet. The service addition will contain 10 (eight new) service bays. Additionally, architectural modifications are proposed to align with the development text intent for the Crown Campus as a transitional zone between traditional suburban retail to the north, and an innovative multi-brand automotive campus to the east by using traditional materials like brick, while incorporating metal panels and glass.

A comprehensive sign plan is proposed for the Mercedes site as the applicant has expressed a desire to holistically create a polished look at this key location as required by the Planned District development standards.

Development Standards

Development standards are proposed to memorialize the development standards of the Perimeter Center PCD, while permitting the modifications proposed as part of this application. Additionally, former conditions of approval and use specific standards unique to auto-oriented service facilities and auto dealerships are incorporated into the development text. The text permits the following uses (any use not explicitly permitted is prohibited):

- Automobile sales and service
- Medical and dental offices
- Administrative and business offices
- Select ancillary uses related to automobile sales and service

Setbacks are provided for building and pavement-based distance from a public street or private drive. Setbacks are not required for parking and pavement from lot lines interior to the campus.

Parking standards are provided per Code for Vehicle Sales, which requires one parking space per 300 square feet of vehicle sales, and one parking space per 1,000 square feet of vehicle display with the exception that the text allows three parking space per service bay, which is consistent with the lesser of the two requirements in the Code; and, the text allows the service bay to count as one parking space as the car being serviced does not require an additional parking space on the site at the time of service. All parking requirements are met with the building expansion.

Tree preservation, replacement, and landscaping is proposed per Code. An additional buffer is proposed between the dealership and the residential development to the north.

Architecture

The development text requires that all buildings be designed to reflect the architectural quality and coordination between existing development and the surrounding area. The proposed modifications are consistent with the existing contemporary character of the development to the

east, while maintaining a traditional feel through the use of materials and color palette indicative to the community.

The building design is proposed to be modernized with removal of two masonry wing walls. The north, west, and south sides of the showroom will have curtain wall, aluminum storefront windows, accented with seven black columns with three-finned silver caps similar to the existing design. The main entry feature on the west façade will be refinished in a black metal panel for a cohesive look. Silver metal panels are proposed below a silver aluminum roof edge with seven dark pewter accents to coordinate with the proposed columns. The reception and service additions will be finished to match the existing structure in beige EIFS and buff brick with soldier course accents, respectively.

Signs

A cohesive sign plan is proposed to coordinate with the architectural modifications, and lay a framework for future updates to signs across the campus that identify the campus, dealership brands, and wayfinding. The development text provides definitions for each of the three sign types:

- **Campus Identification Sign:** Identification for the Crown Campus. The development text provides standards for one ground sign on Perimeter Loop Road and one building mounted sign on the western façade.
- **Brand Identification Sign:** Identification for the automotive brand within the context of Crown Campus. The brand logo is permitted without the primary name of the brand. Two signs are permitted to be located interior to the site and architecturally integrated into the building.
- **Wayfinding and Directional Signs:** Perimeter Wayfinding Signs provide brand specific direction to aid visitors from public streets and private drives. Interior Wayfinding Signs provide direction and meet all Code requirements for directional signs and do not require a sign permit.

In detail, the existing ground sign on Perimeter Loop Road is proposed to be refaced at the same overall size as exists today. The sign will be black metal to match the updated architecture with a buff brick base to match the other existing ground signs along Perimeter Loop Road.

The existing ground sign at the intersection of Perimeter Loop Road and Mercedes Drive will be modified to be an address numeral not containing a brand or dealership identifier.

A Campus Identification Sign is proposed as building mounted suspended between two architectural columns at the south corner of the west façade along the showroom. The sign is a black metal cabinet with white acrylic letters accented with aluminum returns and internally illuminated. The sign is proposed at 42 square feet and 15 feet in height.

Two Brand Identification Signs are proposed to be architecturally integrated wall signs at a size of 30.25 square feet each and 15 feet in height. The signs are proposed to be fabricated of a chrome polycarbonate and backlit.

The applicant has indicated that, due the number of access points and brands across the campus, wayfinding is key to creating functional campus operations. Three Perimeter

Wayfinding signs are proposed: one located on Perimeter Loop Road, and two located along the private drive. The signs are permitted to indicate the brand name and associated direction, but are prohibited from including a logo. Four Interior Wayfinding signs are proposed. The signs meet all Code requirements for directional signs, and do not require a sign permit.

Recommendation of the Planning and Zoning Commission

The Commission reviewed and recommended approval to City Council of this rezoning at their November 2, 2017 meeting with no conditions. The Commission simultaneously approved a final development plan for all architectural modifications, landscape improvements, and sign materials with seven conditions, detailed below, which the applicant will be able to implement if Council passes this Ordinance. The applicant has fulfilled all conditions requiring plan updates prior to City Council review.

- 1) A Parking Plan be provided to the City at Building Permitting; and,
- 2) Vehicle display and parking cease on any pervious areas as it impacts stormwater management of the site; and,
- 3) Six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents and, the trees be field located with approval of the Zoning Inspector;
- 4) The landscape plans be updated to clarify that trees will be replaced per Code, and all fees paid will be per the City's fee schedule; and,
- 5) A landscape plan be provided for the retaining wall and planting bed at the intersection of Perimeter Loop Road and Mercedes Drive to the satisfaction of the Zoning Inspector prior to issuance of Building Permits;
- 6) The final development plan zoning information be updated to incorporate all development text requirements.
- 7) Signs for other sites within Crown Campus require Planning and Zoning Commission review and approval.

Staff Recommendation

Staff recommends City Council approval of Ordinance 86-17 at the second reading/public hearing on January 9, 2017.

RECORD OF ORDINANCES

Dayton Legal Blank, Inc.

Form No. 30043

Ordinance No. **86-17**
Passed _____, 20____

AN ORDINANCE REZONING APPROXIMATELY 5.86 ACRES FROM PCD, PLANNED COMMERCE DISTRICT (PERIMETER CENTER, SUBAREA I) TO PUD, PLANNED UNIT DEVELOPMENT DISTRICT (CROWN CAMPUS) FOR AN AMENDMENT TO THE APPROVED DEVELOPMENT TEXT TO INCREASE THE PERMITTED DENSITY AND TO COMPREHENSIVELY UPDATE SIGN PROVISIONS (CASE 17-078Z/PDP/FDP)

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, _____ of its elected members concurring, that:

Section 1. The following described real estate, (see attached legal description), situated in the City of Dublin, State of Ohio, is hereby rezoned PUD, Planned Unit Development District, and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter 153 of the Codified Ordinances), the City of Dublin Zoning Code and amendments thereto as well as the approved development text.

Section 2. The application, including the list of contiguous and affected property owners, and the recommendations of the Planning and Zoning Commission, are all incorporated into and made an official part of this Ordinance and said real estate shall be developed and used in accordance there within.

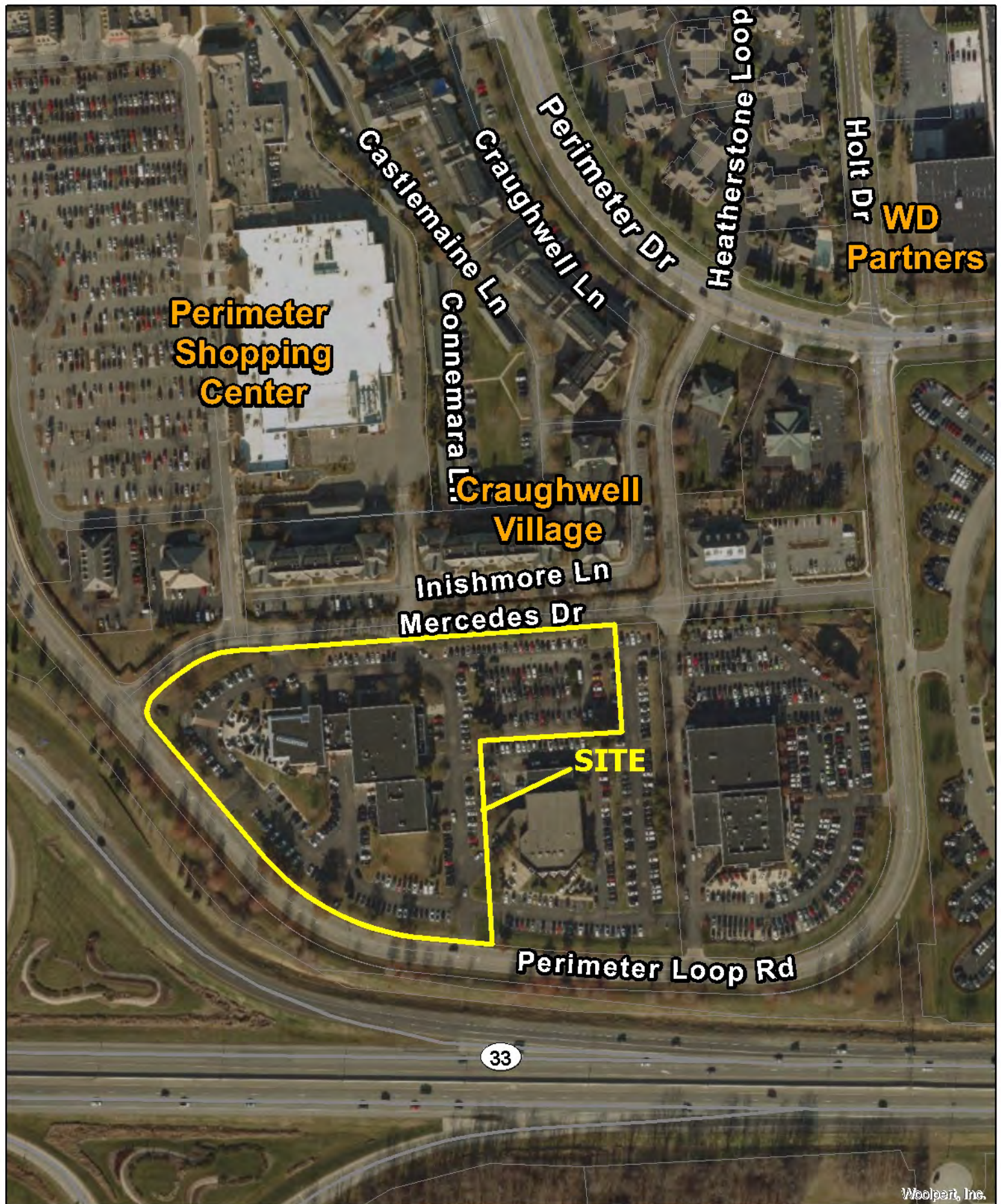
Section 3. This Ordinance shall take effect upon the earliest date permitted by Law.

Passed this _____ day of _____, 2017.

Mayor - Presiding Officer

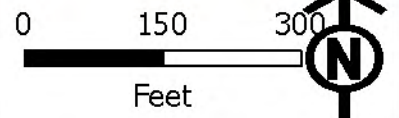
ATTEST:

Clerk of Council



City of Dublin

17-078Z/PDP/FDP
Rezoning/ Preliminary & Final Development Plan
Crown Mercedes
6500 Perimeter Loop Rd





Case # _____

PLANNING APPLICATION

This is the general application form for Boards and Commissions. In addition, applicants should submit a checklist with the requirements for the application type indicated below. Attach additional sheets if necessary.

I. REVIEW REQUESTED:

- ☐ Administrative Appeal
- ☐ Administrative Departure
- ☐ Amended Final Development Plan
- ☐ Amended Final Development Plan - Sign
- ☐ Basic Development Plan Review
- ☐ Basic Site Plan Review
- ☐ Community Plan Amendment
- ☐ Concept Plan
- ☐ Conditional Use
- ☐ Development Plan Review - Bridge Street District
- ☐ Development Plan Review - West Innovation District
- ☐ Demolition
- ☒ Final Development Plan
- ☐ Final Plat
- ☐ Informal Review
- ☐ Master Sign Plan
- ☐ Minor Modification
- ☐ Minor Project Review
- ☐ Minor Subdivision
- ☐ Non-Use (Area) Variance
- ☒ Preliminary Development Plan/PUD Rezoning
- ☐ Preliminary Plat
- ☐ Site Plan Review - Bridge Street District
- ☐ Site Plan Review - West Innovation District
- ☐ Special Permit
- ☐ Standard District Rezoning
- ☐ Use Variance
- ☐ Waiver Review
- ☐ Wireless Communications Facility
- ☐ Zoning Code Amendment

II. PROPERTY INFORMATION: Provide information about the property including existing and proposed development.

Property Address(es): 6500 Perimeter Loop Road	
Tax ID/Parcel Number(s) (List All): 273-005562	Parcel Size(s) in Acres (List Each Separately): 5.86+/-
Existing Land Use/Development: Auto Dealership	Existing Zoning District: PCD
Proposed Land Use/Development: Auto Dealership	Proposed Zoning District: PCD

III. CURRENT PROPERTY OWNER(S): Indicate the person(s) or organization(s) who own the property proposed for development.

Name (Individual or Organization): Hawkins Family Partnership dba Crown Automotive Group
Mailing Address (Street, City, State, ZIP): 6001 - 34th St. N. St. Petersburg, FL 33714
Email/Phone Number: (727) 527-5731 (FL) (614) 761-2360 (Dublin) jmyers@crowncars.com (FL) mwigler@crowncars.com (Dublin)

For questions or more information, please contact Planning at 614.410.4600 | www.dublinohioUSA.gov



EVERYTHING GROWS HERE

IV. APPLICANT(S): Complete this section if the person/organization representing the applicant/ property owner is different from the applicant.☐ Not Applicable


Name (Individual or Organization):	Marc Wigler
Mailing Address (Street, City, State, ZIP):	6500 Perimeter Loop Road, Dublin, OH 43017
Phone Number:	(614) 761-2360
Email:	mwigler@crowncars.com

V. REPRESENTATIVE(S): Complete this section if the person/ organization representing the applicant/ property owner is different from the applicant (such as the project manager or property owner's legal council).☐ Not Applicable

Name (Individual or Organization):	Michael L. Close and Thomas L. Hart, Esq., Isaac Wiles
Mailing Address (Street, City, State, ZIP):	Two Miranova Pl, Ste. 700, Columbus, OH 43215
Phone Number:	(614) 221-2121/(614) 340-7415
Email:	mclose@isaacwiles.com; thart@isaacwiles.com

VI. PROPERTY OWNER'S AUTHORIZATION OF APPLICANT(S)/ AUTHORIZED REPRESENTATIVE: The Property Owner listed in Section III must authorize the Applicant listed in Section IV and/or the Authorized Representative listed in Section V to act on the Owner's behalf with respect to this application.☐ Not Applicable

I <u>Marc Wigler</u> , agent for <u>Michael Close/Tom Hart</u> , the property owner, hereby authorize <u>Michael Close/Tom Hart</u> to act as my representative(s) in all matters pertaining to the processing and approval of this application, including modification to the application. I agree to be bound by all representations and agreements made by the designated representative (listed in Sections III and/or IV).	
Original Signature of Property Owner (listed in Section II):	Date: 7-11-17

Subscribed and sworn before me this <u>11</u> day of <u>July</u> , 2017	
State of <u>Ohio</u>	
County of <u>Franklin</u> Notary Public <u>Janeen F. Hogan</u>	

VII. AUTHORIZATION TO VISIT THE PROPERTY: Site visits to the property by City representative are essential to process the application. The Property Owner/ Applicant/ Authorized Representative (listed in Section II), hereby, authorizes City representatives to enter, photograph, and post a notice on the property described in this application. This is optional, but strongly recommended.

I <u>Marc Wigler</u> , agent for the property owner or authorized representative, hereby authorize City representatives to enter, photograph and post a notice on the property described in the application.	
Original Signature of Property Owner or Authorized Representative:	Date: 7-11-17

For questions or more information, please contact Planning at 614.410.4600 | www.dublinohioUSA.gov

EVERYTHING GROWS HERE.

VIII. APPLICANT'S AFFIDAVIT OF ACKNOWLEDGMENT: This section must be completed with an **original signature** and **notarized**.☐ **Original Document Attached**

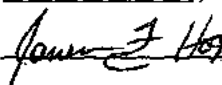
I, Marc Wigler, agent for, the **property owner** or **authorized representative**, have read and understand the contents of this application. The information contained in this application, attached exhibits and other information submitted is complete and in all respects true and correct to best of my knowledge and belief.

Original Signature of Property Owner or Authorized Representative: Date: 7-11-17

Marc Wigler

Subscribed and sworn before me this 11 day of 7, 20 17State of OhioCounty of Franklin

Notary Public



Sign or Seal

JANEEN F. HOGAN
Notary Public, State of Ohio
My Commission Expires

FOR OFFICE USE ONLY:

Case Title:	Date Received:
Case Number:	
Amount Received:	Next Decision Due Date (If Applicable):
Receipt Number:	
Reviewing Body (Circle One): ART ARB BZA CC PZC	Final Date of Determination:
Map Zone:	
Determination or Action:	Related Cases:
Ordinance Number (If Applicable):	



Approved Development Text

Perimeter Center

PERIMETER CENTER SUBAREA STANDARDS (Revised 1/3/94, 11/7/94, 01/29/02, 02/08/10, 11/01/10)

The following Subarea Descriptions and Development Standards by subarea shall be made part of the Concept Plan and are further discussed and illustrated in the Subarea Plan.

SUBAREA DESCRIPTIONS

Subarea B Post Road Related: (1.4 acres)

This area is characterized by its relationship with residential uses on the north side of Post Road and the need for a reasonable landscaped setback buffer between the residential uses and the proposed development.

Subarea C Internal Orientation: (35.0 acres)

Uses within this subarea shall include a mix of commercial, office research and light industrial uses or uses that exhibit a degree of clean, quiet unobjectionable processing activities within an enclosed structure. These uses are more appropriate to Subarea C because of its internal relationship within the site.

Subarea C-1 WD Partners: (24.6 acres)

Uses within this subarea include office, research and laboratory, packaging and assembly, wholesaling, and light manufacturing. These uses are appropriate to this subarea due to the sizes and nature of existing building found therein.

Subarea D State Route 161 Related Uses:

Because of extensive State Route 161 frontage, uses within Subarea D are primarily freeway oriented, general office, corporate headquarters office and institutional uses, hotels and motels.

Subarea E Services Zone: (12.8 acres)

Typically found between a major interchange and the first arterial intersections, this subarea contains freestanding uses on individual lots that require a highly visible orientation and immediate access. Architecture, signage and site planing/traffic elements are coordinated through various controls to assure a unified development appearance.

Subareas F, F-1, F-2, F-3 and F-4 Retail Center: (33.0 acres)

This area contains a mix of retail/commercial uses in an integrated shopping environment typical in size to a community center. This self-contained area also has access on all sides creating an even distribution of traffic. (Revised 2/6/95)

Approved Development Text

Perimeter Center

Subarea G Multi-Family: (16.2 acres)

As a buffer or a transition zone to the single-family area to the north (Post Road frontage), the multi-family area will have a unified, residential scale appearance with a limited density.

Subarea G-1 Multi-Family: (13.1 acres)

This area contains high density multi-family development which serves as a transition zone between a retail/commercial community center to the west and lower density multi-family development to the north and east. Architecture of the buildings is to be consistent with the Perimeter Shopping Center (Subarea F) in its design, materials, architecture, detailing and overall quality.

Subarea H Condominium: (8.0 acres)

This subarea may be used for multifamily condominium housing at a density of less than 7 units per acre. (Revised 11/7/94)

Subarea I Transitional Area:

This zone will function as a transition zone between the retail uses of Subarea E (the service zone along Avery Road), and F, F-1, F-2, and F-3 (the retail mall) and the freeway oriented office area - Subarea D to the east.

Subarea K Gordon Flesch Co., Inc.: (4.37 acres)

Due to Subarea K's high visibility from state Route 161/US 33, it is essential to maintain a high level of quality development. All the qualitative aspects of "Subarea D" as originally established shall be incorporated in this Subarea K, but the use definition shall be expanded so that Gordon Flesch may operate within the new subarea.

Subarea L Services Zone: (1.959 acres)

Typically found between a major interchange and the first arterial intersections, this subarea contains freestanding uses on individual lots that require a highly visible orientation and immediate access. Architecture, signage and site planning/traffic elements are coordinated through various controls to assure a unified development appearance.

Subarea M Children's Hospital:

Due to Subarea M's high visibility from State Route 161/US 33, it is essential to maintain a high level of quality development. All the qualitative aspects of "Subarea D" as originally established shall be incorporated in this Subarea M, except for the parking requirements which shall be modified due to the unique nature of Children's Close to Home Facility.

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Perimeter Center

SUBAREA DEVELOPMENT STANDARDS

General:

1. If these standards conflict in any way with the City of Dublin Codified Ordinances, then the Planned Commerce District shall prevail. Standards in the Dublin Zoning Code applicable to matters not covered in this document shall apply to each of the subareas in the Planned Commerce District.
2. The standards included herein shall not require modification of any structures, landscaping, or other improvements actually in place as a result of development occurring prior to this rezoning. Such structures, landscaping and improvements shall be considered permitted and legal and conforming uses at the location and to the size and degree they exist at the time of said rezoning.
3. Perimeter Drive will be constructed through to Wilcox Road as a part of the initial development phase of Subarea F, F-1, F-2, and F-3. The loop road through Area E, F, D shall also be constructed as part of the initial phase. At such time as the part of said Perimeter Drive is constructed through the Thomas property, the remainder of said Perimeter Drive from the east line of the McKittrick property to the west line of the Thomas property shall forthwith start and be completed within a reasonable time. The entire length of Perimeter Drive shall have a sidewalk along the southern right-of-way from Avery Road to Coffman Road. Nothing herein shall prohibit owner(s) from completing Perimeter Drive prior to the required completion period. If additional right-of-way is required for ramp widening, it shall be provided.

The landscape buffer along the south side of Post Road shall be installed in its entirety from Avery Road to Wilcox Road with the beginning of construction on Subarea G, H, F or the construction of Perimeter Drive from Avery to Wilcox. With regard to the mound and landscaping required on the property along Post Road and owned by applicant Olde Poste Properties, the following schedule should apply:

- a. At such time as any parcel of said property along Post Road is developed, applicant shall complete the mounding and landscaping along the Post Road frontage of said parcel as a part of the initial phase of construction and maintain the same thereafter.
- b. In addition, if said applicant, prior to the completion of the mound and landscaping as required under a) hereof should develop lands lying north of Perimeter Drive (not at the date of this rezoning developed) with construction amounting to 100,000 square feet of building area or more, applicant will complete the entire mound and the landscaping between the mound and the Post Road right-of-way from Discovery Boulevard to the east if the City of Dublin undertakes to water the landscaping elements until any or all parts of the Post Road frontage mound and landscaping are constructed in accordance with a) hereof. For these purposes, neither the planned day care center which is a permitted use at the northeast corner of Discovery Boulevard

Approved Development Text

Perimeter Center

and the proposed loop street nor construction on the 15-acre parcel owned by White Consolidated Industries shall be included within the said 100,000 square feet.

The applicant shall be obligated to pay one-third of the cost of the improvement of Avery Road from the south right-of-way line of Post Road to the north right-of-way line of S.R. 161 according to plans approved by the City of Dublin if, and only if, the City of Dublin agrees to pay one-third of said cost, and one-third of said cost is assumed by those owning property on the west side of Avery Road, between Post Road and S.R. 161. Said improvement shall be undertaken and performed by applicant prior to the opening of any commercial use on applicant's property the subject of this rezoning if, and only if, the City of Dublin furnishes the applicant in money or required materials with its share of said costs at a time which reasonably meets applicant's construction and opening schedules. In addition, applicant agrees to include within the improvement project that part of Avery Road (Muirfield Boulevard) from the south right-of-way line of Post Road to the present southerly terminus of the four land section of Muirfield Drive north of Indian Run if, and only if, the City of Dublin furnishes the applicant in money or required materials with the cost of said additional construction. Both applicant and the City of Dublin understand that appropriate contracts will be executed covering the construction contemplated herein.

4. The street plan shown on the plan is the general plan which will be platted and constructed. It is not, however, intended to be precise, and while the functional system will be produced, its precise location may vary from that shown so long as the functional objectives continue to be attained. A safe bike connection from Post Road to Perimeter Mall through areas G & H will be provided if the bikeway connection over S.R. 161 is made, a bike tie/link will be completed to Post Road from the proposed bike path in Area G, H to State Route 161 connection.

Signage and Graphics:

DESIGN CRITERIA

1. These criteria are written in conjunction with the Dublin Sign Code Chapter 1189. In areas of conflict, these criteria shall supersede the Dublin Sign Code.
2. Materials and Landscaping:
 - a. All signs with a base shall have the base constructed of the predominant material of the user building.
 - b. All signs mounted on pylons shall have landscaping around the base of the sign and around the pylons such that the pylons are not visible. All plantings shall be of an evergreen material (see Example E attached). The length of the pylons shall be limited to two (2) feet between the grade elevation and the bottom of the sign face.

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Perimeter Center

3. Dimensions of Sign:

- a. Maximum area of sign face: 50 square feet per face, with a limit of no more than two faces per sign.
- b. Area of sign base (if any) shall not exceed area of sign face. The base shall not be included in the overall area permitted for the sign face.
- c. Maximum overall height: 8'-0" above top of adjacent street curb. Signs located on earthen mounds shall maintain conformance to 8'-0" maximum height above top of adjacent curb.
- d. It is intended that the signs shall be generally rectangular in design with an approximately 3' to 5' height to length ratio. Specific designs for each user may be considered on their own merit as long as they follow these general guidelines. (See Exhibit A through E attached).

4. Sign Graphics:

- a. Graphic identification shall be limited to the site user's name, logo and street number.
- b. The area of graphic images such as logos shall not exceed 20% of the sign face.
- c. Street numbers shall be located in the lower corner of the sign face or base nearest the right-of-way.
- d. The maximum height of any letter or number shall be 16".
- e. Quantity: No more than one ground sign shall be permitted on any one lot or multiple lots if devoted to one specific use or user, except that, for buildings or uses having frontage on each of two public rights-of-way, two ground signs are permitted. Neither ground sign shall, by itself, exceed the maximum allowable area of 50 square feet for each face.
- f. Signs may: (a) be non-illuminated, (b) feature internally illuminated graphics or incorporate back-lit graphics. Only the sign graphics shall be illuminated.
- g. Signage setbacks from the right-of-way are as follows:
 - 1) 10'-0" along Avery Road
 - 2) 12'-0" along the south side of Perimeter Drive
 - 3) 8'-0" in all other areas.

Approved Development Text

Perimeter Center

- h. Traffic and directional signs shall be in conformance with Dublin Sign Code 1189.03.
- i. Within Subarea B, all signage shall be limited to the south side of all structures along Post Road.
- j. No sign shall be painted or posted directly on the surface of any building, wall or fence. No wall murals shall be allowed.
- k. No signs shall be applied to windows for the purpose of outdoor or exterior advertising.
- l. No roof signs shall be permitted, nor should a sign extend higher than the building.
- m. No flashing, traveling, animated or intermittently illuminated signs may be used.
- n. No billboards, or electrical or other advertising signs shall be allowed other than a sign carrying the name of the business occupying the site or "for sale" or "for lease" signs in accordance with Dublin Code 1189.03(g).

Lighting:

Except as otherwise herein stated:

- 1. External lighting within all subareas shall be cut off type fixtures.
- 2. All types of parking, pedestrian and other exterior lighting shall be on poles or wall-mounted cutoff fixture and shall be from the same type and style.
- 3. All light poles and standards shall be dark in color and shall either be constructed of dark wood, dark brown, black or bronze metal.
- 4. Parking lot lighting shall be no higher than 28'.
- 5. Cutoff type landscape and building uplighting shall be permitted.
- 6. All lights shall be arranged to reflect light away from any street or adjacent property.
- 7. Direct or indirect glare into the eyes of motorists or pedestrians shall be avoided.
- 8. All building illuminations shall be from concealed sources.
- 9. No colored lights shall be used to light the exterior of buildings.
- 10. Landscape lighting along Avery Road shall be ground mounted with a low level of illumination.

Approved Development Text

Perimeter Center

Subarea B - Post Road Related

Permitted Uses:

The following uses shall be permitted within Subarea B:

1. Those uses listed in Section 1159.01 and 1175.01 of the Zoning Code.
2. Drive-in facilities developed in association with a permitted use.
3. Day care centers.

Yard and Setback Requirements:

1. Setback from Post Road shall be 75' for pavement and 100' for buildings.
2. Side yards shall be 25' for pavement and buildings.
3. Rear yards shall be 25' for pavement and buildings.
4. Setback from Perimeter Drive shall be 35' for all pavement areas and 75' for all buildings.
5. Front yard parking setback for publicly dedicated local access streets shall be 25' for pavement and 50' for buildings.
6. A special angled setback shall be provided at Post and Perimeter Drive for landscaping.
7. Total ground covered by all buildings shall not exceed 25% of the total lot area. However, parking garages and buildings shall cover no more than 75% of the total lot area.

Height Requirements:

1. Maximum height for structures within Subarea B shall be 35' as measured per Dublin Zoning Code.

Parking and Loading:

1. Size, ratio and type of parking and loading facility shall be regulated by Dublin Code Chapter 1193.
2. Bank drive-thru stacking requirements as per the Columbus Zoning Code.

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Circulation:

1. Post Road shall remain a 60' right-of-way with all the local streets having a 60' right-of-way and a 32' pavement width. Post Road shall serve as a local access and not a through street.
2. Discovery Road shall have a 60' right-of-way.
3. All other local public access streets shall have a 60' right-of-way.
4. Curb cuts along Post Road shall be restricted to existing cuts only.
5. At the time Perimeter Drive is constructed and ties into Venture Boulevard, the City of Dublin may require that the existing curb cut on Post Road at Venture Boulevard/Metro North Business Park be eliminated.
6. At the time Perimeter Drive is constructed and ties into Wilcox Road, the City of Dublin may require that the existing curb cut on Post Road at Wilcox Road be eliminated.

Waste and Refuse:

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

Storage and Equipment:

1. No materials, supplies, equipment or products shall be stored or permitted to remain on any portion of a parcel outside a permitted structure. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building.

Landscaping:

1. Landscaping shall be according to the Dublin Landscape Code Chapter 1187. In addition, landscaping shall be provided within the Post Road setback and include a sodded or seeded mound with a mixture of ornamental, evergreen and shade trees. The mound shall be natural in appearance and vary between 130' and 150' in length, 30' to 50' in width and 5' to 8' in height.
2. With regard to the mound and landscaping required on the property along Post Road and owned by applicant Olde Poste Properties, the following schedule should apply:
 - a. At such time as any parcel of said property along Post Road is developed, applicant shall complete the mounding and landscaping along the Post Road frontage of said parcel as a part of the initial phase of construction and maintain the same thereafter.

Approved Development Text

Perimeter Center

- b. In addition, if said applicant, prior to the completion of the mound and landscaping as required under a) hereof should develop lands lying north of Perimeter Drive (not at the date of this rezoning developed) with construction amounting to 100,000 square feet of build area or more, applicant will complete the entire mound and the landscaping between the mound and the Post Road right-of-way from Discovery Boulevard to the east if the City of Dublin undertakes to water the landscaping elements until any or all parts of the Post Road frontage mound and landscaping are constructed in accordance with a) hereof. For these purposes neither the planned day care center which is a permitted use at the northeast corner of Discovery Boulevard and the proposed loop street nor construction on the 15 acre parcel owned by White Consolidated Industries shall be included within the said 100,000 square feet.
3. Landscaped entry features shall be provided within the corner setbacks at Post Road Perimeter Drive.

Approved Development Text

Perimeter Center

Subarea I - Transitional Area

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

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

Interrelationships of Rezoning and Development Plan:

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

Permitted Uses:

The following uses shall be permitted within Subarea I:

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

Approved Development Text

Perimeter Center

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

Development Standards for Automobile Dealerships:

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

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

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

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

Treatment of hazardous materials on site:

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

Approved Development Text

Perimeter Center

Mechanical:

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

Architecture:

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

Yard and Setback Requirements:

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

Height Requirements:

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

Parking and Loading:

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

Approved Development Text

Perimeter Center

Circulation:

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

Waste and Refuse:

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

Storage and Equipment:

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

Landscaping:

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

Signage:

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

Approved Development Text

Perimeter Center

Lighting:

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

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

Planned Unit Development District, Crown Campus

Proposed to Council for Approval on January 9, 2018

As Approved by Planning and Zoning Commission on November 2, 2017

October 20, 2017

I. Index

1. Background
2. General Development Standards
3. Subarea Map
4. Subarea A
5. Subarea B (Future)
6. Subarea C (Future)
7. Subarea D (Future)

II. Background

The Crown Campus was originally zoned as part of the Perimeter Center PCD, Subarea I – Transitional Area (ORD. 03-88). The campus was subsequently rezoned to allow for the existing auto dealerships to develop. The campus was most recently rezoned in 2002 (ORD. 68-02) to permit modified development standards for Subarea I. The subject of this rezoning is the easternmost parcel (PID 273005562) to permit additional building square footage and update the sign regulations, and does not affect other portions of Perimeter Center PCD, Subarea I at this time.

III. Subarea Map



IV. Subarea A – The +/- 5.86 acres subject parcel (PID 273005562) located between Mercedes Drive (private) to the north; and Perimeter Loop Road (public) and Subarea D (PID 273005359) to the south; and, other Crown auto dealership parcels to the east, (future) Subareas B, C, and D (PID 273007004, PID 273010210, and PID 273005359), which are to remain in the current condition under existing standards of Perimeter Center, Subarea I, until future modifications are requested and considered by the required reviewing body.

A. General

1. Unless otherwise set forth in the preliminary development plans or written text, the development standards of Chapter 153 of the City of Dublin Zoning Code (“the Code”) shall apply to this PUD.
2. If the standards contained herein conflict with the Code the standards of the PUD shall prevail. In the case of conflicting standards within the development text the more restrictive shall apply.

B. Uses

The following uses shall be permitted:

1. New and used automobile sales and service.
2. Medical and dental offices.
3. General administrative and business offices.
4. Ancillary uses within a structure primarily devoted to automobile sales or service uses including, without limitation:
 - a. Automobile service (but not including auto body work)
 - b. Retail sales of automobile parts and accessories.
 - c. Non-retail, coffee shops selling beverages and snack food items for on-premises consumption.
 - d. Automobile rental services.
 - e. Non-retail, auto car wash in association with auto sales and service facilities. This car wash shall be permitted to serve automobile dealerships located on the adjacent properties to the east (PID 273007004 and PID 273010210).

The following uses shall be prohibited:

1. Automobile body shop operations.
2. Storage of damaged vehicles or other activities, which may detract from the high visual quality intended.
3. Loading docks.
4. Any uses not explicitly permitted above.

Use specific standards:

1. New and used automobile sales and service; and, ancillary uses within a structure primarily devoted to automobile sales or service uses without limitation.
 - a. Treatment of hazardous materials on site:
 - i. Waste oil and waste anti-freeze must be stored above ground in concrete vault or other containment vessel within the primary structure.
 - ii. All hydraulic lifts shall use only biodegradable vegetable oil as a hydraulic medium, or EPA approved material.
 - iii. New (unused) oil will be stored above ground and indoors within the building.
 - iv. No automobile gasoline or diesel fuel storage tanks are permitted on site for the purpose of fueling automobiles.
 - b. Loading and unloading of vehicles is prohibited on all adjacent public streets and private drives.
 - c. Interior automobile dealership lights must be minimized daily between 9pm and 7am.
 - d. Outside loudspeakers are prohibited.

C. Yard and Setback Requirements

1. The setbacks from Perimeter Loop Drive shall be 25' for pavement and 50' for building.
2. The setbacks from Mercedes Drive shall be 25' for pavement and building.
3. No setbacks shall be required for parking and pavement from lot lines interior to the campus.
4. Total ground covered by all buildings shall not exceed 25% of the total lot area.
5. Total impervious areas shall not cover more than 70% of the total lot area.

D. Development Standards and Architecture

1. The development shall exhibit visual quality and prominence as an important gateway to Dublin.
2. Construction shall be limited to one (1) building in Subarea A.
3. All building materials must be of equal quality on all four sides.
4. All buildings shall be designed to reflect the architectural elements of adjacent development, the high quality community character, and reflect the image and scale of an office building.
5. Contemporary and modern designs with a mix of materials, including brick, glass, metal, ACM, EIFS and concrete are appropriate and encouraged in this transitional zone.

6. Design compatibility does not require exact duplication of the themes, materials or elements of adjacent development, but must be context sensitive.
7. The maximum building height shall not exceed 30 feet from finished grade, and parapets shall not be counted toward maximum building height.

E. Parking, Loading, and Vehicle Display

1. Parking, loading, and vehicle display shall meet the Code except as altered below:
 - a. One (1) parking space per 300 square feet of vehicle sales.
 - b. One (1) parking space per 1,000 square feet of outdoor vehicle display.
 - c. Three (3) parking spaces per service bay permitting the service bay to be counted as one parking space.
2. Shared parking across the dealership campus shall be permitted.
3. A Parking Plan demonstrating adequate parking across the campus shall be submitted to the City with any proposed site modifications.
4. Automobiles stored outside of the buildings and exhibited for sale are limited to the number of approved parking spaces, and must be parked in a parking space, designated display area, or flex space.
5. Vehicles may only be displayed in designated vehicle display areas and are prohibited from being displayed on pervious surfaces including, but not limited to grass, landscape features, and mounds.
6. Cars stored for inventory only, and not for immediate sales display, or for transport to another location, may be triple-stacked in the flex area designated in the Final Development Plan. Flex spaces do not count as parking spaces and may not exceed a total of 48 flex spaces.

F. Circulation

1. Curb cuts on Perimeter Loop Drive shall be spaced as built and shall be otherwise approved by City Engineering and traffic regulation standards.
2. All curb cuts on public streets shall require brick pavers or concrete finished in a brick pattern at point of entry into site.

G. Waste and Refuse

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

H. Storage, Equipment, and Mechanicals

Refer to Use Specific Standards for auto-oriented storage and operations IV(B).

1. No materials, supplies, equipment or products shall be stored or permitted to remain on any portion of the parcel outside the permitted structure.
2. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the building.
3. All mechanicals must be located or screened so as to not be visible by automobile from either US 33, the exit ramps to Avery Road, Avery Road, or adjacent public streets or private drives.

I. Landscaping, Mounding and Tree Replacement

1. All landscaping, mounding and tree replacement shall be according to the Code, unless altered below.
2. In addition and within the required building setback, a 3'- 4' earthen landscaped mound shall be provided along Perimeter Loop Road with street trees planted 50' on center and located +1' from R.O.W. line within R.O.W.
3. Along US 33, a 6' landscaped mound shall be provided with trees planted a minimum of 1 tree per 30' or fraction thereof. (trees may be grouped).
4. Street trees shall be planted along Perimeter Loop Road. Trees shall be planted one (1) per 30' along the R.O.W. (trees may not be grouped). The minimum caliper shall be 3" per tree.

J. Lighting

1. All lighting shall be according to the Code, unless altered below.
2. Light fixtures shall be installed at a maximum height of 28 feet and may include 400 watt lamps.
3. Lighting poles and fixtures shall be consistent in color and appearance throughout the site and shall be dark in color and constructed of dark brown, black, or bronze metal.
4. External lighting shall utilize cut-off fixtures.
5. Cut-off type landscape and building up lighting shall be permitted.
6. Direct or indirect glare into the eyes of motorists or pedestrians shall be avoided.
7. No colored lights shall be permitted to illuminate the exterior of a building.
8. All lights shall be arranged to reflect light away from any street or adjacent property.

K. Signs

1. Intent

This site is unique in that it has frontage on multiple curvilinear roads and access at four (4) widely dispersed points. The sign regulations shall recognize the development of the property within the context of the adjacent dealerships and strive to create a campus identity while recognizing the independence of each dealership.

2. Modification to Signs

Signs may only be modified administratively in accordance with the City of Dublin's Code provisions for administrative approvals of modifications in Planned Districts.

3. General Sign Standards

- a. All signs must comply with the City of Dublin Sign Code, unless altered below.
- b. All signs shall be constructed of a material consist with and complimentary to the building found in Subarea A.
- c. Graphics located inside the building shall not be considered sign provided they are not more than 3 feet in height, not within 3 feet of a window, and are not readily visible from public streets or private drives that are adjacent to the site.
- d. Informational stickers provided by automobile manufacturers shall not be considered a sign.
- e. Address numerals without additional campus or brand identification shall not be considered a sign and shall not require a sign permit provided the size of the numerals does not exceed 2 square feet.
- f. Height of a sign shall be measured to the top of the sign.
- g. All sign sizes shall be calculated as total length multiplied by total width disregarding irregular shapes including, but not limited to circles, triangles, and polygons.

4. Permitted Sign Types

- a. **Campus Identification Sign:** Identification for the Crown Campus. One (1) ground sign campus identifier shall be permitted per parcel and one (1) building mounted campus identified shall be permitted per parcel.
 - i. Ground: The sign must be located on Perimeter Loop Drive. The sign shall not exceed 50 square feet, and shall not exceed 12 feet in height. A consistent brick base is required for all brands to match across the campus. All grounds signs must be located 8 feet from the R.O.W., and not located within a utility easement. The design of the sign shall specifically be required to be:

1. The sign shall be a width no greater than 6 feet and a depth no greater than 2 feet.
2. Sign letters shall be internally illuminated and be made of translucent white letters with anodized aluminum returns with letters not exceeding 1 foot in height.
- ii. **Building Mounted**: The sign must be affixed to the building. The sign is not required to be affixed to a wall. The sign shall not exceed 50 square feet, and shall not exceed 15 feet in height. The design of the sign shall specifically be required to be:
 1. The sign shall be metal with a width no greater than 25 feet.
 2. Sign letters shall be internally illuminated and be made of translucent white letters with anodized aluminum returns with letters not exceeding 1 foot – 6 inches in height.
- b. **Brand Identification Sign**: Identification for the automotive brand within the context of the Crown Campus. Two (2) brand identification signs are permitted per parcel, and must be located interior to the site, not directly adjacent to a public street or private drive; however, the signs may be visible from adjacent parcels providing the signs do not exceed 35 square feet, and is not greater than 15 feet in height. The design of the sign shall specifically be required to be:
 1. A brand logo without the primary name of the brand. The signs shall have a width no greater than 5 feet – 6 inches.
 2. The signs shall be mounted to an architecturally integrated wing wall, and constructed of a polycarbonate and backlit.
- c. **Wayfinding and Directional Signs**: A non-illuminated ground sign designed to provide direction to visitors to reach their intended destination realizing multiple automotive brands are located together on a single campus. Any directional sign not meeting the City of Dublin Sign Code provision for directional signs shall require a sign permit.
 - i. **Perimeter Wayfinding Sign**: A ground sign identifying the brand entrance, exit, or parts and service. The primary name of the brand is permitted to be included along with the direction. A brand logo is prohibited. A maximum of three (3) perimeter wayfinding signs are permitted to be located along a public street or private drive. The sign must be located within 10 feet of a vehicular access point, and shall not be located within 8 feet of the R.O.W, and shall not be located in a utility easement. Signs shall not exceed 8 square feet in size and 4 feet in height. The design of the sign shall specifically be required to be:

1. A black metal panel mounted on silver aluminum posts with white letters.
- ii. Interior Wayfinding Sign: A ground sign identifying direction interior to the campus. The primary name of the brand and brand logo are prohibited. A maximum of four (4) interior wayfinding signs are permitted to be located at the automotive dealer's discretion throughout subarea A. The signs shall be a maximum of 4 square feet, and shall not exceed 3 feet in height. The design of the sign shall specifically be required to be:
 1. A black metal panel mounted on silver aluminum posts with white letters.

5. Prohibited Sign Types

- a. All signs prohibited in the City of Dublin Sign Code shall be prohibited including, but not limited to:
 - i. Balloons, flags, banners, flags, blimps, helium air devices, streamers, metallic wind vanes, moving signs, changeable copy signs, and similar visual attractions.
 - ii. Painting or other types of surface graphics displaying prices, slogans, or other advertising.
- b. All sign types not explicitly permitted are prohibited.

V. Subarea B – Future.

VI. Subarea C – Future.

VII. Subarea D – Future.

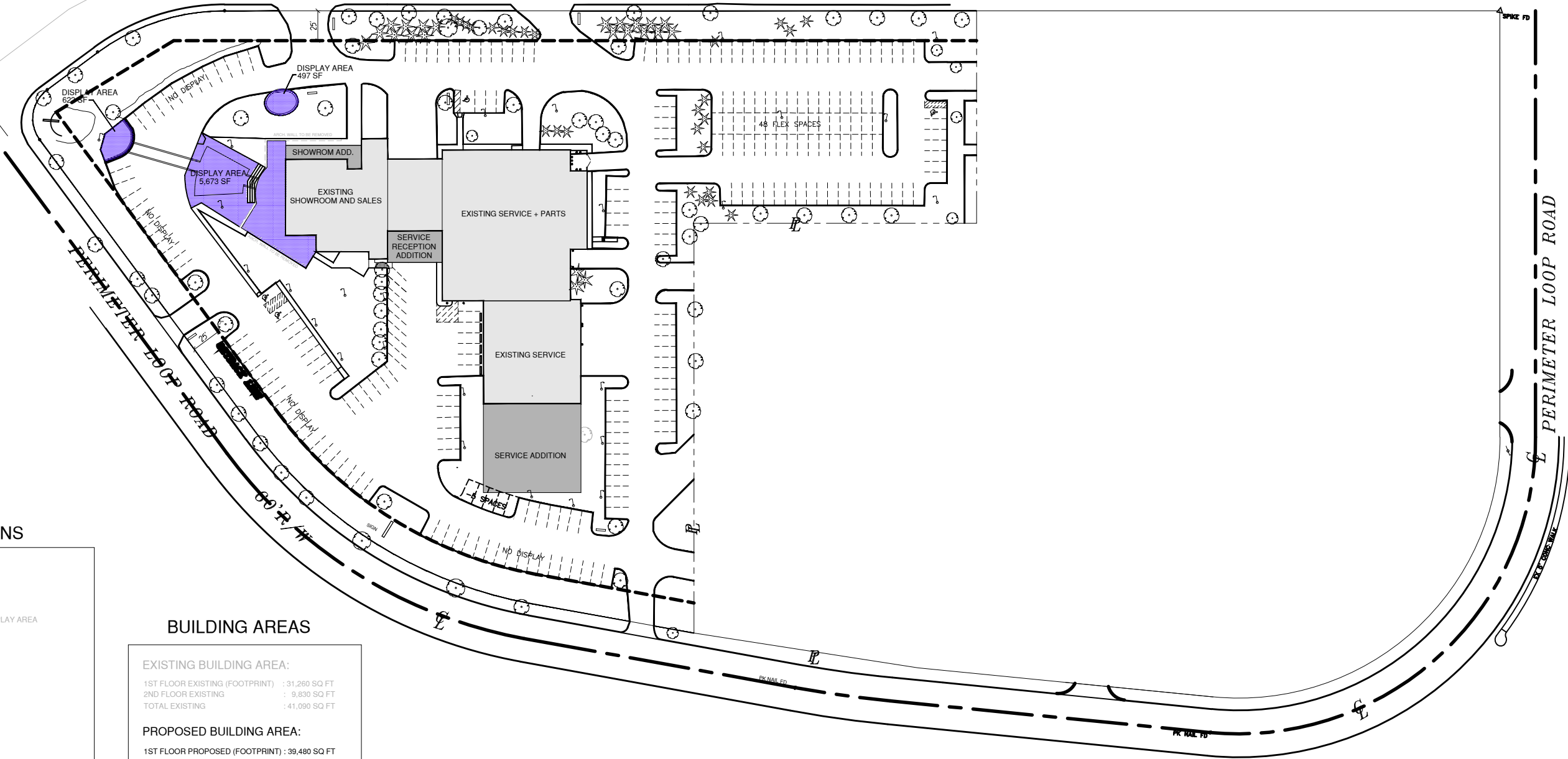
MONROE MUFFLER BRAKE INC
PLANNED COMMERCE DISTRICT
273-007475-80

TIRELESS L P
PLANNED COMMERCE DISTRICT
273-008182-80

KIEFER MATTHEW A
PLANNED LOW DENSITY RESIDENTIAL
273-011983-80

WESTAR/POLARIS III LLC
PLANNED COMMERCE DISTRICT
31733202018007

MERCEDES DRIVE (PRIVATE)



PARKING CALCULATIONS

EXISTING PARKING	
CROWN MERCEDES:	270 SPACES

RATIOS UTILIZED:
SALES AREA = 1 PER 300 SF + 1 PER 1,000 SF OUTDOOR DISPLAY AREA
SERVICE AREA = 3 PER SERVICE BAY

1.) CROWN MERCEDES-BENZ BUILDING	
SALES SF =	25,290 SF (88)
OUTDOOR DISPLAY	6,792 SF (7)
SERVICE =	24 BAYS (72)
TOTAL REQUIRED =	167 SPACES
TOTAL PROVIDED =	270 SPACES

NET =	+103 SPACES
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PROPOSED PARKING (AUTOHAUS 2020)

CROWN MERCEDES:	265 SPACES
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RATIOS UTILIZED:
SALES AREA = 1 PER 300 SF + 1 PER 1,000 SF OUTDOOR DISPLAY AREA
SERVICE AREA = 3 PER SERVICE BAY

CROWN MERCEDES-BENZ BUILDING	
SALES SF =	28,510 SF (95)
OUTDOOR DISPLAY	6,792 SF (7)
SERVICE =	32 BAYS (96)
TOTAL REQUIRED =	198 SPACES
TOTAL PROVIDED =	265 SPACES

NET =	+72 SPACES
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PARKING LEGEND

■ DISPLAY AREA (6,792 SF)

BUILDING AREAS

EXISTING BUILDING AREA:

1ST FLOOR EXISTING (FOOTPRINT)	: 31,260 SQ FT
2ND FLOOR EXISTING	: 9,830 SQ FT
TOTAL EXISTING	: 41,090 SQ FT

PROPOSED BUILDING AREA:

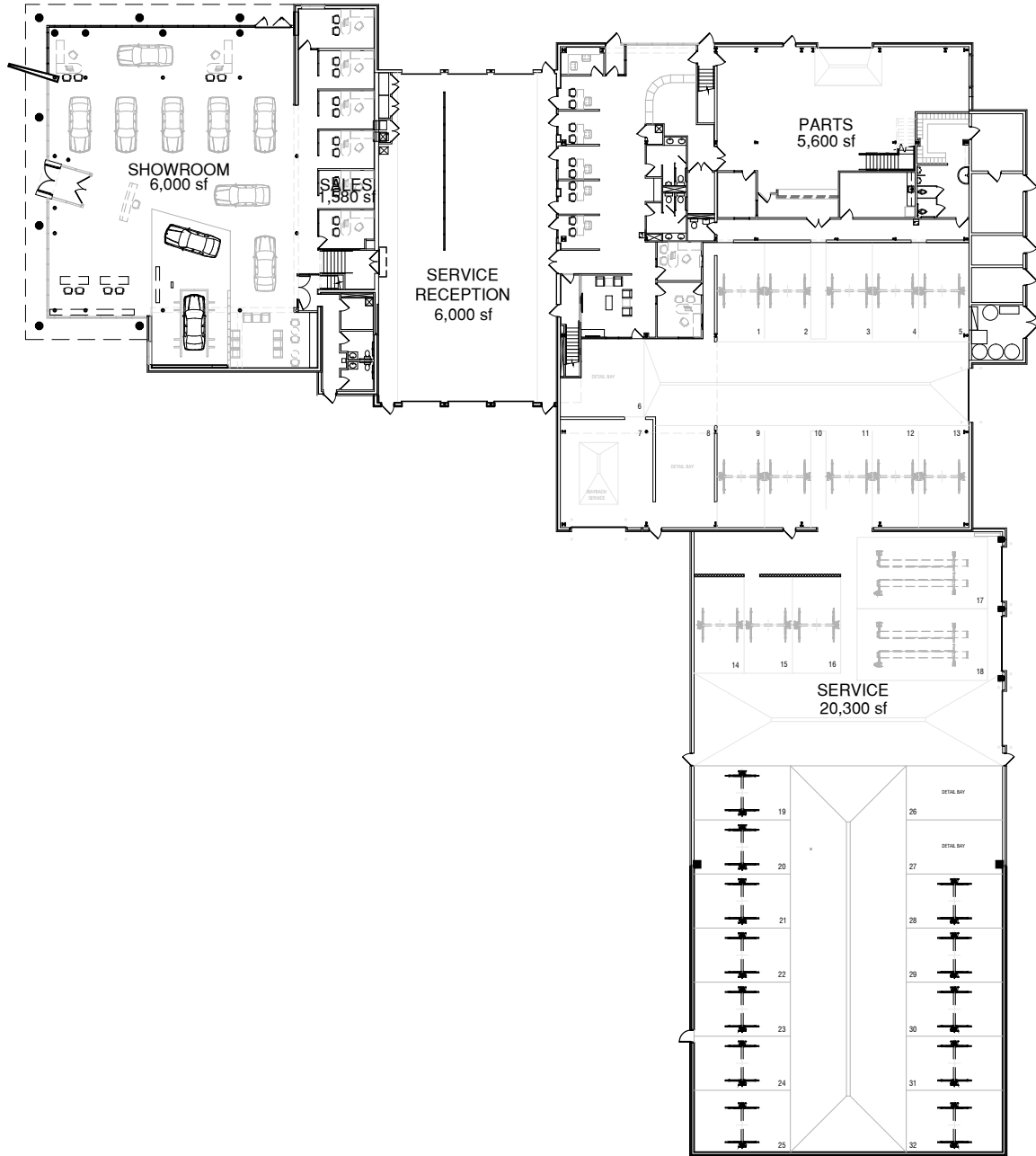
1ST FLOOR PROPOSED (FOOTPRINT)	: 39,480 SQ FT
2ND FLOOR PROPOSED	: 9,830 SQ FT
TOTAL PROPOSED	: 49,310 SQ FT

LOT COVERAGE

TOTAL SITE AREA =	255,218 SF (5.86 ACRES)
ACTUAL GREEN SPACE =	84,491 SF (33.1% OF TOTAL SITE)

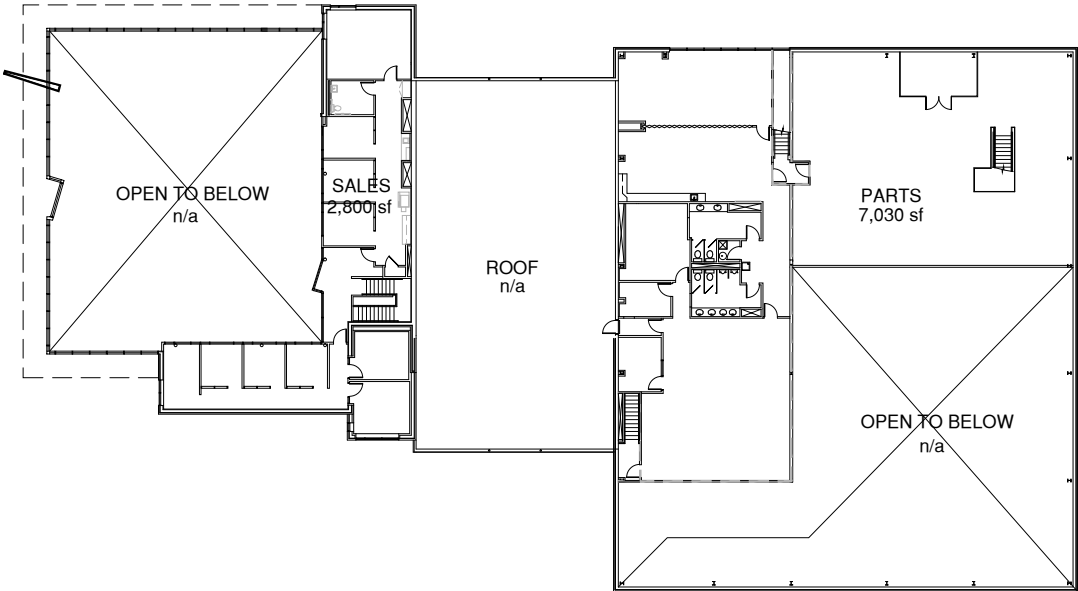
BUILDING COVERAGE

BUILDING FOOTPRINT =	39,480 SQ FT
BUILDING COVERAGE =	39,480 SF / 255,218 SF = (15.4% OF TOTAL SITE)



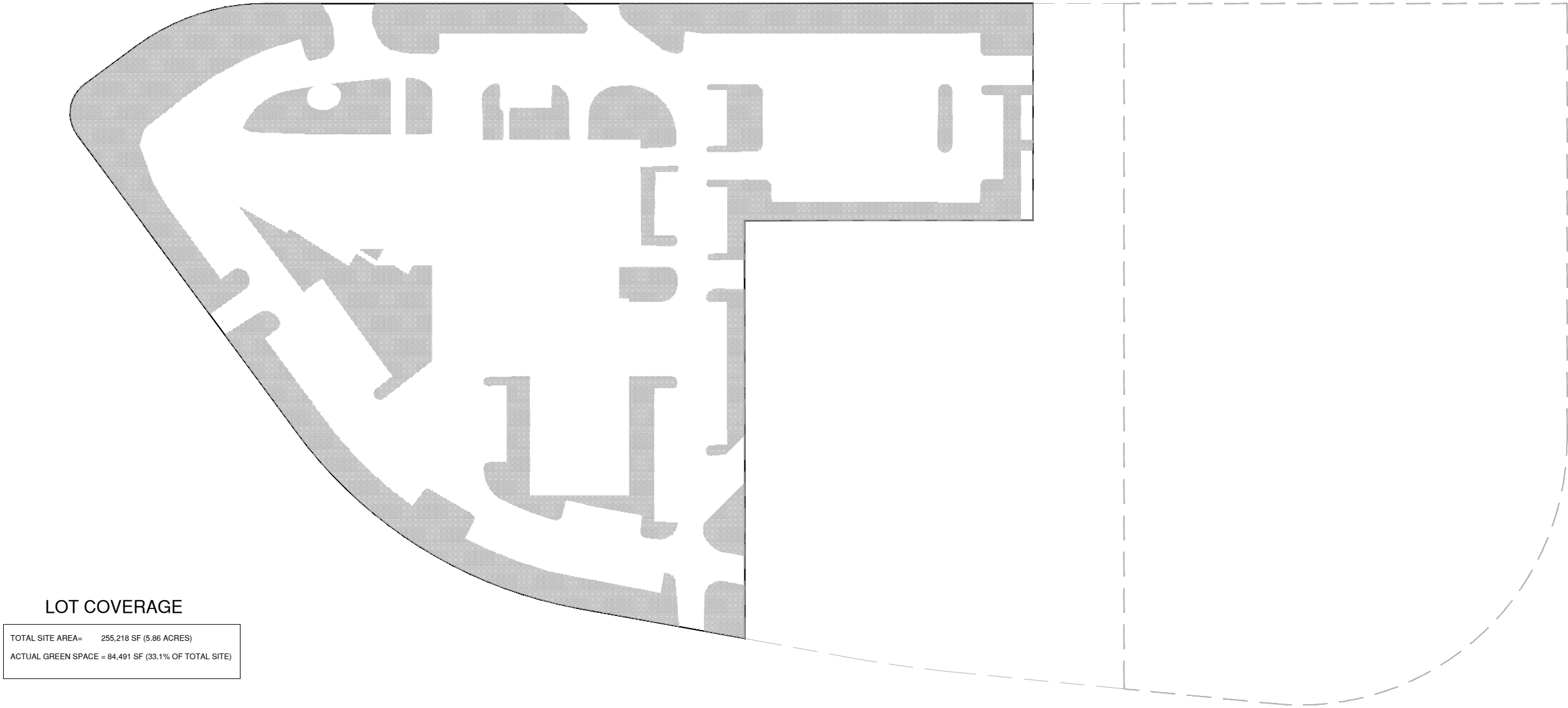
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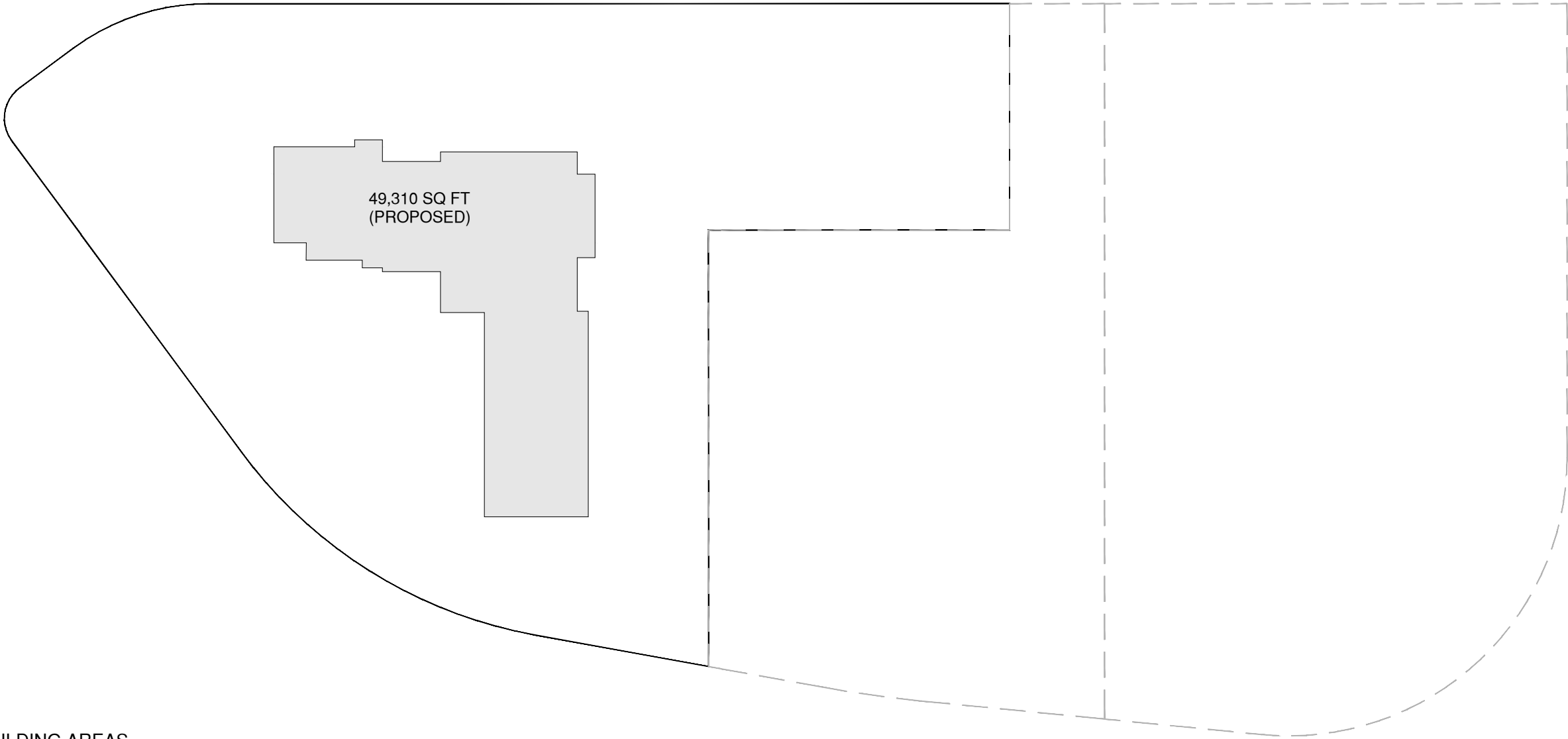
1ST FLOOR EXISTING : 31,260 SF
PROPOSED ADDITION : 8,220 SF
1ST FLOOR TOTAL AREA : 39,480 SQ FT



SECOND FLOOR PLAN

2ND FLOOR EXISTING : 9,830 SF





BUILDING AREAS

EXISTING BUILDING AREA:	
1ST FLOOR EXISTING (FOOTPRINT)	: 31,260 SQ FT
2ND FLOOR EXISTING	: 9,830 SQ FT
TOTAL EXISTING	: 41,090 SQ FT
PROPOSED BUILDING AREA:	
1ST FLOOR PROPOSED (FOOTPRINT)	: 39,480 SQ FT
2ND FLOOR PROPOSED	: 9,830 SQ FT
TOTAL PROPOSED	: 49,310 SQ FT

BUILDING COVERAGE

BUILDING FOOTPRINT= 39,480 SQ FT	
BUILDING COVERAGE= 39,480 SF /255,218 SF =	
(15.4% OF TOTAL SITE)	



2164 Citygate Drive * Columbus, Ohio 43219
(614) 866-4580

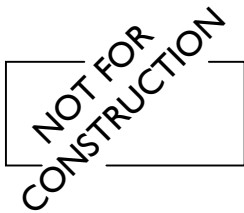


CROWN MERCEDES BENZ
SERVICE ADDITION
6500 PERIMETER LOOP ROAD | DUBLIN, OHIO

DRAWING SET		
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<input type="checkbox"/>		zoning
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<input type="checkbox"/>		bid
<input type="checkbox"/>		permit
<input type="checkbox"/>		construction

REVISIONS	
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SEAL

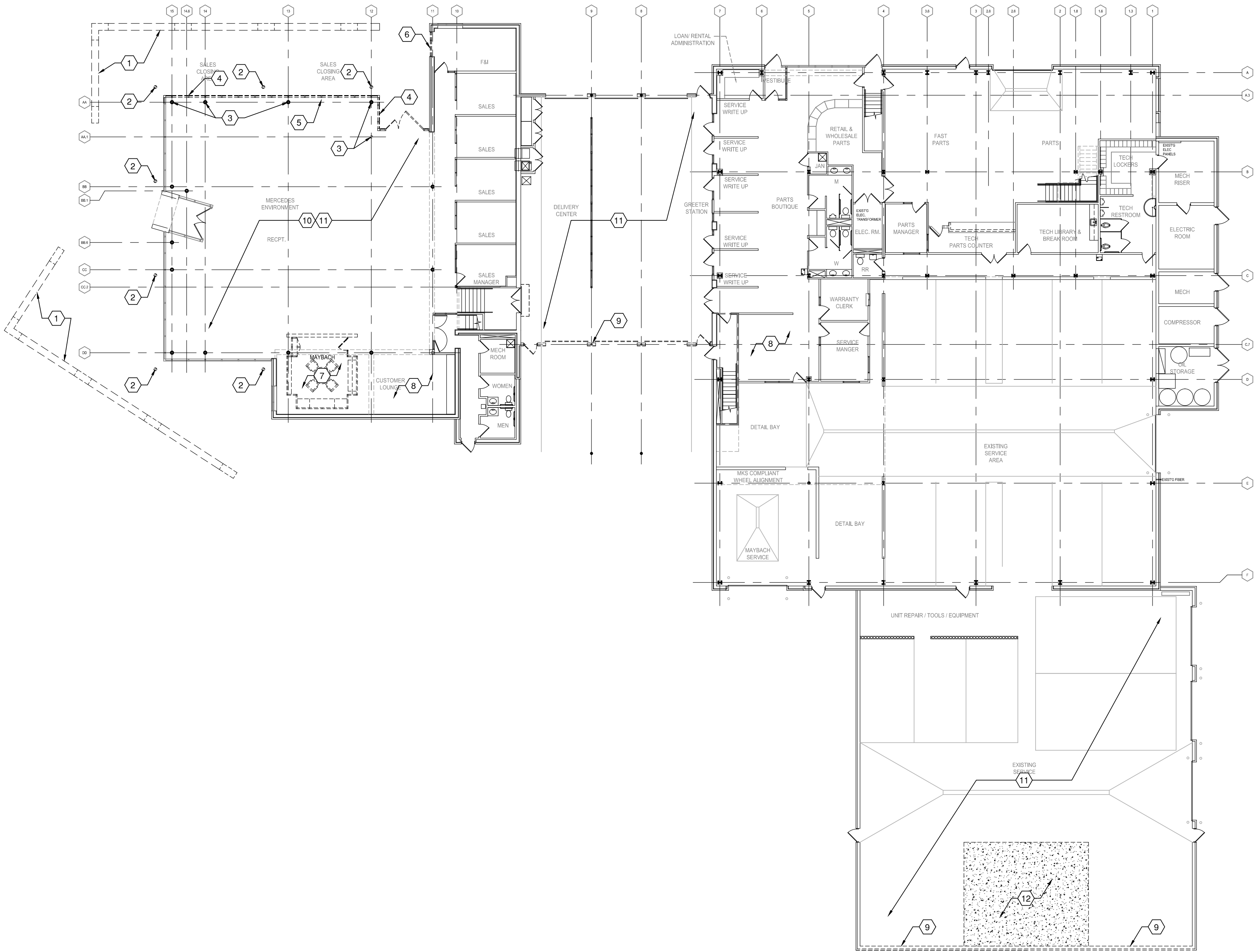


PROJECT NUMBER
A15-085

SHEET TITLE
DEMOLITION PLAN

SHEET NUMBER

A3.00



DEMOLITION PLAN
SCALE 1/16" = 1'-0"

CROWN MERCEDES BENZ
SERVICE ADDITION
6500 PERIMETER LOOP ROAD | DUBLIN, OHIO

DRAWING SET		
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REVISIONS	
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SEAL

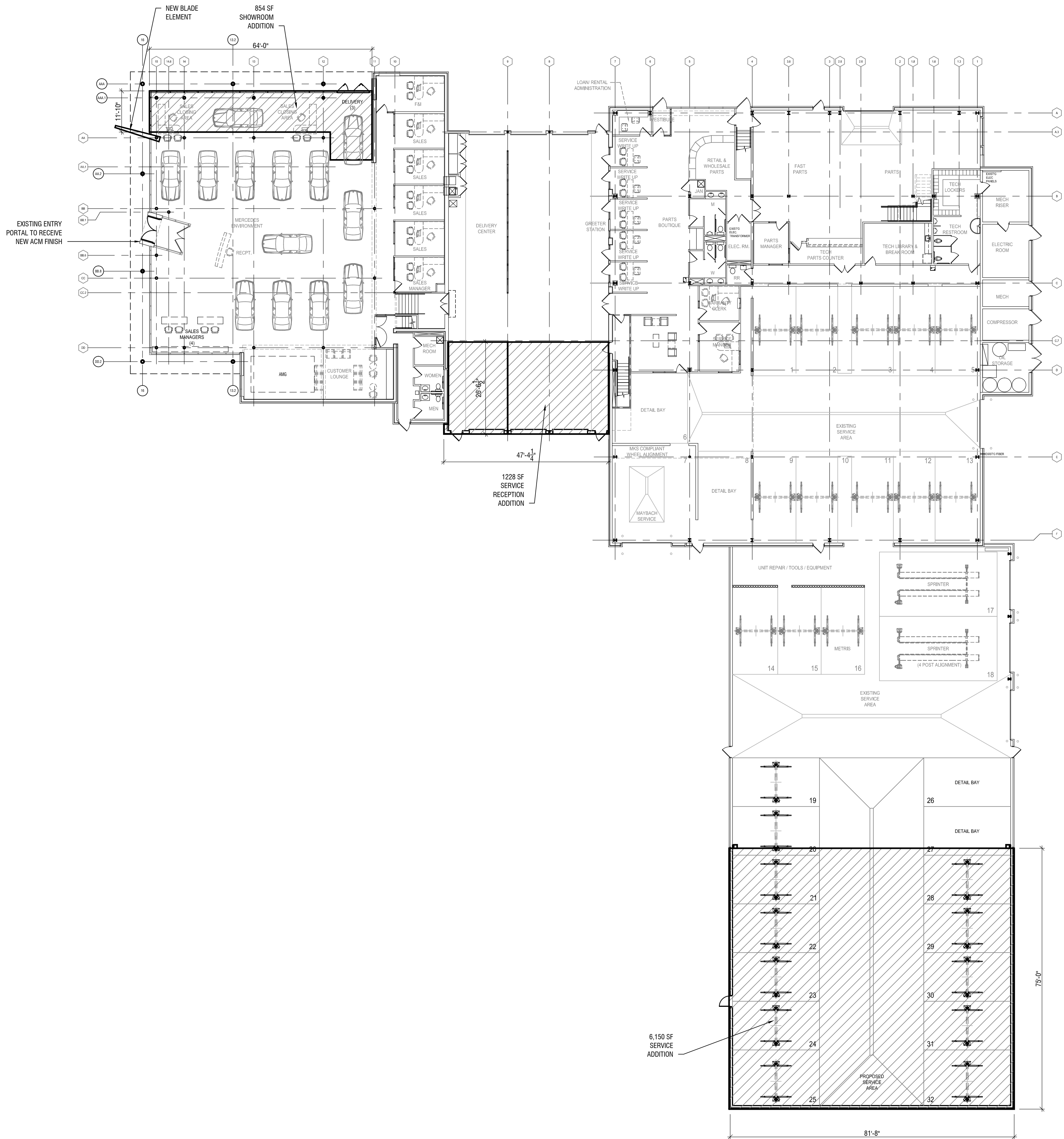
NOT FOR
CONSTRUCTION

PROJECT NUMBER
A15-085

SHEET TITLE
FLOOR PLAN

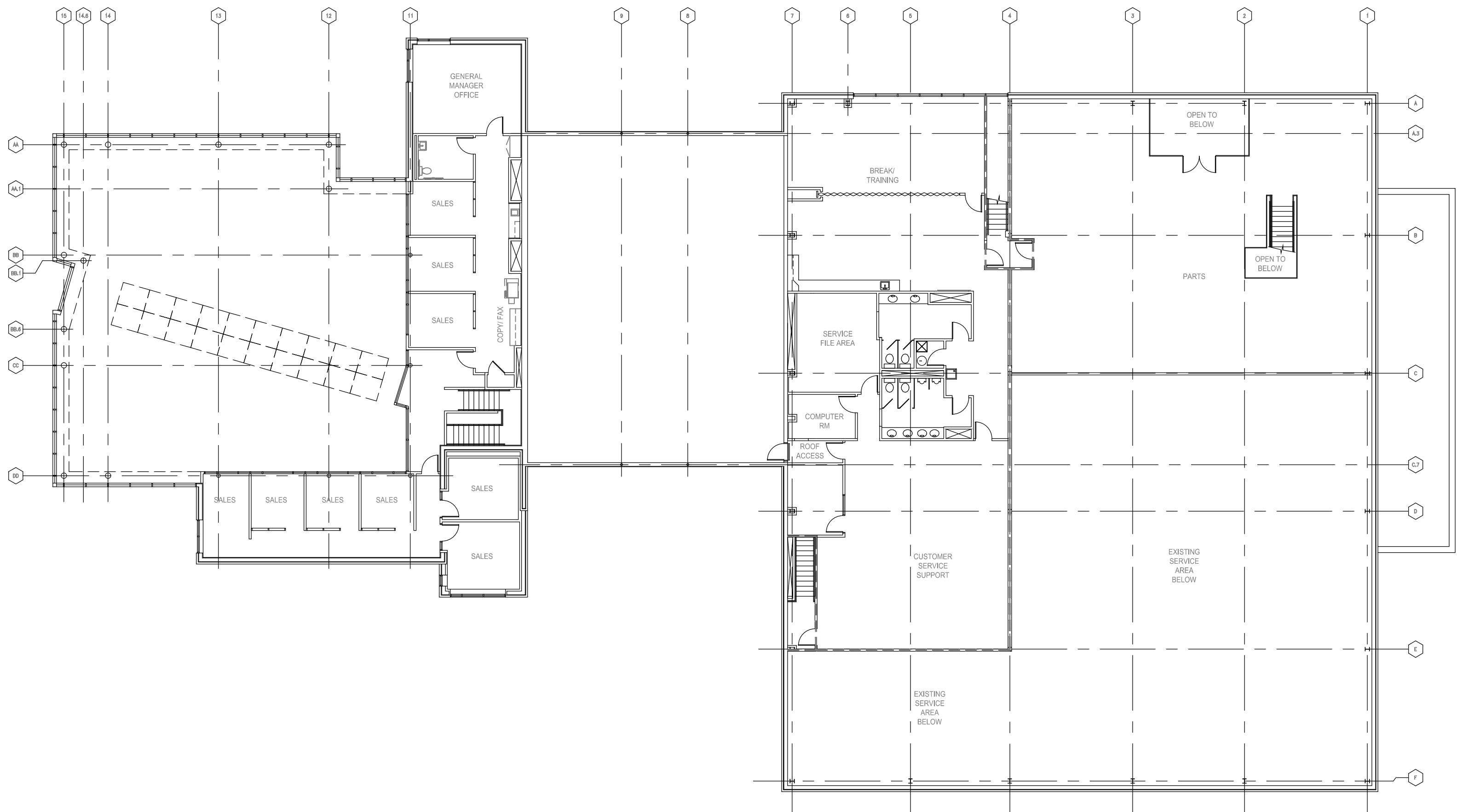
SHEET NUMBER

A3.01












FLOOR PLAN
SCALE 1/16" = 1'-0"
16' 8' 4' 1'

CROWN MERCEDES BENZ
SERVICE ADDITION
6500 PERIMETER LOOP ROAD | DUBLIN, OHIO



 **SECOND FLOOR PLAN**
SCALE 1/16" = 1'-0"
16' 8' 4' 1'

DRAWING SET		
<input type="checkbox"/>	preliminary	
<input checked="" type="checkbox"/>	07 10 2017	zoning
<input type="checkbox"/>		check
<input type="checkbox"/>		bid
<input type="checkbox"/>		permit
<input type="checkbox"/>		construction

REVISIONS	
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	_____
	_____
	_____
	_____
	_____
	_____
	_____
	_____

SEAL _____

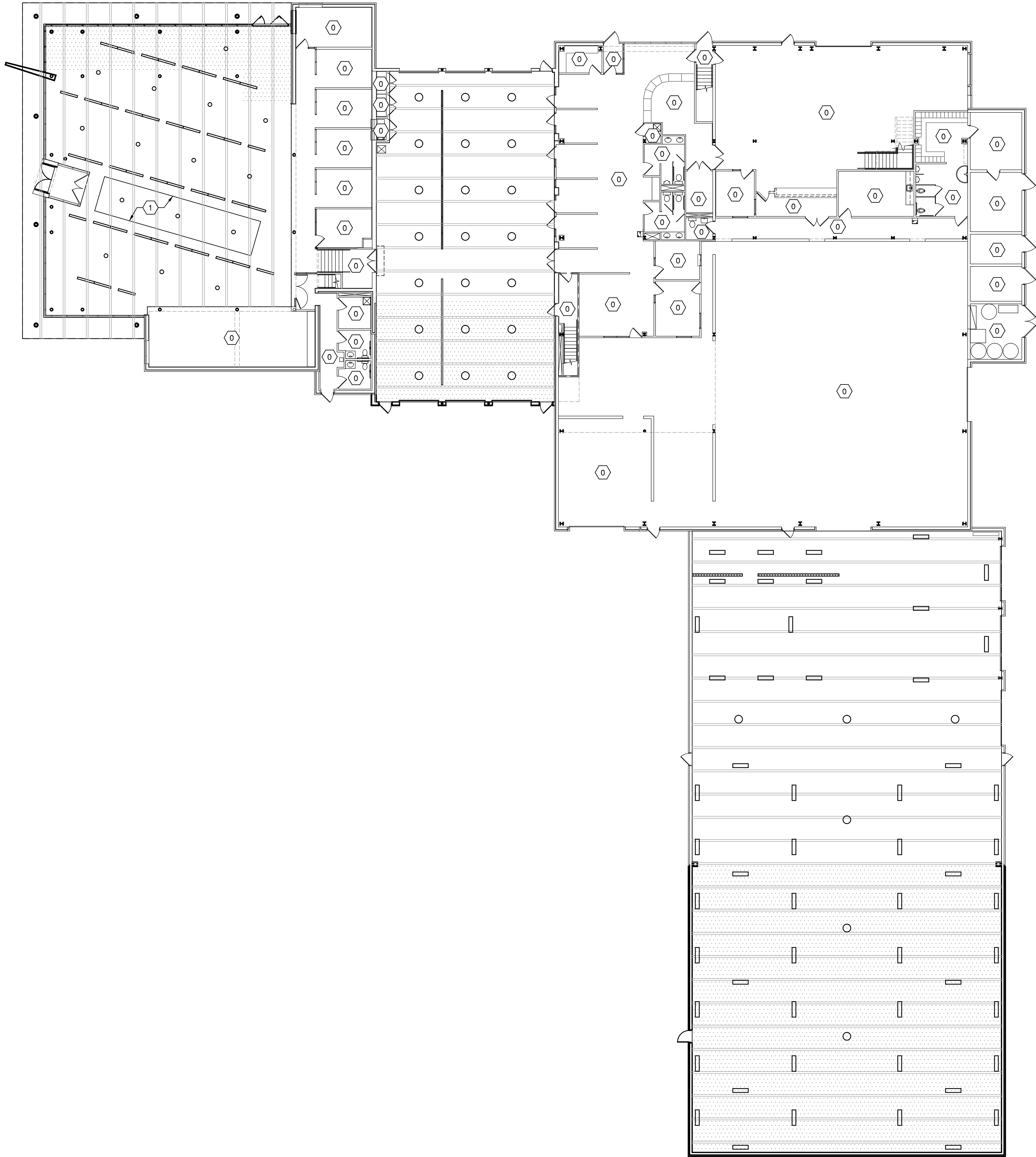
NOT FOR
CONSTRUCTION

PROJECT NUMBER **A15-085**

SHEET TITLE **SECOND FLOOR PLAN**

SHEET NUMBER

A3.01B



 REFLECTED CEILING PLAN
SCALE 1/16" = 1'-0" 16' 8' 4' 1'


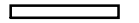


RCP GENERAL NOTES

REFER TO HVAC DRAWINGS FOR CONFIRMATION OF ANY DUCTS AND/OR PLENUM RETURNS. PROVIDE ELECTRICAL COMPONENTS AS REQUIRED FOR PLENUM RETURNS - REFER TO ELECTRICAL DRAWINGS.

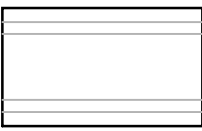
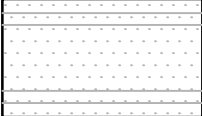
REFER TO ARCHITECTURAL REFLECTED CEILING PLAN FOR GENERAL LOCATION OF FIXTURES ONLY. LIGHT SYMBOLS ARE FOR GENERAL REFERENCE ONLY. REFER TO MECHANICAL/ELECTRICAL DRAWINGS FOR FIXTURE SPECIFICATIONS.

EMERGENCY LIGHTING, EGRESS AND EXIT LIGHTING ARE SHOWN IN THE ELECTRICAL DRAWINGS.



LIGHT FIXTURES

-  HIGH BAY LED PENDANT - SHOWROOM
-  TS PENDANT - SHOWROOM
-  HIGH BAY LED PENDANT - SERVICE
-  HIGH BAY TS FIXTURE - SERVICE










CEILING

-  EXP- EXPOSED STRUCTURE - DRYFALL PAINT
-  EXP- EXPOSED STRUCTURE, NEW CONSTRUCTION - DRYFALL PAINT

RCP CODED NOTES

-  NO WORK IN THIS AREA.
-  SKYLIGHT ABOVE.

DRAWING SET	
<input type="checkbox"/>	preliminary
<input checked="" type="checkbox"/> 07 10 2017	zoning
<input type="checkbox"/>	check
<input type="checkbox"/>	bid
<input type="checkbox"/>	permit
<input type="checkbox"/>	construction

REVISIONS	
	
	
	
	
	
	
	
	
	

SEAL

NOT FOR
CONSTRUCTION

PROJECT NUMBER
A15-085

SHEET TITLE
REFLECTED CEILING PLAN

SHEET NUMBER
A3.02

CROWN MERCEDES BENZ
SERVICE ADDITION
6500 PERIMETER LOOP ROAD | DUBLIN, OHIO

DRAWING SET	
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<input type="checkbox"/>	zoning
<input type="checkbox"/>	check
<input type="checkbox"/>	bid
<input type="checkbox"/>	permit
<input type="checkbox"/>	construction

REVISIONS	
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SEAL

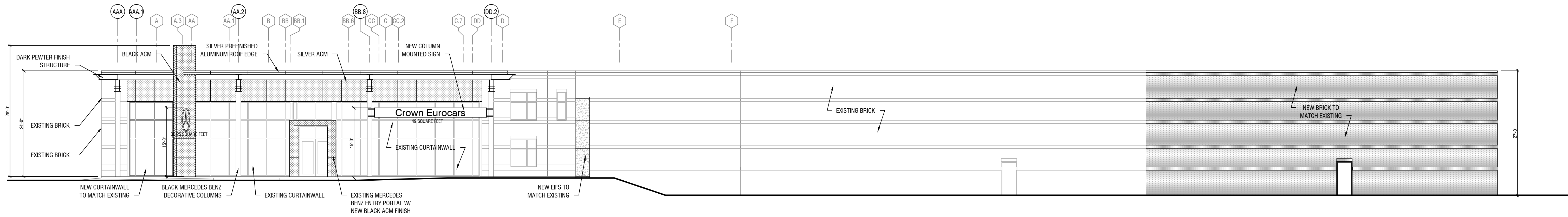
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CONSTRUCTION

PROJECT NUMBER
A15-085

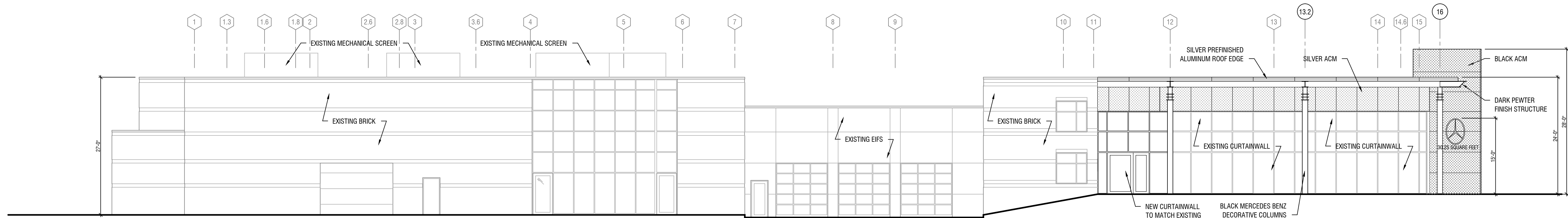
SHEET TITLE
BUILDING ELEVATIONS

SHEET NUMBER

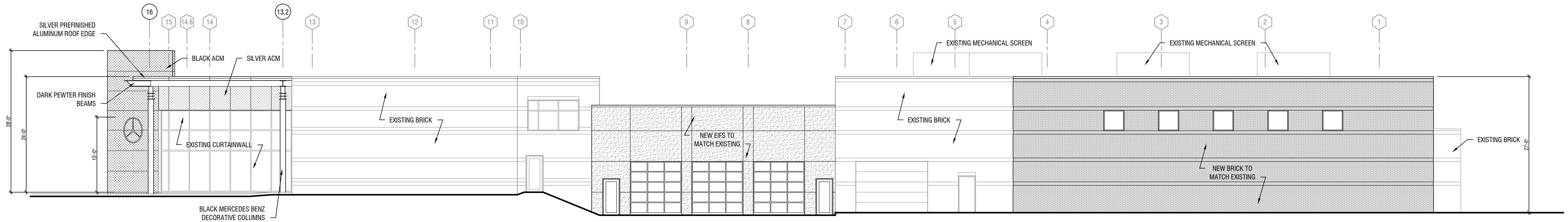
A4.01



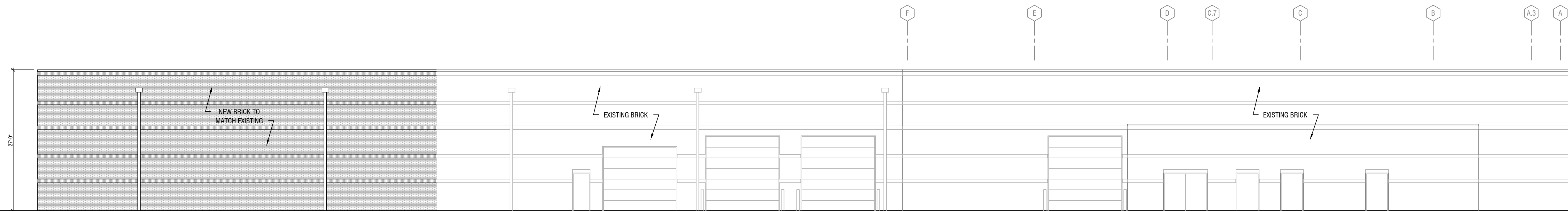
1 WEST ELEVATION
SCALE 1/16" = 1'-0"
16' 8' 4' 1'



2 NORTH ELEVATION
SCALE 1/16" = 1'-0"
16' 8' 4' 1'



3 SOUTH ELEVATION
SCALE 1/16" = 1'-0"
16' 8' 4' 1'



4 EAST ELEVATION
SCALE 1/16" = 1'-0"
16' 8' 4' 1'

CITY OF DUBLIN, OHIO
FINAL DEVELOPMENT PLAN
FOR
CROWN
MERCEDEZ BENZ
2017



VICINITY MAP

BENCHMARKS

BASED ON NAVD 1988 DATUM.

- Source – Elevations were established using 45 minute static observations utilizing global positioning system (GPS) procedures. The GPS data was submitted to the National Geodetic Survey's (NGS) Online Positioning User Service Rapid-Static (OPUS-RS) system for processing. The system uses the Continually Operating Reference Stations (CORS) to establish the geodetic elevation.
- Site BM 1 – North rim of a storm manhole located at the coordinates below. Shown on base map as "BM #1"
- Northing = 765860.7710
Easting = 1784772.9960
Elevation = 921.497
- Site BM 2 – North rim of a storm manhole located at the coordinates below. Shown on base map as "BM #2"
- Northing = 765951.9580
Easting = 1785011.7630
Elevation = 920.035
- Site BM 3 – Rim of storm catch basin located at the coordinates below. Shown on base map as "BM #3"
- Northing = 765803.0300
Easting = 1785288.5800
Elevation = 919.921

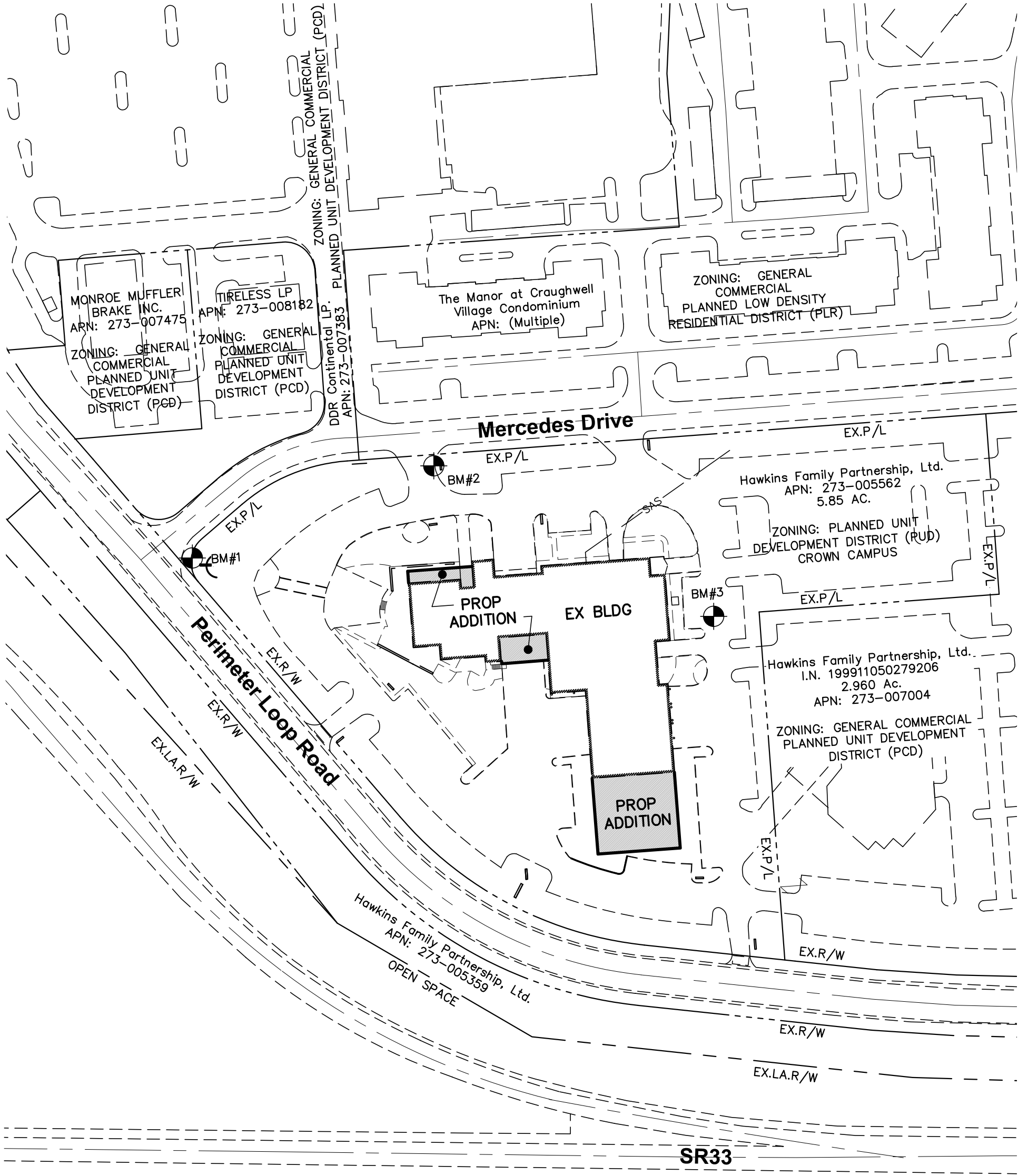
FLOODPLAIN

THIS SITE IS LOCATED WITHIN ZONE X.

LOCATED ON FLOOD INSURANCE MAP
FRANKLIN COUNTY, OHIO MAP 39097C0100D
EFFECTIVE 6/18/2010

STANDARD CONSTRUCTION DRAWINGS

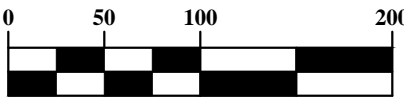
CITY OF DUBLIN (2014)	CITY OF COLUMBUS
MD-01	AA-S102
RD-11	AA-S106
ST-03	AA-S107
	AA-S112
	AA-S117
	AA-S119
	AA-S149
	AA-S150
	AA-S151



INDEX MAP

SCALE: 1"=100'

GRAPHIC SCALE



OWNER

HAWKINS FAMILY PARTNERSHIP LTD
6001 34TH ST N
ST PETERSBURG, FL 33714

PLANS PREPARED FOR

ARCHITECTURAL ALLIANCE
165 NORTH FIFTH STREET
COLUMBUS, OH 43215

INDEX OF DRAWINGS

SHEET NUMBER	SHEET TITLE
1	TITLE SHEET
2	GENERAL NOTES
3	DETAILS
4	EXISTING CONDITIONS
5	SITE PLAN
6	UTILITY & GRADING PLAN
7	GRADING DETAILS
8	STORM SEWER PROFILES
9	EROSION CONTROL
L1.00	TREE INVENTORY
L1.01	SITE PLANTING PLAN

CITY OF DUBLIN APPROVAL

SIGNATURES BELOW SIGNIFY ONLY CONCURRENCE WITH THE GENERAL PURPOSES AND THE GENERAL LOCATION OF THE PROJECT AND DOES NOT CONSTITUTE ASSURANCE TO OPERATE AS INTENDED. ALL TECHNICAL DETAILS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL CIVIL ENGINEER PREPARING THE PLANS.

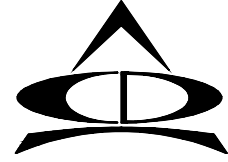
CITY ENGINEER, CITY OF DUBLIN, OHIO
PAUL A. HAMMERSMITH, P.E.

DATE

DIRECTOR OF LAND USE AND LONG RANGE PLANNING
CITY OF DUBLIN, OHIO
VINCENT A. PAPSIDERO, FAICP

DATE

PREPARED BY:



ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

422 Beecher Road
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

REGISTERED ENGINEER NUMBER DATE

- DRAWINGS ISSUED FOR:
- PRELIMINARY
 - INITIAL MUNICIPAL REVIEW
 - BID SET
 - STRUCTURE FABRICATION
 - CONSTRUCTION DOCUMENTS

DUBLIN PROJECT NUMBER: XXXXX

PLAN PREPARED BY:

422 Beecher Road
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

archall
ARCHITECTURAL ALLIANCE
165 NORTH FIFTH STREET / COLUMBUS, OHIO 43215
PH: 614.428.7750 / F: 614.428.7755 / www.archall.com

CONSTRUCTION
2164 Citygate Drive * Columbus, Ohio 43219
(614) 895-4580

Integrity

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ
TITLE SHEET

Date: 11/16/2017
Scale: AS NOTED

Drawn By: CLE
Checked By: TMW

Project Number:
17-0001-837

Drawing Number:
1 / 9

Z:\17-0001-837\DWG\PRODUCTION DRAWINGS\FINAL DEVELOPMENT PLAN 02-NOTES.dwg 2 GENERAL NOTES Nov 16, 2017 -- 4:04:58pm cecsherry

GENERAL NOTES

1. City of Columbus and Ohio Department of Transportation Construction and Material Specifications, current editions, and any supplements thereto (hereafter referred to as Standard Specifications), shall govern all construction items unless otherwise noted. If a conflict between specifications is noted, the more strict specification will apply as decided by the City Engineer. Item Numbers listed refer to City of Columbus Item Numbers unless otherwise noted.

2. The City Engineer will not be responsible for means, methods, procedures, techniques, or sequences of construction that are not specified herein. The City Engineer will not be responsible for safety on the work site, or for failure by the Contractor to perform work according to contract documents.

3. The Developer or Contractor shall be responsible to obtain all necessary permits including but not limited to Ohio EPA Permits to Install (PTI) and Notices of Intent (NOI), Building Permits, etc.

4. The Contractor shall notify the City of Dublin Division of Engineering in writing at least 3 working days prior to beginning construction.

5. The Contractor shall be solely responsible for complying with all federal, state and local safety requirements including the Occupational Safety and Health Act of 1970. The Contractor shall exercise precaution always for the protection of persons (including employees) and property. It shall also be the sole responsibility of the Contractor to initiate, maintain and supervise all safety requirements, precautions and programs in connection with the work, including the requirements for confined spaces per 29 CFR 1910.146.

6. Following completion of construction of the site improvements and before requesting occupancy, a proof survey shall be provided to the Division of Engineering that documents "as-built" elevations, dimensions, slopes and alignments of all elements of this project. The proof survey shall be prepared, signed and submitted by the Professional Engineer who sealed the constructions drawings.

7. The Contractor shall restrict construction activity to public right-of-way and areas defined as permanent and/or temporary construction easements, unless otherwise authorized by the City Engineer.

8. The Contractor shall carefully preserve benchmarks, property corners, reference points, stakes and other survey reference monuments or markers. In cases of willful or careless destruction, the Contractor shall be responsible for restorations. Resetting of markers shall be performed by an Ohio Professional Surveyor as approved by the City Engineer.

9. Non-rubber tired vehicles shall not be moved on or across public streets or highways without the written permission of the City Engineer.

10. The Contractor shall restore all disturbed areas to equal or better condition than existed before construction. Drainage ditches and watercourses that are disturbed by construction shall be restored to the grades and cross-sections that existed before construction.

11. Tracking or spilling mud, dirt or debris upon streets, residential or commercial drives, sidewalks or bike paths is prohibited according to Section 97.38 of the Dublin Code of Ordinances. Any such occurrence shall be cleaned up immediately by the Contractor at no cost to the City. If the Contractor fails to remove said mud, dirt, debris, or spillage, the City reserves the right to remove these materials and clean affected areas, the cost of which shall be the responsibility of the Contractor.

12. Disposal of excess excavation within Special Flood Hazard Areas (100-year floodplain) is not permitted.

13. All signs, landscaping, structures or other appurtenances within right-of-way disturbed or damaged during construction shall be replaced or repaired to the satisfaction of the City Engineer. The cost of this work shall be the responsibility of the Contractor.

14. All field tile broken or encountered during excavation shall be replaced or repaired and connected to the public storm sewer system as directed by the City Engineer. The cost of this work shall beth responsibility of the Contractor.

15. All precast concrete products shall be inspected at the location of manufacture. Approved precast concrete products will be stamped or have such identification noting that inspection has been conducted by the City of Columbus. Precast concrete products without proof of inspection shall not be approved for installation.

16. Backfill within a 1:1 influence line of existing structures (houses, garages, etc.) or public infrastructure (pavement, curbs, sidewalks, bike paths, etc.) shall be compacted granular backfill according to Item 912 of the Standard Specifications or Flowable CDF, Type II according to Item 613. Item 911 of the Standard Specifications shall be used elsewhere.

17. The Contractor shall submit a copy of the approved construction drawings and a list of proposed precast concrete product manufacturers to the City of Columbus Construction Inspection Division before commencing construction.

Send the information to the following address:

Construction Inspection Division
City of Columbus
1800 East 17th Avenue
Columbus, Ohio 43219

Send a copy of the transmittal letter to the following address:

Division of Engineering
City of Dublin
5800 Shier Rings Road
Dublin, Ohio 43016

18. All trenches within public right-of-way shall be backfilled according to the approved construction drawings or securely plated during nonworking hours. Trenches outside these areas shall be backfilled or shall be protected by approved temporary fencing or barricades during nonworking hours. Clean up shall follow closely behind the trenching operation.

19. All trees within the construction area not specifically designated for removal shall be preserved, whether shown or not shown on the approved construction drawings. Trees to be preserved shall be protected with high visibility fencing placed a minimum 15 feet from the tree trunk. Trees 6 inches or greater at DBH (Diameter Breast Height) must be protected with fencing placed at the critical root zone or 15 feet, whichever is greater. Trees not indicated on the approved construction drawings for removal may not be removed without prior approval of the Division of Engineering.

20. Conduit must be directionally bored across streets instead of open cut, unless specifically approved by the City Engineer. Use of pneumatic air ram devices is not permitted. Permits to construct in the right-of-way of existing streets must be obtained from the City of Dublin Division of Engineering before commencing construction. Should open cutting of existing pavement be permitted, Controlled Density Backfill (Type II) shall be used in place of compacted granular backfill, according to Item 613 of the Standard Specifications.

21. The Contractor shall be responsible for the condition of trenches within the right-of-way of existing streets and public easements for a period of one year from the final acceptance of the work, and shall make any necessary repairs at no cost to the City.

22. Pavements shall be cut in neat straight lines the full depth of the existing pavement, or as required by the City Engineer. Pavement replacement shall be conducted according to City of Columbus Standard Drawing 1441 Dr. A and applicable City of Dublin standard drawings. The replacement of driveways, handicapped ramps, sidewalks, bike paths, parking lot pavement, etc. shall be provided according to the approved construction drawings and City of Dublin standard construction drawings.

23. Tree trimming within the construction zone is to be completed by a certified Arborist. At the completion of the project, the Arborist is to return and trim any broken branches as needed.

24. Any modification to the work shown on drawings must have prior written approval by the City Engineer, City of Dublin.

25. All inlets shall be channelized.

26. Park areas shall be fine-graded and seeded with the following mixture:

Improved Kentucky Bluegrass: 40% of weight (2 varieties in equal parts)
Improved Perennial Ryegrass: 60% of weight (2 varieties in equal parts)
Germination Rate: 85% Application Rate: 7 lbs per 1000 sq ft or as directed by the Division of Parks and Recreation, City of Dublin, Ohio.

27. Traffic control and other regulatory signs shall be Type S with a square post anchor base installation and meet all requirements of ODOT TC-41.20 and applicable City of Dublin specifications.

28. Street signs shall meet all City of Dublin specifications with lettering colored in white displayed over a brown background. Sign tubing shall be brown in color and conform with the Type S, square post anchor base installation requirements of ODOT TC-41.20.

UTILITIES

1. The following utilities are known to be located within the limits of this project:

GAS
COLUMBIA GAS OF OHIO, INC.
1600 DUBLIN ROAD
COLUMBUS, OHIO 43215
(614) 481-1000

ELECTRIC
AMERICAN ELECTRIC POWER
850 TECH CENTER DRIVE
GAHANNA, OHIO 43230
(614) 883-6817

COMMUNICATION
TIME WARNER CABLE
1266 DUBLIN ROAD
COLUMBUS, OHIO 43215
(614) 481-5000

FRONTIER COMMUNICATIONS
(800) 982-8772

ATA&T
111 N. 4TH STREET
COLUMBUS, OHIO 43215
(614) 223-5780

DUBLINK
CITY OF DUBLIN
6555 SHIER-RINGS ROAD
DUBLIN, OHIO 43016
(614) 410-4750

SANITARY STORM WATER
CITY OF DUBLIN
6555 SHIER-RINGS ROAD
DUBLIN, OHIO 43016
(614) 410-4750

CITY OF COLUMBUS
DIVISION OF POWER AND WATER
3368 INDIANOLA AVENUE
COLUMBUS, OHIO 43214
(614) 645-7360

CITY OF COLUMBUS
DIVISION OF SEWERS AND DRAINS
1250 FAIRWOOD AVENUE
COLUMBUS, OHIO 43206
(614) 645-7102

2. The Contractor shall give notice of intent to construct to Ohio Utilities Protection Service (telephone number 800-362-2764), Producer's Underground Protection Service (telephone number 614-587-0486), and to owners of underground utilities that are not members of a registered underground protection service. Notice shall be given at least 2 working days before start of construction.

3. The identity and locations of existing underground utilities in the construction area have been shown on the approved construction drawings as accurately as provided by the owner of the underground utility. The City of Dublin and the City Engineer assumes no responsibility for the accuracy or depths of underground facilities shown on the approved construction drawings. If damage is caused, the Contractor shall be responsible for repair of the same and for any resulting contingent damage.

4. Location, support, protection and restoration of all existing utilities and appurtenances, whether shown or not shown on the approved construction drawings, shall be the responsibility of the Contractor.

5. When unknown or incorrectly located underground utilities are encountered during construction, the Contractor shall immediately notify the owner and the City Engineer.

6. Public street lighting may be in the vicinity of this project. Contact the City of Dublin, Division of Engineering at 410-4637, two days prior to beginning work.

TRAFFIC CONTROL

1. Traffic control shall be furnished, erected, maintained, and removed by the Contractor according to Ohio Manual of Uniform Traffic Control Devices (OMUTCD), current edition.

2. All traffic lanes of public roadways shall be fully open to traffic from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM unless authorized differently by the City Engineer. At all other hours the Contractor shall maintain minimum one-lane two-way traffic. Uniformed, off-duty police officers shall replace flagmen designated by the OMUTCD, and shall be present whenever one-lane, two-way traffic control is in effect. Police cruisers may be required as directed by the City Engineer.

3. If the City Engineer determines that the Contractor is not providing proper provisions for traffic control, the City Engineer shall assign uniformed, off-duty police officers to the project at no cost to the City.

4. Steady-burning, Type "C" lights shall be required on all barricades, drums, and similar traffic control devices in use at night.

5. Access from public roadways to all adjoining properties for existing residents or businesses shall be maintained throughout the duration of the project for mail, public water and sanitary sewer service, and emergency vehicles. The Contractor shall provide a traffic control plan detailing the proposed maintenance of traffic procedures. The traffic control plan must incorporate any traffic control details contained herein. The traffic control plan proposed by the Contractor must be approved by the City Engineer prior to construction.

EROSION AND SEDIMENT CONTROL

1. The Contractor or Developer is responsible for submitting a Notice of Intent (NOI) to be reviewed and approved by the Ohio EPA. The NOI must be submitted to OEPA 45 days prior to the start of construction and may entitle coverage under the Ohio EPA General Permit for stormwater discharge with construction activity. A project location map must be submitted with the NOI. A sediment and erosion control plan must be submitted to the City Engineer for approval if a sediment and erosion control plan has not already been included with the approved construction drawings. This plan must be made available at the project site at all times. The design of erosion control systems shall follow the requirements of Ohio EPA, Item 207 of Ohio Department of Transportation Standard Specifications, and the City Engineer. An individual NPDES Stormwater Discharge Permit may be required. The Contractor shall be considered the permittee.

2. The Contractor shall provide sediment control at all points where storm water runoff leaves the project, including waterways, overland sheet flow, and storm sewers.

3. Accepted methods of providing erosion/sediment control include but are not limited to: sediment basins, silt filter fence, aggregate check dams, and temporary ground cover. Hay or straw bales are not permitted.

4. The Contractor shall provide adequate drainage of the work area at all times consistent with erosion control practices.

5. Disturbed areas that will remain unworked for 30 days or more shall be seeded or protected within seven calendar days of the disturbance. Other sediment controls that are installed shall be maintained until vegetative growth has been established. The Contractor shall be responsible for the removal of all temporary sediment devices at the conclusion of construction but not before growth of permanent ground cover.

BLASTING (If Permitted)

1. The Contractor must obtain a blasting permit from Washington Township Fire Department prior to blasting for rock excavation. The Contractor shall submit blasting reports upon completion of blasting to the City Engineer, the Owner, and the Owner's engineer. Top of rock elevations shall be shown on "as-built" construction drawings.

SANITARY SEWERS

1. Connections to the sanitary sewer will be permitted upon receiving an OEPA Permit to Install (PTI), and upon receiving a satisfactory letter from the design engineer stating that the project has been constructed as per the plans, and all of the conditions of the PTI have been met. The developer is responsible for obtaining all required Ohio EPA approvals and paying review fees.

2. Sanitary sewage collection systems shall be constructed in accordance with the rules, regulations, standards and specifications of the City of Dublin, Ohio EPA, Ohio Department of Health and the current edition of the Great Lakes-Upper Mississippi River Basin (Ten States) - Recommended Standards for Wastewater Facilities.

3. The minimum requirements for sanitary sewer pipe with diameters 15 inches and smaller shall be reinforced concrete pipe ASTM C76 Class 3, or PVC sewer pipe ASTM D3034, SDR 35. Pipe for 6-inch diameter house service lines shall be PVC pipe ASTM D3034, SDR 35. PVC pipe shall not be used at depths greater than 28 feet. Pipe materials and related structures shall be shop tested in accordance with City of Columbus Construction Inspection Division quality control requirements.

4. The minimum requirements for sanitary sewer pipes with diameters greater than 15 inches shall be reinforced concrete pipe ASTM C76 with Class designation specified in the approved construction drawings.

5. All in-line wye and tee connections in concrete sewers, 18-inch diameter and larger, shall be either Kor-N-Tee or Kor-N-Seal connections conforming to the manufacturer's recommendations.

6. Granular backfill shall be compacted granular material according to Item 912 of the Standard Specifications or Controlled Density Backfill according to Item 613, Type II of the Standard Specifications as directed by the City Engineer.

7. All manhole lids shall be provided with continuous self-sealing gaskets. The approved construction drawings shall show where bolt-down lids are required. Sanitary sewer manholes shall be precast concrete or as approved by the City Engineer and conform to the City of Dublin sanitary manhole standard drawing. Manhole lids shall include City of Dublin logo.

8. All PVC sewer pipes shall be deflection tested no less than 60 days after completion of backfilling operations. All other requirements shall be according to Item 901.21 of the Standard Specifications.

9. Temporary bulkheads shall be placed in pipes at locations shown on the approved construction drawings and shall remain in place until the Permit to Install (PTI) has been issued by the OEPA and the sewers have been approved for use by the City Engineer. The cost for furnishing, installing, maintaining, and removing bulkheads shall be included in the contract unit bid price for the various sanitary sewer items.

10. All sanitary sewers including sanitary sewer service lines shall be subjected to and pass infiltration or exfiltration tests according to Item 901 of the Standard Specifications and must be approved for use by the City Engineer before any service connections are tapped into sewers.

11. For sanitary sewer infiltration, leakage through joints shall not exceed 100 gallons per inch of tributary sewer diameter per 24 hours per mile of length or the computed equivalent. All sanitary sewers shall be tested.

12. At the determination of the City Engineer, the Contractor may be required to perform a TV inspection of the sanitary sewer system prior to final acceptance by the City. This work shall be completed by the Contractor at his expense.

13. Visible leaks or other defects observed or discovered during TV inspection shall be repaired to the satisfaction of the Engineer.

14. Roof drains, foundation drains, field tile or other clean water connections to the sanitary sewer system are strictly prohibited according to Section 51.23 of the Dublin Code of Ordinances.

15. All water lines shall be located at least 10 feet horizontally and 18 inches vertically, from sanitary sewers and storm sewers, to the greatest extent practicable. Where sanitary sewers cross water mains or other sewers or other utilities, trench backfill shall be placed between the pipes crossing and shall be compacted granular material according to Item 912 of the Standard Specifications. In the event that a water line must cross within 18 inches of a sanitary sewer, the sanitary sewer shall be concrete encased or consist of ductile iron pipe material.

16. Service risers shall be installed where the depth from wyes to proposed ground elevation exceeds 10 feet. Tops of risers shall be no less than 9 feet below proposed ground elevation if basementservice is intended.

17. Where service risers are not installed, a minimum 5-foot length of sanitary sewer service pipe of the same size as the wye opening shall be installed.

18. The Contractor shall furnish and place, as directed, approved wye poles made of 2 inches x 2 inches lumber at all wye locations, ends of extended services, or at the end of each riser where risers are required. Wye poles shall be visible before acceptance by the City. The cost of these poles shall be included in the contract unit price for the various sewer items.

19. Existing sanitary sewer flows shall be maintained at all times. Costs for pumping and bypassing shall be included in the Contractor's unit price bid for the related items.

20. The Contractor shall furnish all material, equipment, and labor to make connections to existing manholes. The sewer pipe to manhole connections for all sanitary sewers shall be flexible and watertight. All holes shall be neatly cored. The sewer pipe barrel at the springline shall not extend more than 1 inch beyond the inside face of the manhole. To maintain flexibility in the connection, a 1-inch space shall be left between the end of the pipe inside the manhole and the concrete channel; this space shall be filled with a waterproof flexible joint filler. Any metal that is used shall be Type 300 Series Stainless Steel. The connection may be any of the following types:

A. Rubber sleeve with stainless steel banding.

- 1) Kor-N-Seal as manufactured by National Pollution Control Systems, Inc.
- 2) Lock Joint Flexible Manhole Sleeve as manufactured by Interpace Corporation.
- 3) Or equal as approved by the City Engineer.

B. Rubber gasket compression.

- 1) Press Wedge II as manufactured by Press-Seal Gasket Corporation.
- 2) Dura Seal III as manufactured by Dura Tech, Inc.
- 3) Link-Seal as manufactured by Thunderline Corporation.
- 4) Or equal as approved by the City Engineer.

The cost for this work along with a new channelized base for the manhole shall be included in the unit bid price for the related items of work.

WATER LINE

1. All water line materials shall be provided and installed according to current specifications of the City of Columbus Division of Water.

2. All public water pipe with a diameter 3 inches to 8 inches shall be Ductile Iron, Class 53. Public water pipe 12 inches in diameter or larger shall be Ductile Iron, Class 54. Public water pipe 20 inches in diameter or larger may be prestressed concrete pipe. Private water pipe shall meet the approval of the City of Columbus Division of Water prior to approval of the construction drawings.

3. Only fire hydrants conforming to City of Columbus standards will be approved for use.

4. Public water lines shall be disinfected by the City of Columbus Division of Water. Requests for water line chlorination shall be made through the City of Dublin Division of Engineering. The cost for chlorination shall be paid for by the Contractor.

5. All water lines shall be disinfected according to Item 801.13 of the Standard specifications. Special attention is directed to applicable sections of American Water Works Association specification C-651, particularly for flushing (Section 5) and for chlorinating valves and fire hydrants (Section 7). Pressure testing shall be performed in accordance with Section 801.12 of the City of Columbus Construction and Material Specifications. When water lines are ready for disinfection, the City of Dublin shall submit two (2) sets of "as-built" plans, and a letter stating that the water lines have been pressure tested and need to be disinfected, to the City of Columbus, Division of Water. The Contractor shall be responsible for all costs associated with the disinfection of all water lines construction per this plan. Pressure testing shall be performed in accordance with Section 801.12 of the City of Columbus Construction and Material Specifications.

6. The Contractor shall paint all fire hydrants according to City of Dublin standards. The cost of painting fire hydrants shall be included in the contract unit price for fire hydrants.

7. No water taps or service connections (e.g., to curb stops or meter pits) may be issued until adjacent public water lines serving the construction site have been disinfected by the City of Columbus Division of Water and have been accepted by the City Engineer. A tap permit for each water service must be obtained from the City of Dublin and the City of Columbus Division of Water before making any taps into public water lines.

8. The Contractor shall notify the City of Columbus Division of Water at 645-7788 and the City of Dublin Division of Engineering at least 24 hours before tapping into existing water lines.

9. All water main stationing shall be based on street centerline stationing.

10. All bends, joint deflections and fittings shall be backed with concrete per City of Columbus standards.

11. The Contractor shall give written notice to all affected property owners at least 1 working day but not more than 3 working days prior to any temporary interruption of water service. Interruption of water service shall be minimized and must be approved by the City Engineer.

12. Water meters shall be installed inside proposed structures unless a meter pit installation is approved by the City of Columbus Division of Water. Meter pits must conform to standard drawings L-7103, A&B for 5/8" through 1" meters or L-6317, A, B, C&D for 1-1/2" or larger meters.

13. Water lines to be installed in embankment areas shall be placed after the embankment has been placed and compacted according to the Standard Specifications.

14. Curb stop boxes shall be located at least 1 foot inside the right-of-way and set at finished grade.

15. If the top of the operating nut of any valve is greater than 36 inches below finished grade, an extension stem shall be furnished to bring the top of the operating nut to within 24 inches offfinished grade elevation.

16. All water lines shall be placed at a minimum depth of 4 feet measured from top of finished grade to top of water line. Water lines shall be set deeper at all points where necessary to clear existing or proposed utility lines or other underground restrictions by a minimum of 18 inches.

17. Two ¾inch taps shall be installed within 2 feet of the end of the line on all dead-end water lines.

STORM SEWER

1. All storm water detention and retention areas and major flood routing swales shall be constructed to finish grade and hydro-seeded and hydro-mulched according to Items 203 and 659 of the Standard Specifications.

2. Where private storm sewers connect to public storm sewers, the last run of private storm sewer connecting to the public storm sewer shall be Reinforced Concrete Pipe conforming to ASTM Designation C76, Wall B, Class IV for pipe diameters 12 inches to 15 inches, Class III for 18 inches to 24 inch pipes, and 27 inches and larger pipe shall be Class II, unless otherwise shown on the approved construction drawings. Inspection is required by the City of Dublin's Division of Engineering.

3. Granular backfill shall be compacted granular material according to Item 912 of the Standard Specifications or Controlled Density Backfill according to Item 613, Type II of the Standard Specifications as directed by the City Engineer.

4. All storm sewers shall be Reinforced Concrete Pipe conforming to ASTM Designation C76, Wall B, Class IV for pipe diameters 12 inches to 15 inches, Class III for 18 inches to 24 inch pipes, and 27 inches and larger pipe shall be Class II, unless otherwise shown on the approved construction drawings.

5. Headwalls and endwalls shall be required at all storm sewer inlets or outlets to and from stormwater management facilities. Natural stone and/or brick approved by the City Engineer shallbe provided on all visible headwalls and/or endwalls surfaces.

6. Storm inlets or catch basins shall be channelized and have bicycle safe grates. Manhole lids shall include City of Dublin logo and all curb inlet and catch basin grates shall induce engraved lettering: DUMP NO WASTE; DRAINS TO RIVER.

7. Storm sewer outlets greater than 18 inches in diameter accessible from stormwater management facilities or watercourses shall be provided with safety grates, as approved by the City Engineer.

MAIL DELIVERY

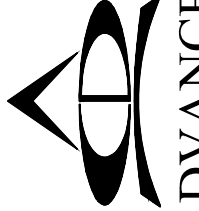
1. The Contractor shall be responsible to ensure that US Mail delivery within the project limits is not disrupted by construction operations. This responsibility is limited to relocation of mailboxes to a temporary location that will allow the completion of the work and shall also include the restoration of mailboxes to their original location or approved new location. Any relocation of mailbox services must be first coordinated with the US Postal Service and the homeowner.

2. Before relocating any mailboxes, the Contractor shall contact the U.S. Postal Service and relocate mailboxes according to the requirements of the Postal Service.

USE OF FIRE HYDRANTS

1. The Contractor shall make proper arrangements with the Dublin Service Department and the Columbus Division of Water for the use of fire hydrants when used for work performed under this contract and provide the city of Dublin a copy of the Hydrant Usage Permit obtained from the City of Columbus. The Contractor shall also send a copies of permits obtained from Dublin and Columbus to the Washington and/or Perry Township Fire Department. Permits shall be kept at theconstruction site at all times.

2. Before the final estimate is paid, the Contractor shall submit a letter from the City of Columbus Division of Water to the City Engineer stating that the Contractor has returned the Siamese Valve to the City of Columbus and has paid all costs arising from the use of the fire hydrants.

PLAN PREPARED BY:

422 Beecher Road
Gahanna, Ohio 43230
ph 614.428.7750
fax 614.428.7755
ENGINEERS SURVEYORS
ADVANCED
CIVIL DESIGN
ENGINEERS

archall
ARCHITECTURAL ALLIANCE
15000 E. 15th Avenue, Suite 100
Denver, CO 80231
951-489-7350 / 7-814-489-0500 / www.archall.com

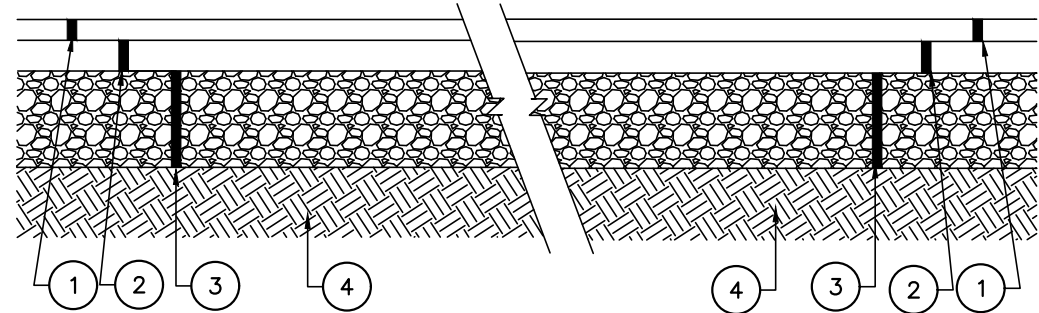
CONSTRUCTION
2164 Chippaw Drive • Columbus, Ohio 43219
(614) 895-4580


CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ
GENERAL NOTES

Issue Dates:

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Date:	11/16/2017
Scale:	NONE
Drawn By:	Checked By:
CLE	TMM
Project Number:	
17-0001-837	
Drawing Number:	
2 / 9	



- 1 ITEM 448, 1 1/4" ASPHALT CONCRETE

2 ITEM 448, 1 3/4" ASPHALT CONCRETE

3 ITEM 304, 8" CRUSHED AGGREGATE BASE

4 ITEM 204, SUBGRADE COMPACTION
- 1 ITEM 448, 1 1/4" ASPHALT CONCRETE

2 ITEM 448, 2 3/4" ASPHALT CONCRETE

3 ITEM 304, 10" CRUSHED AGGREGATE BASE

4 ITEM 204, SUBGRADE COMPACTION

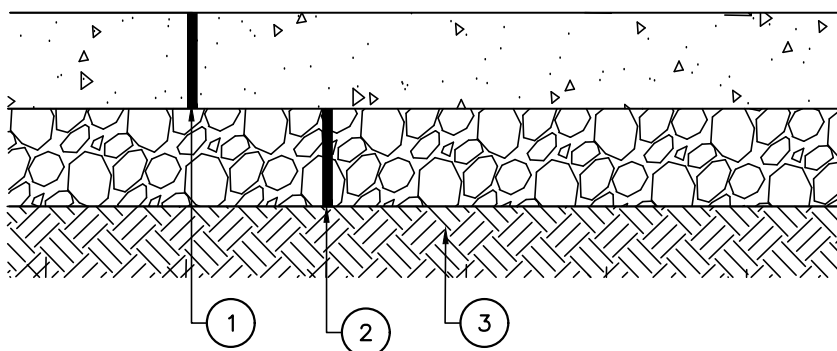
LIGHT DUTY

HEAVY DUTY

NOTES: ALL PAVEMENT MATERIALS SHALL CONFORM TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS.

TYPICAL PAVEMENT SECTIONS

(NO SCALE)



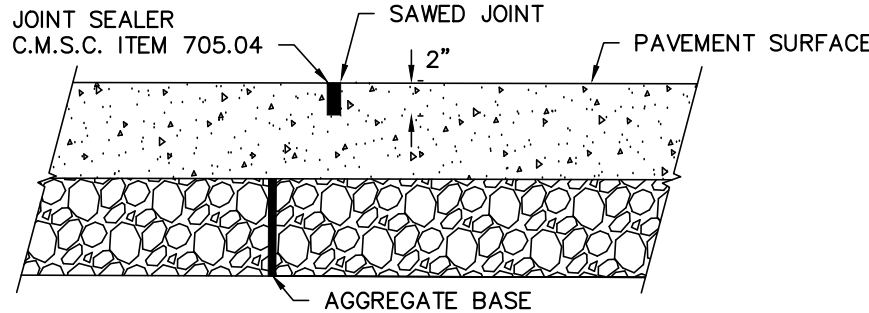
- 1 ITEM 452, 6 1/2" PLAIN P.C. CONCRETE PAVEMENT (CLASS C)
- 2 ITEM 304, 6" CRUSHED AGGREGATE BASE
- 3 ITEM 203, SUBGRADE COMPACTION, REF. SOILS REPORT

NOTE: CONCRETE PAVING, CMSC ITEM 452 SHALL CONFROM TO THE FOLLOWING SPECIFICATIONS:

- 4000 PSI COMPRESSIVE STRENGTH, 600 PSI FLEXURAL STRENGTH.
- 5-7% ENTRAINED AIR WITH APPROVED WATER-REDUCING AND RETARDING ADMIXTURES.
- CONSTRUCTION JOINTS SHALL BE SPECIFIED BY CONTRACTOR AS A PART OF THE CONTRACT BID.
- CONCRETE PAVING SHALL HAVE A LIGHT BROOM FINISH.
- CURING COMPOUND SHALL BE APPLIED AS PER CSM ITEM 451.10.

CONCRETE PAVEMENT SECTION & DETAILS

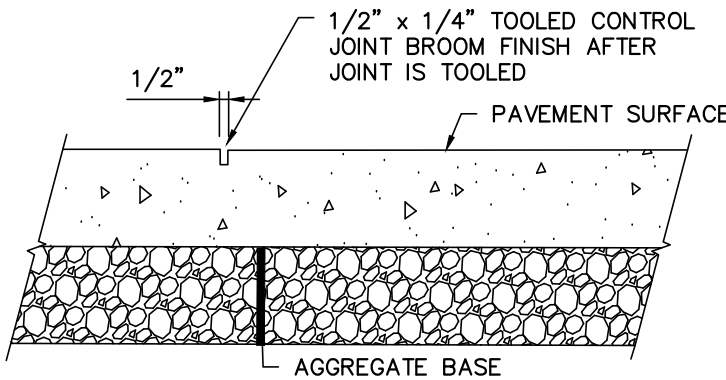
(NO SCALE)



JOINTS SHALL BE SAWED AS SOON AS THE INITIAL SETTING OF THE CONCRETE WILL PERMIT MOVEMENT OF THE SAWING EQUIPMENT WITHOUT DAMAGE TO THE SURFACE

SAWED CONTROL JOINT DETAIL*

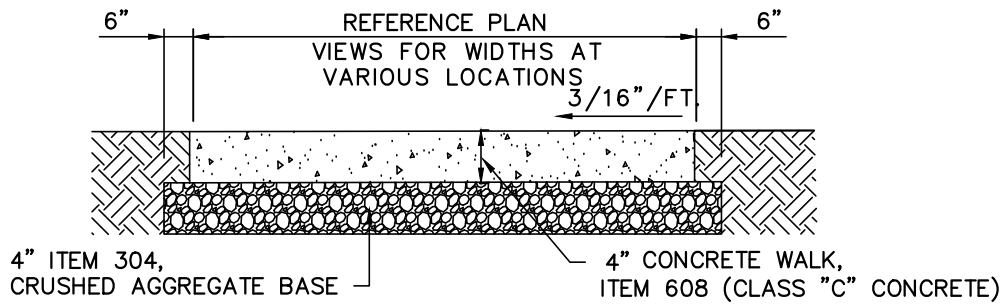
(NO SCALE)



TOOLED CONTROL JOINT DETAIL*

(NO SCALE)

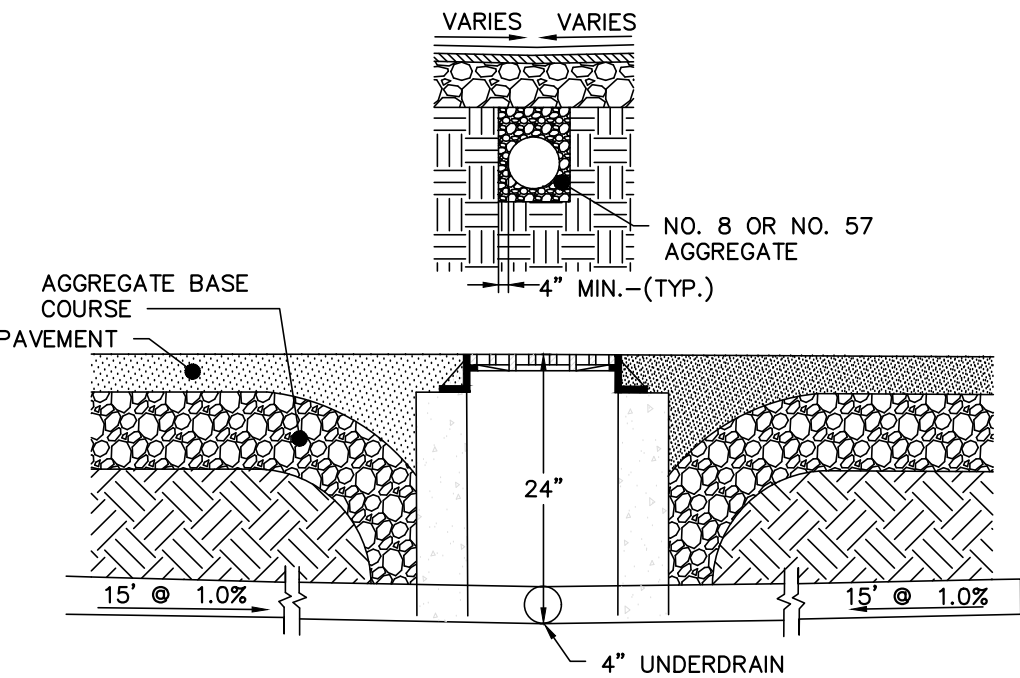
* : CONSTRUCTION JOINTS MAY BE SAWED OR TOOLED AS DIRECTED BY THE CONSTRUCTION MANAGER.



SIDEWALK JOINTS SHALL BE IN ACCORDANCE WITH CMSC ITEM 608.03 UNLESS OTHERWISE DETAILED AS A PART OF THE BUILDING OR LANDSCAPE ARCHITECT PLANS.

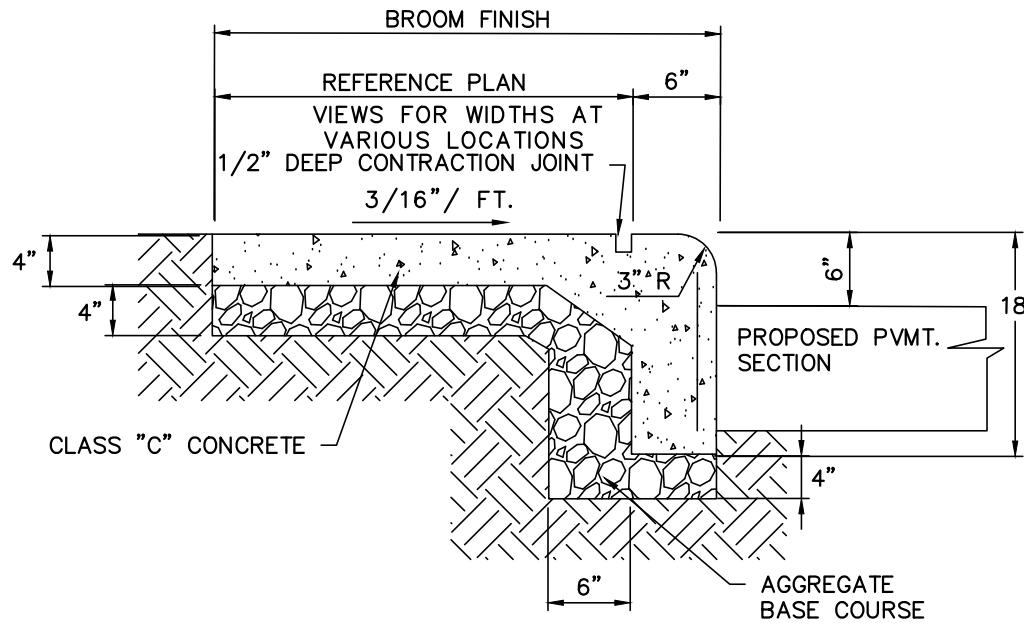
SIDEWALK SECTION

(NO SCALE)



* 4" PERFORATED UNDERDRAIN - SEE STORM SEWER PLAN FOR LOCATIONS. THE PERFORATED PIPE SHALL BE PROTECTED FROM HEAVY TRAFFIC AFTER INSTALLATION PRIOR TO PLACEMENT OF PROPOSED PAVING.

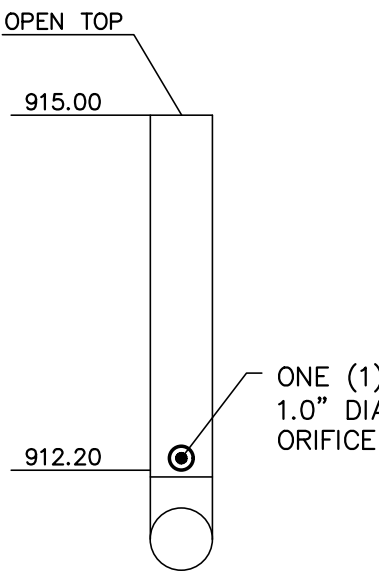
TYPICAL 4" UNDERDRAIN DETAIL



NOTE: SIDEWALK JOINTS SHALL BE IN ACCORDANCE WITH CMSC ITEM 608.03 UNLESS OTHERWISE DETAILED AS A PART OF THE BUILDING OR LANDSCAPE ARCHITECT PLANS.

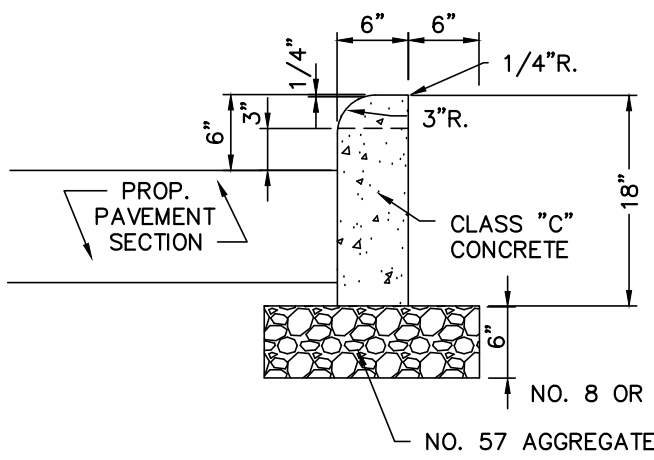
STANDARD COMBINED CURB AND WALK

(NO SCALE)



RISER DETAIL

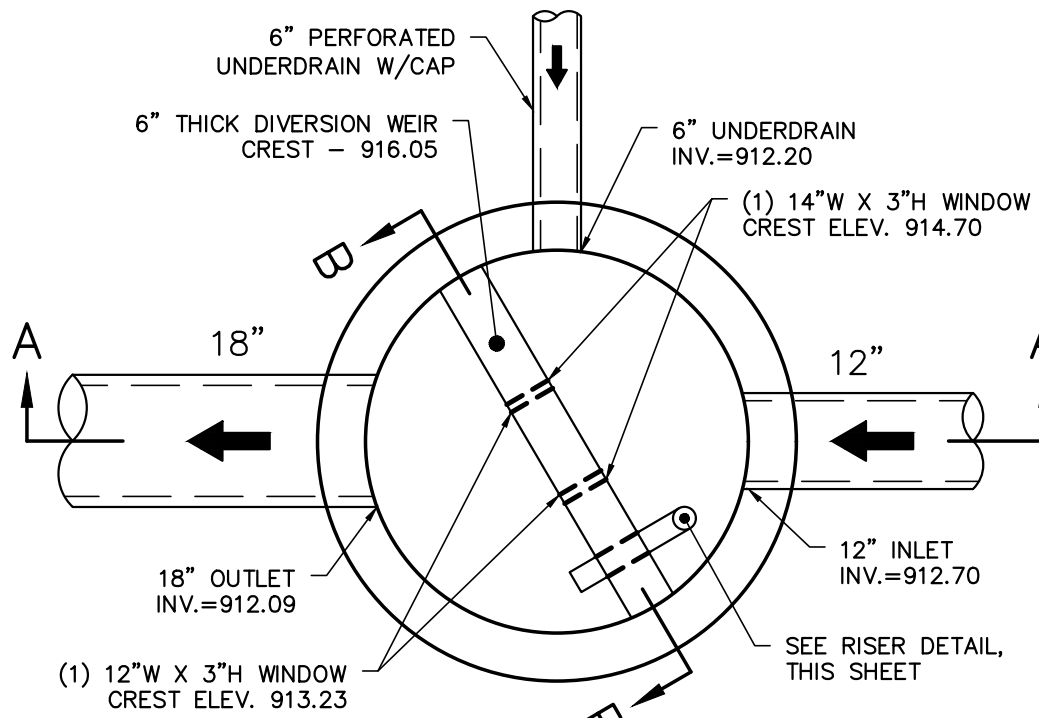
NO SCALE



* CONTRACTOR SHALL VERIFY REQUIREMENTS FOR CURB UNDERDRAIN WITH THE OWNER. ANY UNDERDRAIN PLACED SHALL BE PROVIDED AN OUTLET TO THE PROPOSED STORM SYSTEM. POSITIVE DRAINAGE SHALL BE MAINTAINED.

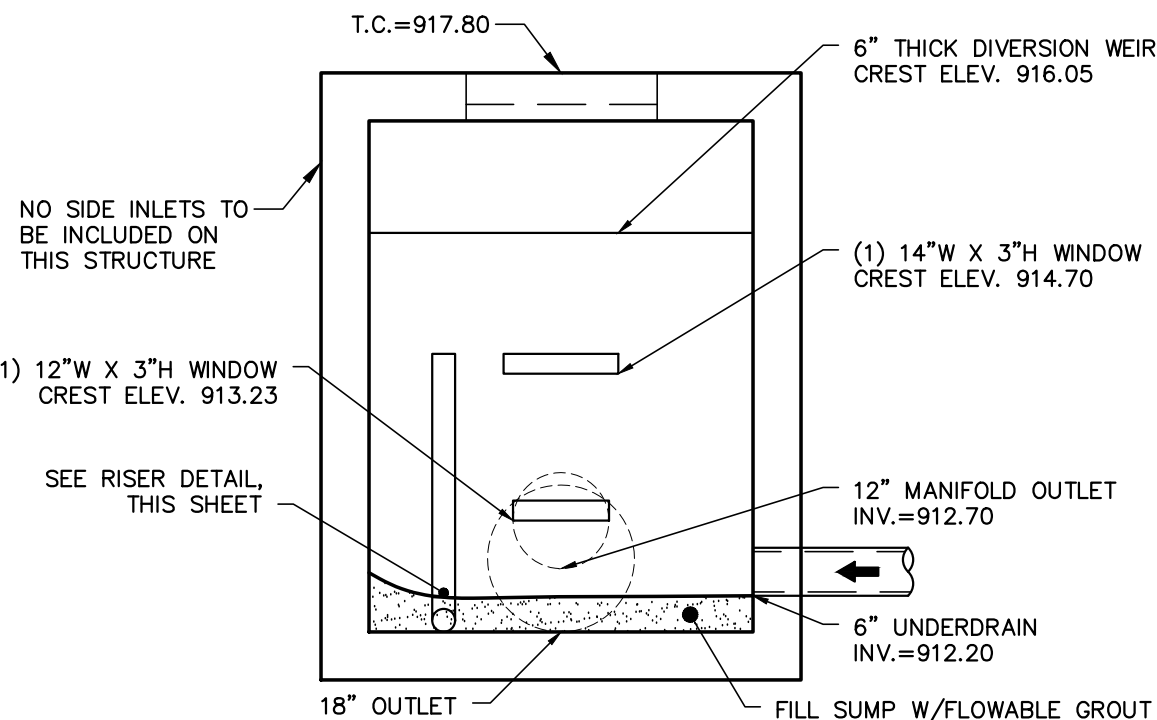
STRAIGHT 18" CONCRETE CURB

(NO SCALE)



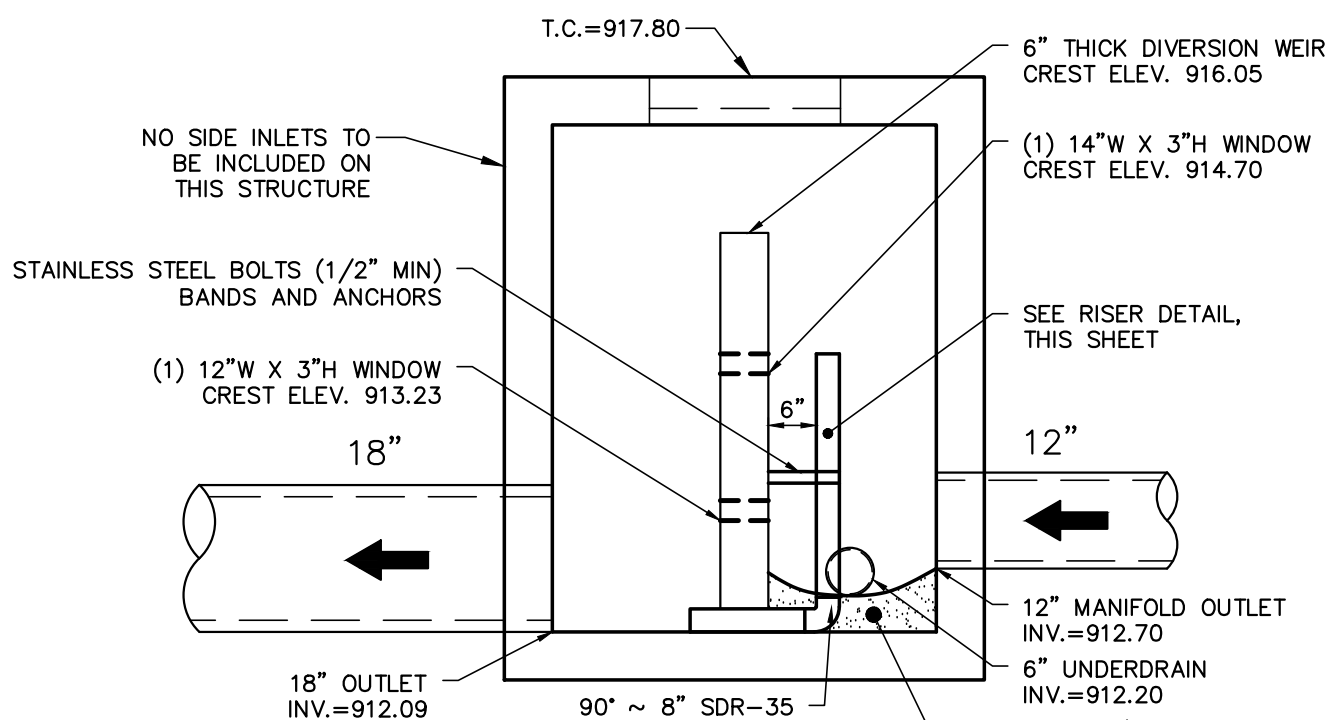
PLAN VIEW

NO SCALE



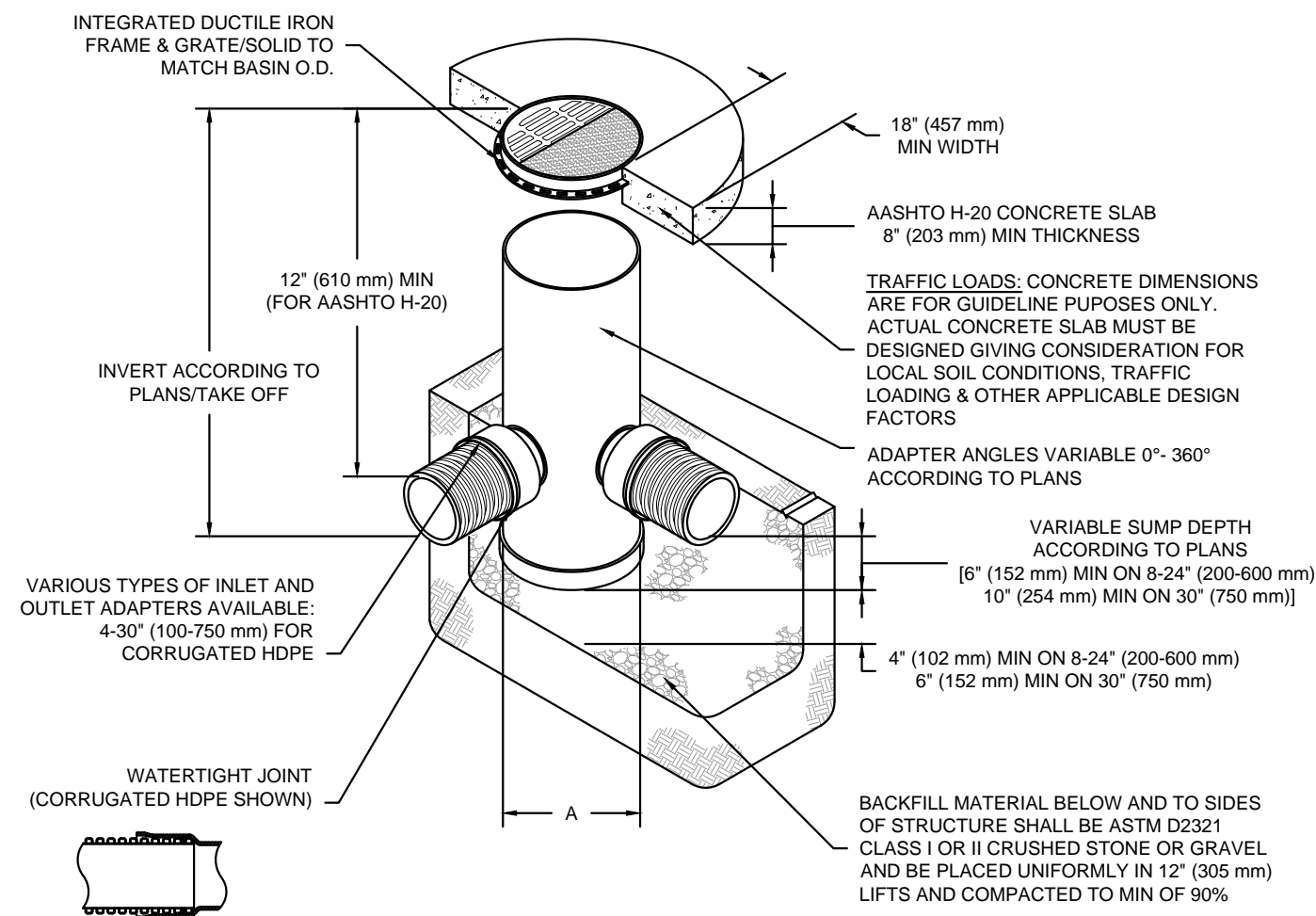
SECTION B-B

NO SCALE



SECTION A-A

NO SCALE



NYLOPLAST STRUCTURE #5 DETAIL

NO SCALE

NOTES

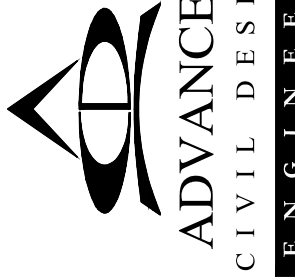
- 8-30" (200-750 mm) GRATES/SOLID COVERS SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
- 12-30" (300-750 mm) FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
- DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS
- DRAINAGE CONNECTION SUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS & HANCOCK DUAL WALL) & SDR 35 PVC
- FOR COMPLETE DESIGN AND PRODUCT INFORMATION: WWW.NYLOPLAST-US.COM
- TO ORDER CALL: 800-821-6710

A	PART #	GRATE/SOLID COVER OPTIONS		
8" (200 mm)	2808AG	PEDESTRIAN LIGHT DUTY	STANDARD LIGHT DUTY	SOLID LIGHT DUTY
10" (250 mm)	2810AG	PEDESTRIAN LIGHT DUTY	STANDARD LIGHT DUTY	SOLID LIGHT DUTY
12" (300 mm)	2812AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
15" (375 mm)	2815AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
18" (450 mm)	2818AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
24" (600 mm)	2824AG	PEDESTRIAN AASHTO H-10	STANDARD AASHTO H-20	SOLID AASHTO H-20
30" (750 mm)	2830AG	PEDESTRIAN AASHTO H-20	STANDARD AASHTO H-20	SOLID AASHTO H-20

DETENTION CONTROL STRUCTURE #6 DETAIL

NO SCALE

PLAN PREPARED BY:



archall
ARCHITECTURAL ALLIANCE
155 NORTH NINTH STREET / COLUMBUS, OHIO 43215
PH: 614.469.7550 / F: 614.469.2550 / www.archall.com



Integrity

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ
DETAILS

Issue Dates:

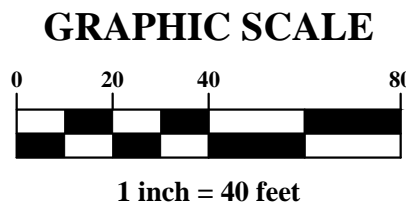
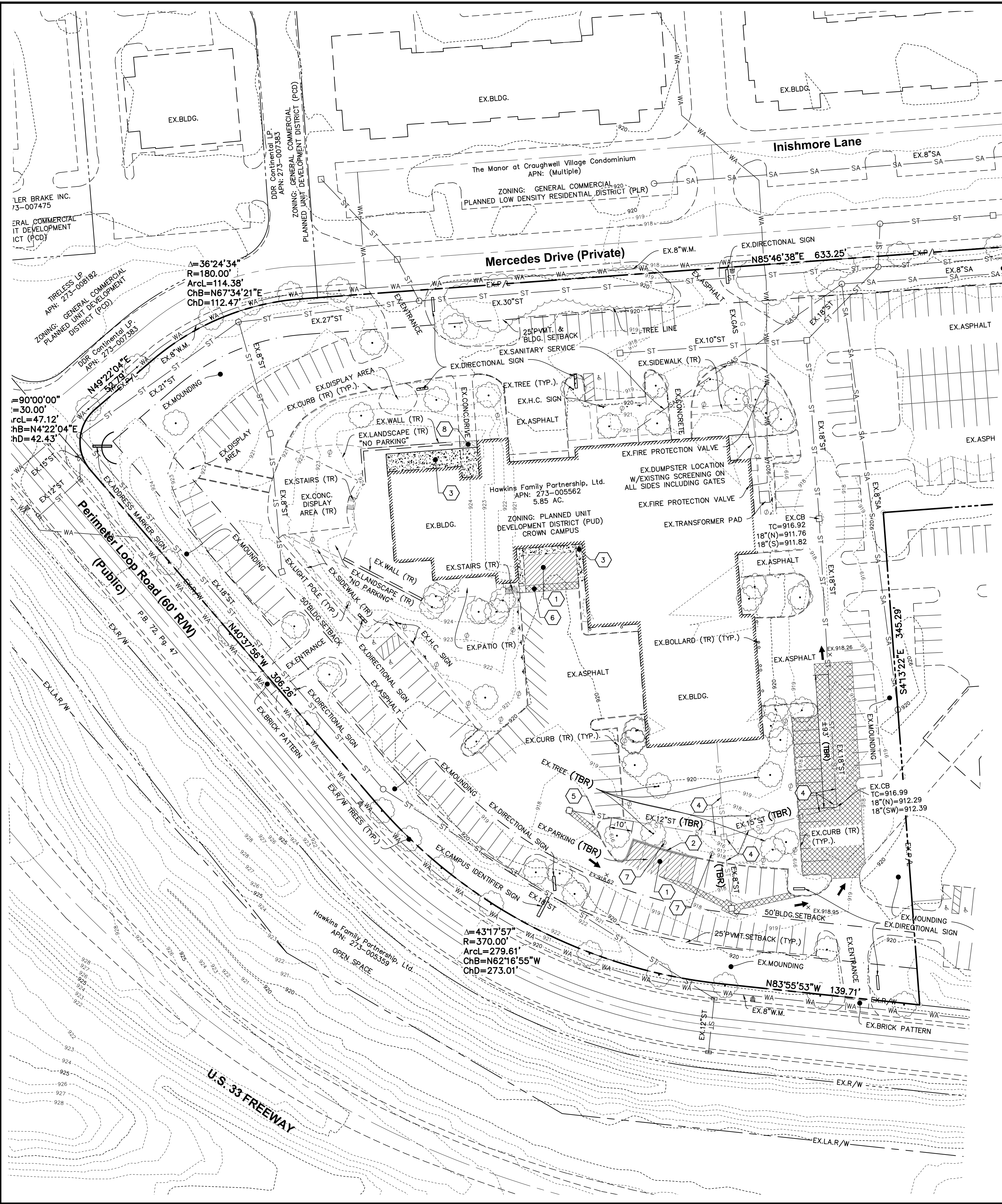
Date: 11/16/2017
Scale: AS NOTED

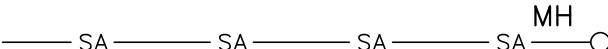






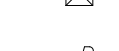


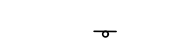

Drawn By: CLE
Checked By: TMW

Project Number:
17-0001-837






Drawing Number:

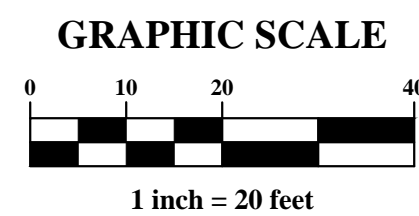
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LEGEND	
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	EXISTING WATER
	EXISTING GAS MAIN
	EXISTING STREET LIGHT / LIGHT POLE
	EXISTING TRANSFORMER
	EXISTING UTILITY POLE
	EXISTING TREES
	EXISTING SIGN POST
	EXISTING CONTOUR
	EXISTING PAVEMENT SPOT GRADE
	TO BE REMOVED

CODED NOTES



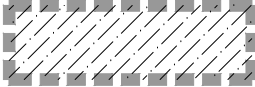
1	REMOVE ASPHALT PAVEMENT	
2	REMOVE CONCRETE CURB	
3	REMOVE CONCRETE PAVEMENT/SIDEWALK	
4	REMOVE STORM SEWER STRUCTURE & PIPE	
5	ABANDON STORM SEWER IN PLACE TO 10' OUTSIDE PAVEMENT	
6	REMOVE AND REPLACE ASPHALT PAVEMENT	
7	REMOVE EXISTING LIGHT POLE AND BASE, (SEE ARCHITECTURAL SITE LIGHTING PHOTOMETRIC PLAN)	
8	REMOVE AND REPLACE CONCRETE PAVEMENT	

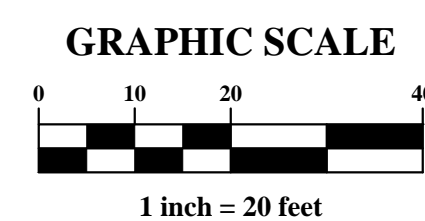


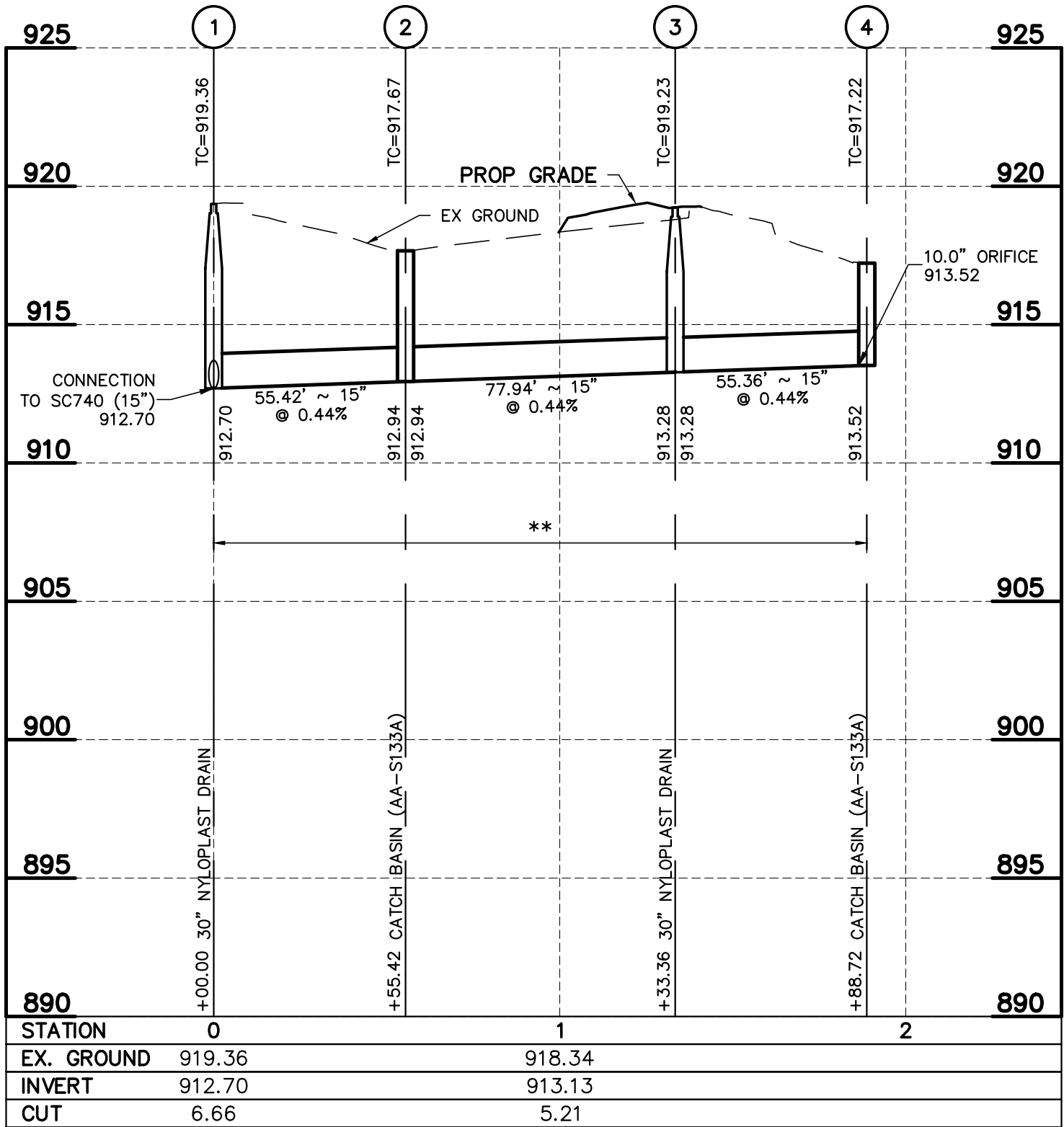
CODED NOTES

- 1 ASPHALT PAVEMENT REPLACEMENT
- 2 CONCRETE CURB REPLACEMENT
- 3 STORM SEWER REMOVAL
- 4 STORM STRUCTURE REMOVAL
- 5 STORM SEWER ABANDONED IN PLACE
- 6 REMOVE ASPHALT PAVEMENT AND REGRADE TO PROPOSED INLET ELEVATION
- 7 TOP OF CURB ELEVATIONS TO REMAIN
- 8 TREE PROTECTION FENCE
- 9 STORMTECH SC740 UNIT. SEE SHEET 8 FOR DETAILS.
- 10 REMOVE EXISTING LIGHT POLE AND BASE, (SEE ARCHITECTURAL SITE LIGHTING PHOTOMETRIC PLAN)
- 11 CONCRETE PAVEMENT REPLACEMENT

LEGEND

<p>— SA — SA — SA — SA — MH —</p> <p>CB — ST — C&G — B — ST — ST — MH —</p> <p>— WA — HYD. — WA — WA — WV — WA —</p> <p>— G — G — G — G —</p> <p>⊙</p> <p>⊠</p> <p>⊕</p> <p></p> <p>— 919 —</p> <p>— 919 —</p> <p>x EX.917.20</p> <p>x 918.20</p> <p>x TC 917.10</p> <p>↗</p> <p></p> <p>(TBR)</p> <p></p>	<p>EXISTING SANITARY SEWER</p> <p>EXISTING STORM SEWER</p> <p>EXISTING WATER</p> <p>EXISTING GAS MAIN</p> <p>EXISTING STREET LIGHT / LIGHT POLE</p> <p>EXISTING TRANSFORMER</p> <p>EXISTING UTILITY POLE</p> <p>EXISTING TREES</p> <p>EXISTING SIGN POST</p> <p>EXISTING CONTOUR</p> <p>PROPOSED CONTOUR</p> <p>EXISTING PAVEMENT SPOT GRADE</p> <p>PROPOSED PAVEMENT SPOT GRADE</p> <p>PROPOSED TOP OF CASTING</p> <p>SURFACE FLOW ARROW</p> <p>MAJOR FLOOD ROUTING PATH</p> <p>TO BE REMOVED</p> <p>100-YR DETENTION LIMITS</p>
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ALL TRENCH BACKFILL SHALL BE COMPACTED BACKFILL TO 95% OF MAXIMUM DRY WEIGHT AT OPTIMUM MOISTURE CONTENT ($\pm 2\%$) UNLESS NOTED AS:

****** COMPACTED BACKFILL, ITEM 911

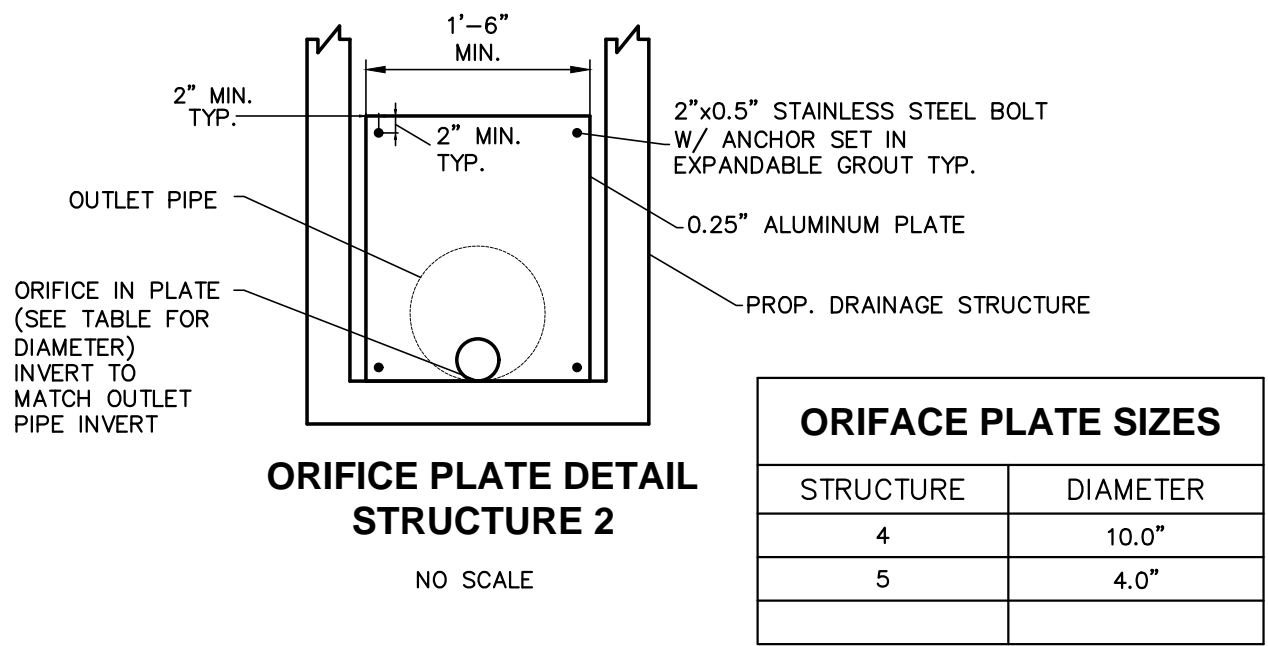
DENOTES AREA TO BE FILLED PRIOR TO INSTALLATION OF STORM SEWER PER ITEM 203 CCMS

NOTE: PER CMS ITEM 911, WHERE NATURAL MATERIAL DOES NOT MEET THE REQUIREMENTS OF ITEM 911, THEN COMPACTED BACKFILL, ITEM 912, SHALL BE USED.

NOTE:
***** STORM PIPE MATERIAL SHALL BE RCP, HP STORM, OR HP SANITITE

SEWER MANHOLE COORDINATES (BASED ON NAD83 OHIO ZONE SOUTH - 1986 ADJ)				
STRUCTURE NO.	PLAN NORTHING	PLAN EASTING	AS-BUILT NORTHING	AS-BUILT EASTING
1	765542.5418	1785281.5583		
2	765530.5760	1785227.4440		
3	765564.6213	1785157.3353		
4	765598.9329	1785113.8912		
5	765601.2114	1785301.3421		
6	765687.1175	1785295.4577		

SEWER ALIGNMENT – BEARING & DISTANCE TABLE						
FROM	TO	SIZE	PLAN BEARING	PLAN DISTANCE	AS–BUILT BEARING	AS–BUILT DISTANCE
4	3	15"	S51°41'56"E	55.36'		
2	1	15"	N77°31'53"E	55.42'		
3	2	15"	S64°05'54"E	77.94'		



ADVANCED DRAINAGE SYSTEMS, INC.

STORMWATER CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH SC-740 OR APPROVED EQUAL.
- CHAMBERS SHALL BE MANUFACTURED FROM VIRGIN POLYPROPYLENE OR POLYETHYLENE RESINS. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORT PANELS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL MEET ASTM F2922 (POLYETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- CHAMBERS SHALL BE DESIGNED AND ALLOWABLE LOADS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. THE CHAMBER MANUFACTURER SHALL SUBMIT THE FOLLOWING UPON REQUEST TO THE SITE DESIGN ENGINEER FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE:
 - A STRUCTURAL EVALUATION SEALED BY A REGISTERED PROFESSIONAL ENGINEER THAT DEMONSTRATES THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY AASHTO FOR THERMOPLASTIC PIPE.
 - A STRUCTURAL EVALUATION SEALED BY A REGISTERED PROFESSIONAL ENGINEER THAT DEMONSTRATES THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET, THE 50 YEAR CREEP MODULUS DATA SPECIFIED IN ASTM F2418 OR ASTM F2922 MUST BE USED AS PART OF THE AASHTO STRUCTURAL EVALUATION TO VERIFY LONG-TERM PERFORMANCE.
 - STRUCTURAL CROSS SECTION DETAIL ON WHICH THE STRUCTURAL EVALUATION IS BASED.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-740 SYSTEM

- STORMTECH SC-310 & SC-740 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH SC-310 & SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
 - STONESHOTTER LOCATED OFF THE CHAMBER BED.
 - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
 - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH SC-310 & SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
 - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
 - NO RUBBER TIRE LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
 - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
 - FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.
- USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

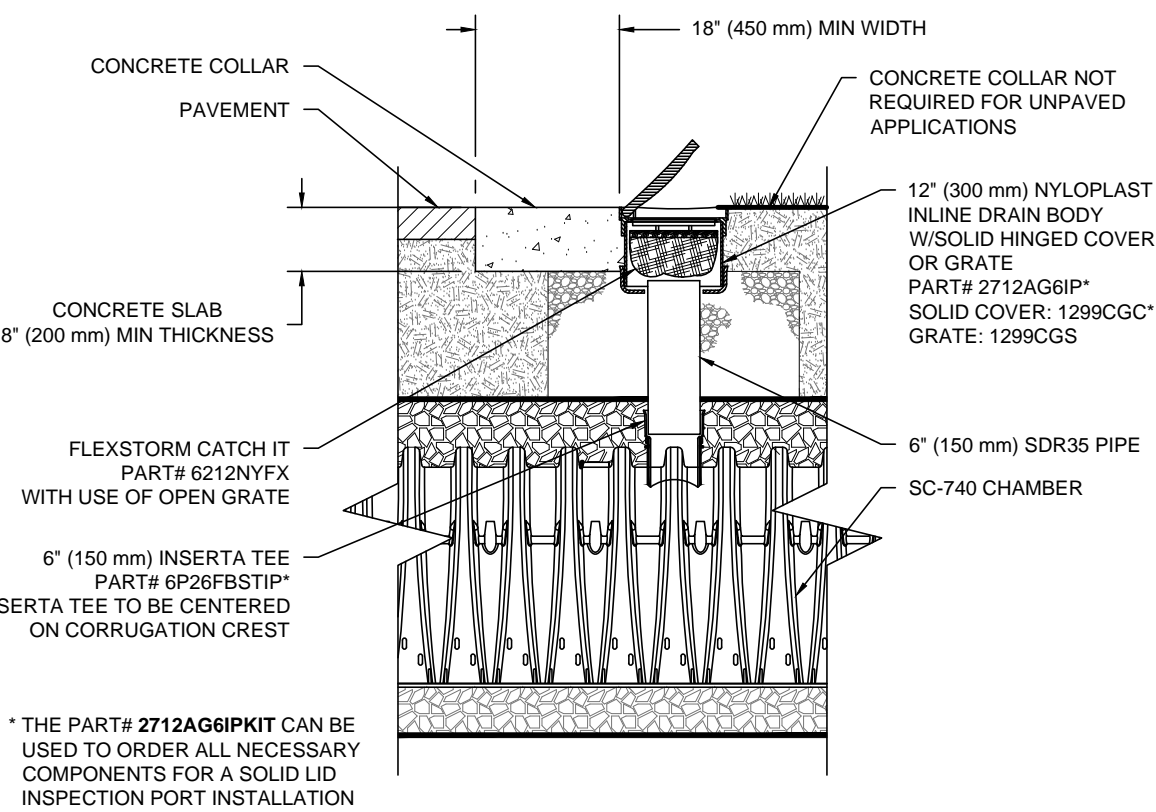
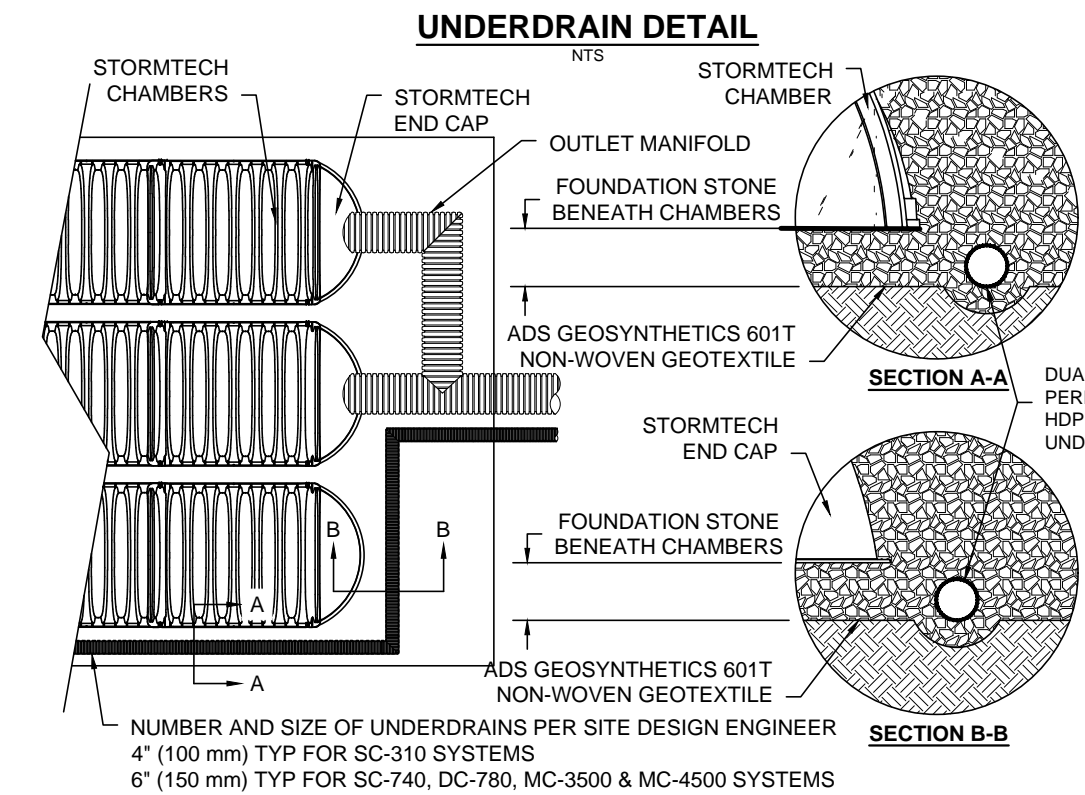
CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
- A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
- A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
- A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
- A.4. LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
- A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
- B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
- B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
 - MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
- B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



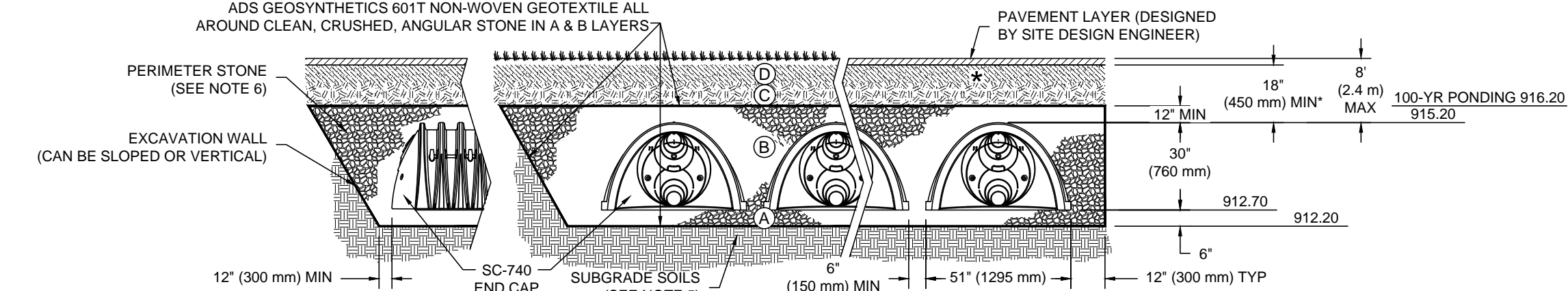
SC-740 6" INSPECTION PORT DETAIL

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

B		CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4-2 INCH (20-50 mm)	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE, NOMINAL SIZE DISTRIBUTION BETWEEN 3/4-2 INCH (20-50 mm)	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{1,2}
	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE (B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE.		

PLEASE NOTE:

- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE SHOULD BE "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
- STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
- WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.

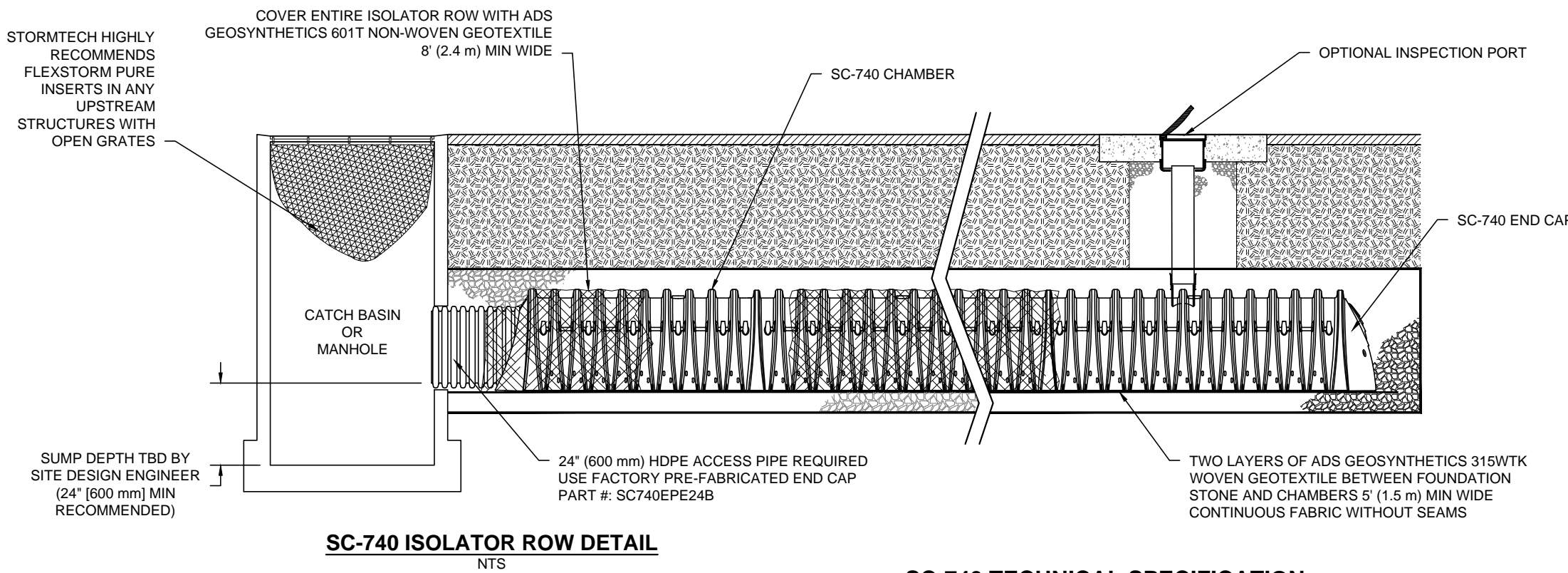


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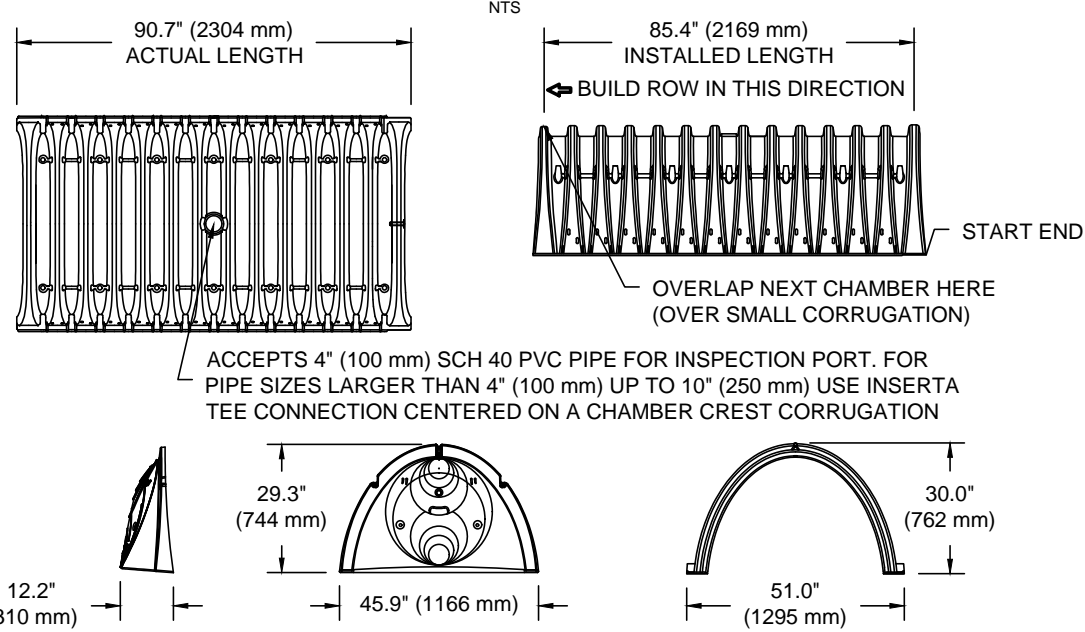
- SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
- THE "SITE DESIGN ENGINEER" REFERS TO THE ENGINEER RESPONSIBLE FOR THE DESIGN AND LAYOUT OF THE STORMTECH CHAMBERS FOR THIS PROJECT.
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

¹ TO BOTTOM OF FLEXIBLE PAVEMENT. FOR UNPAVED INSTALLATIONS WHERE RUTTING FROM VEHICLES MAY OCCUR, INCREASE COVER TO 24" (600 mm).

THE CONTRACTOR SHALL PROVIDE THE CITY CERTIFIED REPORTS FROM A CERTIFIED LABORATORY VERIFYING THE AGGREGATE FOR THE WATER DETENTION LAYERS OF THE STORMWATER DETENTION FACILITY MEETS OR EXCEEDS 40% VOID SPACE.



SC-740 TECHNICAL SPECIFICATION



NOMINAL CHAMBER SPECIFICATIONS	
SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4" (1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET (1,30 m ³)
MINIMUM INSTALLED STORAGE ¹	74.9 CUBIC FEET (2,12 m ³)
WEIGHT	75.0 lbs. (33.6 kg)

¹ ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS

STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B" STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"

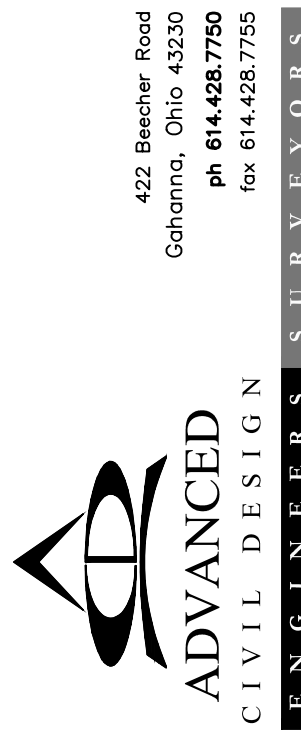
PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TBC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	0.5" (13 mm)
SC740EPE06B / SC740EPE06BPC	---	---	---	---
SC740EPE08T / SC740EPE08TBC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	0.5" (13 mm)
SC740EPE08B / SC740EPE08BPC	---	---	---	---
SC740EPE10T / SC740EPE10TBC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	0.6" (15 mm)
SC740EPE10B / SC740EPE10BPC	---	---	---	---
SC740EPE12T / SC740EPE12TBC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	0.7" (18 mm)
SC740EPE12B / SC740EPE12BPC	---	---	---	---
SC740EPE15T / SC740EPE15TBC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	1.2" (30 mm)
SC740EPE15B / SC740EPE15BPC	---	---	---	---
SC740EPE18T / SC740EPE18TBC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	1.3" (33 mm)
SC740EPE18B / SC740EPE18BPC	---	---	---	---
SC740EPE24B ²	24" (600 mm)	18.5" (470 mm)	---	0.1" (3 mm)

ALL STUBS, EXCEPT FOR THE SC740EPE24B ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

² FOR THE SC740EPE24B THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SIZES LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL

PLAN PREPARED BY:



CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ
STORM SEWER PROFILES

Issue Dates:

Date: 11/16/2017
Scale: AS NOTED

Drawn By: CLE
Checked By: TMW

Project Number:
17-0001-837

Drawing Number:

8 / 9

EROSION AND SEDIMENT CONTROL NARRATIVE

PLAN ENGINEERS: ADVANCED CIVIL DESIGN, INC.
422 BEECHER ROAD
GAHANNA, OH 43230
PH (614) 428-7750
FAX (614) 428-7755
CONTACT: TOM WARNER
EMAIL: TWARNER@ADVANCEDCIVILDISEGN.COM

SITE MANAGER: ARCHITECTURAL ALLIANCE
165 NORTH FIFTH STREET
COLUMBUS, OH 43215
614-469-7500

PROPERTY OWNER: HAWKINS FAMILY PARTNERSHIP LTD
6001 34TH ST N
ST PETERSBURG, FL 33714

EXISTING SITE DESCRIPTION: THE PROJECT SITE IS AN EXISTING CAR DEALERSHIP, CONSISTING OF A MAIN BUILDING, PARKING LOT AND WALKS.

EXISTING SITE DRAINAGE CONDITION: THE EXISTING SITE DRAINS PRIMARILY TO THE NORTH INTO AN EXISTING STORM SEWER SYSTEM.

ADJACENT AREAS: THE SITE IS BOUNDED BY A COMMERCIAL PROPERTY TO THE NORTH AND EAST AND PUBLIC STREETS TO THE SOUTH AND WEST.

CRITICAL AREAS: THE PUBLIC ROADS AND STORM WATER BASIN SHALL BE PROTECTED FROM ANY AND ALL SEDIMENT LADEN RUNOFF.

EROSION & SEDIMENT CONTROL MEASURES: EROSION AND SEDIMENT RUNOFF WILL BE CONTROLLED BY THE USE OF SEDIMENT FENCE AND INLET PROTECTION.

MAINTENANCE: MAINTENANCE OF THE EROSION & SEDIMENT CONTROL ITEMS SHALL BE IN ACCORDANCE WITH THE NOTES LISTED WITHIN THIS PLAN.

CONSTRUCTION SEQUENCE: (EROSION & SED. CONTROL)

- OBTAIN PROPER CITY OF DUBLIN, COUNTY, STATE, AND FEDERAL PERMITS.

- PRIOR TO CONSTRUCTION THE OWNER/OPERATOR SHALL COORDINATE WITH ALL CONTRACTORS AND THE CITY OF DUBLIN ENGINEER AS REQUIRED.

- THE CONTRACTOR SHALL CALL THE OHIO UTILITIES PROTECTION SERVICE (OUPS) AT 1-800-362-2764 FORTY-EIGHT (48) HOURS IN ADVANCE OF ANTICIPATED START OF CONSTRUCTION, AND SHALL NOTIFY ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO WORK IN THE VICINITY OF THEIR LINES:

- ESTABLISH THE TEMPORARY CONSTRUCTION ENTRANCE INTO THE SITE PER DETAIL ON THIS SHEET.

- THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCE AROUND ALL PROTECTION AREAS (PRESERVED TREES) PRIOR TO COMMENCEMENT OF WORK.
- CLEAR NECESSARY VEGETATION FOR THE INSTALLATION OF THE PERIMETER SEDIMENT FENCE.

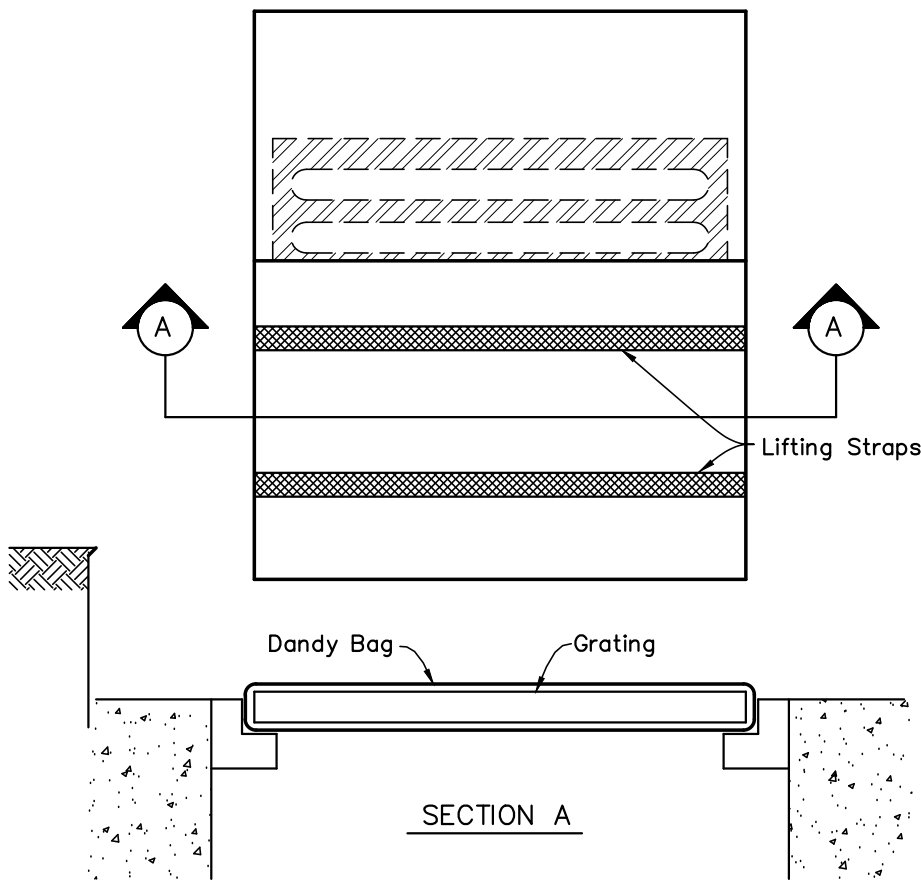
- WHILE PERFORMING SITE GRADING ACTIVITIES, DISTURBED AREAS SHALL BE SEEDED WITHIN 7 DAYS OF CONSTRUCTION. DRAINAGE SHALL BE DIRECTED TO A FILTERING FACILITY AT ALL TIMES DURING CONSTRUCTION. TOPSOIL SHALL BE STOCKPILED FOR LATER RE-SPREAD OR HAULED OFFSITE.

- AS EACH AREA IS DISTURBED AND MOUNDING TAKES PLACE IN ORDER TO PROVIDE COMPACTION AND PLACEMENT OF FILL ACROSS THE SITE, EROSION CONTROL MEASURES SHALL BE USED. STOCKPILES SHALL BE SURROUNDED BY SEDIMENT FENCE AND TEMPORARY SEEING APPLIED.

- SEED AND MULCH THE SITE ACCORDING TO THE TEMPORARY AND PERMANENT SEEING REQUIREMENTS TO REESTABLISH ALL DENUDED AREAS.

- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE TEMPORARY EROSION CONTROL DEVICES ONLY AFTER ALL AREAS HAVE BEEN PAVED AND/OR SEEDED/MULCHED. AFTER REMOVAL OF THE EROSION CONTROL DEVICES, THE CONTRACTOR SHALL CLEAN ALL INLETS AND STORM SEWER PIPES OF ALL SEDIMENT INCURRED DURING CONSTRUCTION

CONTRACTOR RESPONSIBILITY: DETAILS HAVE BEEN PROVIDED ON THE PLANS IN AN EFFORT TO HELP THE CONTRACTOR PROVIDE EROSION AND SEDIMENTATION CONTROL. THE DETAILS SHOWN ON THE PLAN SHALL BE CONSIDERED A MINIMUM. ADDITIONAL OR ALTERNATE DETAILS MAY BE FOUND IN THE S.C.S. MANUAL "WATER MANAGEMENT AND SEDIMENT CONTROL FOR URBANIZING AREAS." THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING NECESSARY AND ADEQUATE MEASURES FOR PROPER CONTROL OF EROSION AND SEDIMENT RUNOFF FROM THE SITE ALONG WITH PROPER MAINTENANCE AND INSPECTION IN COMPLIANCE WITH THE NPDES GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.



INSTALLATION:
STAND GRATE ON END. PLACE DANDY BAG OVER GRATE. ROLL GRATE OVER SO THAT OPEN END IS UP. PULL UP SLACK. TUCK FLAP IN. BE SURE END OF GRATE IS COMPLETELY COVERED BY FLAP OR DANDY BAG WILL NOT FIT PROPERLY. HOLDING HANDLES. CAREFULLY PLACE DANDY BAG WITH GRATE INSERTED INTO CATCH BASIN FRAME SO THAT RED DOT ON THE TOP OF THE DANDY BAG IS VISIBLE.

MAINTENANCE:
WITH A STIFF BRISTLE BROOM OR SQUARE POINT SHOVEL REMOVE SILT & OTHER DEBRIS OFF SURFACE AFTER EACH EVENT.

INLET PROTECTION DETAIL

(No Scale)

DANDY BAG MAY ONLY BE USED IF IT IS NOT POSSIBLE TO USE THE SILT FENCE INLET FILTER

GENERAL EROSION AND SEDIMENT CONTROL NOTES

PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS. WITHIN SEVEN DAYS AFTER FINAL PROPOSED GRADE IS REACHED ON ANY PORTION OF THE SITE. ALL DENUDED AREAS SHALL BE CONSTRUCTED TO FINAL PROPOSED GRADE AS QUICKLY AS POSSIBLE AND SHOULD NOT BE LEFT DORMANT UNLESS SITE CONDITIONS DO NOT ALLOW FINAL GRADING TO BE COMPLETED. SOIL STABILIZATION SHALL ALSO BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS WHERE GRADING MAY NOT BE COMPLETE, BUT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN FORTY-FIVE DAYS.

SHEET FLOW RUNOFF FROM DENUDED AREAS SHALL BE FILTERED OR DIVERTED TO A SETTLING FACILITY.

SEDIMENT BARRIERS SUCH AS SEDIMENT FENCE OR DIVERSIONS TO SETTLING FACILITIES SHALL PROTECT ADJACENT PROPERTIES AND WATER RESOURCES FROM SEDIMENT TRANSPORTED BY SHEET FLOW.

PRIOR TO CONSTRUCTION OPERATIONS IN A PARTICULAR AREA, ALL SEDIMENTATION AND EROSION CONTROL FEATURES SHALL BE IN PLACE. FIELD ADJUSTMENTS WITH RESPECT TO LOCATIONS AND DIMENSIONS MAY BE MADE BY THE ENGINEER.

THE CONTRACTOR SHALL PLACE INLET PROTECTION FOR THE EROSION CONTROL IMMEDIATELY AFTER CONSTRUCTION OF THE CATCH BASINS OR INLETS WHICH ARE NOT TRIBUTARY TO A SEDIMENT BASIN OR DAM.

THE LIMITS OF SEEING AND MULCHING WILL EXTEND OVER THE PROJECT AREA IN ACCORDANCE WITH THE LEVEL OF DISTURBANCE ASSOCIATED WITH THE ACTUAL CONSTRUCTION SEQUENCE. ALL AREAS NOT DESIGNATED TO BE SEEDED SHALL REMAIN UNDER NATURAL GROUND COVER. THOSE AREAS DISTURBED OUTSIDE THE SEEING LIMITS SHALL BE SEEDED AND MULCHED AT THE CONTRACTOR'S EXPENSE.

TEMPORARY SEEING

Area requiring temporary stabilization	Time frame to apply erosion controls
Any disturbance areas within 50 feet of a surface water of the State and not at final grade	Within two days of the most recent Disturbance if the area will remain idle for more than 21 days
For all construction activities, any disturbed areas that will be dormant for more than 21 days but less than one year, and not within 50 feet of a surface water of the State	Within seven days of the most recent disturbance within the area
	For residential subdivisions, disturbed areas must be stabilized at least seven days prior to transfer of permit coverage for the individual lot(s)
Disturbed areas that will be idle over winter	Prior to the onset of winter weather

PERMANENT SEEING

Area requiring Permanent stabilization	Time frame to apply erosion controls
Any area that will lie dormant for one year or more	Within seven days of the most recent disturbance
Any areas within 50 feet of a surface water of the State and at final grade	Within two days of reaching final grade
Any other areas at final grade	Within seven days of reaching final grade within that area

DESCRIPTION	DATES	RECOMMENDED APPLICATION RATE (OR EQUIVALENT) AS SPECIFIED IN RAINWATER & LAND DEVELOPMENT	
PERMANENT SEEING	MARCH 1-SEPT 30	GENERAL USE	MIX OF - CREEPING RED FESCUE @ 20-40 LB/AC DOMESTIC RYEGRASS @ 10-20 LB/AC KENTUCKY BLUEGRASS @ 10-20 LB/AC
		STEEP BANKS ROAD DITCHES	TALL FESCUE @ 40 LB/AC
TEMPORARY SEEING	MARCH 1-SEPT 30	MIX OF - PERENNIAL RYEGRASS @ 40 LB/AC TALL FESCUE @ 40 LB/AC ANNUAL RYEGRASS @ 40 LB/AC	
DORMANT SEEING	OCT 1-NOV 20	PREPARE SEEDBED, ADD LIME & FERTILIZER, THEN MULCH. FROM NOV 21 THROUGH MARCH 15, APPLY THE SELECTEDSEED MIXTURE AT A 50% INCREASE IN RATE	
	NOV 20-MARCH 15	PREPARE SEEDBED, ADD LIME & FERTILIZER, APPLY THE SELECTED SEED MIXTURE AT A 50% INCREASE IN RATE, THEN MULCH	
MULCH	ANY TIME OF YEAR	STRAW	2 TONS/AC OR 90 LB/1000FT
		HYDROSEED (WOOD CELLULOSE FIBER)	1 TON/AC OR 46 LB/1000FT

MAINTENANCE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE SEDIMENT CONTROL FEATURES USED ON THIS PROJECT. THE SITE SHALL BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREATER THAN 0.5" PER 24 HOUR PERIOD. RECORDS OF THESE INSPECTIONS SHALL BE KEPT AND MADE AVAILABLE TO JURISDICTIONAL AGENCIES IF REQUESTED. ANY SEDIMENT OR DEBRIS WHICH HAS REDUCED THE EFFICIENCY OF A STRUCTURE SHALL BE REMOVED IMMEDIATELY. SHOULD A STRUCTURE OR FEATURE BECOME DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE AT NO ADDITIONAL COST TO THE OWNER.

SCHEDULE: THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF OPERATIONS TO THE CONSTRUCTION MANAGER. SEDIMENTATION AND EROSION CONTROL FEATURES SHALL BE PLACED IN ACCORDANCE WITH THIS SCHEDULE.

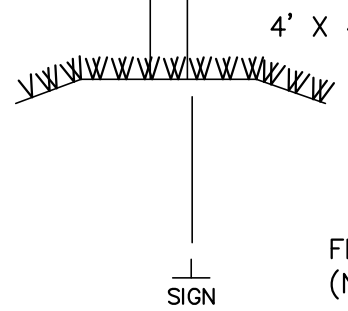
CONTRACTOR RESPONSIBILITY

DETAILS HAVE BEEN PROVIDED ON THE PLANS IN AN EFFORT TO HELP THE CONTRACTOR PROVIDE EROSION AND SEDIMENTATION CONTROL. THE DETAILS SHOWN ON THE PLAN SHALL BE CONSIDERED A MINIMUM. ADDITIONAL OR ALTERNATE DETAILS MAY BE FOUND IN THE S.C.S. MANUAL "WATER MANAGEMENT AND SEDIMENT CONTROL FOR URBANIZING AREAS." THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING NECESSARY AND ADEQUATE MEASURES FOR PROPER CONTROL OF EROSION AND SEDIMENT RUNOFF FROM THE SITE ALONG WITH PROPER MAINTENANCE AND INSPECTION IN COMPLIANCE WITH THE NPDES GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.

THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF OPERATIONS TO THE OWNER. THE SCHEDULE SHOULD INCLUDE A SEQUENCE OF THE PLACEMENT OF THE SEDIMENTATION AND EROSION CONTROL MEASURES THAT PROVIDES FOR CONTINUAL PROTECTION OF THE SITE THROUGHOUT THE EARTH MOVING ACTIVITIES.

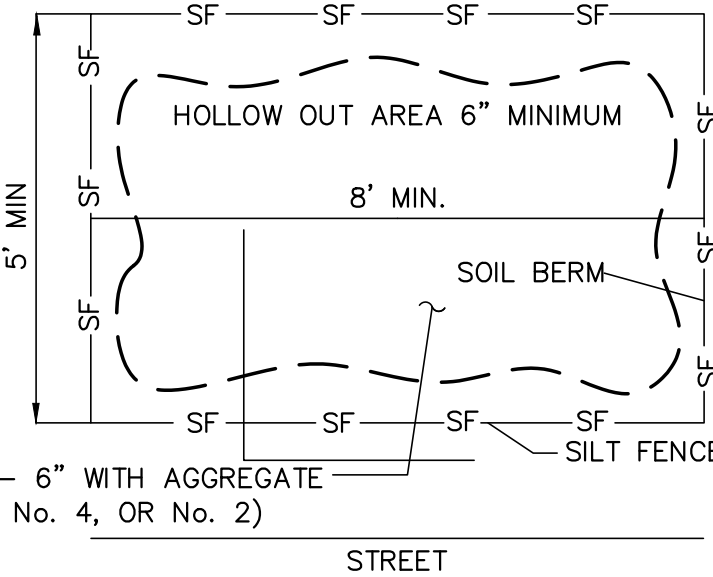
THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT OFF-SITE TRACKING OF SEDIMENTS BY VEHICLES AND EQUIPMENT IS MINIMIZED. ALL SUCH OFF-SITE SEDIMENT SHALL BE CLEANED UP DAILY.

CONCRETE
WASHOUT
AREA



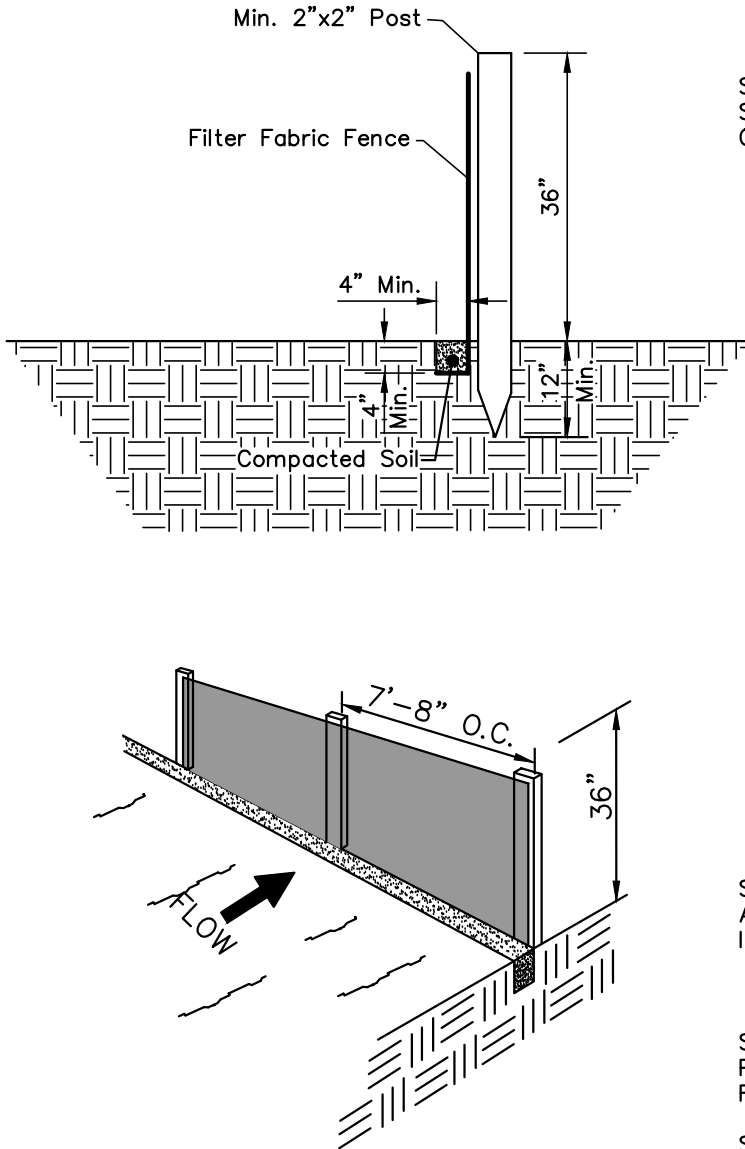
CONCRETE WASHOUT AREA

(No Scale)



FILL 4" - 6" WITH AGGREGATE (No. 57, No. 4, OR No. 2)

STREET



SEDIMENT FENCE DETAIL

(No Scale)

SEDIMENT FENCE NOTES

SILT FENCE: THIS SEDIMENT BARRIER UTILIZES STANDARD STRENGTH OR EXTRA STRENGTH SYNTHETIC FILTER FABRICS. IT IS DESIGNED FOR SITUATIONS IN WHICH ONLY SHEET OR OVERLAND FLOWS ARE EXPECTED.

- THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36-INCHES (HIGHER FENCES MAY IMPOUND VOLUMES OF WATER SUFFICIENT TO CAUSE FAILURE OF THE STRUCTURE).
- THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM OF A 6-INCH OVERLAP, AND SECURELY SEALED.
- POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AT THE BARRIER LOCATION AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12-INCHES). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 8 FEET.
- A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4-INCHES WIDE AND 4 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
- WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1-INCH LONG, TIE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2-INCHES AND SHALL NOT EXTEND MORE THAN 36-INCHES ABOVE THE ORIGINAL GROUND SURFACE.
- THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 8-INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36-INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
- WHEN EXTRA STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF ITEM NO. 6 APPLYING.
- THE TRENCH SHALL BE BACKFILLED AND SOIL COMPACTED OVER THE FILTER FABRIC.
- SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.

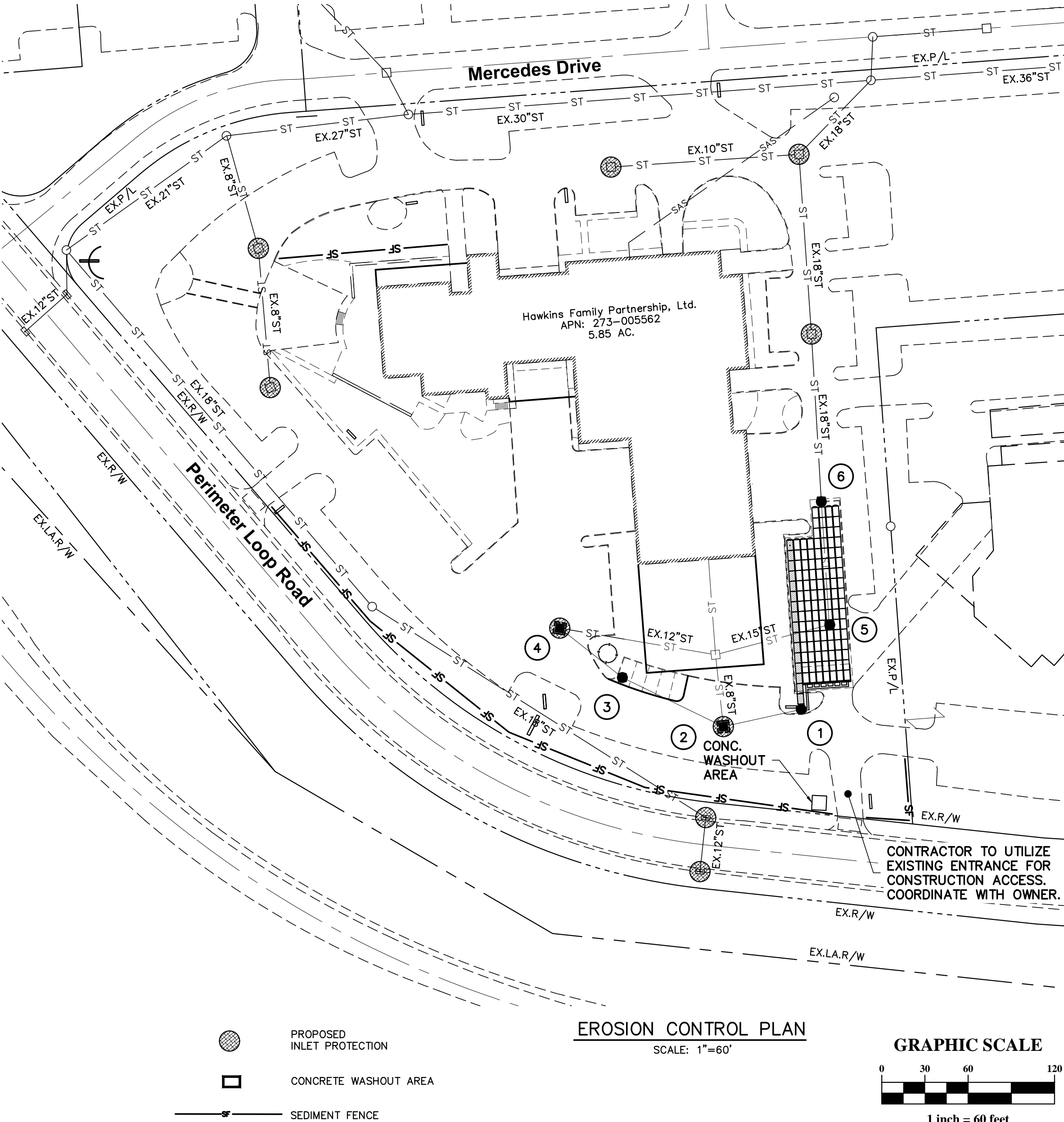
SILT FENCES AND FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

MAINTENANCE

SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

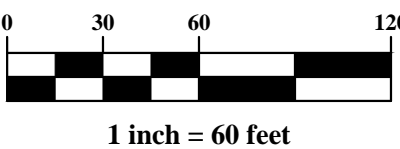
ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.



EROSION CONTROL PLAN

SCALE: 1"=60'

GRAPHIC SCALE



PLAN PREPARED BY:

422 Beecher Road
Gahanna, Ohio 43230
PH 614.428.7750
FAX 614.428.7755

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

archall
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CONSTRUCTION
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(614) 895-4980

Integrity

CITY OF DUBLIN, FRANKLIN COUNTY, OHIO

CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ
EROSION CONTROL

Issue Dates:

Date: 11/16/2017

Scale: AS NOTED

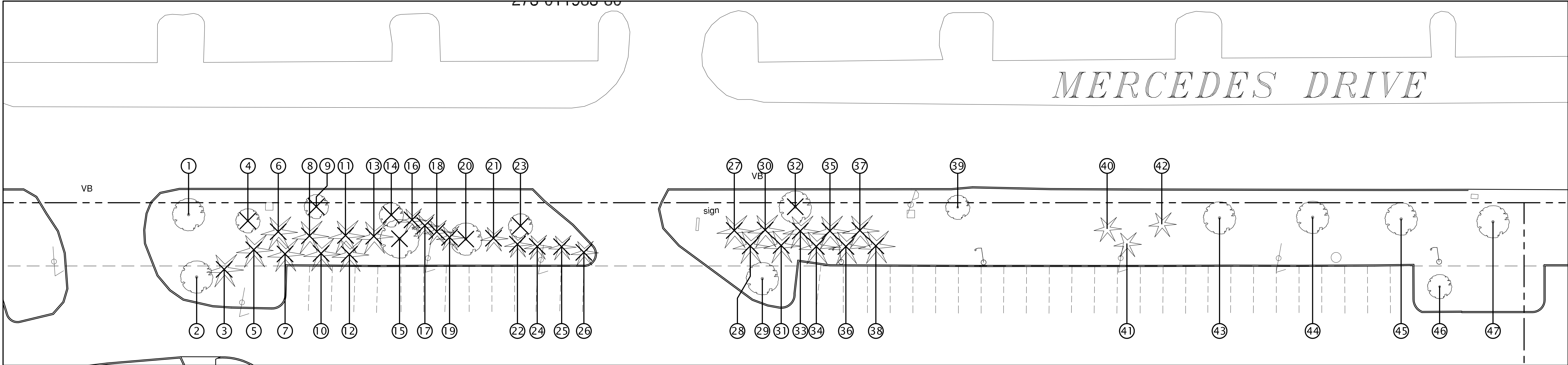
Drawn By: CLE
Checked By: TMW

Project Number:

17-0001-837

Drawing Number:

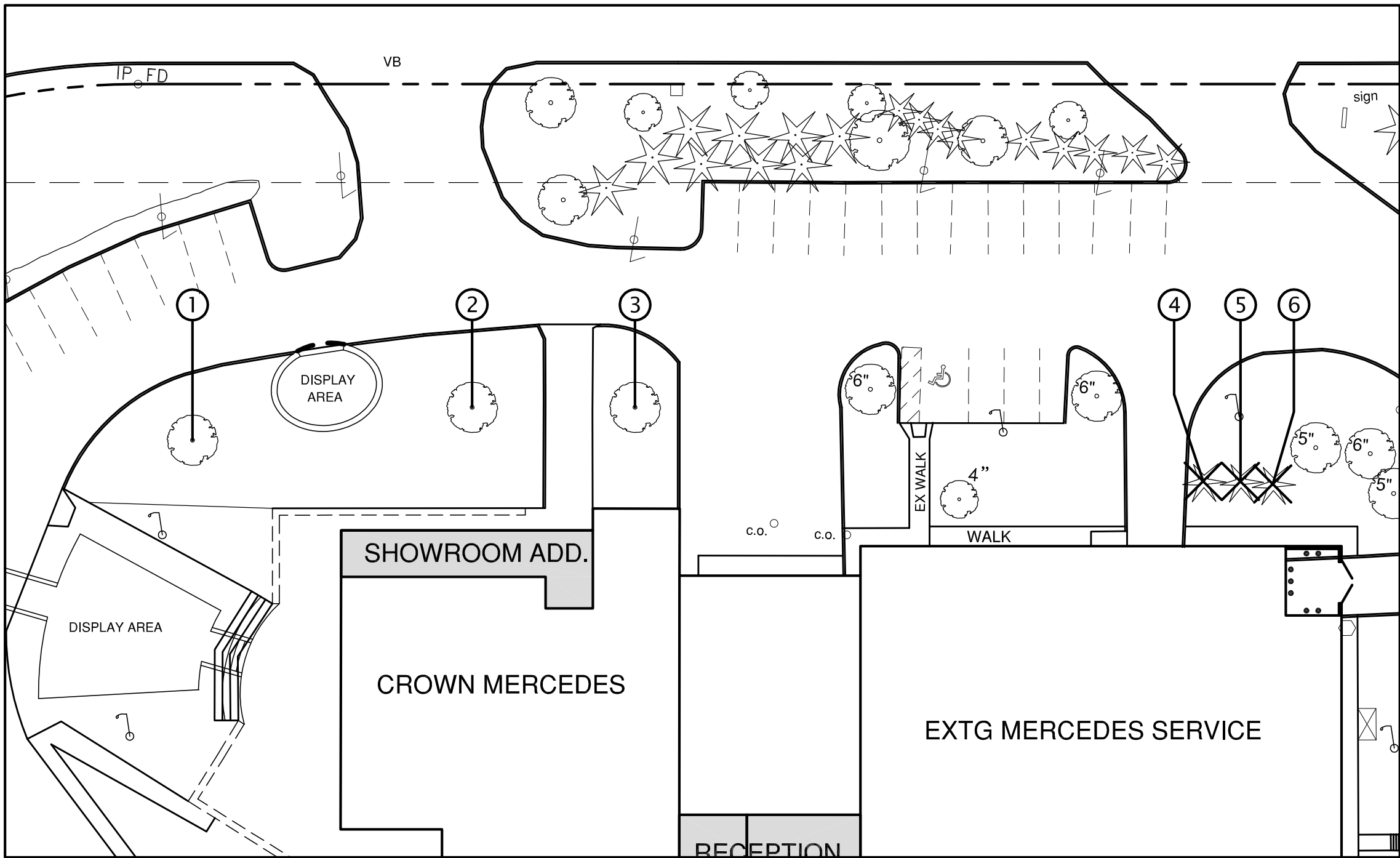
9 / 9



1 BUFFER INVENTORY

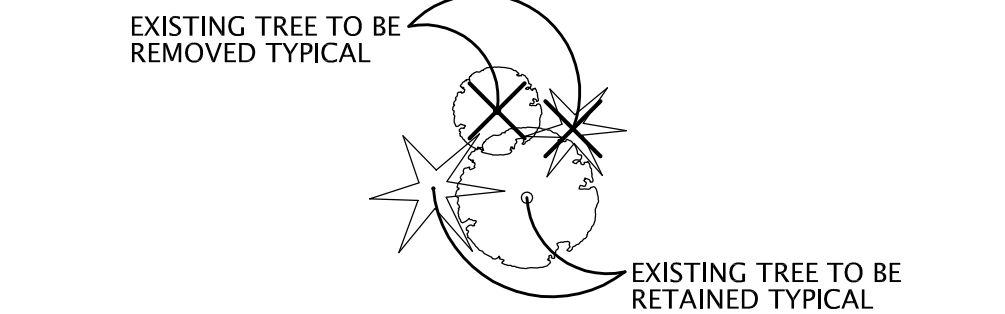
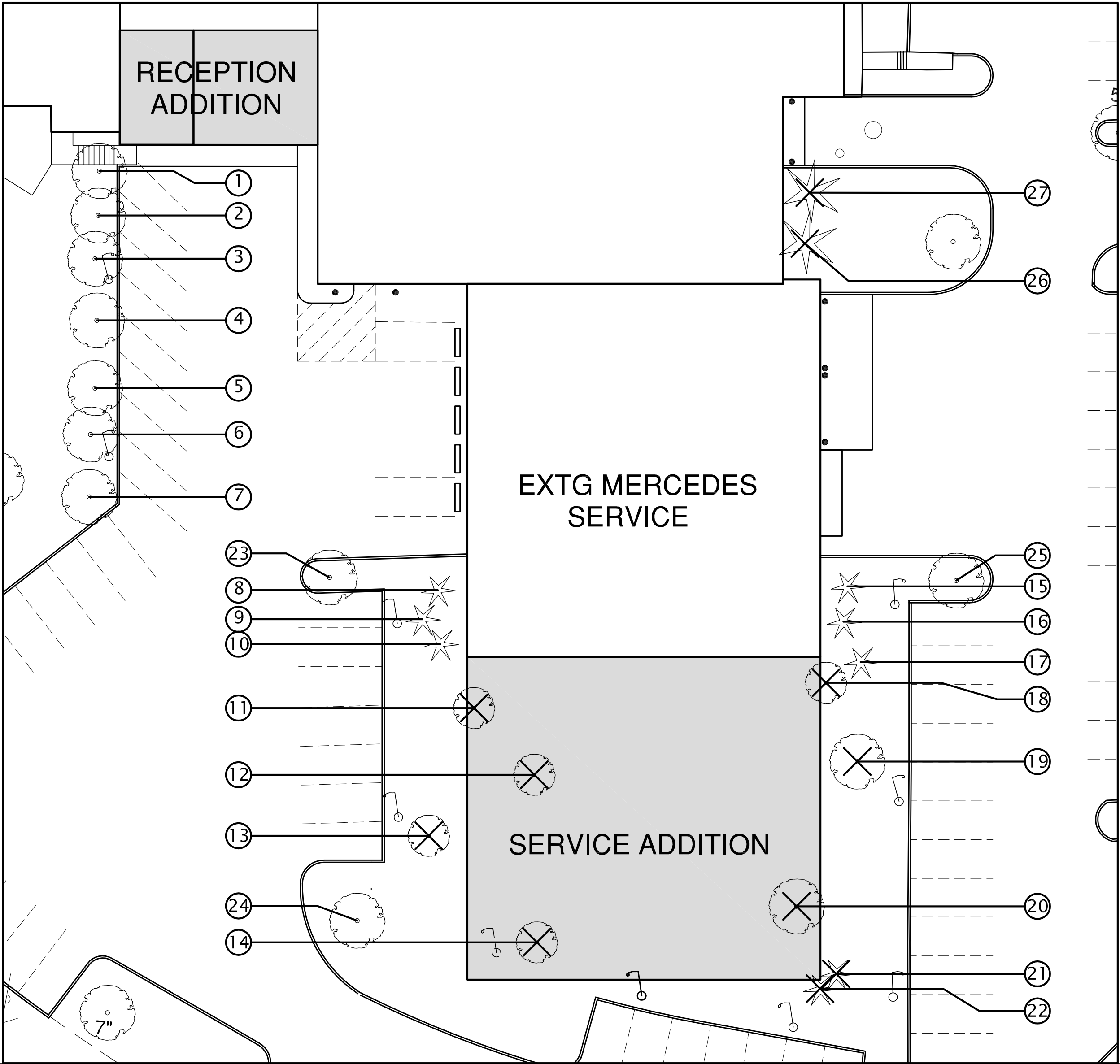
NOTE: TREES DESIGNATED WITH AN ASTERISK ARE TO BE REMOVED.

NO.	TREE TYPE	SIZE	CONDITION	NO.	TREE TYPE	SIZE	CONDITION	NO.	TREE TYPE	SIZE	CONDITION	NO.	TREE TYPE	SIZE	CONDITION	NO.	TREE TYPE	SIZE	CONDITION
1	Honeylocust	8" CALIPER	GOOD	11 *	Pine	11" CALIPER	POOR	21 *	Pine	9" CALIPER	POOR	31 *	Pine	8" CALIPER	POOR	41	Spruce	8" CALIPER	GOOD
2	Honeylocust	8" CALIPER	GOOD	12 *	Pine	7.5" CALIPER	POOR	22 *	Pine	10" CALIPER	POOR	32 *	Crabapple	6" CALIPER	POOR	42	Spruce	8" CALIPER	GOOD
3 *	Pine	9" CALIPER	POOR	13 *	Pine	9" CALIPER	POOR	23 *	Crabapple	6" CALIPER	POOR	33 *	Pine	8" CALIPER	POOR	43	Honeylocust	12" CALIPER	GOOD
4 *	Crabapple	5" CALIPER	POOR	14 *	Crabapple	5" CALIPER	POOR	24 *	Pine	10" CALIPER	POOR	34 *	Pine	12" CALIPER	POOR	44	Honeylocust	12" CALIPER	GOOD
5 *	Pine	9.5" CALIPER	POOR	15 *	Honeylocust	8" CALIPER	POOR	25 *	Pine	10" CALIPER	POOR	35 *	Pine	8.5" CALIPER	POOR	45	Honeylocust	12" CALIPER	GOOD
6 *	Pine	12" CALIPER	POOR	16 *	Pine	7" CALIPER	POOR	26 *	Pine	10" CALIPER	POOR	36 *	Pine	7" CALIPER	POOR	46	Honeylocust	11" CALIPER	GOOD
7 *	Pine	9" CALIPER	POOR	17 *	Pine	11" CALIPER	POOR	27 *	Pine	11" CALIPER	POOR	37 *	Pine	7.5" CALIPER	POOR	47	Honeylocust	10" CALIPER	GOOD
8 *	Pine	9" CALIPER	POOR	18 *	Pine	8" CALIPER	POOR	28 *	Pine	11" CALIPER	POOR	38 *	Pine	13" CALIPER	POOR				
9 *	Crabapple	6" CALIPER	POOR	19 *	Pine	9" CALIPER	POOR	29	Honeylocust	6" CALIPER	GOOD	39	Honeylocust	12" CALIPER	GOOD				
10 *	Pine	9" CALIPER	POOR	20 *	Honeylocust	6" CALIPER	POOR	30 *	Pine	12" CALIPER	POOR	40	Spruce	10" CALIPER	GOOD				



NO.	TREE TYPE	SIZE	CONDITION
1	Honeylocust	9.5" CALIPER	GOOD
2	Honeylocust	7" CALIPER	GOOD
3	Honeylocust	7" CALIPER	GOOD
4 *	Pine	5" CALIPER	POOR
5 *	Pine	5" CALIPER	POOR
6 *	Pine	5" CALIPER	POOR

2 N.W. SHOWROOM INVENTORY



EXISTING TREE LEGEND

NO.	TREE TYPE	SIZE	CONDITION
1	Crabapple	6" CALIPER	GOOD
2	Crabapple	6" CALIPER	GOOD
3	Crabapple	6" CALIPER	GOOD
4	Crabapple	6" CALIPER	GOOD
5	Crabapple	6" CALIPER	GOOD
6	Crabapple	6" CALIPER	GOOD
7	Crabapple	6" CALIPER	GOOD
8	Spruce	6" CALIPER	GOOD
9	Spruce	5" CALIPER	GOOD
10	Spruce	6" CALIPER	GOOD
11 *	Maple	5" CALIPER	GOOD
12 *	Ginkgo	7" CALIPER	GOOD
13 *	Maple	4.5" CALIPER	DEAD
14 *	Ginkgo	8" CALIPER	GOOD
15	Spruce	5" CALIPER	GOOD
16	Spruce	5" CALIPER	GOOD
17	Spruce	5" CALIPER	GOOD
18 *	Honeylocust	5" CALIPER	GOOD
19 *	Honeylocust	11" CALIPER	GOOD
20 *	Honeylocust	12" CALIPER	GOOD
21 *	Spruce	6" CALIPER	GOOD
22 *	Spruce	5" CALIPER	GOOD
23	Honeylocust	4" CALIPER	GOOD
24	Maple	6" CALIPER	GOOD
25	Honeylocust	8" CALIPER	GOOD
26 *	Pine	5" CALIPER	POOR
27 *	Pine	5" CALIPER	POOR

3 SERVICE & RECEPTION INVENTORY

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ENGINEERS SURVEYORS

CROWN MERCEDES BENZ
FINAL DEVELOPMENT PLAN
6500 PERIMETER LOOP ROAD | DUBLIN, OHIO

DRAWING SET
01 | 26 | 2017
preliminary
check
bid
permit
construction

REVISIONS
1
2
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SEAL
STATE OF OHIO
LANDSCAPE ARCHITECT
GREGORY
KROBOT
9400785

PROJECT NUMBER
A15-085

SHEET TITLE
TREE INVENTORY
(TREE PRESERVATION PLAN)
SHEET NUMBER

L1.00



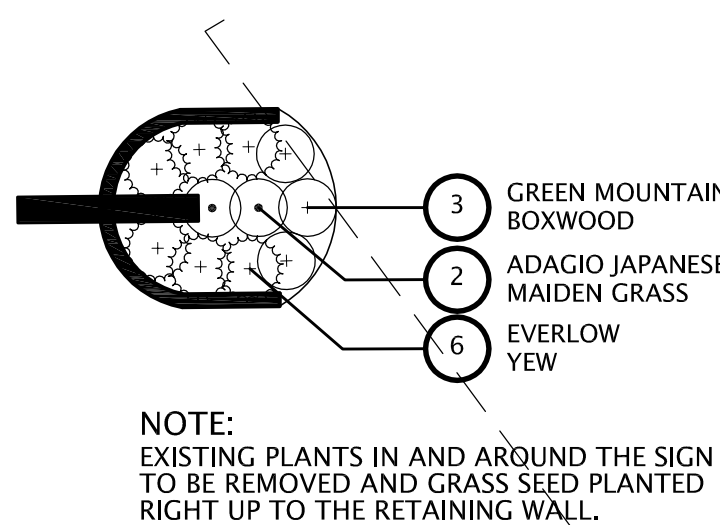
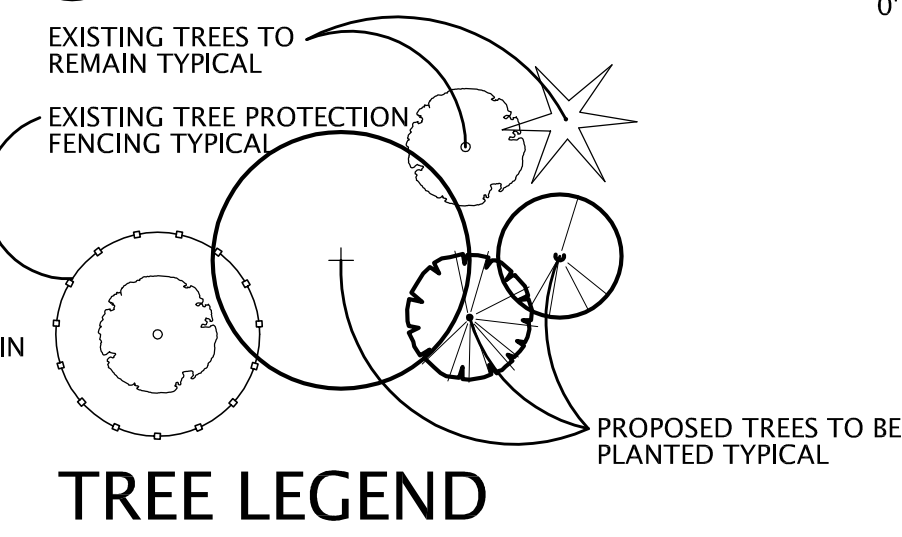
1 BUFFER PLANTING PLAN

1. 153.133(B)(3): TREE PLANTING REQUIREMENTS: THERE SHALL BE A MINIMUM OF ONE TREE FOR EVERY 5,000 S.F. OF GROUND COVERAGE.

SERVICE ADDITION: 6,150 S.F.
RECEPTION ADDITION: 1,228 S.F.
SHOWROOM ADDITION: 854 S.F.
TOTAL BUILDING ADDITIONS: 8,232 S.F.

TOTAL ADDITIONAL TREES REQUIRED: 2
TOTAL ADDITIONAL TREES PROVIDED: 2 (THESE ARE THE TWO HORNBEAMS PROPOSED IN THE LAWN WEST OF THE RECEPTION ADDITION.)
2. 153.133(D)(2)(b) SITE PLANTING REQUIREMENTS: THERE SHALL BE LANDSCAPED AREAS EQUAL TO 2% OF THE BUILDING GROUND COVERAGE AREA...
TOTAL BUILDING ADDITIONS: 8,232 S.F.
2% OF BUILDING GROUND COVERAGE AREA= 165 S.F.
LANDSCAPED AREAS PROVIDED= 400 S.F.
(THESE AREAS CONSIST OF THE TWO SERBIAN SPRUCE ON THE WEST SIDE AND TWO CANAAN FIRS ON THE EAST SIDE OF THE SERVICE ADDITION.)
3. 153.46 TREE REPLACEMENTS:

CODE REQUIREMENTS SHALL BE MET.

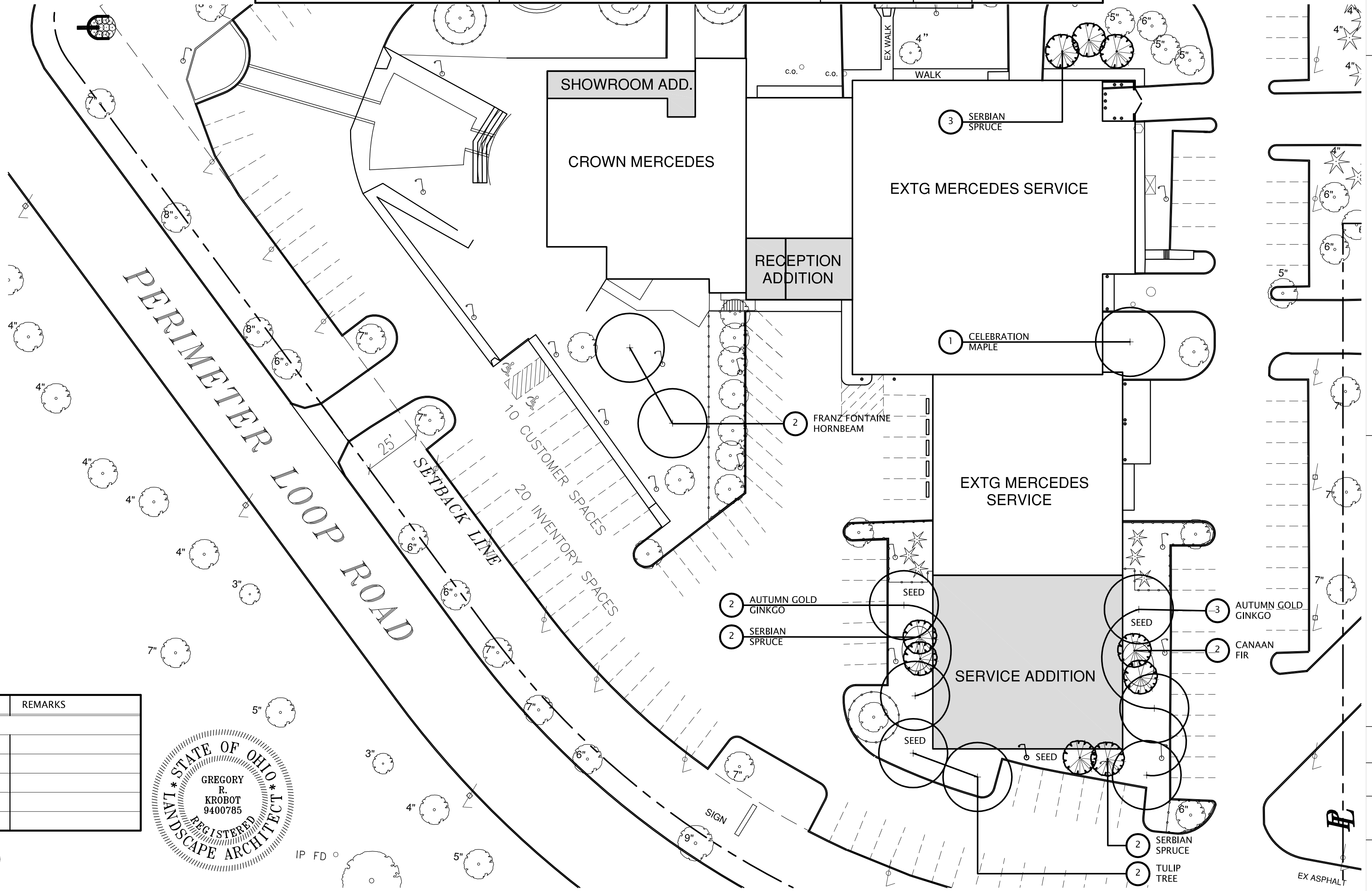


2 ENTRY SIGN PLANTING PLAN

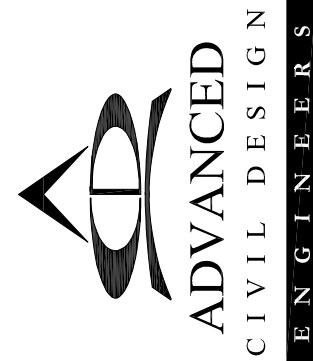
3 SERVICE & RECEPTION PLANTING PLAN

0' 15' 30' 60'

NORTH

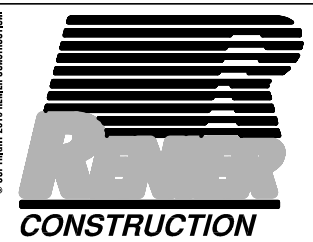


PLAN PREPARED BY:



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Integrity.

CROWN MERCEDES BENZ
CITY OF DUBLIN, FRANKLIN COUNTY, OHIO
FINAL DEVELOPMENT PLAN
FOR
CROWN MERCEDES BENZ

Issue Dates:

Date: 09/18/2017

Scale:

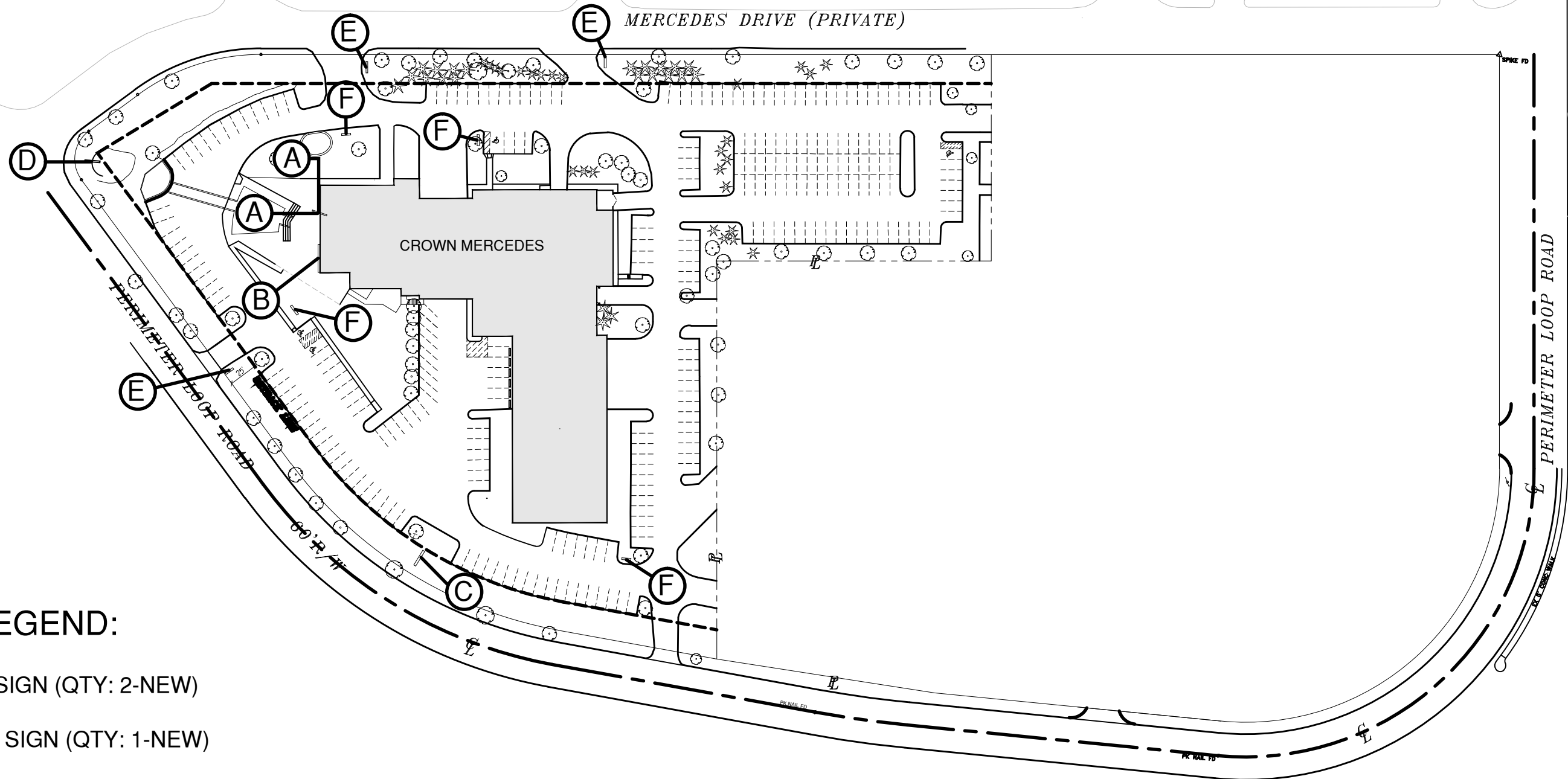
Drawn By:	Checked By:
-----------	-------------

Project Number:

17-0001-837

Drawing Number:

L1.01



SIGN LEGEND:

- (A) BRAND ID SIGN (QTY: 2-NEW)
- (B) DEALER ID SIGN (QTY: 1-NEW)
- (C) CROWN CAMPUS IDENTIFIER (QTY: 1-REPLACE EXISTING)
- (D) ADDRESS MARKER (QTY: 1-EXISTING RESURFACED)
- (E) WAYFINDING + DIRECTIONAL SIGN - PERIMETER (QTY: 3)
- (F) WAYFINDING + DIRECTIONAL SIGN - INTERIOR (QTY: 4)



SIGN LEGEND:

BRAND ID SIGN — (A)

DEALER ID SIGN — (B)



SIGN LEGEND:

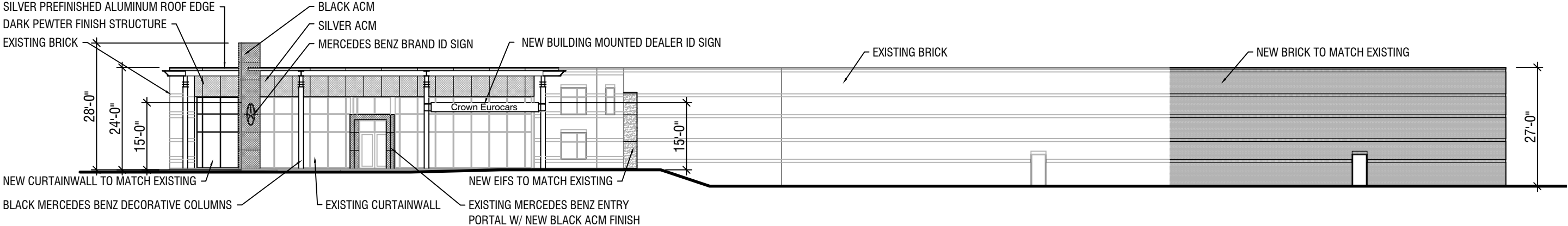
BRAND ID SIGN —(A)

DEALER ID SIGN —(B)

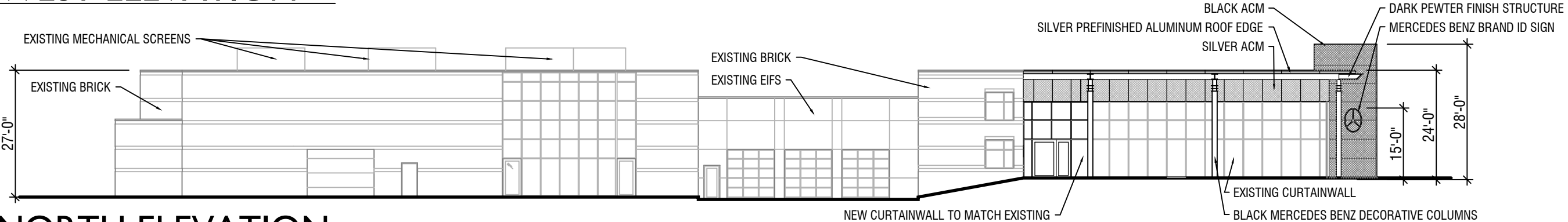


CROWN MERCEDES-BENZ
EXISTING BUILDING (NO SIGNS)
JULY 10, 2017

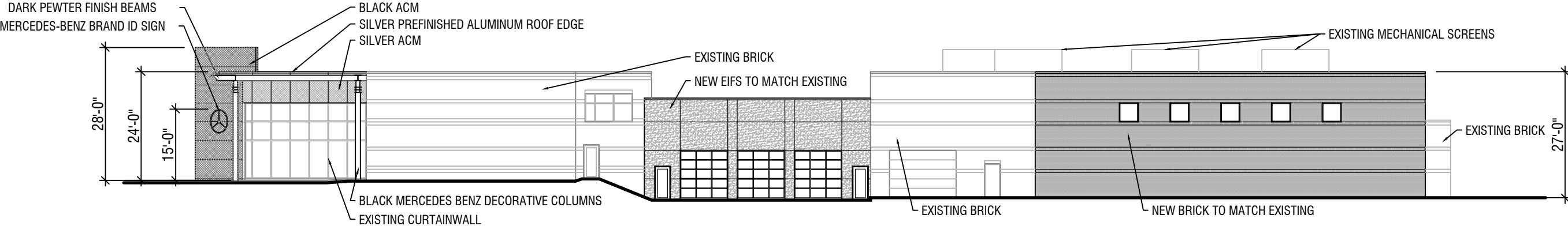




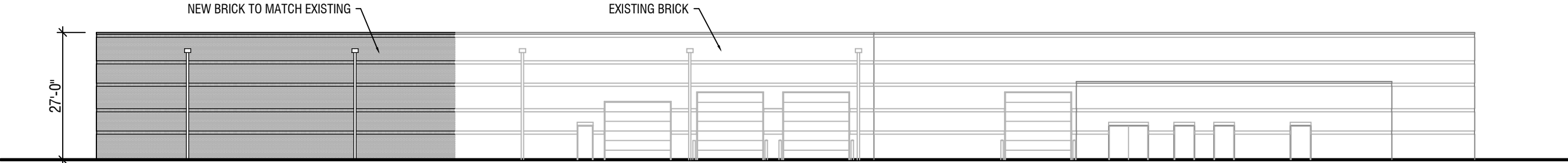
1 WEST ELEVATION



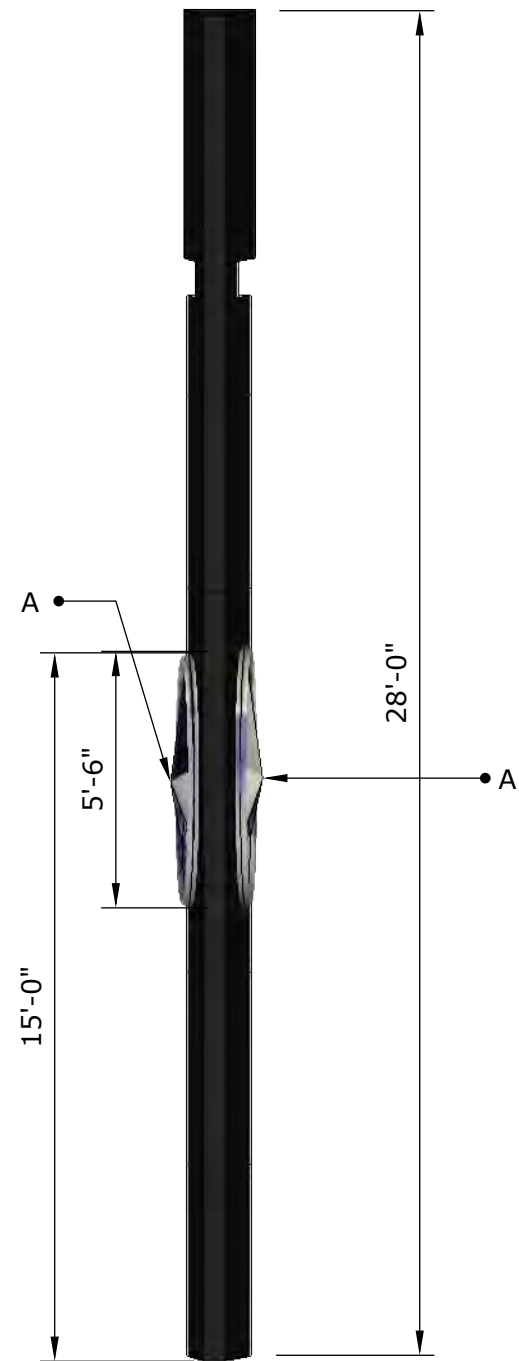
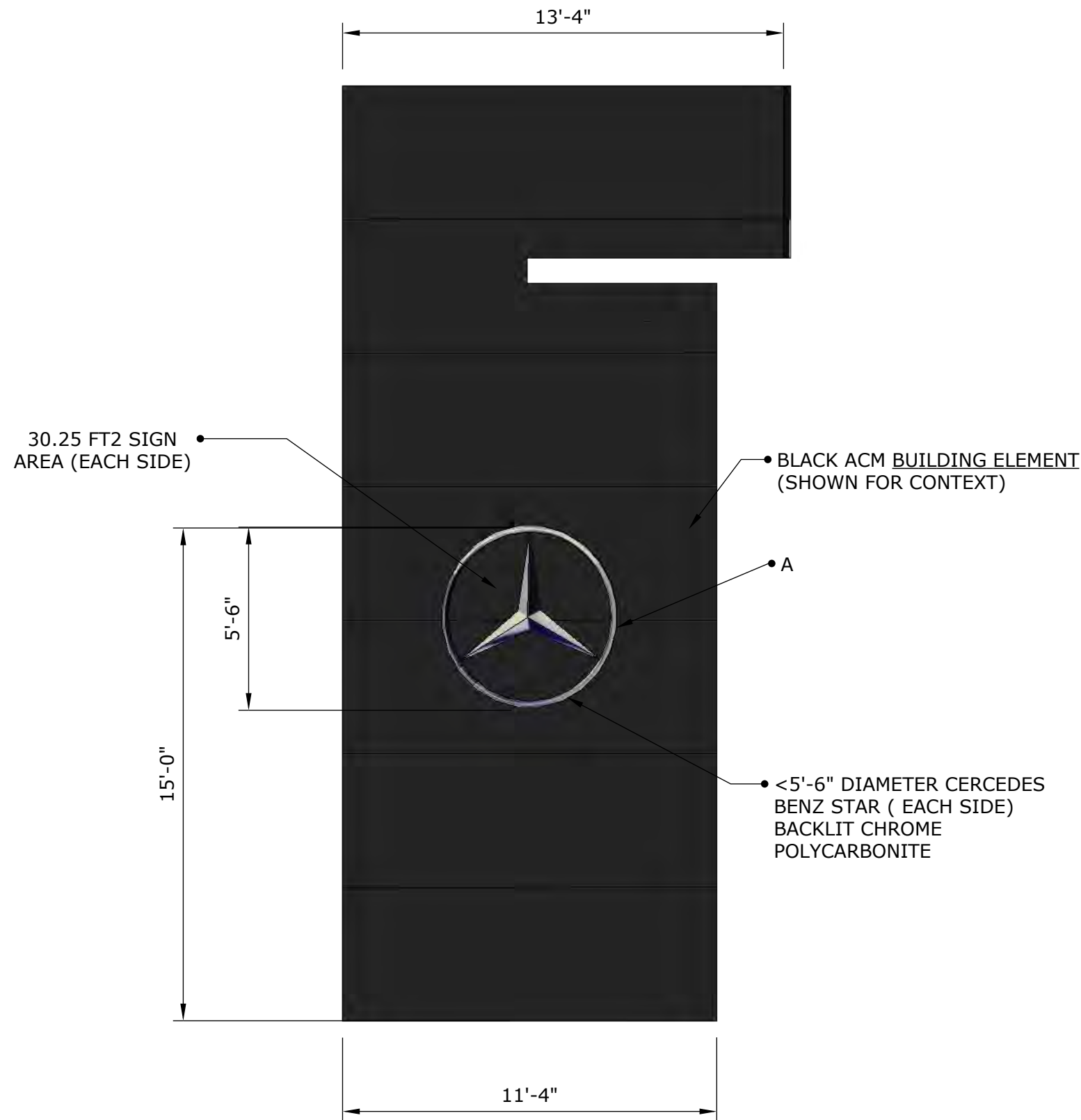
2 NORTH ELEVATION



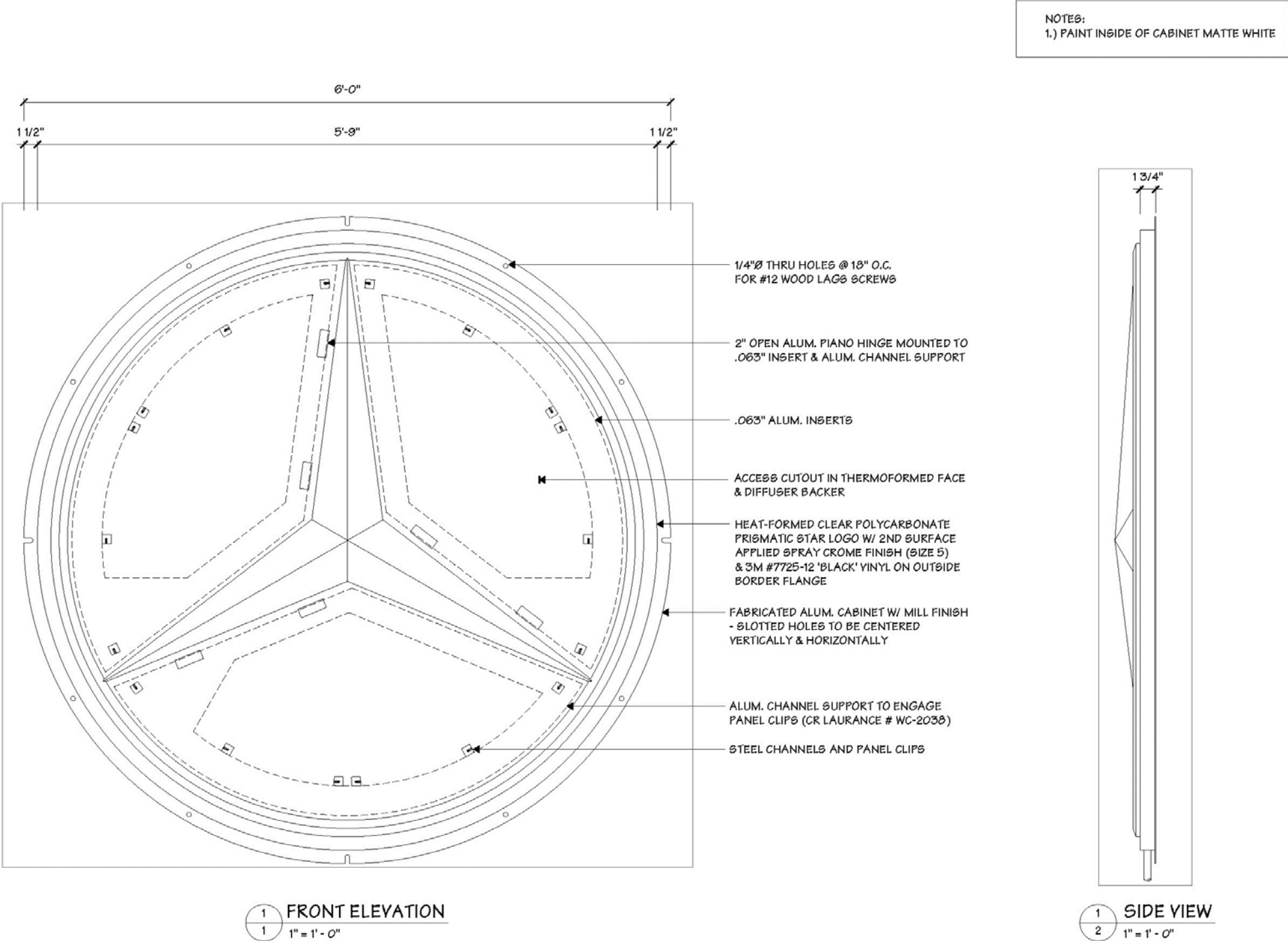
3 SOUTH ELEVATION

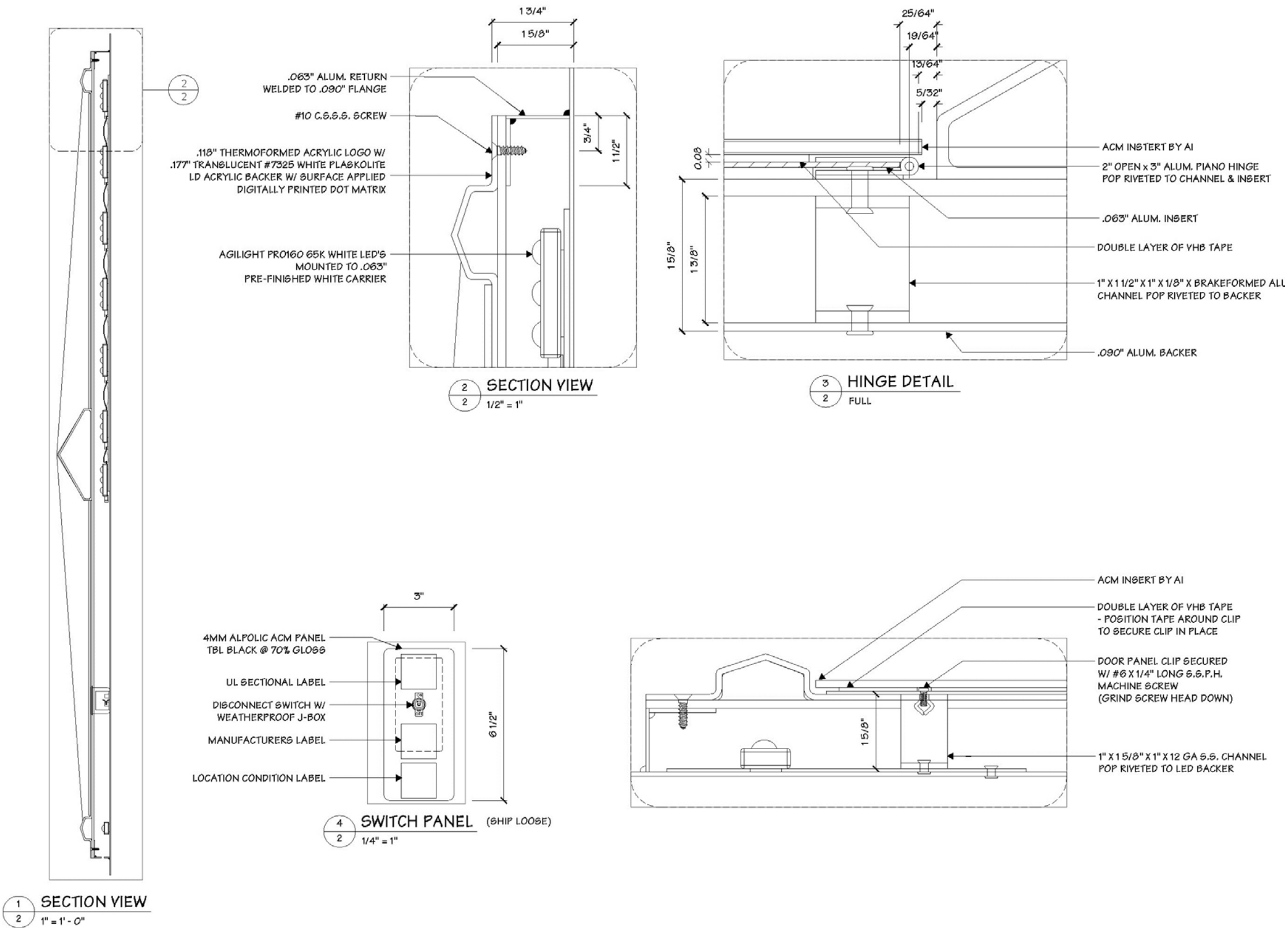


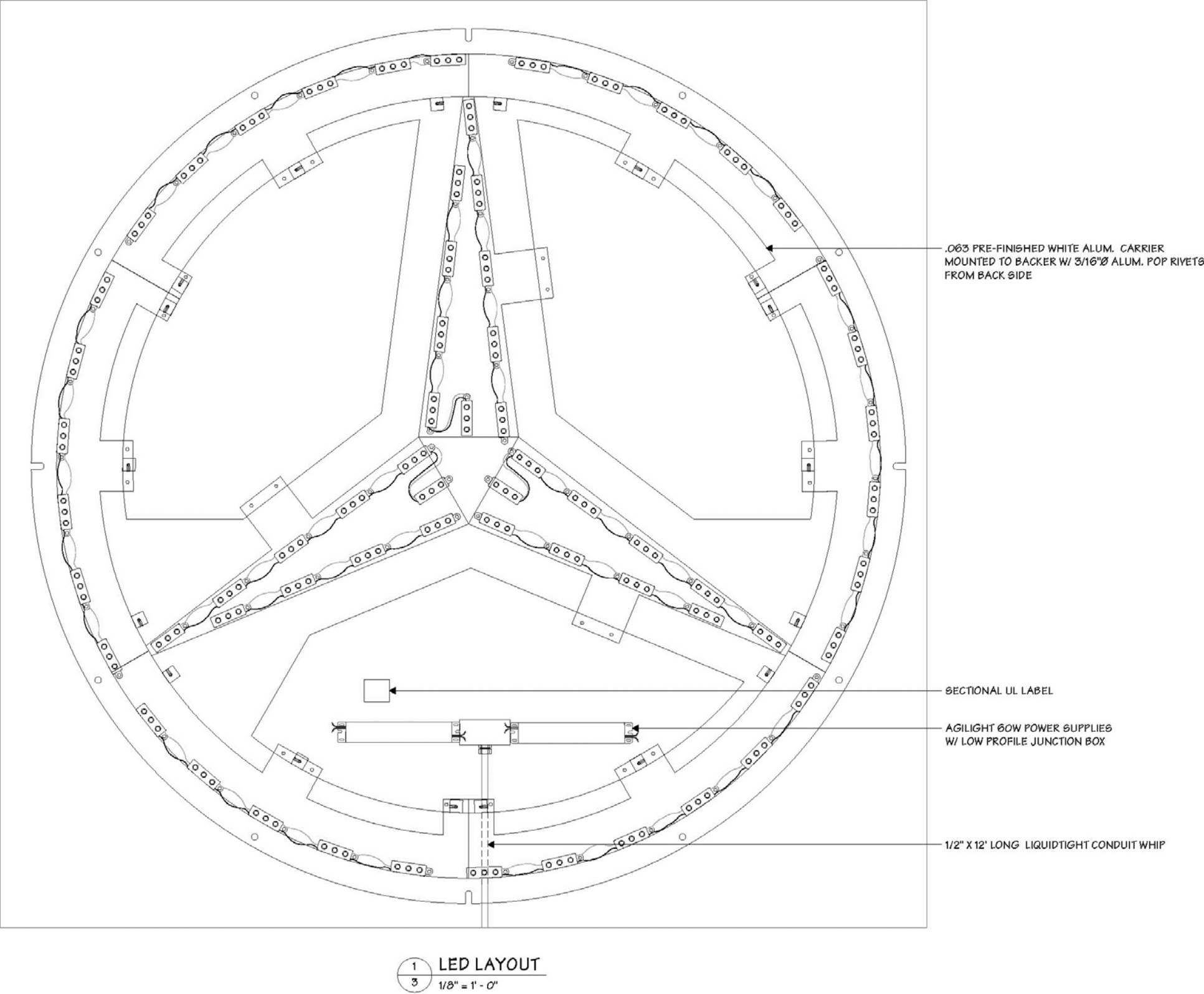
4 EAST ELEVATION

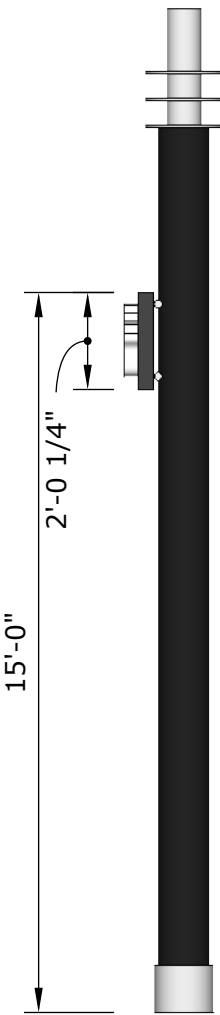
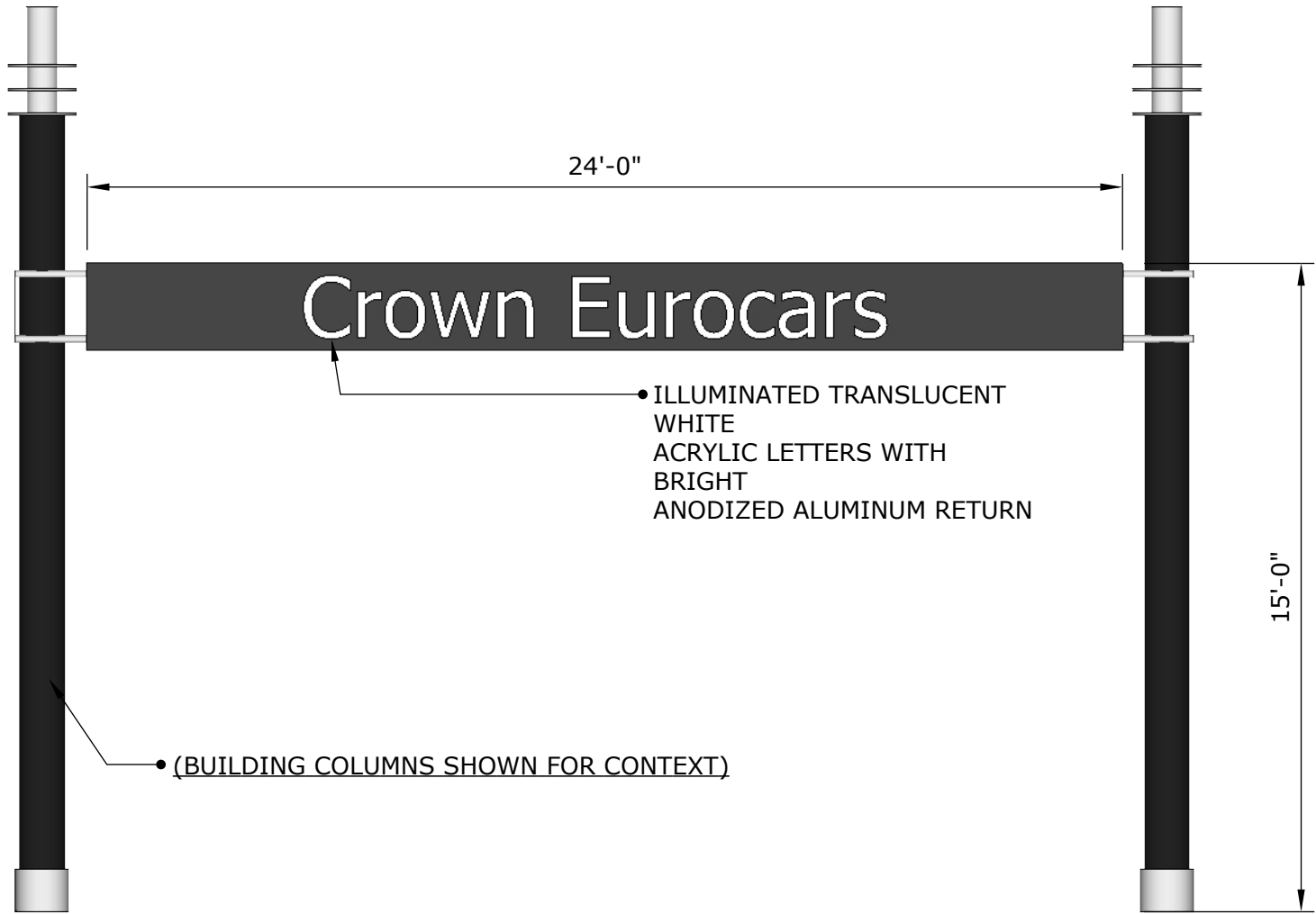
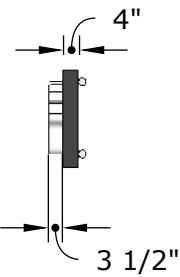
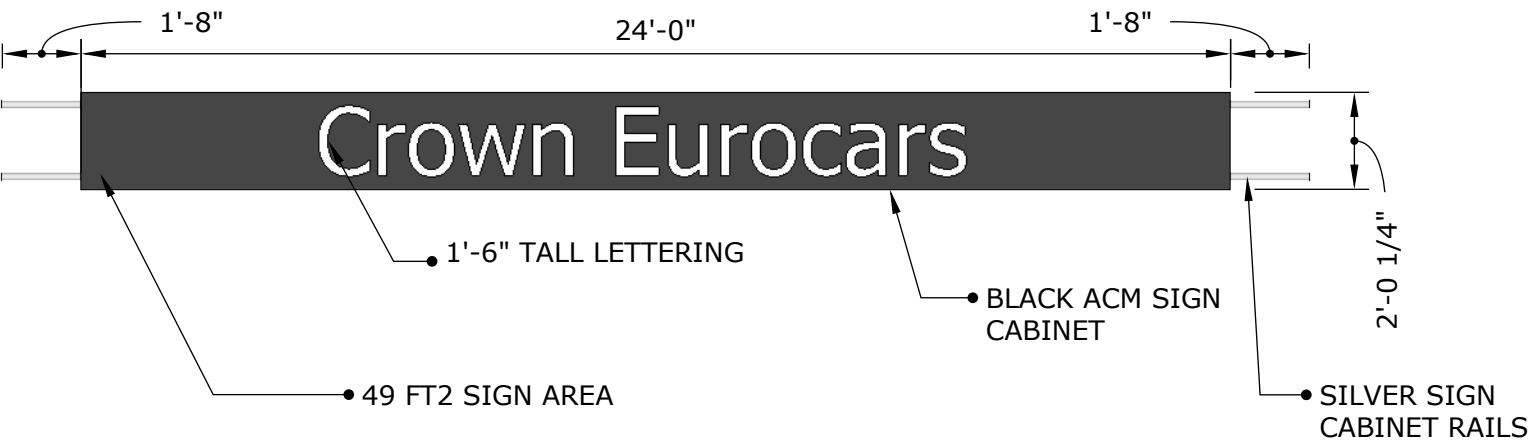


BRAND ID SIGN – A

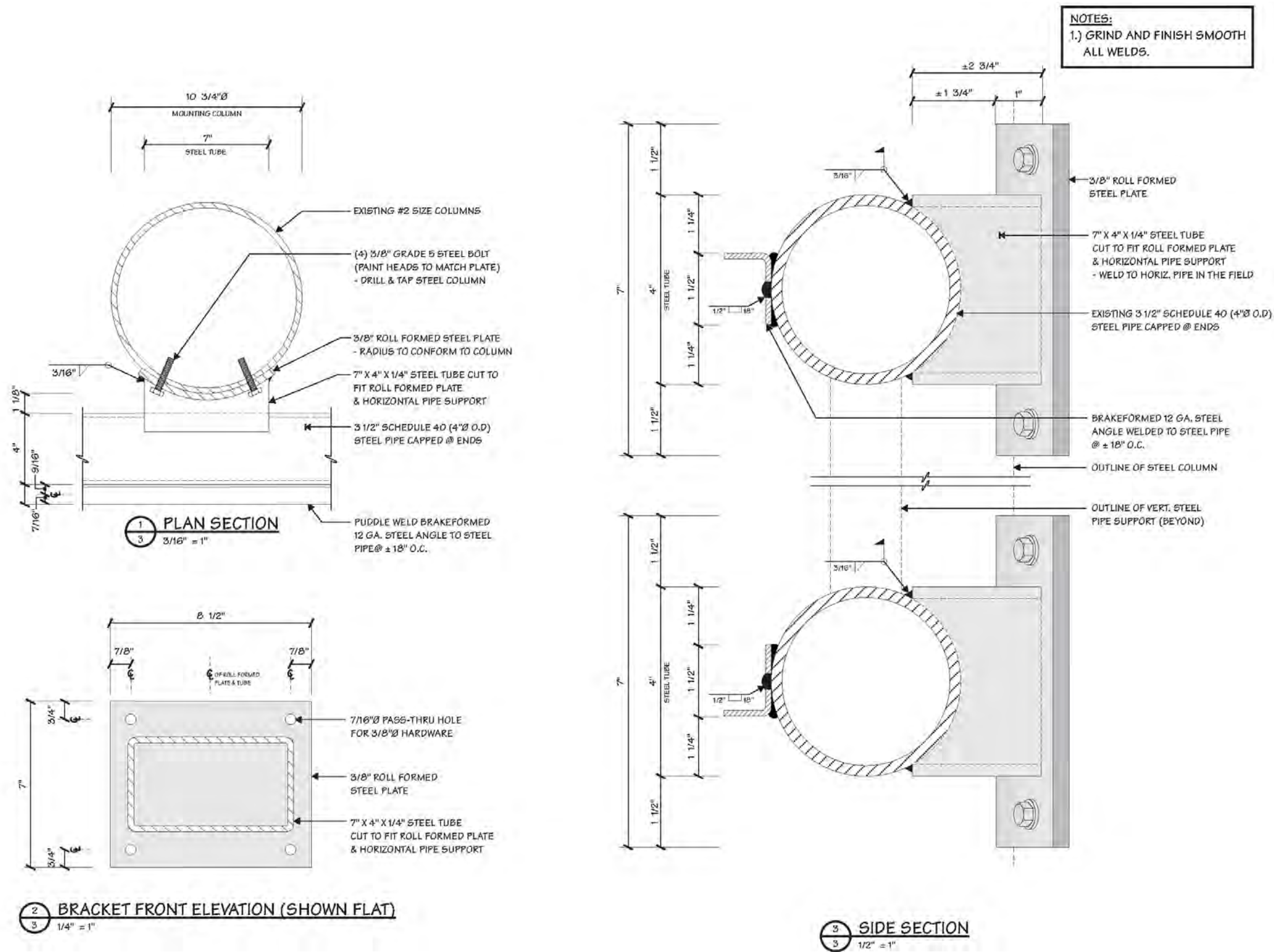


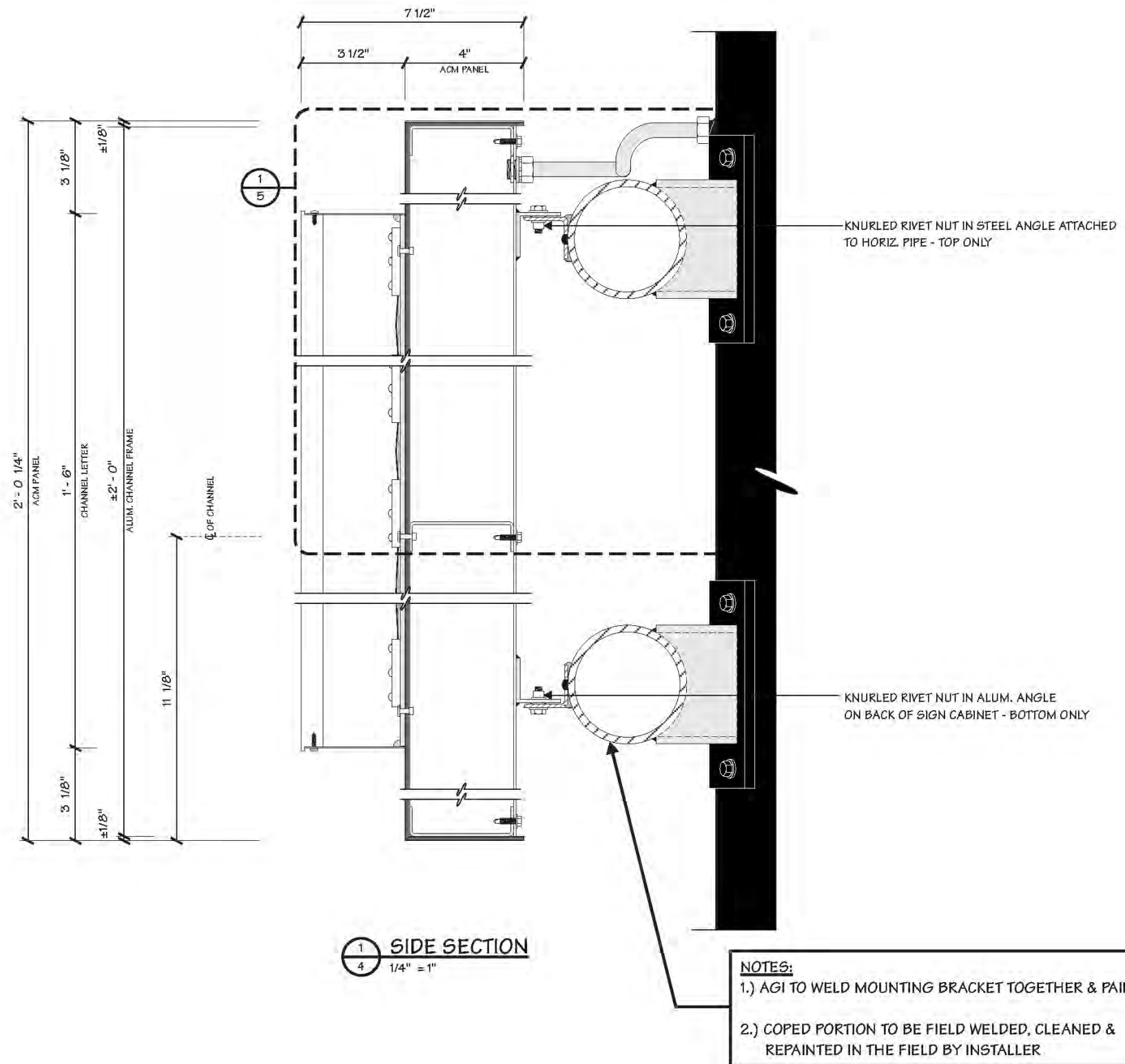


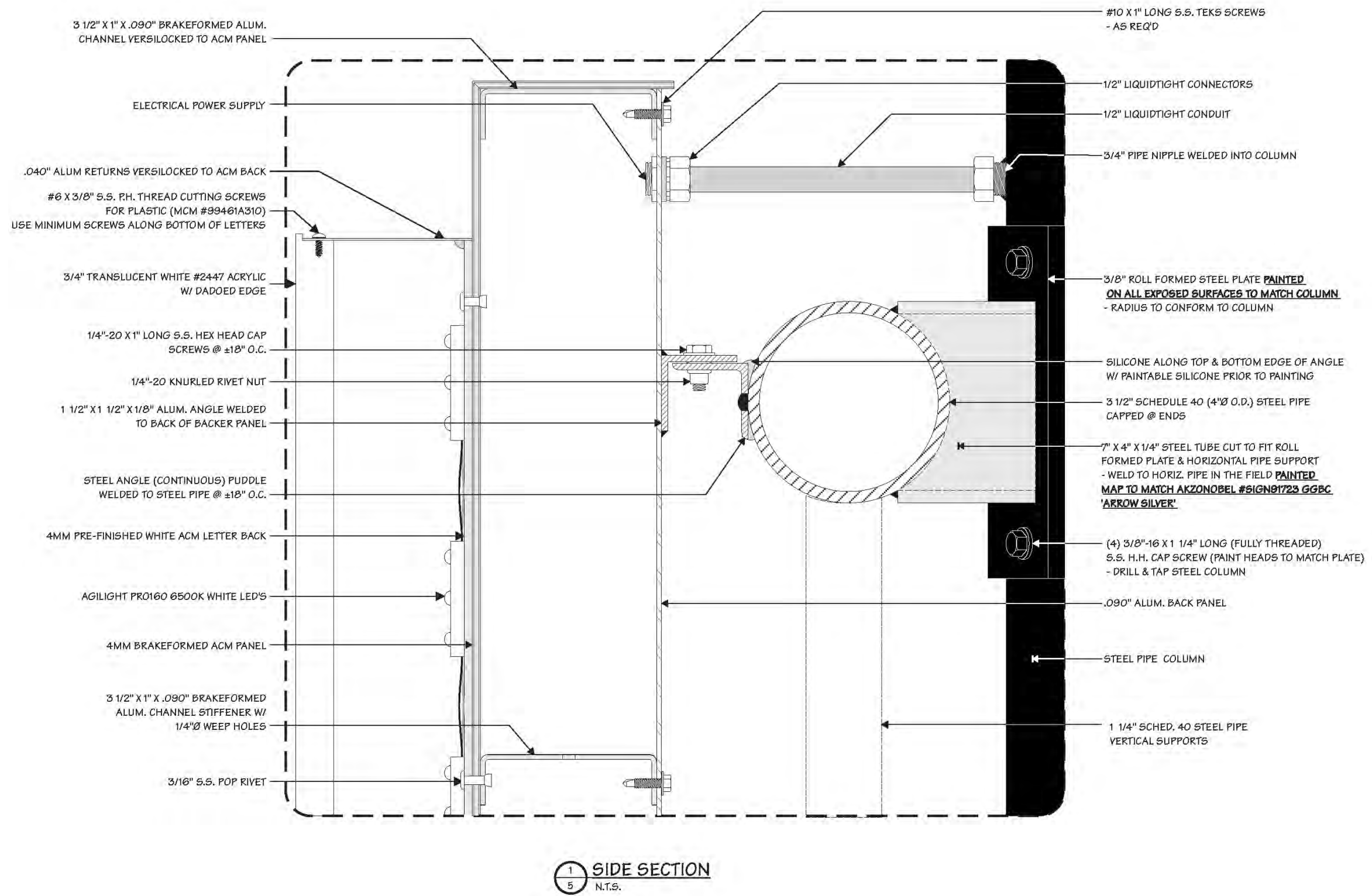


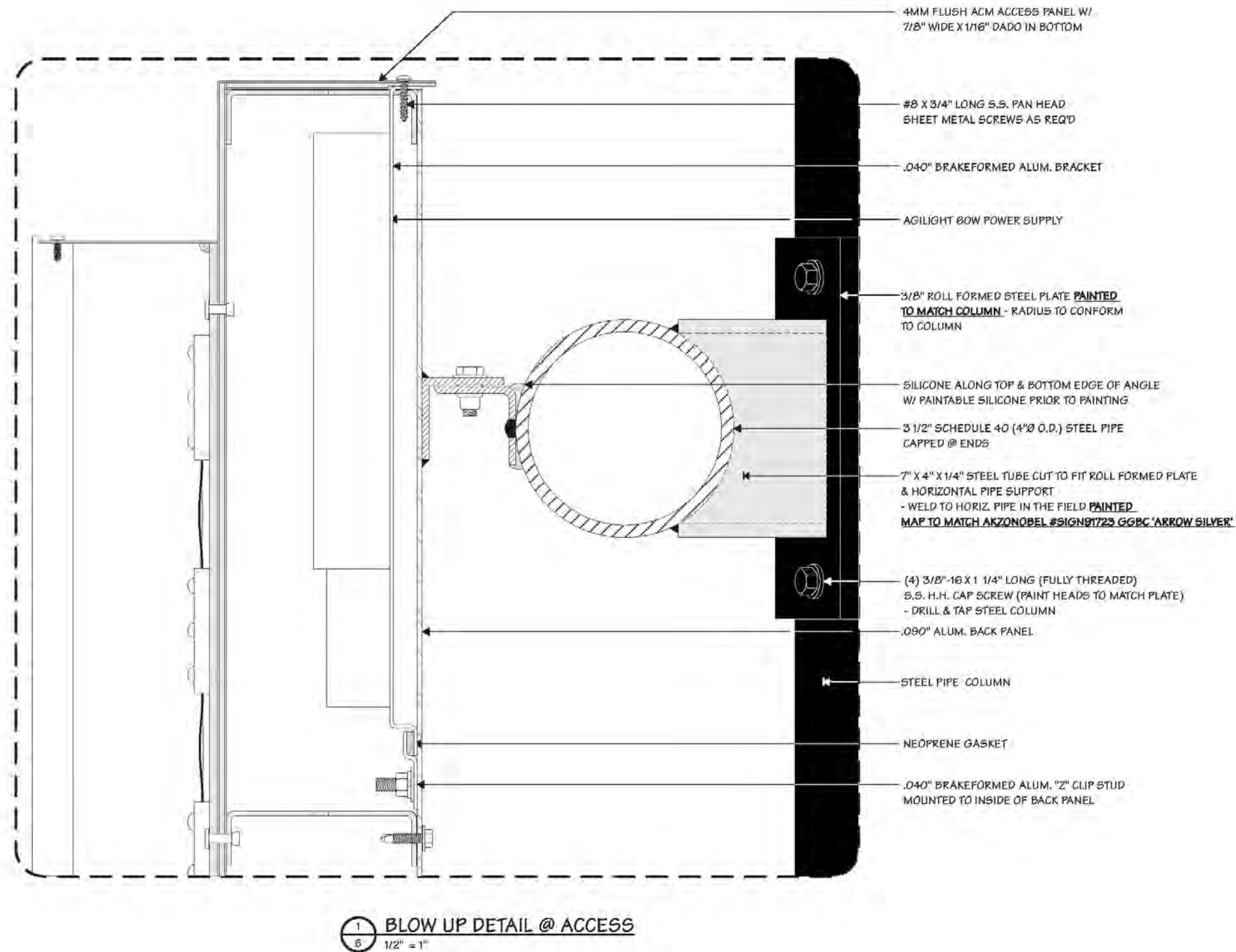


DEALER ID SIGN – B



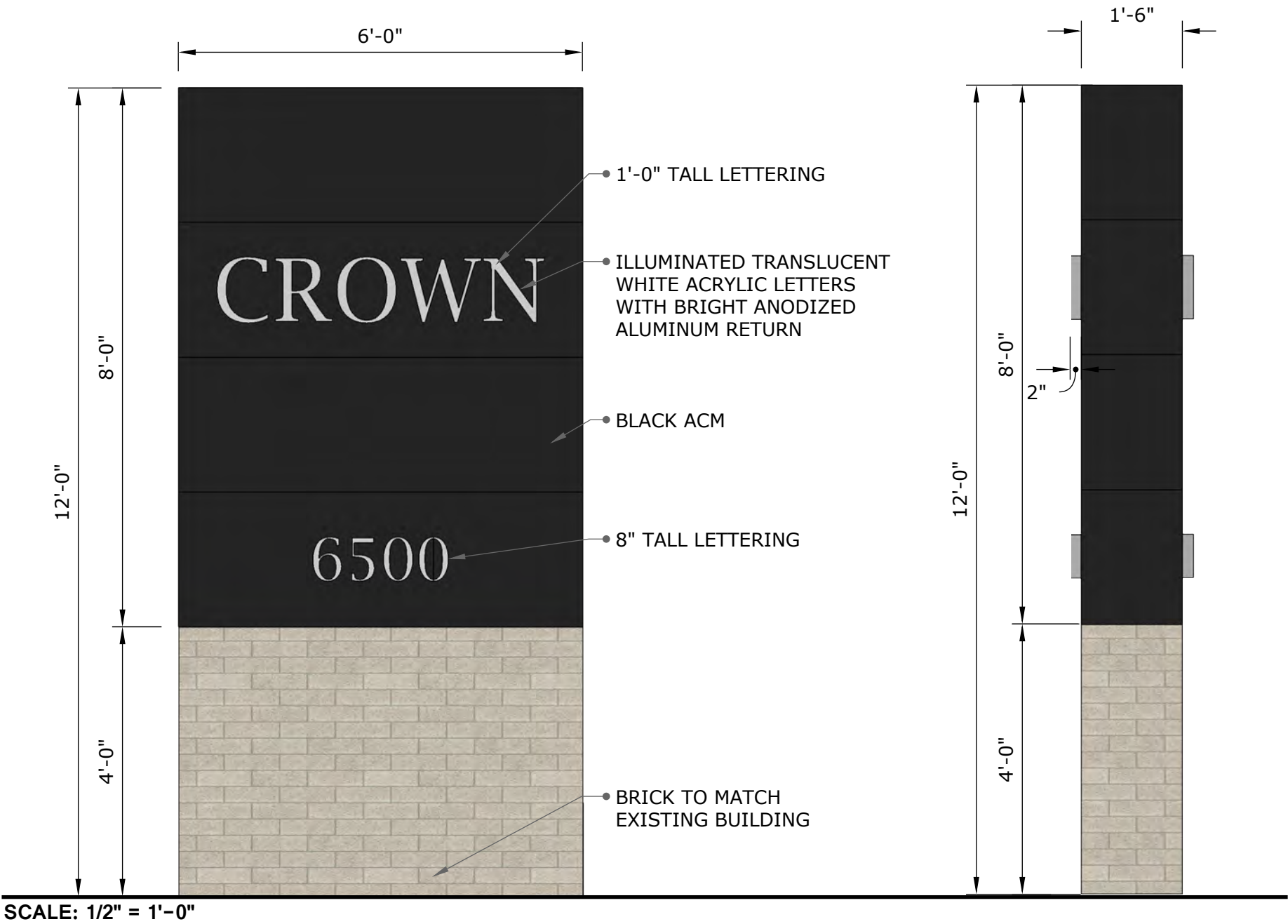






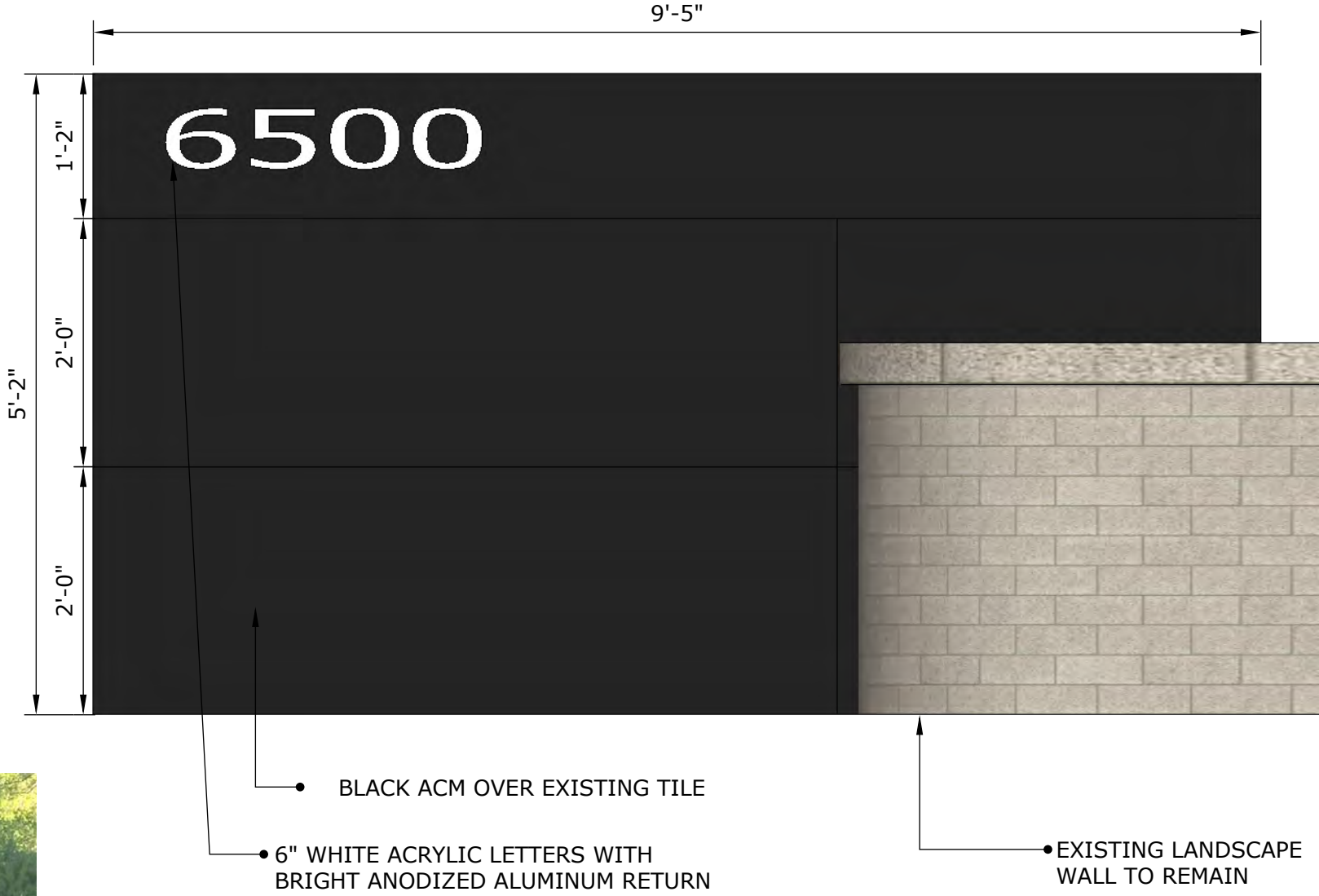
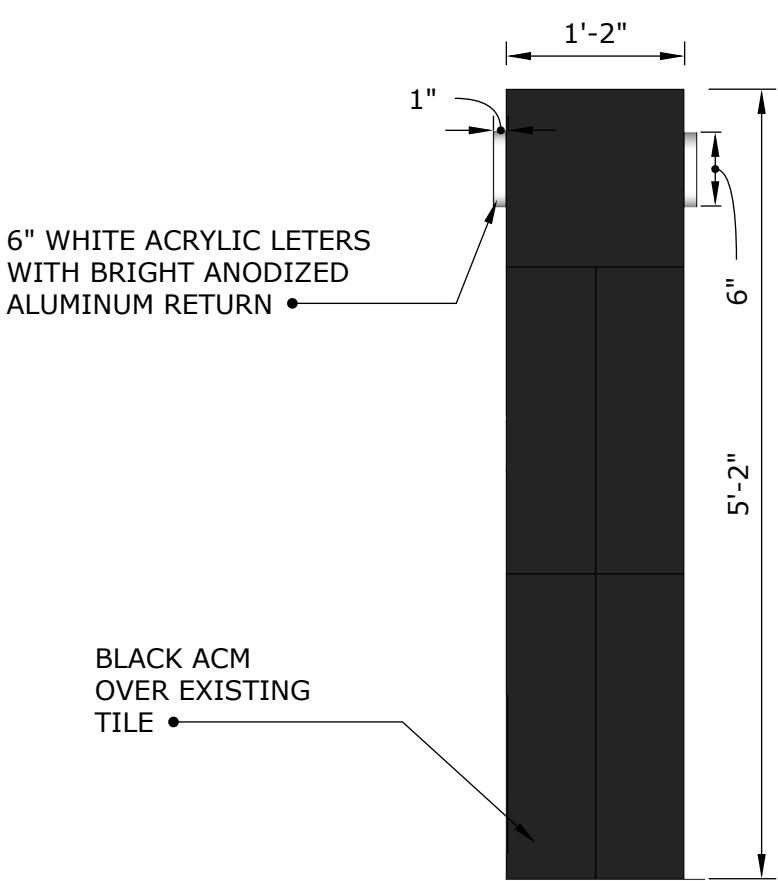


EXISTING CAMPUS IDENTIFIER



PROPOSED CAMPUS IDENTIFIER

CROWN CAMPUS IDENTIFIER – C



EXISTITNG ADDRESS MARKER

ADDRESS MARKER – D

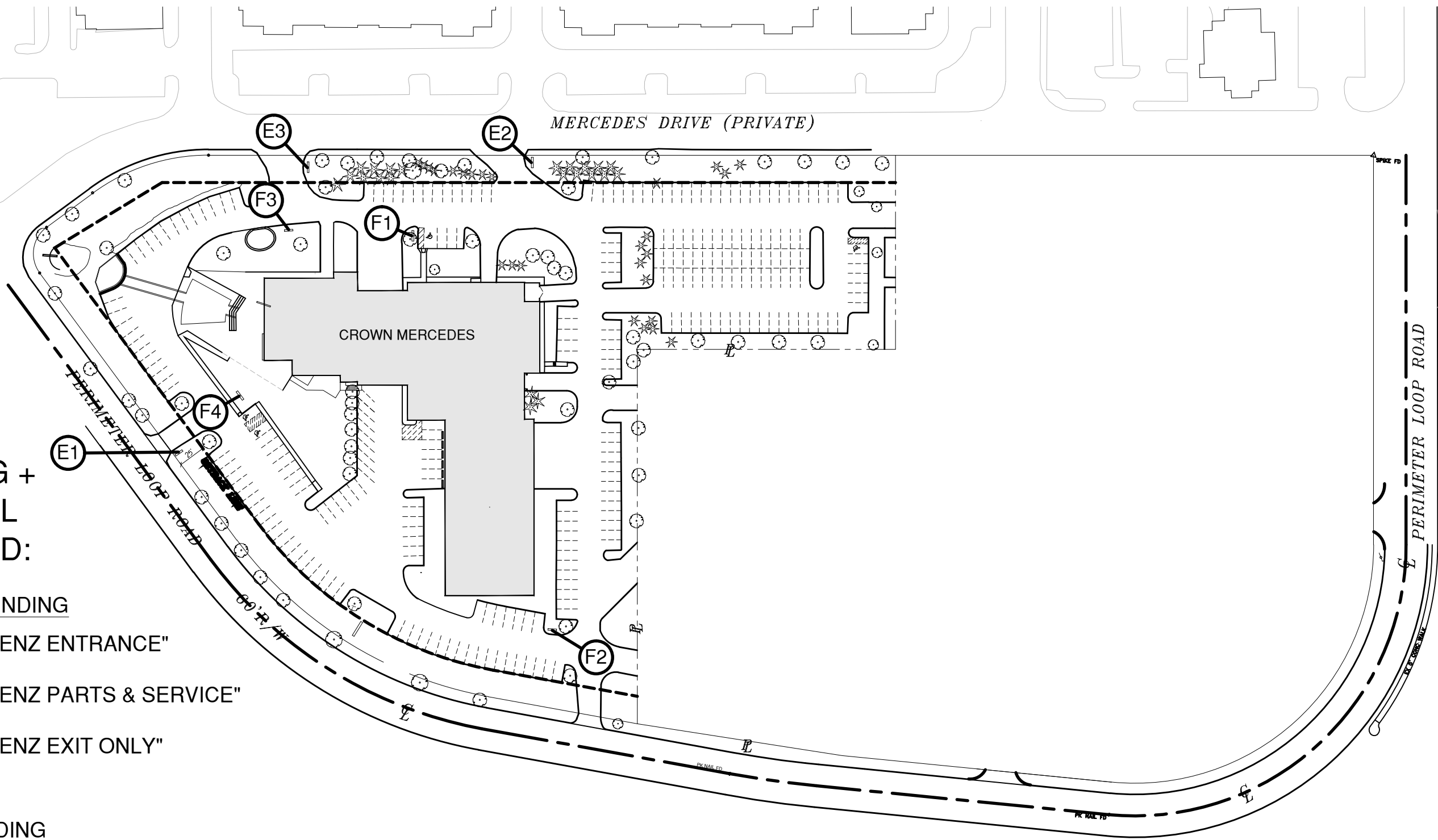
WAYFINDING +
DIRECTIONAL
SIGN LEGEND:

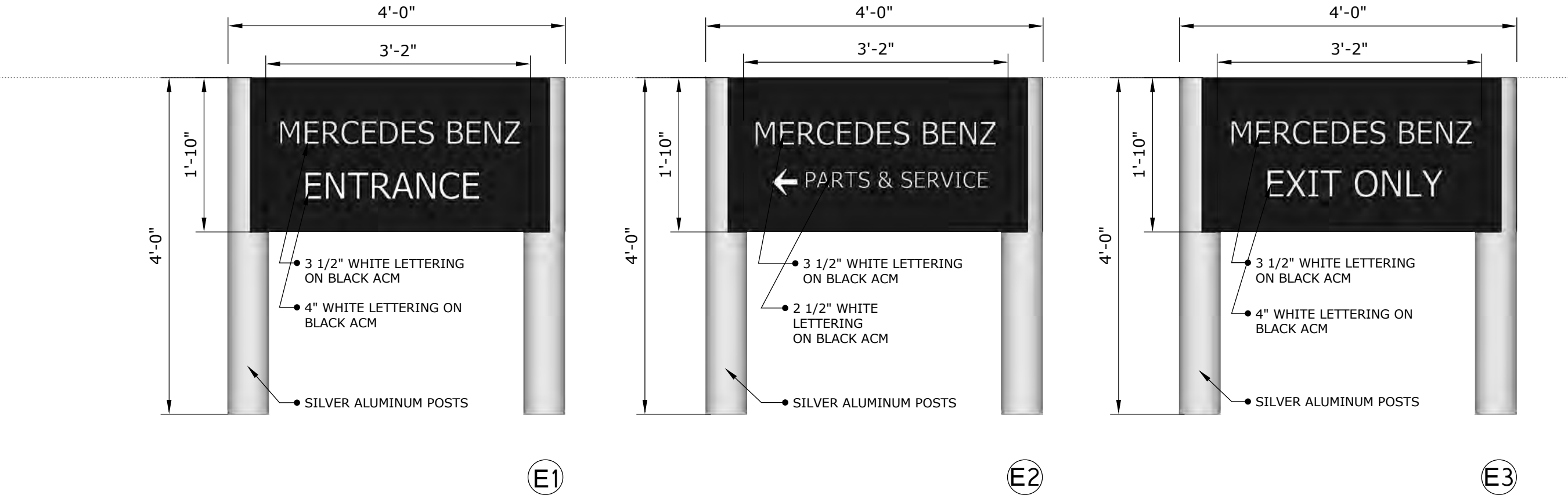
PERIMETER WAYFINDING

- (E1) "MERCEDES-BENZ ENTRANCE"
- (E2) "MERCEDES-BENZ PARTS & SERVICE"
- (E3) "MERCEDES-BENZ EXIT ONLY"

INTERIOR WAYFINDING

- (F1) "PARTS"
- (F2) "SERVICE & PARTS"
- (F3) "PARTS / SERVICE"
- (F4) "PARTS / SERVICE / CUSTOMER PARKING"





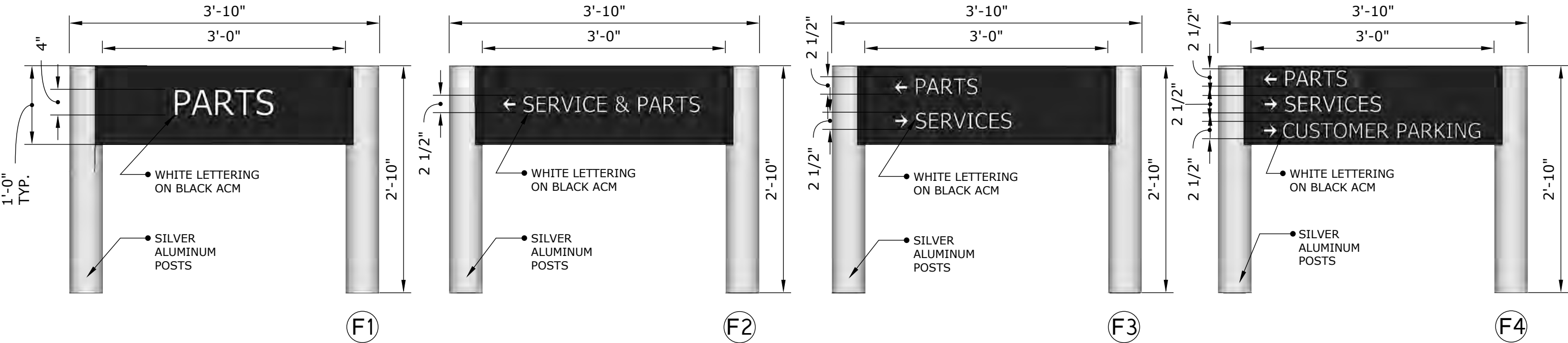
PROPOSED WAYFINDING & DIRECTIONAL PERIMETER SIGNS



EXISTING DIRECTIONAL SIGNS



PERIMETER DIRECTIONAL SIGNAGE – E



PROPOSED WAYFINDING & DIRECTIONAL INTERIOR SIGNS



QTY: 1



QTY:1



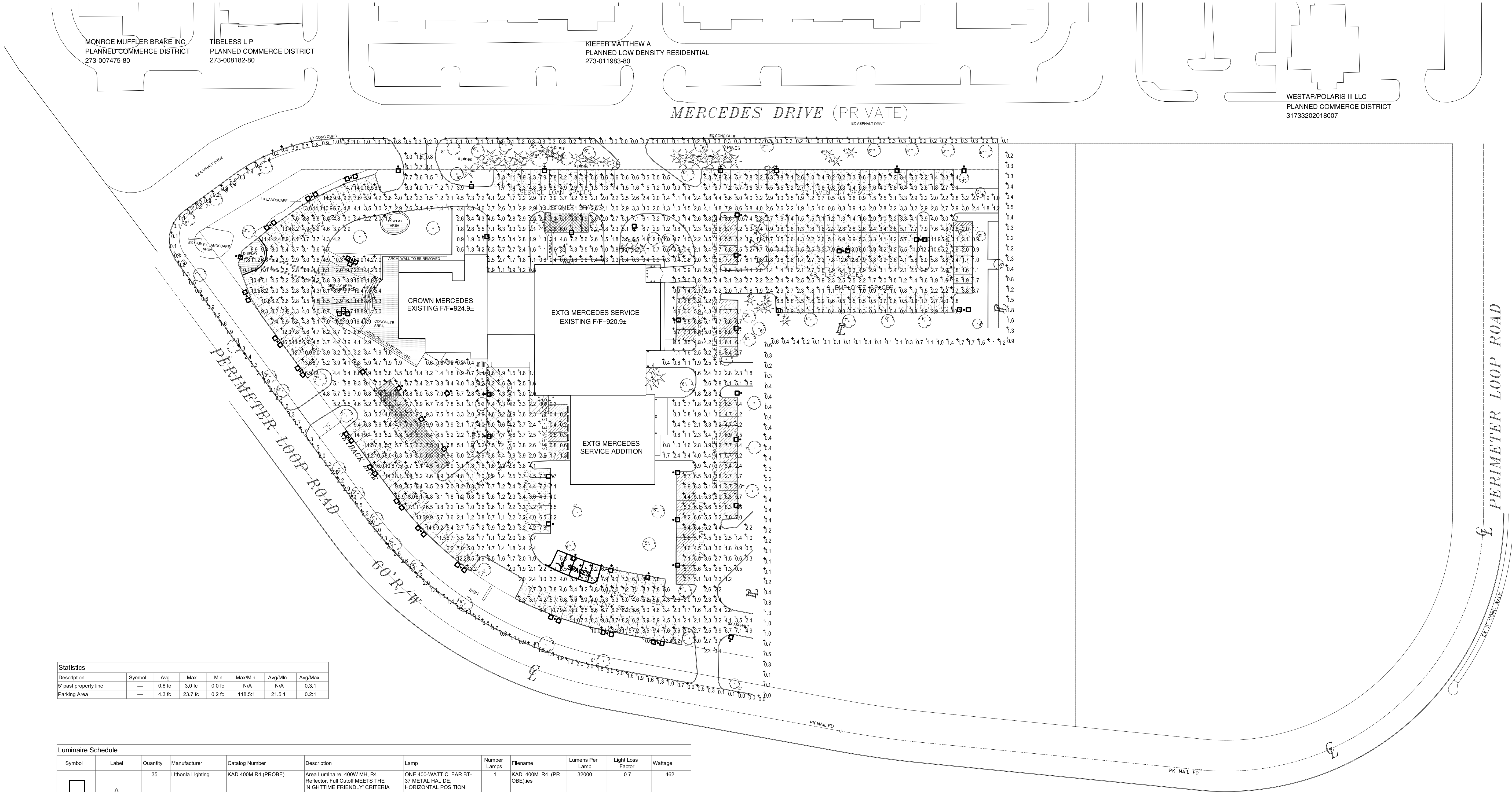
QTY: 1



QTY: 1

EXISTING DIRECTIONAL SIGNS

INTERIOR DIRECTIONAL SIGNAGE – F





Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
5' past property line	+	0.8 fc	3.0 fc	0.0 fc	N/A	N/A	0.3:1
Parking Area	+	4.2 fc	23.7 fc	0.2 fc	118.5:1	21.0:1	0.2:1

Luminaire Schedule									
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Wattage
	A	33	Lithonia Lighting	KAD 400M R4 (PROBE)	Area Luminaire, 400W MH, R4 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 400-WATT CLEAR BT-37 METAL HALIDE, HORIZONTAL POSITION.	1	KAD_400M_R4_(PROBE).ies	462
	B	17	Lithonia Lighting	KAD 400M R4 (PROBE)	Area Luminaire, 400W MH, R4 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 400-WATT CLEAR BT-37 METAL HALIDE, HORIZONTAL POSITION.	1	KAD_400M_R4_(PROBE).ies	924
	C	2	Lithonia Lighting	KAD 400M R4 (PROBE)	Area Luminaire, 400W MH, R4 Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 400-WATT CLEAR BT-37 METAL HALIDE, HORIZONTAL POSITION.	1	KAD_400M_R4_(PROBE).ies	1386

SITE LIGHTING PHOTOMETRIC PLAN
SCALE: 1" = 50'-0"

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

**1. Crown Mercedes PUD
17-078Z/PDP/FDP**

**6500 Perimeter Loop Road
Rezoning with Preliminary Development Plan
Final Development Plan**

Proposal: A building addition for showroom, reception, and service areas; a cohesive sign plan; and associated site improvements for an existing car dealership for a 5.98-acre site, zoned Planned Unit Development – Perimeter Center, Subarea I.

Location: The site is located southeast of the intersection of Perimeter Loop Drive and Mercedes Drive.

Request: Review and recommendation of approval to City Council for a Rezoning/Preliminary Development Plan and review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050.

Applicant: Dwayne Hawkins, Hawkins Family Partnership LTD; represented by Michael L. Close, Isaac Wiles.

Planning Contact: Nichole M. Martin, Planner I.

Contact Information: (614) 410-4635, nmartin@dublin.oh.us

Case Information: www.dublinohiousa.gov/pzc/17-078

MOTION #1: Mr. Stidhem moved, Ms. De Rosa seconded, to recommend approval to City Council this Rezoning with Preliminary Development Plan, because it complies with the applicable review criteria.

VOTE: 4 – 0.

RESULT: This Rezoning with Preliminary Development Plan was recommended for approval to City Council.

RECORDED VOTES:

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

MOTION #2: Mr. Stidhem moved, Ms. Salay seconded, to approve this Final Development Plan because it is consistent with all of the applicable review criteria, with seven conditions:

- 1) A Parking Plan be provided to the City at Building Permitting;
- 2) Vehicle display and parking cease on any pervious area as it impacts stormwater management of the site;
- 3) Six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents and, the trees be field located with approval of the Zoning Inspector;
- 4) The landscape plans be updated to clarify that trees will be replaced per Code, and all fees paid will be per the City's fee schedule;
- 5) A landscape plan be provided for the retaining wall and planting bed at the intersection of Perimeter Loop Road and Mercedes Drive to the satisfaction of the Zoning Inspector prior to issuance of Building Permits; and



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

**1. Crown Mercedes PUD
17-078Z/PDP/FDP**

**6500 Perimeter Loop Road
Rezoning with Preliminary Development Plan
Final Development Plan**

- 6) The final development plan zoning information be updated to incorporate all development text requirements; and
- 7) Signs for other sites within Crown Campus require Planning and Zoning Commission review and approval.

*Michael Close, representing the applicant, agreed to the above condition.

VOTE: 4 – 0.

RESULT: This Final Development Plan was approved.

RECORDED VOTES:

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

STAFF CERTIFICATION

Nichole M. Martin
Planner I



~~She noted that not all the Commissioners were present this evening — there are only four of them. She explained that if there is a split vote on any of the cases, the case will automatically fail as there is not majority ruling. She added that an applicant can request that their case be tabled to be heard by the full Commission at a later date.~~

**1. PUD - Crown Mercedes
17-078Z/PDP/FDP**

**6500 Perimeter Loop Road
Rezoning with Preliminary Development Plan
Final Development Plan**

The Chair, Victoria Newell, said the following application is a proposal for a building addition that will include the showroom, reception, and service areas; a cohesive sign plan; and associated site improvements for an existing car dealership on a 5.86-acre site, zoned Planned Commerce District – Perimeter Center, Subarea I. She said the site is southeast of the intersection of Perimeter Loop Drive with Mercedes Drive. She said this is a request for a review and recommendation of approval to City Council for a Rezoning/Preliminary Development Plan and a review and approval of a Final Development Plan under the provisions of Zoning Code Section 153.050. She said there will be two motions/votes this evening. The Commission has final authority on the Final Development Plan portion of this application, she said, and anyone that plans to speak about this application must be sworn-in.

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

Nichole Martin presented an aerial view of the site and said the site is zoned PCD, Planned Commerce District. She said there are other auto dealerships adjacent to Crown Mercedes as part of the Crown campus as well as multi-family, residential to the north and commercial to the west and east.

Ms. Martin provided a review of the Planned District process as well as the background for this site. She noted that Perimeter Center is in one of the oldest planned districts within the City. She remarked that in 2002, there was a rezoning to amend some of the development standards that are unique to a campus dealership that is located on three separate parcels.

Ms. Martin presented the Perimeter Center Subarea Map, with Subarea I highlighted that includes three parcels but only the western most parcel is included in the rezoning this evening – referred to as proposed Subarea A.

The proposed site plan for Subarea A was presented, which includes three additions that will total ±8,220 square feet in size. Ms. Martin said the existing building is ±41,000 square feet. She highlighted the showroom addition that is on the north side of the building, a service reception addition centrally located, and 10 additional service bays (8 new) located on the south side of the building.

Ms. Martin presented the proposed architectural modifications, which are in keeping with the existing character of the dealership. She said the brick wing-walls are proposed to be removed and will include seven, three-finned columns as well as a new metal panel wing-wall that connects the existing structure to the showroom addition. She pointed out the south façade that is the proposed service addition that will have brick to match the existing structure. She said the north elevation that features the service reception addition will have EIFS to match the existing façade.

Ms. Martin presented a rendering of the proposed architectural character and she pointed out the seamless brick work, the removal of the wing walls, and a modern façade that has been integrated with the existing building character. Another proposed architectural character image was shown, which highlights the new metal wing-wall proposed that connects the two portions of the showroom.

Ms. Martin said parking in the development standards permits vehicle parking at rates similar to what is in the Zoning Code; the only deviation from Code is the applicant is permitted to park the service bays at the lessor of the two requirements, and count the service bay as parking space. She said there are 270 parking spaces on the site today, five spaces are being removed with the service addition but the site only requires a total of 166 parking spaces. She explained there is shared parking across all three sites and not every automotive dealership within this campus meets parking without looking at parking comprehensively. She said the development text states that any time there are site modifications, the applicant must provide a Parking Plan, demonstrating adequate parking.

The proposed landscape plan was presented. Ms. Martin said five protected trees would be removed with the expansion of the service center. She said the applicant is proposing a hedge treatment with additional deciduous trees along Mercedes Drive to enhance and buffer the adjacent residential area to the north. She reported that staff is requesting six additional evergreen trees be provided along there as well to screen some of the auto-oriented uses that occur on the site.

Ms. Martin said the final portion of this application is the sign plan. She said the applicant has expressed a desire to comprehensively review the signs across the site and attempt to clean up and update the appearance to be better architecturally integrated with the building. She explained that the development text defines a hierarchy of signs, which she presented on the proposed sign plan graphic in the following order:

- Campus ID – intended to identify the Crown brand across the automotive campus.
- Brand ID – identifies the existing Mercedes store within the Crown campus.
- Perimeter Wayfinding – at access points
- Address Numeral – existing campus identifier but is proposed to have the name removed and contain just the address (6500)
- Interior Wayfinding – existing signs that meet the Code requirements for directional signs

Ms. Martin presented graphics that serve as examples for the two Campus Identifier signs. She noted the one on Perimeter Loop is the monument sign, proposed at 48 square feet in area and 12 feet in height. She said the one affixed to the building is proposed at 42 square feet and will be 15 feet in height, measured to the top of the sign.

Ms. Martin presented graphics for the two Brand Identifier signs. She said these are limited by the text at 35 square feet in area and 15 feet in height to the top of the sign.

The Perimeter Wayfinding signs were presented as they exist currently. She said it is unclear to staff how the signs came to be in the first place because the City does not have permit records issued for them. She said, however, the applicant has expressed a need for them and has worked with staff to reduce the size and clean up the design. She explained these signs are permitted to have the brand name included and associated direction but are prohibited from having a brand logo.

Ms. Martin presented photographs of the current Interior Wayfinding signs that will be updated in line with the new sign designs, but will meet all Code requirements for Directional Signs. She then presented the Address Numeral sign both as existing and proposed noting this will not require a sign permit.

Ms. Martin concluded that two motions are required of the Planning Commission this evening. The first is a recommendation to City Council for Rezoning with a Preliminary Development Plan, which meets all requirements with no conditions. The second relates to the Final Development Plan, which is met with six conditions:

- 1) That a Parking Plan be provided to the City at Building Permitting;
- 2) That vehicle display and parking cease on any pervious area as it impacts stormwater management of the site;
- 3) That six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents and, the trees be field located with approval of the Zoning Inspector;
- 4) That the landscape plans be updated to clarify that trees will be replaced per Code, and all fees be paid per the City's fee schedule;
- 5) That a landscape plan be provided for the retaining wall and planting bed at the intersection of Perimeter Loop Road and Mercedes Drive to the satisfaction of the Zoning Inspector, prior to issuance of Building Permits; and
- 6) That the Final Development Plan zoning information be updated to incorporate all development text requirements.

Victoria Newell asked how the sign package compares to the MAG dealership. Ms. Martin said staff encouraged the applicant to model their development text after MAG's development text and their campus is even larger so it is permitted additional signs not being proposed with this application, specifically some of the campus brand wayfinding pillars. Ms. Newell asked if the quantity and size of signs was similar. Ms. Martin indicated quantity is similar and size is reduced.

Steve Stidhem asked why staff did not consider the metal wing wall as part of the sign package. Ms. Martin indicated that staff struggled deciding the brand logos are ground signs, or wall signs, or if the metal panel is a sign because there is a lot of case history contemplating similar situations to this in Dublin. One example being Land Rover where the panel was considered a sign because it was part of the Land Rover brand. In this case, she reported, the applicant expressed the architectural metal panel physically connects one existing portion of the building to the proposed addition and is not part of Mercedes branded colors, historically. She added it is part of their color package now. She concluded staff viewed just the logo as the sign, but did determine it to be a wall sign requiring it to be counted twice.

Cathy De Rosa agreed that sign fits the architecture of that building as an architectural element.

Ms. Newell said she wanted to ensure that the Commission was consistent. She said one auto dealership sitting next door to another auto dealership should never be treated differently. She indicated these two sites have been treated differently for an awful long time between the MAG dealership and the Crown dealership. She referenced their determination process for Land Rover.

The Chair invited the applicant to come forward.

Mike Close, 7360 Belaire Avenue, Dublin, Ohio, 43017, said he drove through MAG on the way to this meeting. He said they have not been treated the same. He said the applicant has been denied the exposure to the street that MAG has over the years. He indicated he started doing zoning in Dublin in 1977, and the plan they have now, came fairly shortly after that so it is time for a fairly substantial update. He said the applicant is doing this in part under pressure from Mercedes. He noted that MAG has a lot more signs than this applicant and they are larger.

Mr. Close said they are removing the two flying wing walls that are not attached to the building to be replaced with this single architectural feature that is required by Mercedes and does a lot to bring this building into the 21st century. He noted the modern appearance will be much more pleasing than it is now. He reiterated that if anyone goes to any Mercedes site, they would see that kind of brand identification.

Mr. Stidhem asked for clarification on the signs. Mr. Close said as they develop the other two parcels, he expects the interior signs to be similar but the external signs be different.

Ms. De Rosa inquired about the service bays. Mr. Close said the changes are to facilitate more service.

Ms. Newell inquired about the other sites. She said she is struggling with the rezoning on just this site while the other two are not being addressed because she does not want to end up without cohesiveness between the sites. Mr. Close explained what they did with this application is a Rezoning. He said on the other two sites, they will need to obtain signage approval along with some minor modifications. He indicated that those approval will be based on the prior Final Development Plan or future Amended Final Development Plans.

The Chair invited public comment [hearing none.] She closed the public portion for the Commission's review.

Ms. De Rosa said this proposal is a fresh, modern update to what exists there today. She said without the black wall, the building would not have the same character. She said she is encouraged that there will be more landscaping as a buffer to the adjacent residential neighbors.

Mr. Stidhem said the building proposal looks really nice and it would appear very naked without that black wall.

Ms. Newell said her only concern is getting cohesiveness through the rest of the campus. She said she really likes the black wall. She asked if staff can condition this so the cohesiveness happens when the applicant returns.

Jennifer Rauch reported staff had a similar concern. She said she is not certain there is a condition to satisfy that.

Ms. Martin said, from a staff perspective, Staff was comfortable with the proposal because the framework is identified and it would be fairly hard to miss the cues in the development text that there should be a rezoning in the future associated with modifications to this campus.

Mr. Close suggested he would propose and accept an additional condition that the signage on the other two sites come back before the Planning and Zoning Commission. Ms. Newell said that would probably be the solution to her concerns and be a benefit to the applicant as well.

A seventh condition was added:

- 7) That signs for other sites within Crown Campus be reviewed by the Planning and Zoning Commission for approval.

Motion and Vote

Mr. Stidhem moved, Ms. De Rosa seconded, to recommend approval to City Council for a Rezoning with a Preliminary Development Plan with no conditions. The vote was as follows: Ms. Newell, yes; Ms. Salay, yes; Ms. De Rosa, yes; and Mr. Stidhem, yes. (Approved 4 – 0)

Motion and Vote

Mr. Stidhem moved, Ms. Salay seconded, to approve the Final Development Plan with seven conditions:

- 1) That a Parking Plan be provided to the City at Building Permitting;
- 2) That vehicle display and parking cease on any pervious area as it impacts stormwater management of the site;
- 3) That six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents and, the trees be field located with approval of the Zoning Inspector;
- 4) That the landscape plans be updated to clarify that trees will be replaced per Code, and all fees be paid per the City's fee schedule;
- 5) That a landscape plan be provided for the retaining wall and planting bed at the intersection of Perimeter Loop Road and Mercedes Drive to the satisfaction of the Zoning Inspector, prior to issuance of Building Permits;
- 6) That the Final Development Plan zoning information be updated to incorporate all development text requirements; and
- 7) That signs for other sites within Crown Campus be reviewed by the Planning and Zoning Commission for approval.

The vote was as follows: Ms. De Rosa, yes; Ms. Newell, yes; Ms. Salay, yes; and Mr. Stidhem, yes.
(Approved 4 – 0)

**2. BSD-C – TownePlace Suites by Marriott
17-087CU/DP/SPR/PP/FP**

**5515 Upper Metro Place
Conditional Use/Development and Site
Plan Reviews/Preliminary and Final Plats**

The Chair, Victoria Newell, said the following application is a proposal for a five-story, 64,000-square-foot hotel with 105 guest rooms and associated site improvements on a 4.24-acre site, zoned Bridge Street District Commercial. She said the site is on the south side of Upper Metro Place, approximately 550 feet west of the intersection with Frantz Road. She stated this is a request for a review and approval of a Conditional Use under the provisions of Zoning Code Section 153.236; a review and approval of Development and Site Plans under the provisions of Zoning Code Section 153.066; and a review and recommendation of approval to City Council for Preliminary and Final Plats under the provisions of the Subdivision Regulations. She said the Commission has final authority on the Conditional Use, Development and Site Plan portions of this application and those wishing to address the Commission on this case need to be sworn in. Therefore, she said, there will be three motions requiring votes this evening.

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

Logan Stang presented an aerial view of the site. The site plan that was approved with the Basic Plan Review was also presented, which included the hotel that is located along Upper Metro Place with two access points, a pocket plaza near the northern entrance, and a 112-space parking lot comprising the majority of the site.

Mr. Stang reported that during that review, the Commission expressed concern about the impact the parking lot would have on the existing tree row located along the southern property line as well as the request for exceeding maximum parking spaces as outlined in the Code.

Mr. Stang noted the architecture presented at the Basic Plan Review consisted of a five-story building clad in brick for the first four-stories with fiber cement panels on the fifth story and parapets. The principal entrance, he pointed out, is located on the south façade with the northern entrance designated

17-078Z/PDP/FDP – CROWN MERCEDES

Site Location

At the intersection of Perimeter Loop Road and Mercedes Drive.

Zoning

PCD, Planned Commerce District – Perimeter Center, Subarea I

Property Owner

Dwayne Hawkins, Hawkins Family Partnership LTD

Applicant/Representative

Michael L. Close, Isaac Wiles

Applicable Land Use Regulations

Zoning Code Section 153.050

Request

A Rezoning with Preliminary Development and Final Development Plan to permit an 8,000-square-foot building addition for showroom, reception, and service areas; a cohesive sign plan; and associated site improvements.

Staff Recommendation

- A. Recommendation of approval of a Z/PDP with No Conditions
- B. Approval of a FDP with 5 Conditions

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Case Manager

Nichole M. Martin, Planner I
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Summary

An 8,000-square-foot building addition for showroom, reception, and service areas; a cohesive sign plan; and associated site improvements for an existing car dealership on a 5.86-acre site, and associated screening on a 1.79-acre site.

Zoning Map



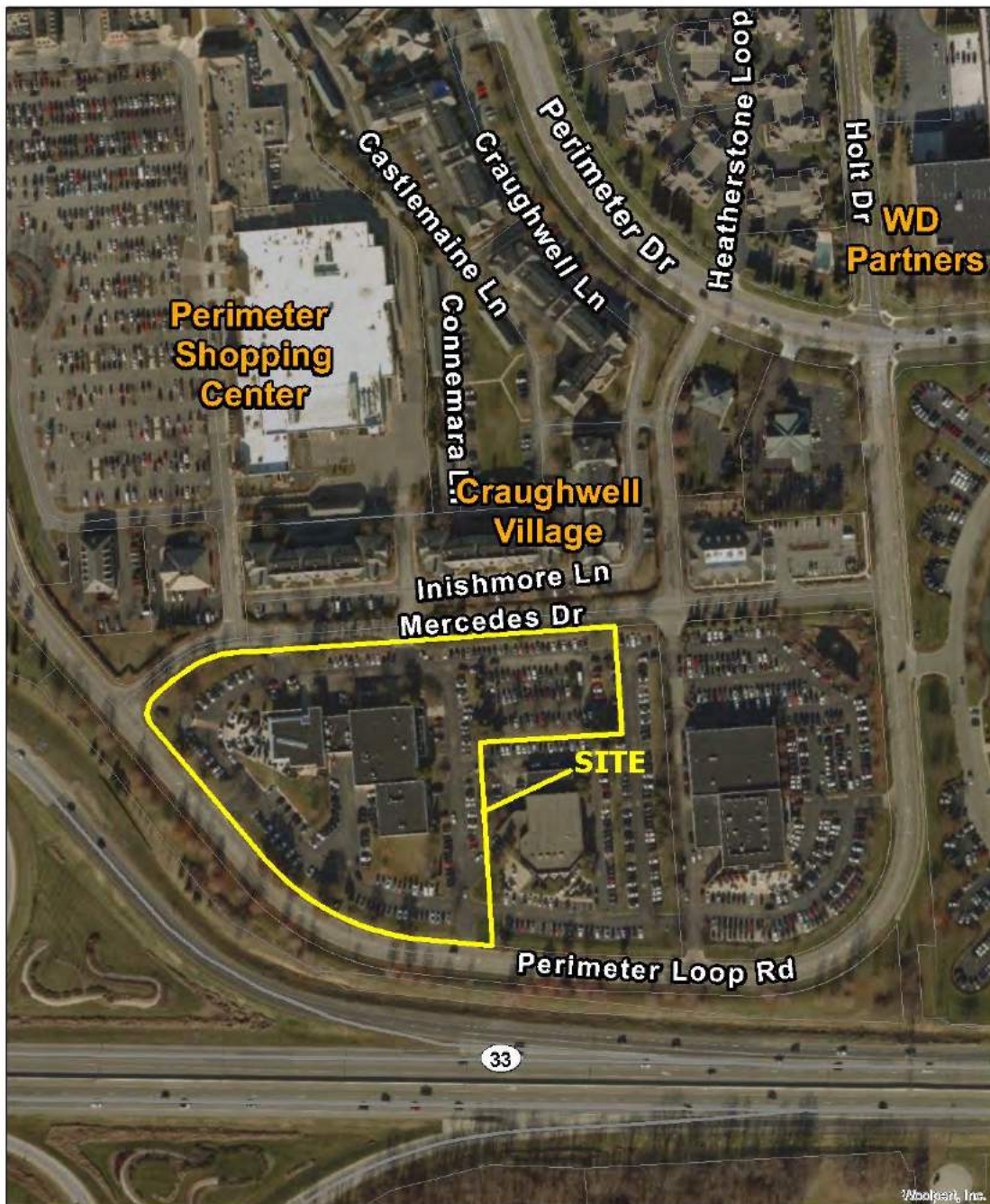
Next Steps

Upon a recommendation of approval for the Rezoning and Preliminary Development plan the application will be forwarded to City Council for a final determination.

The Planning and Zoning Commission is the determining body for the Final Development Plan portion of the application.

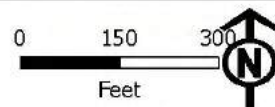
1. Context Map

The site is located at the intersection of Perimeter Loop Road and Mercedes Drive.



City of Dublin

17-078Z/PDP/FDP
Rezoning/ Preliminary & Final Development Plan
Crown Mercedes
6500 Perimeter Loop Rd



2. Overview

A. Background

The site was originally zoned PCD, Planned Commerce District – Perimeter Center, in 1988 (Ord. 03-88) as a portion of 285 acres of land southeast of the intersection of Post Road and Avery Road, and north of US 33.

In 1989 (Ord. 101-89), the approximately 5 acres, where the Mercedes dealership is located today, were rezoned as a new subarea, Subarea I, within the Perimeter Center PCD, which was established as transitional zone with high quality standards specific to the auto-oriented use.

Subsequently, in 1993 (Ord. 63-93), 1995 (Ord. 01-95), and 1997 (Ord. 73-99) additional land was rezoned and incorporated within the Subarea I to complete the Crown Campus as it exists today.

Most recently, Subarea I was rezoned in 2002 (Ord. 68-02) to permit alternate development standards to accommodate the unique condition of an automotive campus where parking setbacks between adjacent lots is not practicable. Following the rezoning, various Final Development Plans and Amended Final Development Plans have been reviewed by the Planning and Zoning Commission for all three dealerships.

In 2003, a Revised Development Plan for an 864-square-foot expansion within the permitted site density was approved for the Mercedes site. In 2009, an Amended Final Development Plan was approved to permit architectural modifications providing a cohesive updated character for the dealership.

In 2003, the City amended the Planned Development Districts provision in Sections 153.051 and 153.052 to allow existing Planned Commerce Districts to remain in effect; however, revisions included language requiring all new Planned Development Districts to be designated PUD, Planned Unit Development District.

Perimeter Center, as one of the oldest PCDs in the City, does not contemplate or adequately address the existing context or character of a high-quality auto dealership within the City; therefore, Staff and the applicant have worked together to seize the opportunity given the request for increased density to establish a PUD framework that memorializes the existing standards of the PCD with the exception of the deviations requested as part of this application similar to other adjacent automotive campuses.

B. Site Characteristics

1) Natural Features

No natural features are present on the site.

2) Historic and Cultural Facilities

No historic and cultural facilities are present on the site.

3) Surrounding Land Use and Development Character

- North: PCD: Planned Commerce District, Subareas F4 and G1 –
– Giant Eagle Shopping Center and Craughwell Village
- East: PUD: Planned Unit Development District, MAG
– Auto Dealership
- South: PCD: Planned Commerce District – Open Space Buffer
- West: PCD: Planned Commerce District – Open Space Buffer

4) Community Plan

The Community Plan designates Future Land Use recommendations for sites within the City. Consideration of the designation is appropriate when a rezoning is requested. The site is designated as General Commercial with an appropriate density of 6,500-8,700-square-feet per acre. The designation is specifically defined as appropriate for auto-oriented uses:

Land use comprising a majority of existing retail/commercial development within Dublin. Most current development depends solely on automobile access to a mixture of retail, restaurant, personal services, offices, lodging and auto-oriented uses concentrated within shopping centers and outparcels. This type of commercial development is generally not recommended for additional application beyond existing sites.

The density requested as part of this application is consistent with the recommendation of the Community Plan.

5) Road, Pedestrian and Bike Network

The site has frontage on Perimeter Loop Road (public) to the south and west; and Mercedes Drive (private) to the north with two access points off of Perimeter Loop Road and two off of Mercedes Drive. Access points located along public streets are required to be finished with brick pavers or brick patterned concrete.

There are no sidewalks or shared use path connections that provide an alternative connection to adjacent retail and residential development.

6) Utilities

An eight-inch sanitary sewer connection exists and is provided via Mercedes Drive along the western property line. A variable size, 12-inch to 47-inch, storm sewer connection provided from Perimeter Loop Road running northwest along the southwestern property line and then running east along Mercedes Drive. Modification to the storm sewer interior to the site is required as part of this application. A six-inch water line provides service along Perimeter Loop Road, and an eight-inch line provides service along Mercedes Drive.

C. Proposal

1) Summary

Modification to the building to permit three separate additions including a showroom addition, reception addition, and service addition totaling an 8,220-square-foot building addition. The service addition will contain 10 (eight new) service bays.

Exterior architectural modifications are also proposed as part of this application designed to respond to the intent of the Crown Campus as a transitional zone by using traditional materials like brick while incorporating metal panels and glass to respond to context of site location between a traditional suburban retail and high-quality multifamily residential to the north, and a modern and innovative multi-brand automotive campus to the east. Additionally, a comprehensive sign plan is proposed for the Mercedes site as the applicant has expressed a desire to holistically create a polished look at this key location as required by the development standards of the PUD.

2) Site Layout

The Crown Campus consists of three parcels and three separate auto dealerships: Mercedes, Kia, and Chrysler/Jeep/Dodge/RAM. The Mercedes dealership is the western-most of three dealerships on a 5.8-acre parcel. The 4.6-acre Chrysler dealership is the eastern-most of the three, with the Kia dealership on a 2.9-acre parcel between the two. The Mercedes site has a total of four access points two on Perimeter Loop Road and two on Mercedes Drive. The existing 41,000-square-foot dealership is a two-story, 'L' shaped building centrally located on the site with designated vehicle display areas located northwest of the building, and surface parking for inventory, service, and customers surrounding. The showroom is located in the western portion of the building nearest to the intersection of Perimeter Loop Road and Mercedes Drive. The service reception and parts department are located in the northwest portion of the building, and the service area is located in the southern portion of the building. The general site layout and access points are not proposed to change with this application.

3) Development Standards & Uses

Development standards are proposed to memorialize the development standards of the Perimeter Center PCD while permitting the modifications proposed as part of this application. Additionally, former conditions of approval and use specific standards unique to auto-oriented service facilities and auto dealerships are incorporated into the development text. The text permits the following uses (any use not explicitly permitted is prohibited):

- Automobile sales and service
- Medical and dental offices
- Administrative and business offices
- Select ancillary uses related to automobile sales and service

Setbacks are provided for building and pavement based distance from a public street or private drive. Setbacks are not required for parking and pavement from lot lines interior to the campus. The Final Development Plan's zoning information should be updated to reflect this text requirement. The required and proposed setbacks are as follows:

- Perimeter Loop Road (public)
 - Required: 25 feet – pavement; Provided: 50 feet – building

- Proposed: 25 feet – pavement; Provided: 80 feet – building
- Mercedes Drive (private)
 - Required: 25 feet – pavement; Provided: 25 feet – building
 - Proposed: 25 feet – pavement; Provided: 130 feet – building

Maximum lot coverage is not permitted to exceed 70 percent. This standard is typical to commercial planned district. The proposed lot coverage with the building additions is 65 percent. The maximum building coverage is limited to 25 percent. The proposed building coverage with the additions is 15.5 percent.

4) Architecture

The building is primarily constructed of brick and concrete with aluminum storefront windows on the north, west, and south sides of the building. Two 16-foot decorative masonry wing walls frame the main customer entrance on the west side of the building. An EIFS entry feature exists over the doorway on the west building façade. Seven blue columns with three-finned silver caps are existing in front of the storefront windows on the north, west, and south sides of the building.

The 854-square-foot showroom expansion is proposed along with modification to modernize the building by removing two masonry wing walls and connecting the existing showroom to the addition with a black metal wing panel. The north, west, and south sides of the showroom will have curtain wall, aluminum storefront windows, accented with seven black columns with three-finned silver caps similar to the existing design. The main entry feature on the west façade will be refinished in a black ACM for a cohesive look. Silver metal panels are proposed below a silver aluminum roof edge with seven dark pewter accents to coordinate with the proposed columns.

The 1,228-square-foot reception expansion is proposed to be finished in a beige EIFS to match the existing EIFS, and the 6,150-square-foot service addition is proposed to be finished in a buff brick with soldier course accents to match the existing building. Five windows are proposed on the south elevation as exist today.

The development text requires all buildings shall be designed to reflect the architectural quality and coordination between existing development and the surrounding area. The proposed modifications are consistent with the existing contemporary character of the development to the east while maintaining a traditional feel through use of materials and color palette indicative to the community.

5) Parking

The development text provides parking standards for the site consistent with City's provision for Vehicle Sales, which requires one parking space per 300 square feet of vehicle sales, and one parking space per 1,000 square feet of vehicle display. The text provides three parking space per service bay, which is consistent with the lesser of the two requirements in the Code; however, the text allows the service bay to

count as one parking space as the car being serviced does not require an additional parking space on the site at the time of service.

Today the site has 270 parking spaces, and five are proposed to be removed with the service addition for a total of 265 spaces. Based on the proposed development text, 166 parking spaces are required. The site has a net excess of 100 parking spaces because parking is provided, and calculated campus wide. The development text requires the applicant to provide a parking plan demonstrating adequate parking across the campus with any site modifications. The parking plan should be provided to the City at Building Permitting.

In review of the submitted materials, it is apparent cars are displayed in areas not designated for display specifically pervious areas, which raised concern regarding stormwater run-off quantity and quality. The development text prohibits vehicle display on any pervious areas as it impacts stormwater management. The dealership should cease this practice and comply with the vehicle display requirements defined in the text.

6) Tree Preservation, Replacement, & Landscaping

The Code protect any tree in good or fair condition over six inches. With the building addition five protected trees are being removed and the applicant will pay a fee to the City in lieu of replacing these trees. The installation of two deciduous trees to satisfy the ground coverage requirement is required with this application. Seven existing trees will remain around the expansion.

The development text states highest quality design practices must be implemented given the prominent and visible location of the site. With the expansion, the applicant has agreed to address landscape compliance issues. Specifically, the over-mature and declining evergreen buffer along Mercedes Drive will be enhanced, and over 30 dead and dying trees on the north buffer will be removed. The applicant is proposing to install an evergreen hedge along a significant portion of Mercedes Drive to match hedge along the north side of Mercedes Drive adjacent to the residential development. New deciduous trees will be planted to provide more aesthetic appeal and balance along Mercedes Drive. New Spruce and Fir trees (13 total) will be installed along the mound on Mercedes Drive to provide a taller buffer to the overhead doors, parking lot, and service area of the dealership from the adjacent residential use. City staff has requested six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents. The trees should be field located with approval of the Zoning Inspector. The landscape plans should be updated to reflect the requirements of the development text to clarify that trees will be replaced per Code, and all fees paid will be per the City's fee schedule.

Staff requested an updated landscape plan be provided for the planting bed and retaining wall located at the intersection of Perimeter Loop Road and Mercedes Drive to compliment the updated address numerals proposed. The applicant should submit a proposal to the satisfaction of the Zoning Inspector prior to issuance of Building Permits.

7) **Signs & Lighting**

A cohesive sign plan is proposed to coordinate with the architectural modifications, and lay a framework for future updates to signs across the campus that identify the campus, dealership brands, and wayfinding. The development text provides definitions for each of the three sign types:

- **Campus Identification Sign:** Identification for the Crown Campus. The development text provides standards for one ground sign on Perimeter Loop Road and one building mounted sign on the western façade.
- **Brand Identification Sign:** Identification for the automotive brand within the context of Crown Campus. The brand logo is permitted without the primary name of the brand. Two signs are permitted to be located interior to the site and architecturally integrated into the building.
- **Wayfinding and Directional Signs:** Perimeter Wayfinding Signs provide brand specific direction to aid visitors from public streets and private drives. Interior Wayfinding Signs provide direction and meet all Code requirements for directional signs and do not require a sign permit.

In detail, the existing ground sign on Perimeter Loop Road is proposed to be refaced at the same overall size as exists today. The sign will be black metal to match the updated architecture with a buff brick base to match the other existing ground signs along Perimeter Loop Road. The sign is proposed at 48 square feet and 12 feet in height.

The existing ground sign at the intersection of Perimeter Loop Road and Mercedes Drive will be modified to be an address numeral meeting all Code requirements. Staff has requested the applicant work with the City's Zoning Inspector to update the surrounding landscaping.

A Campus Identification Sign is proposed as building mounted suspended between two architectural columns at the south corner of the west façade. The sign is a black metal cabinet with white acrylic letters accented with aluminum returns and internally illuminated. The sign is proposed at 42 square feet and 15 feet in height.

Two Brand Identification Signs are proposed to be architecturally integrated wall signs at a size of 30.25 square feet each and 15 feet in height. The signs are proposed to be fabricated of a chrome polycarbonate and backlit.

The applicant has indicated, that due the number of access point and brands across the campus, wayfinding is key to creating functional campus operations. Three Perimeter Wayfinding signs are proposed; one located on Perimeter Loop Road, and two located along the private drive. The signs are 7.33 square feet and four feet in height. The signs are permitted to indicate the brand name and associated direction, but are prohibited from including a logo. Four Interior Wayfinding signs are proposed. The signs meet all Code requirements for directional signs at 3.83-square-feet and two feet ten inches in height, and do not require a sign permit.

The development text permits site lighting at 28 feet in height with 400 watt lamps. This standard is consistent with adjacent auto dealerships. The light poles are proposed to be finished in a consistent dark colored finished as required by the text. The interior dealership lights are required to be minimized between 9pm and 7am daily.

8) Traffic & Access

The existing site has access from both Mercedes Drive and Perimeter Loop Road. The applicant provided a traffic analysis demonstrating a nominal increase in trips generated from the site which results in a negligible impact to the public roadway network.

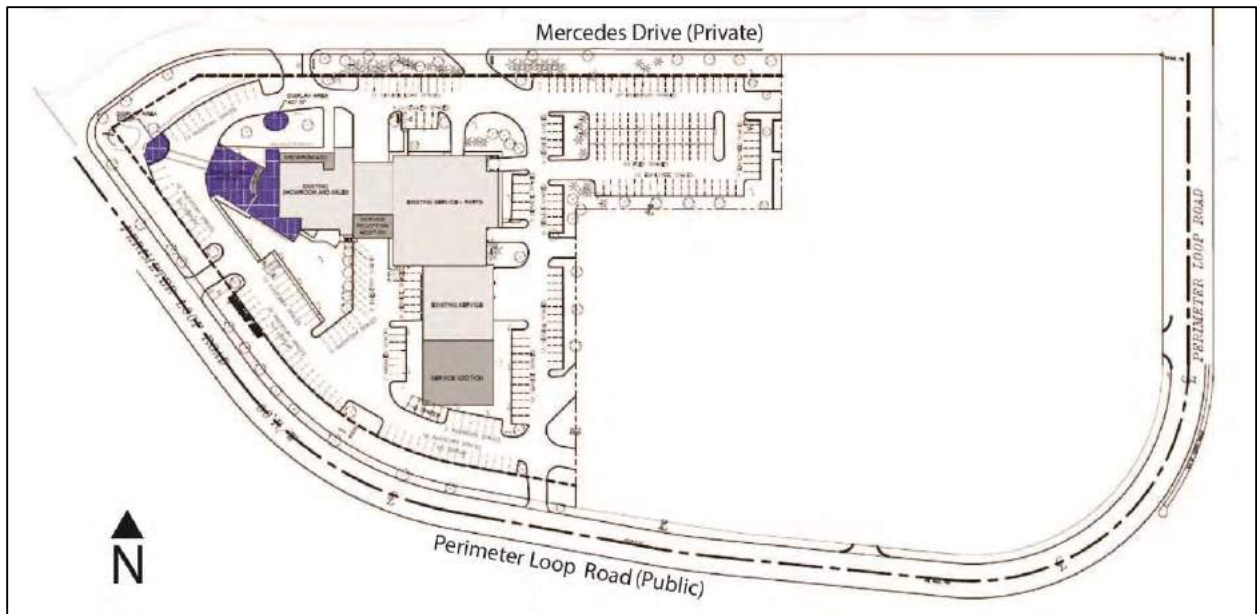
9) Stormwater Management & Utilities

Stormwater management for the development consists of an underground detention system located underneath the parking lot on the southeast side of the parcel and will outlet to the existing storm sewer system interior to the site. Calculations submitted have demonstrated compliance with stormwater requirements as defined in Chapter 53.

Modification to the storm sewer interior to the site are required as part of this application and request to expand the building. All other aspects of utility service remain unchanged with this proposal.

3. Site Plan

The 5.86-acre site is bound by Perimeter Loop Road (public) to the south and Mercedes Drive (private) to the north.



4. Criteria Analysis

A. Rezoning/Preliminary Development Plan [153.055(A)]

- 1) **The proposed development is consistent with the purpose, intent and applicable standards of the Zoning Code;**
Criteria Met. The proposal is consistent with the purpose, intent, and applicable development standards of the Zoning Code except as altered in the proposed development text.
- 2) **The proposed development is in conformity with Community Plan, Thoroughfare Plan, Bikeway Plan, and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;**
Criteria Met. The proposal is consistent with the existing development pattern of the site and subarea, and is consistent with the future land use designation of General Commercial that recommends a density of 8,700 square feet per acre and is permissive of auto-oriented uses.
- 3) **The proposed development advances the general welfare of the city and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;**
Criteria Met. The proposed improvements update the building architecture, provide additional landscaping and buffering, and provide a cohesive, clean sign plan; therefore, the proposed development will not impede the general welfare of the City and immediate vicinity, but enhance it.
- 4) **The proposed uses are appropriately located in the city so that the use and value of property within and adjacent to the area will be safeguarded;**
Criteria Met. The proposed use is existing, and appropriate to a transitional commercial area as described by the development text.
- 5) **Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;**
Not Applicable. No residential development is proposed.
- 6) **The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;**
Not Applicable. No natural features are present on the site.
- 7) **Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;**
Criteria Met. The applicant has demonstrated compliance with Chapter 53, and will provide underground detention to manage stormwater on the site.
- 8) **Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public**

streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;

Not Applicable. No modifications to site access, adjacent road network, pedestrian facilities, or bicycle facilities are proposed with this application.

- 9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PD and the larger community and maintains the image of Dublin as a quality community;**

Criteria Met. The proposed building and site modifications positively contribute to the Crown Campus and adjacent community as a whole as they meet the intent the planned district to be a high-quality, coordinated development with well-maintained landscaping.

- 10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plans contribute to the orderly development of land within the city;**

Criteria Met. The site design, gross floor area, building height, setbacks, and required yards are consistent with the existing development pattern as well as adjacent auto dealerships. The creation of a new development text creates a framework for future orderly redevelopment across the Crown Campus.

- 11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;**

Criteria Met. The applicant has demonstrated compliance with Chapter 53, and will provide underground detention to manage stormwater on the site.

- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;**

Criteria Met. An amendment to the Perimeter Center PCD development standards approved in 2002 are proposed to be memorialized with this application to permit a zero setback for pavement at lot lines interior to the campus.

- 13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the city;**

Criteria Met. The proposed architectural modifications positively contribute to the esthetic of building and are responsive to the site location in a key transitional area.

- 14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;**

Not Applicable. Phased development is not proposed with this application.

- 15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area;**

Criteria Met. The site is adequately served by existing public services.

- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.**

Not Applicable. No modifications are proposed to the public rights-of-way.

B. Final Development Plan [153.055 (B)]

- 1) The plan conforms in all pertinent respects to the approved preliminary development plan;**

Criteria Met with Conditions. The final development plan is largely consistent with preliminary development plan. The final development plan should be updated to reflect the correct setback requirements as dictated by the development text. Additionally, a parking plan is required to be submitted at Building Permitting, and parking on pervious areas is prohibited.

- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;**

Criteria Met. No changes are proposed to vehicular or pedestrian facilities as part of the application.

- 3) The development has adequate public services and open spaces;**

Criteria Met. Adequate public services exists to serve the site and no open spaces are proposed or required with the application.

- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this code;**

Not Applicable. No natural features are present on the site.

- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;**

Criteria Met. Lighting is proposed to be consistent with surrounding auto-oriented uses. The proposal is consistent with the standard of the development text.

- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the PUD and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;**

Criteria Met. The comprehensive sign plan is architecturally coordinate and integrated with the building. Existing ground signs remaining on the site are coordinated with the campus through use of a buff brick. The applicant has proposed wayfinding signs to aid in the orderly pedestrian and vehicular circulation of the site.

- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;**

Criteria Met with Conditions. The applicant is proposing to update landscaping and address landscape compliance issues with this application. The City has requested additional sensitivity be paid to the adjacent residential development, and the applicant provide additional screening along Mercedes Drive to provide a buffer from service oriented activities. Additionally, the applicant should provide an updated landscape plan for the intersection of Mercedes Drive and Perimeter Loop Road to adequately address the corner in that key location.

- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this code and any other design criteria established by the city or any other governmental entity which may have jurisdiction over such matters;**

Criteria Met. The applicant has demonstrated compliance with Chapter 53, and will provide underground detention to manage stormwater on the site.

- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage;**

Criteria Met. The applicant has demonstrated compliance with Chapter 53, and will provide underground detention to manage stormwater on the site.

- 10) The Commission believes the project to be in compliance with all other local, state and federal laws and regulations.**

Criteria Met. All known applicable local, state, and federal regulation are met.

5. Recommendations

Rezoning/Preliminary Development Plan Recommendation

The proposal complies with the preliminary development plan criteria and memorializing the existing development character while allowing for the expansion of the existing auto dealership. **Approval** with no conditions.

Final Development Plan Recommendation

The proposal complies with the preliminary development plan, and final development plan review criteria and existing development character of the area. **Approval** with six conditions:

- 1) A Parking Plan be provided to the City at Building Permitting; and,

- 2) Vehicle display and parking cease on any pervious areas as it impacts stormwater management of the site; and,
- 3) Six additional evergreen trees be planted along Mercedes Drive to adequately screen the site from the adjacent residents and, the trees be field located with approval of the Zoning Inspector;
- 4) The landscape plans be updated to clarify that trees will be replaced per Code, and all fees paid will be per the City's fee schedule; and,
- 5) A landscape plan be provided for the retaining wall and planting bed at the intersection of Perimeter Loop Road and Mercedes Drive to the satisfaction of the Zoning Inspector prior to issuance of Building Permits;
- 6) The final development plan zoning information be updated to incorporate all development text requirements.



CITY OF DUBLIN

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Creating a Legacy

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

AUGUST 6, 2009

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

**1. Perimeter Center, Subarea I – Crown Mercedes 6350 Perimeter Loop Road
09-053AFDP Amended Final Development Plan**

Proposal: The addition of architectural elements to the front building façade of a car dealership within the Perimeter Center Planned Commerce District. The site is located south of Mercedes Drive north of Perimeter Loop Road.

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

Applicant: Dwayne Hawkins, Hawkins Family Partnership, LTD; represented by John Oney, Architectural Alliance.

Planning Contact: Rachel E. Swisher, Planner I.

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

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

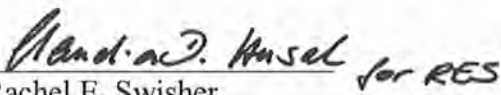
- 1) That the blue columns for the Mercedes Benz facility utilize the same color of blue (Pantone 3025C) as the monument sign faces.

*John Oney, Architectural Alliance, agreed to the above condition.

VOTE: 5 – 0.

RESULT: This Amended Final Development Plan application was approved.

STAFF CERTIFICATION


Rachel E. Swisher
Planner I

be some tweaking of the later phases as it moves ahead, and he wanted the scope to be a result of the input they get from all the various people involved in the process.

Richard Taylor asked for an estimate of the timeframe of the three phases. Mr. Foegler said an aggressive six-month schedule had been proposed, and he would like to keep it there, knowing it will probably be a little longer. He said there are some things they need feedback on sooner than others, such as some projects in Historic Dublin and some potential road relocations. He said it depends upon how much consensus emerges versus the different types of ideas they want to explore. Mr. Foegler said if it becomes clear that certain things need to be rethought or looked at differently, or if there is a transportation alternative that looks incredibly exciting but needs to be tested and analyzed further, they will do it. Mr. Foegler said he wanted it to be right more than just getting it done, so it is the combination of being as aggressive as they can be, but at the same time making sure that the end product is one that the community embraces and becomes a policy document and a framework for moving forward.

Mr. Foegler said that they would keep the Commission updated as this moves ahead.

Ms. Amorose Groomes thanked Mr. Foegler.

Administrative Business

Ms. Amorose Groomes reported that she and Mr. Taylor met with Mr. Foegler and had some dialog about the rewrite of the Zoning Code, and to fix a target of where they are headed before they begin on their journey. She said that Mr. Foegler would share the discussion with City Council and there may or may not be a the joint meeting with City Council, it may just come back to the Commission as a memo from them indicating what the specifics of their desire is in response to the rewrite of the Zoning Code.

Ms. Amorose Groomes said that Cases 1, 2, and 4 were Consent items. She said that Mr. Taylor had requested that Cases 1 and 2 be pulled, therefore since there were no Commission comments regarding Case 4, it would be heard first, and then they would proceed through the balance of the Agenda order. [The minutes reflect the order of the published Agenda.]

1. Perimeter Center – Subarea I – Crown Mercedes and Chrysler 09-053AFDP 6350 and 6500 Perimeter Loop Road Amended Final Development Plan

Chair Amorose Groomes briefly explained the rules and procedures for this case. She swore in those wishing to testify in regards to this case including the applicant's representative, John Oney, Architectural Alliance, and City representatives.

Rachel Swisher presented this request for review and approval for architectural modifications to an existing car dealership located within Subarea I of the Perimeter Center PCD. She described the site and surrounding development. Ms. Swisher explained that the Crown dealership campus consists of three auto dealerships, with the 5.8-acre Crown Mercedes site located to the west, Crown Kia in the center, and Crown Chrysler to the east. She said the main Mercedes Benz sales

facility is centrally located on the site, with the main building entrance located on the west side of the building with modifications proposed on the north, west and south sides of the building.

Ms. Swisher said the proposed modifications includes an overhang, which will wrap the glass storefront portions of the building on the north, west, and south elevations and a light blue EIFS entry feature over the existing doorway on the west side of the building. She continued that the proposal also includes modifications to the roofline, which includes silver roof edging and a decorative silver aluminum paneling. She said the overhang is supported by seven cobalt blue columns with silver capitals.

Ms. Swisher said the development text for this planned district states that all buildings shall be designed to reflect the architectural quality and coordination between existing development in this subarea and surrounding development, and it is Planning's opinion that the proposed modifications are consistent with the existing contemporary character of the Crown dealership campus. She explained that since two additional colors of blue are being proposed, Planning recommends that the proposed blue columns be modified to match the color used for the existing blue monument sign faces, as shown on the photograph presented.

Ms. Swisher said that Planning has reviewed this proposal based on the review criteria for amended final development plans, and Planning recommends approval of this application with one condition:

- 1) That the blue columns for the Mercedes Benz facility utilize the same color of blue (Pantone 3025C) as the monument sign faces.

Amy Kramb asked if there was a new awning. Ms. Swisher said that the new silver paneling is going to be affixed to the existing roofline, so there will not be any increase in height to the building, but the awning would be new.

Ms. Kramb asked if they were connecting the two new masonry wing walls with the proposed awning. Ms. Swisher clarified that the two masonry wing walls are not connected to the building and would not be connected to the awning.

Ms. Kramb requested clarification regarding what the blue columns would be supporting. Ms. Swisher said the columns would support the silver aluminum panel overhang on the roofline, which was new.

Richard Taylor asked about the difference in color that the applicant was proposing for the columns and the color of the existing sign that Planning was suggesting they change.

John Oney, Architectural Alliance, representing the applicant, Dwayne Hawkins, Hawkins Family Partnership, LTD, said there was an existing blue sign, and they were proposing two additional shades of blue. He said the entry feature is a light blue and the columns were a darker blue. He presented a sample of the colors.

Mr. Taylor asked if either blue matched the existing blue sign. Mr. Oney said they did not match, but they were okay with the condition that the columns match the sign color.

Mr. Oney presented renderings of the building with and without the existing wing walls, and asked for the Commission's feedback regarding the walls. He noted that the wing walls are a continual maintenance issue because they needed caulking every few years and were somewhat deteriorated, and he asked if the Commissioners thought that there was any merit to removing them. Ms. Amorose Groomes said she liked the wing walls and was not in favor of their removal. She said the Commission needed to make a decision regarding the different colors of blue on the site. She suggested using the same color of blue on the portal and the posts.

Ms. Kramb said she preferred that the posts and door match, and she did not care if they matched the sign. Mr. Taylor said that he assumed the goal of having the portal positioned the way it is shown and using a different color was intentional to call it out as the entrance.

Mr. Oney said they used a dark cobalt blue for the columns accented with a silver base and capital. He said the entry portal was meant to be a softer, lighter color.

Mr. Taylor said that the color was their decision to make, not the Commission's. He clarified that the color of blue recommended by Planning was just slightly darker than what was originally proposed, but the light blue was the same.

Mr. Oney said their preference would be to have a lighter color at the entry portal with darker columns which would either be the cobalt blue as originally proposed, or could match the darker blue of the sign as Planning had recommended.

Mr. Zimmerman agreed to having the columns the same color as the sign with a lighter portal. Mr. Oney agreed and said that the color is woven throughout the campus on the other signs too, so it would be consistent.

Ms. Amorose Groomes asked if there was anyone in the audience wishing to speak in regards to this case. [There was no one.]

Mr. Oney confirmed that he agreed to the condition.

Motion and Vote

Mr. Taylor made a motion to approve this Amended Final Development Plan because it is consistent with the preliminary development plan and the final development plan criteria with one condition:

- 1) That the blue columns for the Mercedes Benz facility utilize the same color of blue (Pantone 3025C) as the monument sign faces.

Mr. Fishman seconded the motion. The vote was as follows: Ms. Kramb, yes; Ms. Amorose Groomes, yes; Mr. Zimmerman, yes; Mr. Fishman, yes; and Mr. Taylor, yes. (Approved 5 – 0)



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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

March 6, 2003

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

5. **Revised Development Plan 03-007RDP – Crown Mercedes (formerly Crown Chrysler/Jeep) – 6500 Perimeter Loop Road**
Location: 5.858 acres located on the north side of Perimeter Loop Road, immediately south of Mercedes Drive (private).
Existing Zoning: PCD, Planned Commerce District (Perimeter Center plan).
Request: Approval of a revised development plan under the provisions of Section 153.058.
Proposed Use: An 864 square foot, two-story addition, revised site lighting, a new display area, and other minor building modifications for an existing 36,941 square foot car dealership.
Applicant: Hawkins Family Partnership, 5237 34th Street, St. Petersburg, FL 33714; represented by John Oney, Architectural Alliance, 165 North Fifth Street, Columbus, OH 43215.
Staff Contact: Chad D. Gibson, AICP, Senior Planner.

MOTION: To approve this revised development plan, because the changes will update this business, and comply with the PCD and text requirements, with ten conditions:

- 1) That a legally executed cross-parking agreement for the entire subarea that meets all text requirements be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 2) That the portion of the previously approved revised development plan (98-095RDP) for the expansion of the middle dealership building be rescinded, unless compliance with text-required parking is demonstrated to the satisfaction of staff;
- 3) That the two site entrances along Perimeter Loop Road be finished with brick pavers or stamped concrete, per text requirements by June 6, 2003 and subject to staff approval;
- 4) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 5) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 6) That all signage meet Code and that any modification to the sign package be subject to Commission review;

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

March 6, 2003

5. Revised Development Plan 03-007RDP - Crown Mercedes (formerly Crown Chrysler/Jeep) - 6500 Perimeter Loop Road (Continued)

- 7) That a master lighting plan be submitted for the entire dealership campus within 90 days, subject to staff approval;
- 8) That a revised landscape plan be submitted to meet Code and address the comments within the staff report, subject to staff approval;
- 9) That the plans be revised to indicate that the interior dealership lights be minimized from 9 p.m. to 7 a.m. daily; and
- 10) That a building permit pre-submittal meeting be scheduled within 30 days and all conditions be incorporated into revised plans when submitted for building permits.

* John Oney agreed to the above conditions.

VOTE: 6 - 0. [Ms. Boring recused herself.]

RESULT: This revised development plan was approved.

STAFF CERTIFICATION



Barbara M. Clarke
Planning Director

~~Mr. Ritchie seconded the motion. Mr. Anderson agreed to the conditions above. The vote was as follows: Ms. Boring, yes; Mr. Saneholtz, yes; Mr. Sprague, yes; Mr. Messineo, yes; Mr. Ritchie, yes; and Mr. Zimmerman, yes. (Approved 6 – 0.)~~

5. Revised Development Plan 03-007RDP – Crown Mercedes (formerly Crown Chrysler/Jeep) – 6500 Perimeter Loop Road

[Ms. Boring recused herself from participating on this application and left the room.] Mr. Gibson presented this application for a new 864-square foot, two-story building addition with a revised lighting plan, display area, and door modifications for an existing auto dealership. The site is near the intersection of Mercedes Drive (private) and Perimeter Loop Road and has good visibility from the freeway. Chrysler and Jeep will use the eastern parcel, Crown Mercedes will be in the western building, and Crown Kia will occupy the center building.

Mr. Gibson said the site is in Subarea I of the Perimeter Center PCD. It is specifically zoned for high quality auto dealerships. This case involves the changes to the westernmost building, which sits on 5.8 acres. The two entrances along Perimeter Loop Road will have brick pavers. He said there is a parking shortfall, and a legally executed cross access agreement is needed.

Mr. Gibson said staff believes the proposed modifications are in keeping with the existing character with the dealership and recommends approval, with ten conditions.

- 1) That a legally executed cross-parking agreement for the entire subarea that meets all text requirements be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 2) That the portion of the previous revised development plan approval (98-095RDP) providing for the expansion of the middle dealership building be rescinded unless compliance with text-required parking is demonstrated to the satisfaction of staff;
- 3) That the two site entrances along Perimeter Loop Road be finished with brick pavers or stamped concrete, per text requirements by June 6, 2003 and subject to staff approval;
- 4) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 5) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 6) That all signage meet Code and that any modification to the sign package be subject to Commission review;
- 7) That a master lighting plan be submitted for the entire dealership campus within 90 days, subject to staff approval;
- 8) That a revised landscape plan be submitted to meet Code and address the comments in the staff report, subject to staff approval;
- 9) That the plans be revised to indicate that the interior dealership lights be minimized from 9 p.m. to 7 a.m. daily; and
- 10) That a building permit pre-submittal meeting be scheduled within 30 days, and that all conditions be incorporated into revised plans when submitted for building permits.

John Oney, with Architectural Alliance, introduced John Green, the facilities manager of Crown; Mr. Ripley, the general manager of Mercedes; Kent Smith, the construction manager; Andy English, the landscape architect; and Jeff Shoemaker, the project architect. Mr. Oney said they agree with all the conditions. He said they have a campus with three buildings and need to put an 864-square foot addition on the showroom to meet the Mercedes requirements for sales cubicles. It includes an ADA restroom on the first floor. They are altering the overhead door locations and will remove one of them. One overhead door is being relocated from the west side to a much less visible location. All the doors will match the brick. They are also relocating the dumpster to make it a less visible location. The brick enclosure will match the building exterior.

Mr. Oney said the site and landscape are in conformance in the existing plaza area. They are removing some asphalt and replacing it with stamped concrete. He said they have a small addition at the pick up area for auto service. There is a small landscape area with stamped concrete and a bench where customers picking up vehicles can wait.

Mr. Oney said the efforts are aimed at unifying all of the sites into one campus and to tie up the loose ends that result from developing in stages over time. They will be replacing the lights and light poles to match what was approved with Jeep Chrysler, and they will meet the Lighting Guidelines and all previous conditions for lighting. The middle site will have a future development plan for the Commission review that will unify that site, as well.

Mr. Oney said they agree to all the conditions, but they would prefer to use stamped concrete rather than pavers in Condition 3. They will use the flagstone stamped old European design. He said they have 23 excess parking spaces on this site, but the middle site is short by eight spaces. They will comply when that plan is submitted to the Commission.

Mr. Sprague noted that the condition of Mercedes Drive has deteriorated, and it should be repaired. Mr. Oney said they do not own the road. Mr. Gibson said it is a private street and believes that Developers Diversified has the maintenance obligation. Ms. Clarke responded that staff will check into this situation and report back to the Commission at the next meeting.

Mr. Gerber said these small changes seem fine, and the applicant has agreed to all the conditions. He said he has noticed that cars are unloaded in the middle of the street, and that vehicles are up on lifts being advertised in some way. It would be nice if the owners would come into Code compliance at this site. Mr. Gibson said the approval of the new Chrysler Jeep building included a straight service drive to assure that car haulers could unload and load on the site, not the street.

Mr. Oney understood the concern, but the haulers are independent truckers who are not easily managed. He said Mr. Ripley has written letters on this, but they still use the street.

Mr. Gerber said he appreciates all of their efforts. Mr. Ciarochi said they have discussed this issue with police, and they are sending letters to the dealerships. The independent haulers will be ticketed if they continue to load and unload in the street.

Mr. Zimmerman asked if the mechanicals are in the new addition. Mr. Oney agreed they were. Jeffrey Shoemaker said the mechanical units that exist now on that rooftop will be relocated internally inside the addition.

Mr. Messineo agreed these are minor modifications to clean up the site. He said when he returns from traveling, the Crown dealership signals that he is really home again. He appreciates the site and the lighting, and it is done very well.

Mr. Oney thanked him and said they are close to completion of the improvements.

Mr. Ritchie said he agrees with the staff recommendation on this and believes they should support it. Mr. Saneholtz said these additions indicate a first class operation. They are proud to have Crown in our City, and he appreciates all their hard work.

Mr. Oney thanked him and gave the credit to the Crown organization.

Mr. Gerber made a motion to approve this revised development plan, because the changes will update this business, and comply with the PCD and text requirements, with ten conditions:

- 1) That a legally executed cross-parking agreement for the entire subarea that meets all text requirements be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 2) That the portion of the previously approved revised development plan (98-095RDP) for the expansion of the middle dealership building be rescinded, unless compliance with text-required parking is demonstrated to the satisfaction of staff;
- 3) That the two site entrances along Perimeter Loop Road be finished with brick pavers or stamped concrete, per text requirements by June 6, 2003 and subject to staff approval;
- 4) That no vehicle parking be permitted in landscape areas, on adjacent streets, in drive aisles, on mounds or adjacent sites, or anywhere else not specifically noted on the plans as a parking space;
- 5) That loading/unloading of vehicles on Perimeter Loop Road, Mercedes Drive, or any other adjacent street be strictly prohibited;
- 6) That all signage meet Code and that any modification to the sign package be subject to Commission review;
- 7) That a master lighting plan be submitted for the entire dealership campus within 90 days, subject to staff approval;
- 8) That a revised landscape plan be submitted to meet Code and address the comments within the staff report, subject to staff approval;
- 9) That the plans be revised to indicate that the interior dealership lights be minimized from 9 p.m. to 7 a.m. daily; and
- 10) That a building permit pre-submittal meeting be scheduled within 30 days and all conditions be incorporated into revised plans when submitted for building permits.

Mr. Ritchie seconded the motion, and the vote was as follows: Mr. Messineo, yes; Mr. Zimmerman, yes; Mr. Sprague, yes; Mr. Saneholtz, yes; Mr. Ritchie, yes; and Mr. Gerber, yes. (Approved 6 – 0.)

RECORD OF PROCEEDINGS

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DAYTON LEGAL BLANK CO. FORM NO. 10088

Held

May 20, 2002

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Mr. Kranstuber stated that another factor is that this site is surrounded by Columbus zoning, with chain link fences, outside storage and display, etc. The development will be much nicer than what surrounds it.

Vote on the Ordinance: Mrs. Boring, yes; Mr. Kranstuber, yes; Ms. Salay, yes; Ms. Chinnici-Zuercher, yes; Mr. Lecklider, yes.

At this point, Vice Mayor Boring left the Chambers and Mr. Reiner returned. Mr. Kranstuber, Acting Chair, asked the clerk to read the title of the next ordinance.

Ordinance 68-02 – An Ordinance Providing for a Change in Zoning for Approximately 13.24 Acres Located between Perimeter Loop Drive and Mercedes Drive (Private), Approximately 200 Feet North of U.S. 33/S.R. 161, from PCD, Planned Commerce District, to: PCD, Planned Commerce District. (Case No. 02-032Z – text revision – Perimeter Center, Subarea 1 – Crown Dealerships – 6350, 6400 and 6520 Perimeter Loop Road) (Applicant: Dwayne Hawkins, 6001 34th Street North, St. Petersburg, FL 33714; represented by Victoria Newell, Meacham & Apel Architects, Inc., 6161 Riverside Drive, Suite A, Dublin, OH 43017)

Ms. Clarke stated that this is a rezoning of Subarea I to allow construction of a third auto dealership. The development plan for the third dealership was approved last November, and when it came through for a building permit, the review found it did not comply with the PCD text. Staff has made every effort to expedite this through the system. It was reviewed by P&Z on May 2 and approved. The issues were complicated, and the discussion at P&Z was very confusing. The applicant had tried to resolve a number of issues in the Subarea I text that the Commission felt needed more time for review. In order to continue the building process for Building 3, P&Z indicated a reduction in the required sideyard from 25 feet to 10 feet was necessary. P&Z moved disapproval of the rezoning application as submitted, and approved a second motion to amend the existing Subarea I text to reflect a 10 foot minimum pavement setback along the western boundary of parcel 273-01-0210 which is the site of the third building on 6350 Perimeter Loop Road. This would allow the development to proceed uninterrupted, recognizes the existing conditions, and is consistent with the November 15, 2001 approved conditions. Ms. Newell, the architect for the project agreed to that text amendment on behalf of the applicant. If the applicant were able to combine the parcels, the sideyard issue disappears. But because they are different automakers, it has been difficult for the applicant to secure the corporations' agreement to share sites. This issue became of critical importance when the error was discovered, and to move this forward, it is the workable option. She emphasized that the issue arises because the parcels cannot be combined. What comes before Council is the text submitted by the applicant which was disapproved by P&Z, and the existing text amendment for the sideyard requirement as approved by P&Z.

Mr. Kranstuber asked if staff is satisfied with the solution recommended.

Mike Close, representing the applicant, noted that the only caveat is the stipulation made by staff that when the lots are merged at some future date, that all sideyard and landscape easements disappear because the lot lines no longer exist. They do not want Council to consider the rezoning application which came before P&Z; the only issue to be addressed tonight is the setback and easement, and they will be satisfied with its approval.

Mr. Reiner asked for confirmation that the parcels will be merged at some point in the future.

Mr. Close responded that they will be merged; it is simply a matter of securing agreement among the corporate entities. At that time, if there is ever a lot split after they are merged, they will have to return to P&Z to re-establish setbacks and easements.

Mr. Lecklider asked if it would be reasonable to make this a condition to be completed within 12-18 months.

Mr. Close responded that it is not necessary – with the setback and easements approved tonight, the problem is resolved. The applicant desires that the parcels be merged due to some text issues; however, the time constraints for construction make this a viable solution at this time.

Ms. Chinnici-Zuercher moved to approve the ordinance with the recommendations from Planning & Zoning Commission:

- 1) to disapprove the rezoning application as submitted; and
- 2) to approve an amendment of the existing Subarea I text to reflect a ten-foot minimum sideyard pavement setback along the west boundary of parcel #273-01-0210 (6350 Perimeter Loop Road) because it allows development to proceed uninterrupted, recognizes an existing condition, and is consistent with the November 15, 2001 approved conditions.

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Held

May 20, 2002

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Mr. Kranstuber seconded the motion.

Vote on the Ordinance: Ms. Chinnici-Zuercher, yes; Mr. Kranstuber, yes; Mr. Reiner, yes; Ms. Salay, yes; Mr. Lecklider, yes.

Ms. Salay left the meeting at this point.

Mayor McCash and Mrs. Boring returned to the meeting at this point.

Ordinance 71-02 — An Ordinance Accepting the Annexation of 220.522 +/- Acres from Jerome Township, Union County to the City of Dublin.

Ms. Grigsby stated that a memo was prepared by Legal staff regarding the issues related to the new annexation law and a determination that this annexation would fall under the old law. Staff is recommending adoption at this time.

Dennis Schultz, 110 S. Main Street, Marysville, Ohio noted that he an attorney representing the petitioners. There are 10 parcels involved in this annexation in Jerome Township, Union County. The boundaries are described in the information forwarded to Council. The entire district is within the Dublin exclusive water and sewer service area. This annexation was filed prior to the law change and was presented to the Union County Commissioners prior to the dismissal of the referendum. They are in compliance procedurally with the old law. At the county level, the vote was unanimous in favor of the annexation— there was no opposition expressed to the annexation.

Wallace Maurer, 7451 Dublin Road withdrew his request to speak on this matter.

Vote on the Ordinance: Ms. Chinnici-Zuercher, yes; Mr. Kranstuber, yes; Mr. Reiner, yes; Mrs. Boring, yes; Mayor McCash, yes.

Ordinance 72-02 — An Ordinance Accepting the Lowest/Best Bid for the Dublin Arts Center Parking Lot Project, Amending the Annual Appropriations Therefor, and Declaring an Emergency.

Ms. Grigsby stated that staff is requesting emergency passage.

Mrs. Boring moved to treat this as emergency legislation.

Mr. Reiner seconded the motion.

Vote on the motion: Mr. Kranstuber, yes; Mr. Reiner, yes; Ms. Chinnici-Zuercher, yes; Mayor McCash, yes; Mrs. Boring, yes.

Vote on the Ordinance: Mrs. Boring, yes; Mayor McCash, yes; Ms. Chinnici-Zuercher, yes; Mr. Reiner, yes; Mr. Kranstuber, yes.

Ordinance 73-02 — An Ordinance Authorizing the Execution and Delivery of an Economic Development Agreement Between the City of Dublin and Pacer International, Inc. to Induce a Consolidation of Its Nationwide Operations to the City in Order to Increase Employment Within the City.

Ms. Grigsby stated that staff is recommending adoption.

Wallace Maurer, 7451 Dublin Road stated that he does not understand the language, "to induce a consolidation of its nationwide operations to the City"—does this mean "in" the City or "for" the City?

Mayor McCash responded that the intent is for them to consolidate their operations in the City in order to increase employment.

Vote on the Ordinance: Mr. Kranstuber, yes; Mr. Lecklider, yes; Mayor McCash, yes; Mrs. Boring, yes; Mr. Reiner, yes.

Ordinance 74-02 — An Ordinance Authorizing the City Manager to Enter into an Agreement with VoiceStream Columbus, Inc. for the Location of a Wireless Telecommunications Structure.

Ms. Grigsby stated that staff is recommending adoption.

Vote on the Ordinance: Mrs. Boring, yes; Mr. Kranstuber, yes; Mr. Reiner, yes; Mayor McCash, yes; Mr. Lecklider, yes.

Ordinance 75-02 — An Ordinance Authorizing the City Manager to Grant a General Right-of-Way Permit to MCI Metro Access Transmission Services, LLC.

Ms. Grigsby stated that staff is recommending adoption.

Vote on the Ordinance: Mrs. Boring, yes; Mr. Reiner, yes; Mr. Lecklider, yes; Mayor McCash, yes; Mr. Kranstuber, yes.

INTRODUCTION & FIRST READING - ORDINANCES

RECORD OF PROCEEDINGS

Minutes of

Dublin City Council

Page 7 Meeting

DAYTON LEGAL BLANK CO., FORM NO. 1014B

Held

April 22, 2002

19

Ordinance 68-02 – An Ordinance Providing for a Change in Zoning for Approximately 13.422 Acres Located Between Perimeter Loop Drive and Mercedes Drive (Private), Approximately 200 Feet North of US 33/SR 161, from PCD, Planned Commerce District, to: PCD, Planned Commerce District. (Case No. 02-032Z – Text Revision – Perimeter Center, Subarea 1 – Crown Dealerships – 6350, 6400, and 6520 Perimeter Loop Road)

Mr. Lecklider introduced the Ordinance.

Mr. Kranstuber moved to refer the ordinance to Planning and Zoning Commission for a recommendation.

Ms. Salay seconded the motion.

Vote on the motion: Ms. Salay, yes; Mr. Lecklider, yes; Mr. Reiner, yes; Mr. Kranstuber, yes; Mayor McCash, abstain.

A public hearing/second reading will be scheduled upon receipt of a recommendation from Planning & Zoning Commission.

~~**Ordinance 69-02 – An Ordinance Authorizing the City Manager to Accept and Receive Permanent Utility and Bikepath Easements Donated by Edwards Golf Communities, LLC, for the Development of the Ballantrae Golf Course in the City of Dublin, County of Franklin, State of Ohio, and Declaring an Emergency.**~~

~~Ms. Salay introduced the Ordinance.~~

~~Mr. Kranstuber moved to treat the ordinance as emergency legislation and dispense with the public hearing.~~

~~Mr. Lecklider seconded the motion.~~

~~Vote on the motion: Mr. Lecklider, yes; Mr. Kranstuber, yes; Mr. Reiner, yes; Mayor McCash, yes; Ms. Salay, yes.~~

~~Vote on the Ordinance: Mayor McCash, yes; Mr. Kranstuber, yes; Mr. Lecklider, yes; Mr. Reiner, yes; Ms. Salay, yes.~~

~~**Ordinance 70-02 – An Ordinance Authorizing the City Manager to Execute Permanent Utility and Bikepath Easements, Which are Located on Dublin Property, to the City of Dublin, for the Development of the Ballantrae Golf Course in the City of Dublin, County of Franklin, State of Ohio, and Declaring an Emergency.**~~

~~Mayor McCash introduced the Ordinance.~~

~~Ms. Grigsby stated that this is similar to the last ordinance, except that it is on City-owned land, where the golf course will be located.~~

~~Mr. Kranstuber moved to treat the ordinance as emergency legislation and dispense with the public hearing.~~

~~Mr. Lecklider seconded the motion.~~

~~Vote on the motion: Ms. Salay, yes; Mr. Lecklider, yes; Mr. Reiner, yes; Mayor McCash, yes; Mr. Kranstuber, yes.~~

~~Vote on the Ordinance: Mr. Reiner, yes; Ms. Salay, yes; Mr. Lecklider, yes; Mayor McCash, yes; Mr. Kranstuber, yes.~~

INTRODUCTION & PUBLIC HEARING – RESOLUTIONS

~~**Resolution 20-02 – A Resolution Designating the City Manager as the City's Official Representative and Authorizing the City to File a Grant Application with the Ohio Public Works Commission Clean Ohio Conservation Fund.**~~

~~Mr. Kranstuber introduced the Resolution.~~

~~Vote on the Resolution: Mr. Lecklider, yes; Ms. Salay, yes; Mayor McCash, yes; Mr. Kranstuber, yes; Mr. Reiner, yes.~~

~~**Resolution 21-02 – A Resolution Adopting a Statement of Services for a Proposed Annexation of 2.697 Acres from Washington Township to the City of Dublin.**~~

~~Ms. Salay introduced the Resolution.~~

~~Ms. Grigsby stated that the site is on Shier Rings Road. Council previously authorized the City Manager to sign the petition for the annexation. This action will place the roadway in front of the new Service Complex within the City's jurisdiction.~~



PLANNING AND ZONING COMMISSION

RECORD OF ACTION

MAY 2, 2002

CITY OF DUBLIN

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

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

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

- Rezoning 02-032Z – Perimeter Center, Subarea I – Text Revision - Crown Dealerships – 6350, 6400, and 6520 Perimeter Loop Road**
Location: 13.42 acres located between Perimeter Loop Drive and Mercedes Drive (private), approximately 200 feet north of US 33/SR 161.
Existing Zoning: PCD, Planned Commerce District (Perimeter Center plan).
Request: A rezoning to PCD, Planned Commerce District under the provisions of Section 153.058.
Proposed Use: A text revision for one proposed and two existing car dealerships.
Applicant: Dwayne Hawkins, 6001 34th Street North, St. Petersburg, Florida 33714; represented by Victoria Newell, Meacham and Apel Architects, Inc., 6161 Riverside Drive, Suite A, Dublin, Ohio 43017.
Staff Contact: Chad D. Gibson, AICP, Senior Planner.

MOTION #1: To disapprove this rezoning application as submitted.

VOTE: 6-0.

RESULT: Motion to recommend disapproval passed.


MOTION #2: To amend the existing Subarea I text to reflect a ten-foot minimum sideyard pavement setback along the west boundary of parcel #273-010210 (6350 Perimeter Loop Road) because it allows development to proceed uninterrupted, recognizes an existing condition, and is consistent with the November 15, 2001 approved conditions.

* Ms. Newell agreed to this text amendment.

VOTE: 6-0.

RESULT: The above motion to amend the Subarea I text was approved.

STAFF CERTIFICATION


Barbara M. Clarke, Planning Director

~~Ms. Boring made the motion to accept the documents into the record. Mr. Messineo seconded the motion, and the vote was unanimous in favor. (Approved 7-0.)~~

~~Mr. Gerber made the motion to approve the April 11, 2002 minutes and Mr. Ritchie seconded. The vote was as follows: Ms. Boring, abstain; Mr. Zimmerman, yes; Mr. Sprague, yes; Mr. Saneholtz, abstain; Mr. Messineo, yes; Mr. Ritchie, yes, and Mr. Gerber, yes. (Approved 5-0-2.)~~

~~Ms. Clarke said the Commission van tour of the City is scheduled for Saturday, May 4, from 9 a.m. until noon. Refreshments will be served prior to departing from City Hall. She noted there are still a few remaining seats in the van. She also announced another Board and Commission training session is scheduled on May 16, 7-10 p.m., to review the Community Plan and Mt. Auburn Study. She asked the members to turn the pages of both documents before May 16.~~

~~Mr. Sprague explained the meeting procedures and that no new cases are introduced after 11:00 p.m. He noted Case 2 would be heard first as a consent item, and then the other cases will be heard in order. [The minutes reflect the order of the published agenda.]~~

1. Rezoning 02-032Z – Perimeter Center, Subarea I – Text Revision – Crown Dealerships – 6350, 6400, and 6520 Perimeter Loop Road

[Ms. Boring recused herself and left the room due to a conflict with this case.]

Chad Gibson said this rezoning application would amend the existing Perimeter Center Subarea I text. This application is necessary because Development Plan 99-073RDP was approved in error. That site plan did not meet the minimum sideyard setback for pavement of 25 feet. Mr. Gibson said that car dealership is under construction and grading is complete.

He said it is staff's goal to facilitate this text amendment to allow the applicant to continue with construction without delay. The proposed text submitted by the applicant contains a large number of changes addressed in the staff report. However, in the interest of simplicity, staff would like to focus discussion on this sideyard issue as the sole issue under consideration this evening. He showed several slides of the site.

The 13.42-acre site is located between Mercedes Drive (private) and Perimeter Loop Road, and it is zoned PCD, Planned Commerce District as part of the Perimeter Center Plan. A property line exists between the easternmost and central parcels. The service road is located ten feet from the property line. Mr. Gibson said the building meets the sideyard standard. He noted the existing dealerships will be changing buildings and Kia will be added.

Mr. Gibson said based on the submitted text, staff is recommending approval of this text amendment with the six conditions from the staff report:

- 1) That the text be revised per the comments made by the Commission and within this report, and that a "clean" copy of the text be submitted within seven days;
- 2) That the text be modified to require high quality architecture that emphasizes coordination between the three sites, in keeping with high community standards and the Perimeter Center development;
- 3) That a legally executed landscape easement be submitted for the western property line of the new dealership within seven days, subject to staff approval;

- 4) That the existing side yard standards not be eliminated from the text, but be modified to articulate 4 existing/approved conditions;
- 5) That the text be revised to indicate a maximum number of signs and that all signage is subject to review and approval by the Planning and Zoning Commission; and
- 6) That the maximum height indicated on the text (65 feet) be reduced to 45 feet.

Mr. Gibson said staff suggests a more simplified application which solely relates to the sideyard issue in the interest of facilitating this application through the system.

Victoria Newell, Meacham and Apel Architects, representing the applicant, said she did not know what was being discussed. She said they went through the rezoning process, and they received plan approval, including a very long drive that was ten feet off the property line. The approved text states that it has to be 25 feet from that property line. She said they agreed at that Commission meeting that they would do a landscape easement, addressing that condition.

Ms. Newell said Dublin denied their building permit for violating that 25-foot sideyard. She said they were asked to clean up the text to address the non-compliant issues. Some changes were not properly documented, but this was not the only issue. The text had been revised many times but not retyped. For example, in the beginning, the text stated that cars are to be parked in single rows, side-by-side, or tail-to-tail, but not both. However, stacked parking for storage has been approved twice. She said the Commissioners had been provided with a strikeout copy showing the proposed modifications. She said at least twice they had been before the Commission to make text changes, and the changes have really never been reflected in the print. She said the City did not have the text which reflects recent changes. The text was never retyped.

Ms. Newell said they agreed with very few of the conditions listed above. Several readdress issues that have already been resolved, it seemed foolish for them to reopen them.

Mr. Sprague said it seemed there were two components being considered this evening. One was an expedited review of the text revision to address the setback and the other is the text clean up and conditions that perhaps could be done between staff and the applicant later.

Ms. Newell agreed, as long there was nothing that held up the permitting process and they were not renegotiating something already in place. She said their intention was to clean up the text so that the record was clear. She said that was exactly what the Commission had in front of them.

Mr. Sprague asked if the 10-foot setback is addressed tonight, with the other issues deferred, would Ms. Newell agree this will probably allow them to proceed with the permitting process.

Ms. Newell agreed. However, the way the text is addressed, the landscape easement would no longer be required. To complete the process with the Building Division, her rejection letter said that they have to have that landscape easement in place. She wants this resolved.

Mr. Gibson said Mr. Sprague's suggestions were acceptable to staff. He said the landscape easement along the property line between the easternmost and central parcels (the existing Mercedes dealership and the site under construction), is required landscaping between sites. Due to the fact that there is an existing mound along the property line of the central car dealership, it did not make sense to add another mound directly adjacent to it. The landscape easement

provides for landscaping and screening into perpetuity. If the mound were removed, it will be the applicant's responsibility to provide screening along that eastern property line.

Ms. Clarke asked if that meant that with a landscape easement, that the one mound could serve for two separate properties. Mr. Gibson agreed. He said staff had the applicant augment the screening along that mound instead of constructing an additional mound.

Ms. Newell disagreed. She said they added trees to the mound because there are service entrance doors that are being screened. She said she thought if the sideyard went away, there was no reason for the landscape easement.

Mr. Gibson said the sideyard was not going to go away. Ms. Newell said it had to go away.

Ms. Newell said they had an existing building on the Mercedes site with no landscaping between the two properties. She said if the text is being cleaned up, it is five feet off of its property line.

Mr. Gibson suggested to resolve this problem, that it be inserted into the text that sideyards are based on previous development plan approvals. Mercedes, for example, got approval of a development plan with a building, showing some distance along the side property line. That would be an acceptable sideyard, based upon that development plan approval.

Ms. Newell asked if that would apply across the entire site. Mr. Gibson said no, individually.

Ms. Newell said they could not accept that because the text applies to each of the three parcels. If something has been allowed to occur already on a site in Subarea I, then that should be applied to all three parcels. Each building should not have a completely different setback.

Mr. Gibson said the issue would have to be resolved. Ms. Newell agreed.

Mr. Gibson said he believed the sideyard issue was caused by staff's oversight at the development plan. Resolving the setback issue will allow construction of the dealership to continue tonight. He said staff still wants a landscape easement to be provided.

Mr. Sprague asked Ms. Newell if she wanted action tonight on the sideyard and landscape easement issues in order for them to go forward with the permitting process. Ms. Newell agreed.

Ms. Newell said the existing building that houses the current Mercedes dealership will be a Kia dealership. It is currently constructed five feet off the property line to the west.

Mr. Sanholtz asked if that was the same property line where the service drive is located, or is it between the two existing dealerships. Ms. Newell agreed it was along the service drive.

Ms. Newell said each property uses the same subarea text. Before they rezoned the site, it was agreed that all three sites would be viewed jointly. She noted the Crown Mercedes site does not even have curb cuts. Access is through the two adjacent sites. She said the property lines are only a matter of semantics, but they are not imaginary lines to the dealerships. They have a leasing agreement between each of the dealerships. For example, in each individual agreement, the dealership has full control over its site. The property lines serve as delineation for the owners

only. Ms. Newell said they went before the Commission and asked them to approve these three parcels being considered united, still leaving the property lines in place and it was approved.

Mr. Saneholtz asked if the business agreements were necessitate maintaining the three separate properties. Ms. Newell agreed. This would be very easily fixed if the three lots were combined. She said if that were possible, it would have been done, but they cannot without violating the leasing agreements. That is why they are before the Commission tonight.

Mr. Gibson said on October 15, 1998, during the minor revision to a development plan hearing, there was discussion about combining these parcels which would have done away with any interior sideyard requirement. He said it showed up as a condition. Subsequent to that date, the applicant returned and said that they did not wish to combine the parcels.

Mr. Sprague asked when did the applicant indicate that they were unable to proceed with the consolidation. Mr. Gibson said it had been mentioned that it was last year.

Mr. Sprague asked if it were a fair statement that when the Commission was considering the parking implications for all three parcels, in a “unified” manner, there was still a thought that the applicant would proceed in an attempt to combine the parcels. Mr. Gibson agreed.

Ms. Newell said the only parcel that she remembered that they had ever made the commitment to combine, was when they added additional parking area. She said that had been done twice.

Mr. Gerber asked if the sideyard and landscape easement issues need to be approved to continue with the permitting process. Mr. Banchevsky said he did not believe that to be the case.

Ms. Newell said it was a condition of her rejection letter from the building division that the landscape easement had to be executed to proceed with the permit process.

Mr. Gibson confirmed that on November 15, 2001, the development plan approval required a landscape easement along that property line. It has not been done and is an outstanding issue that would prevent issuing a final building permit. Ms. Clarke said the purpose of that landscape easement is to show that both properties, east and west of that line, meet the Landscape Code.

Ms. Newell said it did not meet the Landscape Code on both sides. She said she and her client wonder why they were providing the landscape easement. It should not be needed if the sideyard issue is resolved. The existing required landscaping will not go away. The sideyard issue is being resolved in the text. She believed that only one of the issues needed resolution. If the landscape easement is provided, she did not feel a text revision was necessary.

Mr. Gibson read the condition from the last revised development plan: “That a legally executed landscape easement be submitted prior to the issuance of a certificate of zoning plan approval.” He said the intent was to eliminate the need for two side-by-side mounds. The Code requires screening between sites. It does not matter if the sideyard is adjusted.

Ms. Newell noted the mound was still required. Mr. Gibson said that was correct, but it cannot be guaranteed if someone else purchases the site.

Mr. Messineo said that was the key. These are still separate real estate parcels, and the mound does not straddle the property line. It is on one side. He said he understood this request was to preserve the ability to have one landscape mound even if the property was subsequently sold.

Ms. Newell said their text modifications set out the things the applicant must do if the property is sold. She did not believe they could really separate these properties from each other, but the protections are there if it occurs. They cannot sell it without addressing the landscaping and cross-access easement issues. She said as the text is being written, it is for Dublin's protection.

Mr. Saneholtz said if the sideyard issue is finalized, only the easement language for the landscaping remains. Ms. Newell agreed if the other conditions, like building height, are not being addressed now.

Mr. Saneholtz understood that if the sideyard is remedied and the applicant provides an easement for the landscaping, then the permit could be issued. Mr. Banchefsky agreed.

Ms. Newell said the proposed text would not require an easement in addition to the modification to the sideyard. It requires the easement to be addressed if the owners sell or divide the properties. As long as this applicant owns all of the properties, the easement is not needed. She said they were not doing anything to change the conditions placed in front of the Commission.

Ms. Newell said it was not right to open up the text again and submit a revision. She noted there are still other issues that will remain in violation because of the way this has been handled and approved in the past. It is not clean, clear, or fair to her client. She said access easements have been allowed on different adjoining properties in the past. Instead of addressing the landscape easement by rewriting the entire text, they were done as cross access easements. Ms. Newell said she felt they thoroughly addressed these issues when they came before the Commission last time. She said they should not have been asked to come back and revise the sideyards.

Frank Ciarochi clarified that if the Commission resolves the sideyard and the easement, then its recommendation goes onto City Council. This would permit the staff to continue the process so that the applicant is not slowed down and does not have to de-mobilize.

Mr. Sprague said essentially, Ms. Newell and Mr. Gibson are almost in complete agreement. The Commission's expedited recommendation will facilitate the building process and applicant's timetable. The core issues for both sides of the issue seem to be closely aligned.

Mr. Messineo asked about page 5 where it covered yards and setback requirements. He noted item 3 stated there shall not be sideyards whatsoever. He asked if this were correct.

Ms. Newell said yes, because they thought that was the easiest way to clean things up. The Mercedes building was constructed five feet from the property line. It went through the plan review process. Now they have a condition requiring the building to be 25 feet from the line and the driveway is 10 feet from the line. It is an issue now, but it was not an issue in the past. They have done what was asked repeatedly. She thought removing the setbacks in their entirety resolved it. It would bring everything into compliance. It should be simple to understand.

Mr. Messineo asked if making the setback zero had anything to do with needing the extra ten feet. Ms. Newell said the site was approved with a driveway ten feet away from the property line, but the situation on the Mercedes site is different. It has no pavement setback.

Mr. Messineo asked what was the rationale for allowing the Mercedes dealership within five feet of its property line. It might have been anticipated that it would be one parcel.

Ms. Newell said the records indicate that they were combining parking areas. There was nothing addressed at that time regarding landscaping between parcels. In her several years working on this project, she has made four presentations. It was never an issue that the building was too close to the property line. The staff never requested combining lots or moving the building.

Regarding permits, Ms. Newell said the City had tried to accommodate them as best they could. They got a foundation start and a shell permit. They can proceed with the outside of their building only. They cannot construct the driveway as shown unless the setback is resolved, and the driveway should be built in one or two months. She said her client needs to occupy this building by June 1. The building's tilt-up concrete panels facilitate speedy construction.

Mr. Messineo read from the text, page two, "Interrelationships of Rezoning for Existing Development Plans, As a result, it is a condition of the text revision rezoning that any future use of Subarea I by unrelated entities will require submission of appropriate cross access and shared parking agreements to Planning Staff and the Law Director's office to address the interrelationships of the separate parcels within the overall concept of the single site utilization requirement set out in this text." He was concerned about defining "unrelated entities," and just requiring "submission," not approval. Ms. Newell said they would modify it in any way.

Mr. Messineo asked if staff wanted to have landscape easements set now. Mr. Gibson said yes, as reflected in the November 15, 2001 Record of Action. It would be a carryover condition.

Ms. Newell said the landscaping easement was not needed if the sideyard issue was resolved. Her client should not be delayed. Mr. Messineo noted this applicant had been issued all required permits to date. Ms. Newell said their permitting process was delayed for two months.

Mr. Sprague said the Commission would act reasonably to expedite the applicant's timeline. He said the parcels are not combined and could be sold. A future landowner would be required to pay for a mound (landscaping) to be placed on the adjoining parcel, with that owner agreeing to this in advance. Ms. Newell agreed. Mr. Sprague said then all that is being asked is for an easement to be executed from one owner to another for a fee or consideration.

Ms. Newell said the record indicated that the easement also concerned the driveway only ten feet off the property line. If they did the landscape access easement, and they addressed the 10-foot issue for the driveway as one issue, she would have no reason to be before the Commission tonight. They would have simply done the landscape easement, but that would not resolve the text sideyard clearance of 25 feet. If the text is revised for the sideyard clearance, then the landscape easement is no longer required.

Mr. Messineo said if the sideyard issue and the easement are handled tonight, the permitting process can continue. Ms. Newell was not sure she understood what he was saying.

Mr. Messineo said this is quite complex, and he is most concerned about continuing the process. If the sideyard is reduced and the easements are handled, this allows the applicant to continue. The balance of the text could be handled at another time.

Ms. Newell agreed, but did she need the landscape easement or not? She did not know what was needed to resolve the sideyard issue this evening. She asked for a clarification.

Mr. Sprague said he thought Ms. Newell wanted the sideyard pavement setback reduced to ten feet. Ms. Newell said, no, she wanted a zero setback, and it should apply to all sites.

Mr. Sprague understood and said he was trying to be fair in this very complicated process. It is a moving target. He said they need to fix their view of the three existing parcels.

Ms. Newell disagreed and said the Commission previously viewed all three sites jointly. The Chrysler site would violate the parking Code. Parking and lot coverage are balanced among the sites, and she did not want them viewed separately now. The setback requirements should be the same for all sites under the subarea text. Ms. Newell said they have been brought before the Commission to revise the text. They are asking for it to clearly apply to each parcel.

Mr. Sprague said he did not know if there would be prejudice in allowing the five-foot setback to remain, and then allowing a ten-foot setback, and still requiring the continuation of the condition to provide a landscape easement between two parcels. They are still two legally separate parcels. He said all that is needed is execution of a piece of paper between two owners, per the Landscape Code. He said it would keep them on target and suggested working out additional text concerns with the staff. The text could come back for a Commission hearing later.

Ms. Newell did not want to leave it with a different setback for each parcel. She said she had done several rezonings to add dealerships, but not when there was a building addition. She said she was asked to incorporate standards into the Subarea I text, so they was applied the same to each parcel. Now, the Commission was saying the opposite. They would not agree to that.

Mr. Ritchie asked about the height limit on the western site (original building). Ms. Newell said 65 feet. Mr. Ritchie said he needed time to understand the inconsistencies as outlined.

Mr. Sprague wanted to keep the applicant on track with the building and to create compliance with the condition to which have already agreed.

Mr. Gibson said the staff is proposing that the text formally allow the unique setback arrangement for each dealership, based on the previously approved development plans. For example, however the Commission approved the western building, those setbacks would apply to that site. The middle parcel was approved with the building five feet from the property line, and that would be permanently established, etc.

Mr. Sprague re-stated this. He said that for plans that have been approved and are now legally enforceable, the Commission would change its approach. Instead of saying they want uniformity for all three sites in the text, the sites would be permitted to continue to utilize legally compliant and enforceable conditions and approved plans as their overarching organizational theme.

Ms. Newell preferred eliminating the sideyard in the text.

Mr. Sprague said he understood that the applicants attempted to combine the three parcels but were rebuffed by the franchised dealerships. Ms. Newell agreed. Mr. Sprague said legally, these are distinct parcels and the Commission had to operate under that.

Ms. Newell said having a variety of setbacks in all in Subarea I made absolutely no sense.

Mr. Banchevsky suggested that these three parcels be deed restricted so that they only could be sold as a unit. Ms. Newell did not think her client would agree to that.

Mr. Sprague said it seems that they are just recognizing a legal and factual set of conditions that are already in existence. This seems easiest to keep the building on track. He said the applicant can always come back later and seek an amended text.

Ms. Newell said she did not want to go through this repeatedly.

Mr. Sanholtz asked if this separate parcel had been sold to him for a business, would he have a zero lot line, or 25 feet? Ms. Clarke responded the existing text requires a 25-foot setback.

Mr. Sanholtz said the approved ten-foot setback was a staff oversight, so the property owner has benefited by using the additional 15 feet of property. Now, the applicant wants to reduce to zero. It seems as if they are asked to view these as one parcel, but the owner retains the right to transfer them individually. This seems inconsistent to him. He said the applicant can meet its business requirements, and he supported the option presented by the staff.

Ms. Newell they asked at the Commission meeting for the third site, and the staff report covered the issues. Their site could not meet the lot coverage and parking requirements. They had asked the Commission to give them direction, and they were directed to view it in its entirety. They would have modified the design to meet the 25-foot setback in the text, etc. She said staff asked them not only to address certain items, not just on the third site, but also on all three parcels.

Ms. Newell said now, after they reviewed them as a single site and they had an approved plan, the City wants the parcels to be treated differently. The access drive was discussed at great length at the meeting, and it was noted that the driveway would be ten feet off the property line. It was never raised as an issue. The Commission agreed to review all three parcels as one site. Signage was discussed for all three sites and that became an issue.

Mr. Sprague asked if Conditions 3 and 4 above were approved, allowing the permit process to continue, he understood the remaining conditions could be addressed between the applicant and staff. Mr. Banchevsky agreed.

Ms. Newell felt the City was asking for double standards of her applicant. She wants to follow through as previously approved. If they look at all three parcels together, they should not be appearing before the Commission. She said this was previously resolved, and they should be allowed to continue according to that. If the sideyard clearance is being readdressed, it should be done fairly for her client. She wants it reduced to zero on all sites.

Mr. Banchevsky asked how Ms. Newell's client is damaged if this is treated as separate parcels.

Ms. Newell said at the last meeting, issues arose for the other two sites that would not have arisen otherwise. If they needed to meet a 25-foot setback, they could have redesigned it then with lower square footage and balancing the parking count. She had asked the Commission for clear direction. Staff had asked, with the third parcel, for combined access to the middle site. They agreed to this, but then more things were requested for the other sites, such as signage. Ms. Newell said if the setback had been the issue on the third parcel, she would have met it, and those other areas would not have been discussed. Things would have been limited to the third site. Now, a change in that agreement is asked. Her client wants the same text for all three sites.

Ms. Banchefsky again asked how Ms. Newell's client would be damaged if the Commission approved site-specific setbacks that reflect reality and what actually is built.

Ms. Newell said they had already made many concessions in the review process that they would not have had to do. The record cannot be separated and changed. They might not have made those same concessions. If they were just limited to that third parcel, they would have approached it differently. With executed access easements, no sideyard adjustment is needed. She said it could have been addressed in the access agreements they agreed to provide.

Mr. Messineo asked about the building under construction. Ms. Newell said there is a ten-foot pavement setback, but the building complies with the 25-foot requirement.

Ms. Newell said the landscape easement was undefined, and that was part of the problem.

Mr. Messineo thought the landscape easement would be attached to the middle parcel. Ms. Clarke agreed. She said there are two separate Code issues. One is the physical separation, the sideyard. The other is a landscape requirement to screen the edge of a parking lot.

Mr. Messineo asked about the physical distance intended not to be pavement, assumed to be grass on the western site. Ms. Clarke said that is currently a requirement for a 25-foot strip, and unless the sideyard is reduced by City Council, the driveway cannot be constructed as shown. A text revision reducing it to 10 feet would solve the problem discovered during the plan review.

Ms. Newell believed they had been asked at the Commission meeting to provide a landscape easement and a cross access easement, both to address the position of that access drive. If they already agreed to a cross access agreement addressing the position, why are they here?

Mr. Sprague said that the applicant had already agreed to a condition regarding the landscape easement. He said Conditions 3 and 4 should resolve the permitting problem, and then Ms. Newell and staff could work out the rest of the text issues later.

Mr. Gibson said in order for the middle parcel to use the eastern parcel for parking and access, etc., cross access easements were needed. He said, however, there was also a condition from the November hearing that required a legally executed landscape easement.

Mr. Ritchie noted only one of the two easements had been discussed. He wanted to know if there was another resolution other than a text revision. Mr. Gibson responded, no. The current text has a minimum sideyard for pavement and building of 25 feet. The site plan shows the drive aisle ten feet from the side lot line, and that cannot be overcome with an easement document.

Mr. Sprague's motion for approval of this rezoning application was interrupted by more discussion about the conditions.

Mr. Gibson said staff did not request a wholesale modification to this text. It requested solely a change involving the sideyard requirement.

Mr. Sprague made a motion to approve this rezoning because it meets the requirements for revising the development text under the Planned Commerce District provisions of Section 153.058, maintains the original character expectations for the area, and corrects an error made at the development plan stage, with two conditions (renumbered from above):

- 1) That a legally executed landscape easement be submitted for the western property line of the new dealership within seven days, subject to staff approval, and that the existing side yard standards not be eliminated from the text, but be modified to articulate the existing/approved conditions; and
- 2) That the text be revised per the comments made by the Commission and within this report, and that a "clean" copy of the text be submitted within seven days, that the text be modified to require high quality architecture that emphasizes coordination between the three sites, in keeping with high community standards and the Perimeter Center development, that the text be revised to indicate a maximum number of signs and that all signage is subject to review and approval by the Planning and Zoning Commission, and that the maximum height indicated on the text (65 feet) be reduced to 45 feet, subject to staff satisfaction.

Mr. Messineo seconded the motion. Ms. Newell did not agree to the above conditions. She said the conditions from staff change the previously approved text.

The vote began: Mr. Ritchie, yes...and was interrupted. Mr. Banchefsky suggested holding an executive session before the vote due to the complexity of the case.

Mr. Messineo made the motion to adjourn into executive session, and Mr. Zimmerman seconded. The vote was as follows: Mr. Ritchie, yes; Mr. Gerber, yes; Mr. Zimmerman, yes; Mr. Sprague, yes; Mr. Sanholtz, yes; and Mr. Messineo, yes. [The Commission adjourned into executive session at 10:05 p.m. They were gone about 15 minutes.]

Mr. Sprague made the motion to disapprove this rezoning application. Mr. Messineo seconded the motion, and the vote was as follows: Mr. Ritchie, yes; Mr. Gerber, yes; Mr. Zimmerman, yes; Mr. Sprague, yes; Mr. Sanholtz, yes; and Mr. Messineo, yes. (Motion to recommend disapproval passed 6-0.)

Mr. Sprague made a motion to amend the existing Subarea I text to reflect a ten-foot minimum sideyard pavement setback along the west boundary of parcel #273-010210 (6350 Perimeter Loop Road) because it allows development to proceed uninterrupted, recognizes an existing condition, and is consistent with the November 21, 2001 approved conditions.

Mr. Gerber seconded the motion. Ms. Newell agreed to the above text amendment. The vote was as follows: Mr. Ritchie, yes; Mr. Zimmerman, yes; Mr. Sprague, yes; Mr. Sanholtz, yes; Mr. Messineo, yes; and Mr. Gerber, yes. (Motion to amend existing text approved 6-0.)

Mr. Sprague thanked Ms. Newell for her patience.



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PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 15, 2001

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

2. **Revised Development Plan 99-073RDP - Perimeter Center, Subarea I - Crown Eurocars - 6520 Perimeter Loop Road**
Location: 4.6 acres located at the southwest corner of Perimeter Loop Road and Mercedes Drive (private).
Existing Zoning: PCD, Planned Commerce District (Perimeter Center Plan).
Request: Review and approval of a development plan for a two-story, 42,693 square foot auto dealership under the provisions of Section 153.058.
Proposed Use: A new auto dealership with 240 parking spaces and 31 interior service bays.
Applicant: Dwayne Hawkins, 6001 34th Street North, St. Petersburg, Florida 33714; represented by Victoria Newell, Meacham and Apel Architects, Inc., 6161 Riverside Drive, Dublin, Ohio 43017.
Staff Contact: Chad D. Gibson, Senior Planner.

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

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

PLANNING AND ZONING COMMISSION

RECORD OF ACTION

NOVEMBER 15, 2001

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

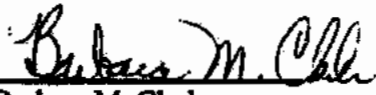
- 5) That the landscape plan be revised to meet Code and include the comments within the staff report, subject to staff approval;
- 6) That a legally executed landscape easement be submitted prior to issuance of a Certificate of Zoning Plan Approval;
- 7) That the two access points at the southeast and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

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

VOTE: 6-0.

RESULT: This revised development plan was approved.

STAFF CERTIFICATION


Barbara M. Clarke
Planning Director

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ms. Clarke reviewed the Perimeter Center zoning history.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

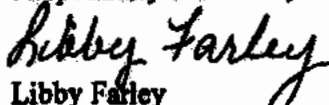
Mr. Lecklider made the motion to approve this revised development plan because the use conforms to the Perimeter Center Development Text, is in character with area development, and provides for business expansion, with nine conditions:

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

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

The meeting adjourned at 9:25 p.m.

Respectfully submitted,



Libby Farley
Administrative Secretary
Planning Division



PLANNING AND ZONING COMMISSION

RECORD OF ACTION

September 28, 2001

CITY OF DUBLIN

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

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

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

VOTE: 5 - 0.

RESULT: This revised final development plan was tabled.

STAFF CERTIFICATION

Chad D. Gibson
Senior Planner

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Corridor Development District 01-051CDD – Imake 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:

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



**BOARD ORDER
BOARD OF ZONING APPEALS
CITY OF DUBLIN, OHIO**

August 26, 1993

CITY OF DUBLIN

- 12. Variance Application V92-027A - Reconsideration - Crown Eurocars, Inc. - 6560 Perimeter Loop Road**
Location: \pm 5.0 acres located on the southeast corner of Perimeter Loop Road and Mercedes Drive (Private).
Existing Zoning: PCD, Planned Commerce District.
Request: Reconsideration of a condition of Variance Application V92-027.
Proposed Use: Relocation of an existing ground sign to a more prominent location.
Applicant: Mark W. Daniels, Meacham & Apel Architects, Inc., 5640 Frantz Road, Dublin, OH 43017.

MOTION: To approve this variance application with the following four conditions:

- 1) That the Mercedes sign be better integrated with the existing entry wall sign and subject to Staff approval;
- 2) That the brick bases be installed on the Chrysler/Plymouth and the Mercedes signs by November 30, 1993;
- 3) That the variance for the temporary Mercedes sign expire on December 31, 1994; and
- 4) That a Special Permit be re-issued for any temporary sales office.

* Tom McCash, representing the applicant agreed with the above conditions.

VOTE: 5-0.

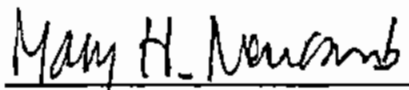
RESULT: This variance application was approved.

BOARD MEMBER:

VOTE:

Becky Saylor	Yes
Peter Zawaly	Yes
Chester Porembski	Yes
John Belton	Yes
John Ferrara	Yes

STAFF CERTIFICATION


Mary H. Newcomb
Graduate Landscape Architect



CITY OF DUBLIN

BOARD ORDER
BOARD OF ZONING APPEALS
City of Dublin, Ohio
December 17, 1992

4. **Variance Application V92-027 - Crown Eurocars - 6560 Perimeter Loop Road**
Location: 5.0 acres located on the southeast corner of Perimeter Loop Road and Mercedes Drive (private).
Existing Zoning: PCD, Planned Commerce District.
Request: A variance to Section 1189.05(b)(3)(C) to permit three ground signs; and to Section 1189.06 to increase the height of a ground signs from 8 feet to 15 feet.
Proposed Use: New signage for Chrysler dealership and temporary signage for Mercedes dealership.
Applicant: Crown Eurocars, Inc., c/o Bob Apel, AIA, Meacham & Apel Architects, Inc., 5640 Frantz Road, Dublin, OH 43017.

MOTION: To approve this application with the following conditions:

- 1) That the pylon sign comply with the height limitation of 15 feet; and
- 2) That this variance for the temporary Mercedes sign expires December 31, 1994.

RESULT: This application was approved.

VOTE: 4-0

* The applicant agreed to the above conditions.

BOARD MEMBER:

John Belton
John Ferrara
Frank T. Pandora II
Becky Saylor
Peter Zawaly

VOTE:

Absent
Yes
Yes
Yes
Yes

Signature of staff member in attendance, certifying that the order is accurate.

Lisa Fierce 12/29/92
Lisa Fierce
Planner



CITY OF DUBLIN

*Department of Development
Division of Planning*

**RECORD OF ACTION
DUBLIN PLANNING AND ZONING COMMISSION
NOVEMBER 5, 1992**

The Planning and Zoning Commission took the following action in the application below at its regular meeting:

9. **Revised Development Plan - Perimeter Center - Crown Mercedes**
Location: 5.0 acres located on the north side of Perimeter Loop Road and on the south side of Mercedes Drive (private).
Existing Zoning: PCD, Planned Commerce District.
Request: Revision of approved Development Plan to include new building.
Proposed Use: Construction of a second sales building of a maximum of 1,200 square feet.
Applicant: John McDonald, c/o Robert Apel, AIA, Meacham & Apel Architects, 5640 Frantz Road, Dublin, OH 43017.

MOTION: To approve this application, provided the detention area is reconfigured in accordance with MORPC regulations and the requirements of the City.

VOTE: 7-0

RESULT: This application was approved.

STAFF CERTIFICATION:


Barbara M. Clarke
Acting Planning Director

~~Mr. Leffler asked if the applicant is in agreement with the conditions for approval. Mr. Apel said yes.~~

~~Ms. Fierce said she would like to see a more comparable building to Database in terms of building materials and design. She said the colors need to be discussed also. She said this is in an overlay district where there are high expectations of architectural standards.~~

~~Ms. Clarke said Database didn't get to build its first choice building. If these proposed materials are satisfactory with this Commission, then it is acceptable with Staff. She said more brick on the corners is desired.~~

~~Mr. Manus made a motion to approve this application with the following conditions:~~

- ~~1) That all of the requirements of the landscape Code will be met, including the screening of any and all mechanical units;~~
- ~~2) That signage be in compliance with Code and architecturally integrated and lighting be in compliance with Dublin Lighting Guidelines;~~
- ~~3) That stormwater detention meet the MORPC guidelines, to the satisfaction of the City Engineer;~~
- ~~4) That the site be served by one curb cut in compliance with Code;~~
- ~~5) That the applicant submit a plan for number of student hours, meets etc., to assure there will not be a parking problem;~~
- ~~6) That the building be better integrated with the Dublin Village Center appearance which has been established through use of flat arch, brick material and similar color treatment, etc.; and~~
- ~~7) That applicant submit plans for all four building elevations within 60 days, to the satisfaction of Staff.~~

~~Mr. Geese seconded the motion. The vote was as follows: Mr. Rauh, yes; Mr. Campbell, yes; Mr. Fishman, yes; Mr. Leffler, yes; Mrs. Stillwell, yes; Mr. Geese, yes; and Mr. Manus, yes. (Approved 7-0.)~~

9. Revised Development Plan - Perimeter Center - Crown Mercedes

Ms. Clarke showed slides of the site and presented the Staff report. This site contains five acres and is zoned specifically for an auto dealership. It was part of a rezoning a couple of years ago. Previously this site was zoned for hotels, office buildings and the theatre. They are interested in reworking this site with a second small building. The desire is to have two dealerships on the same site. The Mercedes dealership will be moving out of the existing building and use this for its offices with exterior display of its vehicles. They have some longer term desires to expand in the area which will require rezoning and adding more acres into the overall dealership area. Staff is recommending approval of this small brick building subject to the detention pond which is subject to approval by the City Engineer. The only other peculiarity is that the text for the auto dealership and Subarea D requires a two-story minimum building fronting the freeway and this new structure, an accessory structure, is only one story.

Mr. Bob Apel, architect, said the applicant has an option to buy an additional three acres. They have an opportunity to expand their operation by adding another dealership which will take over the Mercedes building. In the interim, before a new Mercedes showroom and a service building

can be built, it has to be rezoned. This applicant is applying to the BZA for a temporary office structure. This office will then become the sales center for Mercedes, and eventually it will be a used car facility. This property line will be in tact and there will be a separate building and service building on the three acres next to it. When the other building is added, it will be a quality commercial development. The Mercedes dealership will be in a separate showroom. Chrysler Jeep Eagle will be housed in the original building.

Mr. Manus asked if the Subarea I restrictions regarding banners, balloons, and number of cars to be displayed would cause a problem. Mr. John McDonald, applicant, said this will not be a problem.

Mr. Campbell made a motion to approve this application. Mrs. Stillwell seconded the motion. The vote was as follows: Mr. Fishman, yes; Mr. Geese, yes; Mr. Rauh, yes; Mr. Leffler, yes; Mr. Manus, yes; Mrs. Stillwell, yes; and Mr. Campbell, yes. (Approved 7-0.)

Other Business

Mr. Banchevsky said he wants to further research the Flood Plain Fill for Villas of Earlington Partnership. He might have to write a memo that states, "Another reason might have to be found for denial other than flooding." If a modification for a final development plan is turned down, there should be a zoning related reason.

There being no further business, the meeting was adjourned at 1:15 a.m.

RECORD OF ORDINANCES

Dayton Legal Blank Co.

Form No. 30043

Ordinance No. 101-89

Passed 19

AN ORDINANCE PROVIDING FOR A
CHANGE OF ZONING ON A 5.0 [±]
ACRE TRACT LOCATED ON THE NORTH
SIDE OF PERIMETER LOOP DRIVE,
APPROXIMATELY 1000 FEET EAST OF
AVERY ROAD. TO BE REZONED FROM:
PCD, PLANNED COMMERCE DISTRICT,
TO: PCD, PLANNED COMMERCE DISTRICT

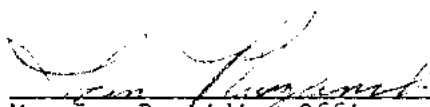
NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, 7 of the elected members concurring:

Section 1. That the following described real estate (see attached legal description marked Exhibit "A"), situated in the City of Dublin, State of Ohio, is hereby rezoned to P.C.D., PLANNED COMMERCE DISTRICT, and shall be subject to regulations and procedures contained in Ordinance No. 21-70 (Chapter Eleven of the Codified Ordinances), the City of Dublin Zoning Code and amendments thereto.

Section 2. That application, Exhibit "B", including the list of contiguous property owners, and the recommendations of the Planning and Zoning Commission, Exhibit "C", are all incorporated in to and made an official part of this Ordinance and said real estate shall be developed and used in accordance therewith.

Section 3. That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this 5th day of February, 1989.


Mayor - Presiding Officer

Attest:

I, Frances M. Urban Clerk of Council, hereby certify that the foregoing is a true copy of Ordinance/Resolution No. 101-89

RECORD OF PROCEEDINGS

Minutes of Dublin City Council Meeting

Meeting

DA-124 LEGAL BLANK CO. FORM NO. 10748

February 5, 1990

Held

19

Mayor Rozanski called the meeting to order at 7:30 P.M.

Mr. Strip led the Pledge of Allegiance.

Members of Council present were: Mr. Amorose, Mr. Campbell, Mrs. King, Ms. Maurer, Mayor Rozanski, Mr. Strip and Mr. Sutphen.

Mr. Hansley, City Manager, and Mr. Stephen Smith, Law Director were also present as were: Mr. Bowman, Ms. Clarke, Chief Ferrell, Ms. Grigsby, Mr. Harding, Mr. Johnson, Ms. Jordan, Mr. Mack, Mr. McDaniel, Ms. Metz and Mr. Willis.

Mr. Sutphen moved to approve the minutes of the January 15, 1990 meeting of Council.

Mrs. King seconded the motion.

Vote - Mayor Rozanski, yes; Mr. Sutphen, yes; Mr. Amorose, yes; Mr. Strip, yes; Mr. Campbell, yes; Mrs. King, yes; Ms. Maurer, yes.

Mr. Amorose moved to approve the minutes of the January 22, 1990 meeting of Council.

Mrs. King seconded the motion.

Vote - Mr. Campbell, yes; Mr. Strip, yes; Mayor Rozanski, yes; Mr. Amorose, yes; Mrs. King, yes; Ms. Maurer, yes; Mr. Sutphen, abstain.

Correspondence

There were no objections to a request for a single day liquor permit submitted by the Dublin Chamber of Commerce for an event to be held at 6801 Federated Boulevard on May 16, 1990.

Mayor Rozanski presented framed certificates and expressed the appreciation of Council, staff, and the residents of the City of Dublin to the following individuals who worked long hours, with dedication, as representatives of the City of Dublin on the Merger Commission - Mr. Joel Campbell, Mr. James Manus, Mr. George Bell, and Mrs. Elaine Wall. Mrs. Wall and Mr. Bell were not able to be present.

Mr. Amorose presented a certificate and spoke words of appreciation to Mayor Rozanski for his efforts on the Merger Commission, representing the City of Dublin as well.

Mayor Rozanski noted that the document prepared by the Merger Commission is being reviewed and used as a model throughout Ohio for other mergers that are pending.

Ordinance No. 101-89 - Ordinance Providing for a Change of Zoning on a 5.0 Acre Tract Located on the North Side of Perimeter Loop Drive. Third Reading.

Mr. Sutphen suggested that the applicant consider a sprinkler system, even though the square footage of the buildings at the present time does not legally require such a system.

He noted that when the buildings are expanded the sprinkler systems will be required, and that it might be cheaper to install them now than to do the installation later.

Responding to a question regarding lighting from Mr. Amorose, Ms. Clarke said that there will be two types of lighting on the site - that in the regular parking area which will be the same fixture that will be used in the rest of Perimeter Mall, but that for the display area the standard "shoebox type" light would be used.

Vote on the Ordinance - Ms. Maurer, yes; Mr. Amorose, yes; Mrs. King, yes; Mr. Strip, yes; Mayor Rozanski, yes; Mr. Sutphen, yes; Mr. Campbell, yes.

Ordinance No. 03-90 - Ordinance Authorizing City Manager to Enter into Agreement with M.O.R.P.C. Relative to Issue Two and H.B. 381. Second Reading.

Mr. Hansley explained that this is a new contract with M.O.R.P.C. for administration of Issue 2 funds.

RECORD OF PROCEEDINGS

Minutes of Dublin City Council Meeting

Meeting

DA-10N LEGAL BLANK CO. FORM NO. 1014B

Held January 22, 1990

19

~~The meeting of the Dublin City Council was called to order by Mayor Jan Rozanski at 7:30 P.M. on Monday, January 22, 1990.~~

~~Ms. Maurer led the Pledge of Allegiance.~~

~~Mr. Hansley, City Manager, and Mr. Smith, Law Director, were also present as were Mr. Bowman, Ms. Clarke, Lt. Geis, Mr. Harding, Ms. Jordan, Mr. Mack, Mrs. Metz and Mr. Willis.~~

~~Mr. Amorose moved to approve the minutes of the January 8, 1990 meeting of Council.~~

~~Mrs. King seconded the motion.~~

~~Vote - Ms. Maurer, yes; Mayor Rozanski, yes; Mr. Sutphen, yes; Mr. Amorose, yes; Mr. Strip, yes; Mr. Campbell, yes; Mrs. King, yes.~~

Ordinance No. 101-89 - Ordinance Providing for a Change of Zoning on a 5.0 Acre Tract Located on the North Side of Perimeter Loop Drive. Public Hearing.

Mr. Chris Cline and Mr. James Bressler registered as proponents. There were no registered opponents.

Mr. Bowman had the following comments:

1. The subject site is a 5 acre parcel.
2. It is located on the north side of Perimeter Loop Drive, within the Perimeter Center Planned Commerce District (PCD).
3. The applicant is requesting a rezoning from freeway-oriented office uses to one that is more transitional and more retail, with restricted development standards.
4. In the text this was once Subarea D. It will now become Subarea I with other restrictions.
5. The five acre parcel is essentially where the on-ramp begins on U.S. 33.
6. Perimeter Loop Drive loops down and parallels that on-ramp, on the northeast corner of the interchange with the new proposed Mercedes dealership right on the drive, right at the beginning of the on-ramp.
7. Subarea I, the new subarea, was created from previous Subarea D and will permit office, institutional and hotel uses in compliance with the text.
8. In addition to the rezoning an auto dealership, with detailed development standards, will be added to the proposed uses.
9. The applicant will coordinate the site with the Mall, creating a high profile image and providing further restrictions.
10. Staff believes the specific circumstances involved warrant a rezoning change and recommends approval.
11. The Planning Commission also recommended approval.
12. The application is within a PCD. The Planned Commerce District permits that when there is sufficient information to constitute a rezoning as well as a Development Plan, that the PCD allows the plan and the rezoning to be heard concurrently.
13. The Mercedes-Benz dealership, the first phase, is 31,871 square feet. It will have beige brick with textured accent stripings and some stucco. The showroom is on the west end.
14. The mechanicals are housed behind the walls.
15. As to the Development Plan and the rezoning, Staff and the Planning Commission both recommended approval.
16. For the most part, the conditions that are listed within the minutes of the Planning and Zoning Commission meeting have been satisfied.
 - A. The strengthening of wording in the text and text modifications have been received by staff.
 - B. The text has been reviewed by the Law Director's office and has been found to be satisfactory.
 - C. Landscaping and screening requirements, including some off-site modifications have been negotiated and now exist on the Development Plan.

RECORD OF PROCEEDINGS

Minutes of Dublin City Council Meeting

Meeting

Held January 22, 1990

19

Page Two

- D. Mounding is in compliance and is shown on the plans.
- E. The required architectural changes have been completed.
- F. Staff believes that the two outstanding conditions (one dealing with site widening) with negotiations, can be resolved.
- G. Signage will be in compliance with the Zoning Code and with the approved inspection of staff.

Mr. Chris Gline was present, representing the applicant, and had the following comments:

- 1. Said this will be an extremely tightly controlled and very high quality automobile dealership.
- 2. It is a rezoning and a Development Plan text. Both the texts have been finalized.
- 3. The Development Plan text contains very strict standards on the operation of the business.
- 4. Future uses on the site are limited to the other Subarea D uses - offices, institutional-type uses.
- 5. The architecture up to this point is complete.
- 6. Future expansion is limited to additions to this building which are specified and limited by the rezoning text.
- 7. It is not a dense site.
- 8. There will be 47 or 48 exterior display spaces for both new and used automobiles.

Mr. Bressler of Trott noted that the site would be to the north of Perimeter Mall, just across from Big Bear; that there will be 4,000 square feet of showroom area on the south end; that between the showroom and service area will be the service drive-thru; that there will be a parts storage area, lounge, employee lounge, an executive office and accounting offices; that there will be an 8' high screening around all of the mechanical units; that a major portion of the exterior will be brick which will be compatible with Perimeter Mall finishes as well as stucco which will be compatible with Perimeter Mall; that expansion would be toward the south about 75'.

Mr. Amorose did point out that during the Planning and Zoning Commission Meeting that the applicant did assure them that the mechanicals will be screened.

It was noted that the three separate buildings would not have a sprinkler system; that there will be a fire separation wall between the showroom and the rest of the building; that the plan had been reviewed by the Fire Department.

There will be a third reading of the Ordinance on February 5, 1990.

Ordinance No. 144-89 - An Ordinance Adopting Proposed Operating Budget for Fiscal Year 1990. Third Reading.

~~Ms. Maurer noted that in a recent memorandum that she had proposed that \$21,000.00 be specified to study cable TV services in Dublin. She suggested that the City might hire a consultant to devise a system to neutrally monitor the cable system in terms of problems with reception, programming, etc. or perhaps joining forces with surrounding communities to determine levels of service, which course she has suggested.~~

~~Ms. Maurer noted that the City of Worthington has hired an outside expert.~~

~~Mrs. King noted that she receives many complaints about cable service in Dublin and said that there are any number of technological advances in the near future as regards cable, and expressed a concern that the Dublin community receives those advances in a timely manner.~~

~~Ms. Maurer moved to set aside \$21,000.00 as proposed in her memorandum for purposes of study of the various aspects of the cable TV franchise.~~

~~Mr. Sutphen seconded the motion.~~

~~Vote - Mr. Amorose, yes; Mrs. King, yes; Mayor Rozanski, no; Mr. Sutphen, yes; Ms. Maurer, yes; Mr. Campbell, yes; Mr. Strip, yes.~~

RECORD OF PROCEEDINGS

Minutes of Dublin City Council Meeting

Meeting

DA/134 LEGAL BLANK CO. FORM NO. 10148

Held November 20, 1989

19

Page Five

Ordinance No. 101-89 - Ordinance to Rezone 5.0 Acres on North Side of Perimeter Loop Drive, East of Avery Road. First Reading.

Ms. Maurer introduced the Ordinance.

ms. Maurer moved to refer the Ordinance to the Planning and Zoning Commission.

Mr. Jankowski seconded the motion.

Vote - Ms. Maurer, yes; Mayor Rozanski, yes; Mrs. King, yes; Mr. Jankowski, yes; Mr. Strip, yes; Mr. Amorose, yes.

Mr. Amorose had a question regarding the title - to be zoned from Planned Commerce District to Planned Commerce District.

Ms. Clarke said that the tract right now is in an area that is zoned Planned Commerce District for office use and that the proposal presented is for a car dealership and thus requires a reclassification of the land; a different plan.

Ordinance No. 102-89 - Ordinance to Amend Ordinance No. 87-89 - Street Signage. First Reading.

Mrs. King introduced the Ordinance.

Mr. Hansley pointed out that there was a minor change in Section 1.(b) - that signage for main streets shall be 12" x 48" and not 9" x 48".

Mr. Strip wondered about perceived inconsistencies in the language of the Ordinance.

Mayor Rozanski noted that the Ordinance had already been passed by Council; that the amendment was merely changing 9" to 12" in Section 1.(b).

Following additional discussion regarding inconsistencies, Mrs. King said that the point of the Ordinance was to allow areas that were previously given distinctive signage as part of their P.U.D. approval process to retain that signage if they chose, but that they had to use breakaway posts with either the City's sign on top of the post or they had to paint the routed lettering on their signs in Muirfield and Donegal Cliffs. She also noted that Mr. Johnson has been meeting with members of the civic associations regarding the new requirements.

Mr. Hansley said that the staff feels that they have understood and interpreted the Ordinance; that perhaps further clarification of the various requirements would be in order.

Mayor Rozanski suggested passing this Ordinance and then perhaps reworking the entire Ordinance at a later date.

Ms. Maurer moved to waive the three time reading rule and treat as an emergency.

Mr. Amorose seconded the motion.

Vote - Mrs. King, yes; Mr. Amorose, yes; Ms. Maurer, yes; Mr. Strip, yes; Mayor Rozanski, yes; Mr. Jankowski, yes.

Vote on the Ordinance - Mr. Strip, yes; Mr. Jankowski, yes; Mrs. King, yes; Mr. Amorose, yes; Mayor Rozanski, yes; Ms. Maurer, yes.

Ordinance No. 103-89 - Ordinance to Enter into a Health Services Contract with the Franklin County Board of Health. First Reading.

Mr. Amorose introduced the Ordinance.

Ms. Maurer referred to Section 3. of the agreement which states that "the Health Department shall render a report monthly to the Mayor/City Manager on all services directly rendered to the Dublin citizens".

She said that it was her feeling in a Council/Manager form of government that Council would not want to have such a report sent to the Mayor.

Mr. Berlin asked to see a floor plan questioning whether these units could someday be converted into rental apartments. Mr. Faller assured him that they could not be.

Mr. Amorose referred to his comments at the informal hearing regarding his request that the maintenance building be joined with the service building. His concern was with the unsightly view from the adjoining five-story Trammel Crow building down onto this small maintenance building/trash enclosure area. Mr. Faller stated that this concept had been explored; however, it was found to be very difficult to place those functions within the services building. Mr. Faller stated his preference to provide screening to mitigate the view from the Trammell Crow building. Mr. Shutz explained that the maintenance building/trash enclosure and dish antenna are located within a scalloped area of the mound and will be screened by mounding and plantings that are as high as the building. Mr. Shutz explained that the maintenance building will be unheated and utilized only for landscaping services; the service building will be used to provide services for the guests such as vending machines, laundry facilities and a meeting room. Mr. Amorose reiterated his preference that those uses be joined. Mr. Amorose commended the applicant on the overall plan, especially the inclusion of the satellite dish in conjunction with the original plan.

Mr. Manus moved for approval of the Final Development Plan with the following conditions:

1. Narrowing driveway width to 30 feet at right-of-way line;
2. Modification of grading plan to keep mounding out of right-of-way and protect root zones;
3. Snow fencing around perimeter of drip line prior to issuance of any building permits;
4. Compliance with all flood hazard management regulations; and
5. Verification of all required capacity in retention basin.

Mr. Berlin seconded the motion, and the vote was as follows: Mr. Leffler, abstain; Mr. Berlin, yes; Mr. Manus, yes; Mr. Geese, yes; Mr. Campbell, yes; Mr. Amorose, yes. (Approved 5-yes, 1-abstention)

5. Rezoning Application Z89-012 - Crown Eurocars at Perimeter Center

Ms. Clarke presented slides of the site and surrounding area along with information contained in the Staff Report dated December 7, 1989:

-This proposal was heard as an informal agenda item at the November 9, 1989, Planning and Zoning Commission meeting.

-The subject site is a five-acre parcel located on the north side of Perimeter Loop Drive and is the westernmost portion of Subarea D within the Perimeter Center PCD, Planned Commerce District.

-The applicant is requesting a rezoning from freeway-oriented office use to transitional retail use with restrictive development standards. This results in the creation of a new Subarea I which encompasses this site alone. This site has been identified as a transitional area solely because of its position vis a vis the retail portion of the plan. Revised "Perimeter Center Subarea Standards" revised December 7, 1989; "Development Plan Text Subarea I: Perimeter Center" revised December 6, 1989; and "Amendment Agreement" dated December 6, 1989, were all distributed to the Commission members at the meeting.

-Subarea I as proposed will permit office, institutional, and hotel uses in general compliance with the original text. Additionally, an auto dealer, with detailed development standards, has been added to the list of permitted uses. In reviewing the text (revised November 27, 1989), Staff was requesting that language regarding landscaping, greenspace, signage and lighting be strengthened to reinforce the transitional nature of the site. Ms. Clarke requested an opportunity to review the text revision submitted December 7, 1989, stating that some of the language (e.g. description of Mercedes-Benz sign) may be too specific to include as part of the zoning. The Law Director's office will also need to review the changes.

-The applicant will coordinate this site with the mall, create a high profile image and provide further restrictions not now in place on the residual land. Staff believes that the specific circumstances involved warrant a zoning change and recommends approval subject to:

- 1) Text refinements to better identify the quality and transitional nature of this site, and
- 2) Satisfaction of the Law Director's office regarding additional restrictions off-site.

[During Ms. Clarke's presentation, the speaker system was turned off due to a malfunction in the system.]

Mr. Mack noted that the Engineering Comments had been incorporated with the Planning and Zoning Department Staff Report.

Mr. Terry Andrews of Planned Communities, Inc., the applicant, addressed the issues requested as a result of the informal hearing. He noted that restrictions placed on Subarea D are currently being reviewed by Mr. Banchefsky. He also stated that lighting and signage details were incorporated into the text.

Mr. Al Lupton of Richard Trott & Partners presented a site plan board and site sections demonstrating the view of the Mercedes-Benz dealership in relation to the off-ramp (Section B). He explained that there is an eight-foot parapet screening the mechanical units, and the top of that parapet is 14 feet above eye level viewing it from the Avery Road off-ramp.

Mr. Campbell referred to the "Amendment Agreement" expressing concern that the revision to Paragraph 17 would not restrict the Buyer of that real estate from selling it to another purchaser who intends to use it for an automobile dealership. Mr. Banchefsky agreed. Mr. Banchefsky stated that Terry Andrews, on behalf of Planned Communities, Inc., agreed to add the City of Dublin as a third-party beneficiary to the contract; however, this does not really resolve the issue. Mr. Cline explained that the problem with restricting the use on the residual piece through the deed restrictions is that the restrictions can be removed. He stated that the language Mr. Banchefsky requested in the contract, naming Dublin as a third-party beneficiary, would mean that the beneficiary status of would survive a future ownership change with either Planned Communities or the Mercedes people and would be enforceable in court by an injunction. Mr. Banchefsky stated that this will be a condition of the rezoning.

Mr. Leffler questioned whether institutional uses would be appropriate for Subarea I. Ms. Clarke stated that there really is not anything that would prohibit this site from being used for a hotel, office or an institutional

use. The fact that the site is so close to other retail uses, particularly a major grocery store, makes it appropriate for transitional retail. However, it does not seem to remove in any way the appropriateness of the original uses. Certain institutional uses (such as elderly housing) would probably not be appropriate here.

Mr. Banchevsky referred to the "Perimeter Center Subarea Standards", Subarea I Transitional Area: (5.0 acres), Paragraph 2, and said that language stating that this rezoning effectively amounts to a land use variance was deleted at the request of Staff because it was Staff's position that the City has a policy against doing land use variances. He stated that the verbiage was originally included so that in the event this issue ever ended up in court, a judge could better understand what the City was trying to accomplish. Mr. Banchevsky recommended that that language be added back into the document as it was originally. Ms. Clarke agreed. Mr. Cline stated that this is the same language included in the development plan and rezoning text and agreed that it could be added again. Ms. Clarke and Mr. Banchevsky noted that the request for this specific revision is basically covered in Staff conditions as stated.

Mr. Manus moved to approve the Rezoning Application for Crown Eurocars with the following conditions:

- 1) Text revisions to better identify the quality and transitional nature of this site,
- 2) Satisfaction of the Law Director's office regarding additional restrictions off-site.
- 3) The Amendment Agreement to be revised to include the language naming the City of Dublin as a third-party beneficiary.

Mr. Banchevsky agreed that Condition #2 would cover the necessary revisions.

Mr. Campbell seconded the motion, and the vote was as follows: Mr. Campbell, yes; Mr. Berlin, yes; Mr. Amorose, yes; Mr. Leffler, yes; Mr. Manus, yes; Mr. Geese, yes. (Approved 6-0)

6. Development Plan - Crown Eurocars at Perimeter Center

Ms. Clarke had presented slides of the site with the preceding rezoning application (Z89-012 - Perimeter Center); therefore, she began with information contained in the Staff Report dated December 7, 1989. The Commission approved the rezoning with the preceding application to create a new 5-acre Subarea I; however, it still requires the approval of City Council before this proposed Development Plan could be implemented if approved. An extensive informal presentation of the plan had been given at the November 9, 1989, meeting.

-The site contains 5 acres within the newly created Subarea I for transitional retail use. The site is zoned PCD, Planned Commerce District within the Perimeter Center development, and it is bounded to the south and west by Perimeter Loop Drive at the off-ramp for the Avery Road exit of US 33/SR 161.

-The proposal is for an automobile dealership for Mercedes-Benz cars. The first phase consists of a building containing 31,871 square feet. It is to be beige colored brick with textured accent striping and some matching stucco.

The showroom is on the west end and features major expanses of glass, and the building repeats the skylight feature of the mall. There is a service drive-through at the center of the building, and the service department is at the east end. The building is 34 feet to the peak of the skylight, and only 20 feet tall at the shortest point. The mechanicals are housed on the roof behind a parapet wall. The site has one sign at the outdoor plaza area that will be used for display of up to four vehicles. The balance of the display area is against the north property line abutting the private drive (shown on the plan as Mercedes Drive), and there is no display area shown along Perimeter Loop Drive where a three- to four-foot mound is required by text. The Staff Report and plan indicate two driveways along both the public and private drive; however, there has since been a revision which closes one driveway along the north property line in order to better screen the loading docks for the Big Bear store. A site lighting plan had recently been submitted for review, but Staff cannot support it as submitted.

-Staff had worked with the applicant during the past week to resolve several of the development issues (itemized in the Staff Report) which were addressed as follows:

- 1) Text modification and strengthening - Has been received by Staff, but it requires refinement as well as the Law Director's approval.
- 2) Site lighting plan - Has been received and is not satisfactory. However, the applicant had stated that he will provide site lighting "to satisfaction of Staff."
- 3) Landscaping and screening, including off-site modifications - Includes screening of Big Bear loading dock and is to be done to satisfaction of Staff. Closure of curb cut requires approval by fire department. Wash bay door (not shown on previous elevations) will require screening as a service area.
- 4) Mounding in compliance with Perimeter text - Involves mounding along both public rights-of-way and mounding shown on the landscape plan which has not been indicated on the engineering grading plan for the east property line.
- 5) Signage in compliance with Code - A text revision has been made in order to accommodate this requirement.
- 6) Architectural changes to enhance the service area - Staff discussed this with the applicant and determined that this can be accomplished with landscape material if acceptable to the Commission.

Staff recommended approval of the Development Plan pending resolution of the six conditions to assure that this site will be a transitional use between the heavy retail mall and the offices.

In response to Mr. Geese, Mr. Banchefsky clarified that implementation of the Development Plan is contingent upon Council's approval of the Rezoning Application. If Council requires significant changes thereby impacting this Development Plan, the Commission would be entitled to review a revised plan.

Mr. Terry Andrews of Planned Communities, Inc., the applicant, demonstrated on the plan which driveway will be closed.

Ms. Clarke noted that a few changes from the plan which was submitted informally in November:

-The applicant now proposes a monument sign which is generally in compliance with Code (logo may be a bit oversized) and a second sign to be located at one of the driveways. The second sign with the street address, the Mercedes-Benz

name and another auto dealer's name if one is added will be in conformance with the Perimeter Center text. Staff supports this sign package.

Mr. Campbell made a motion for approval of the Development Plan subject to approval of the Rezoning Application by City Council and Staff's satisfaction of the following items:

- 1) Text modification and strengthening;
- 2) Site lighting plan;
- 3) Landscaping and screening, including off-site modification;
- 4) Mounding in compliance with Perimeter text;
- 5) Signage in compliance with Code; and
- 6) Architectural changes to enhance the service area.

The applicant stated his agreement with the conditions, and Mr. Amorose seconded the motion. The vote was as follows: Mr. Geese, yes; Mr. Campbell, yes; Mr. Manus, yes; Mr. Berlin, yes; Mr. Leffler, yes; Mr. Amorose, yes.
(Approved 6-0)

~~7. Informal - Rezoning Application 289-010 - Wyndham Village~~

~~Ms. Clarke presented slides of the site and surrounding area along with information contained in the Staff Report dated December 7, 1989.~~

~~-The site contains 128 acres located on the west side of Avery Road beginning about 700 feet north of the Tara Hill Drive intersection and extending northward all the way to the south property line of Avery Park. The subject site wraps around the St. Brigid of Kildare Catholic Church site of approximately 14 acres on Avery Road. To the south are the Northwest Assembly of God Church and portions of both the Wexford Woods subdivision and Red Trabue Nature Reserve. Tullymore Drive has been extended only as far north as Wexford Woods Drive, and it will need to be constructed northward, funding not yet determined, through the woods/park area to provide access. There is mostly vacant land to the east across Avery Road, and to the west of the site there has been some scattered R-1 single-family development of a rural character. The AT&T easement runs through the lower third of the parcel.~~

~~-The applicant is proposing to rezone the land from R-1, Restricted Suburban Residential District to PLR, Planned Low Density Residential District, for 250 dwelling units, a middle school site of almost 26 acres at the southwest corner of the site and 16.5 acres of park land.~~

~~-Two streets are to be constructed to connect with Avery Road, and the 52 twin-single units (26 buildings) are proposed along the southern street. The 198 single-family lots are generally 80 feet in width. The City Engineer requests that both streets be increased to 60 feet of right-of-way with an appropriate pavement width to better balance neighborhood traffic.~~

~~-The 16.5 acres of park dedication has been split into several sections. An area along Avery Road will be used for landscaping, water feature and the extension of the bike path. A neighborhood park of 4.3 acres is indicated, and 6.2 acres abutting Avery Park will be added to that facility.~~

~~-The west-of-Avery corridor has been projected for a density of about two units per acre. Using the PLR formula, the residential density is 3.32 units per acre which Staff feels is a little high.~~

~~-Engineering is concerned about the right-of-way and pavement widths, as well as the extension of the appropriate sanitary sewer which is now located within Earlington Village.~~

~~-The applicant is requesting input from the Commission before preparation and submission of a finalized version of the Wyndham Village plan.~~