

20-102CP – GERMAIN HONDA, PHASE IV

Summary

This is a request for review and approval of a Concept Plan. The proposal is for parking lot, landscape and architectural modifications for an existing car dealership located on a 12.7-acre site.

Site Location

Southwest of the intersection of Sawmill Road and Dublin Center Drive.

Zoning

BSD-SCN, Bridge Street District - Sawmill Center Neighborhood.

Property Owners

CAR GER OH DUB LLC

Applicant/Representative

Mike Close, Esq. and Tom Hart, Esq.,
Isaac Wiles

Applicable Land Use Regulations

Zoning Code Section 153.066

Case Manager

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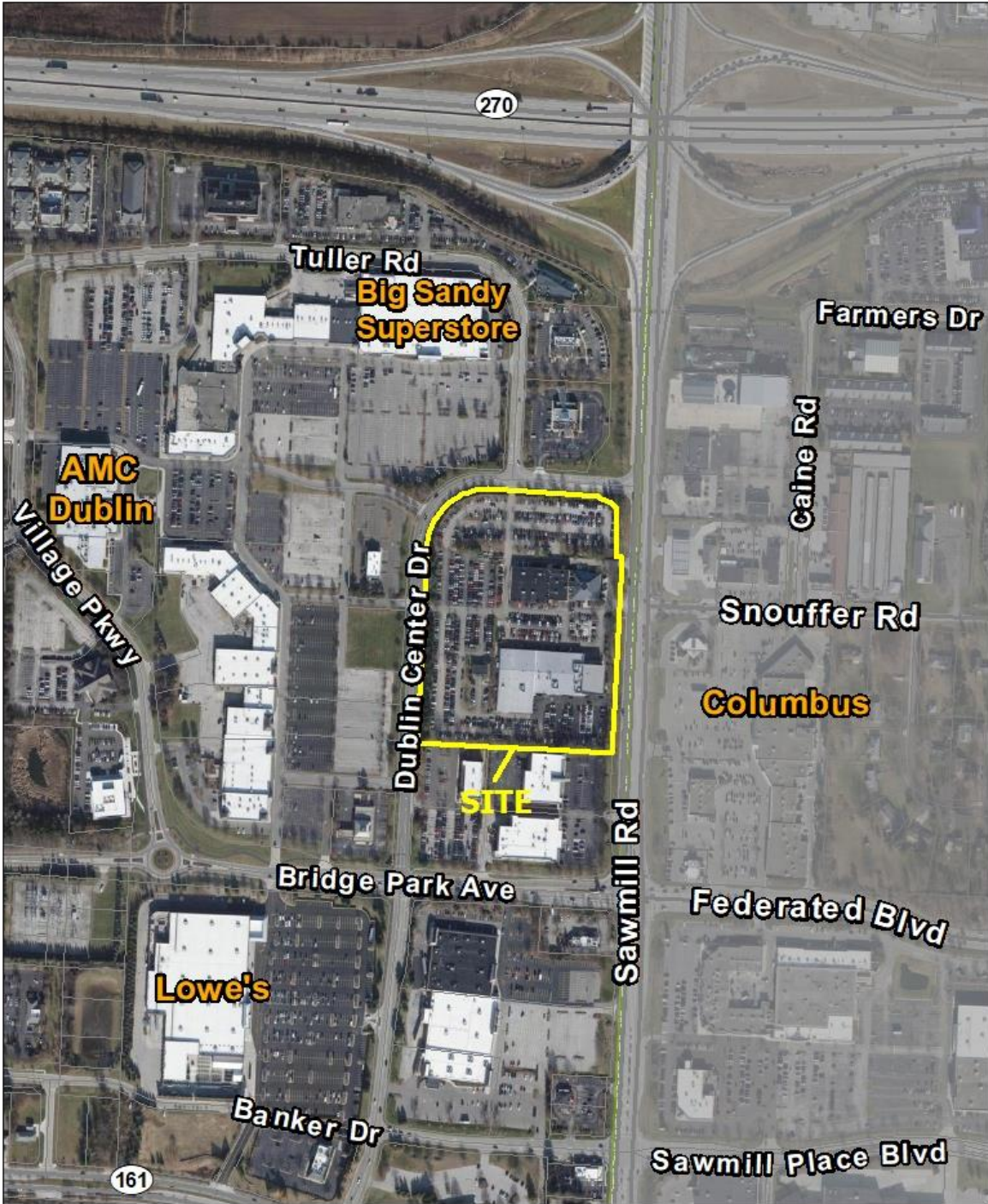
Next Steps

Upon review and approval of a Concept Plan by the Planning and Zoning Commission (PZC), the applicant will be eligible to submit an application for a Preliminary Development Plan and Final Development Plan.

Zoning



1. Context Map



20-102CP
Concept Plan
Germain Honda
6715 Sawmill Road

0 190 380
Feet

2. Overview

Background

Originally, the dealership campus developed as multiple separate sites including a gas station, office, and automotive sales facility. As a result, the configuration of buildings, access points, and parking lots is not as functional for the daily operation of the existing single-use automotive sales campus as desired.

In 2012, the site was rezoned as part of an area rezoning (Ord. 08-12) from CC, Community Commercial, to BSD-SCN, Bridge Street District – Sawmill Center Neighborhood. The BSD Code and area rezoning permitted pre-existing uses and structures to remain within the district, and provides limited guidance on treatment of existing structures and sites.

The proposal before PZC is the final part of a multi-phase plan for site improvements and exterior modifications to establish a cohesive, updated campus character. The proposal exceeds the scope of a Minor Project Review due to the building modifications. Additionally, the sensitivity to character along Sawmill Road warrants the review of the Commission.

Case History

In 2018, the Administrative Review Team (ART) reviewed and approved Phase I of the campus improvements, specifically demolition of a vacant 2,000-square-foot building located in the southeast portion of the site, and modifications to parking, landscaping, and lighting for a .64-acre portion of the campus.

In 2019, the ART reviewed and approved Phase II of the campus improvements, specifically modifications to parking, landscaping, and lighting for the remainder of the site excluding the Sawmill Road frontage.

Today, Germain Honda is actively working to complete Phases II and III. Phase III includes interior renovations to the new car store, service drive, and (future) upgrades to the used car store. As the modifications in Phase III were interior only, review and approval by ART or PZC was not required.

Process

The Code pertaining to the Bridge Street District was revised in Spring 2019 and became effective on May 8, 2019. The revisions centered on the Review and Approval Process (Chapter 153.066) and eliminated the requirement of a review and recommendation from the Administrative Review Team (ART). The three-step development process is as follows, with the opportunity to combine Steps 2 and 3 where deemed appropriate:

- Step 1 – Concept Plan
- Step 2 – Preliminary Development Plan
- Step 3 – Final Development Plan

Site Characteristics

Natural Features

No natural features are present on the site.

Surrounding Land Use and Development Character

North: BSD-SCN: Commercial – Restaurant

East: BSD-SCN: Commercial – Dublin Village Center

South: BSD-SCN: Commercial – Retail

West: Right-of-way: City of Columbus – Sawmill Road

Road, Pedestrian and Bike Network

Today, the automotive campus has approximately 850 feet of frontage with three access points on Sawmill Road (east property line). There are two additional access points located on Dublin Center Drive, which is located north and west of the property. The northern most Sawmill Road access point is required to be removed per the Phase II approval (Case 19-063MPR) of an additional access point in the southwest portion of the site along Dublin Center Drive.

Presently, there are no pedestrian or bicycle facilities along Sawmill Road or Dublin Center Drive. A single pedestrian crossing with no connectivity is provided at the intersection of Sawmill Road and Snouffer Road. The applicant is required per a condition of approval (Case 18-042MPR) to provide a five-foot sidewalk, within an easement dedicated to the City, along the extent of the Phase I (approximately 150 feet). Establishing additional connectivity along the extent of the Sawmill Road and Dublin Center Drive frontages has been deferred to Phase IV of the project.

Utilities

Water

Water service is provided to the site via existing water services. No change in water demand is anticipated.

Stormwater Management

A 12-inch storm sewer runs parallel to the water service north of the building. Additional pervious pavement is being proposed to meet the requirements of the City of Dublin Stormwater Management Requirement and the Ohio EPA.

Sanitary Sewer

Sanitary sewer is provided via an eight-inch line along the south property line.

BSD Code

Zoning

The site is zoned BSD-SCN, Sawmill Center Neighborhood District. The intent of the Sawmill Center Neighborhood, as outlined in the BSD Code in Section 153.058(B)(8) is to “create an active, walkable destination through a strong mix of uses”. Further noting that “development within this district relies on the provision of physical and visual connections through improved access and enhanced visibility, and links to adjacent neighborhoods and open spaces”.

Uses

The BSD Code permits uses that were existing prior to the effective date of the BSD Code (March 26, 2012) to be allowed to continue and to be considered conforming even if the use or building type is not otherwise permitted in the district. 'Vehicle Sales, Rental, and Repair' is designated a Conditional Use within the Sawmill Center Neighborhood District. As this dealership is existing and is not proposed to be expanded, consideration of a Conditional Use application is not required.

Street Network Map

As part of the BSD Code, the Street Network Map establishes the framework, for vehicular and pedestrian connectivity, to efficiently distribute traffic across the network. The Street Network Map establishes existing and planned streets within the BSD. The Street Network Map defines a hierarchy of street classifications including Corridor Connectors, District Connectors, Neighborhood Streets, and Alley/Service Streets. Corridor and District Connectors may in some cases be designated Principal Frontage Street. As outlined in the BSD Code Section 153.061(D), "Principal Frontage Streets are designated to ensure certain street types are lined with continuous pedestrian-oriented block faces".

For this site, the Street Network Map designates Sawmill Road as a Corridor Connector – Principal Frontage Street; and Dublin Center Drive as a District Connector – Principal Frontage Street meaning that special attention should be paid to ensure a continuous pedestrian experience along both streets. Additionally future Neighborhood Streets are depicted bisecting the site; perhaps most notably the Snouffer Road connection. Typically, Neighborhood Street connections do not occur until holistic site redevelopment takes place. In certain instances, the City may pursue a street connection for the greater efficiency of the network. The Snouffer Road connection has not been designed and is not presently identified in the City's 5-year Capital Improvement Projects (CIP) plan.

Neighborhood Standards

The BSD Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces is important to establish a coordinated mix of uses that fulfills the objectives identified in the BSD Special Area Plan within the Community Plan. Each neighborhood anticipates the conceptual layout of critical elements including street connections, open spaces, and gateways.

The applicant has indicated that they have strived to interact with Sawmill Road frontage as recommended in the Neighborhood Standards. Additionally, the intent is to establish a gateway feature at the



Sawmill Road and Dublin Center Drive intersection. In the Neighborhood Standards, Dublin Center Drive is designated an open space corridor with the north side of the site providing a potential pedestrian connection to the John Shields Parkway Greenway and Riverside Crossing Park.

Walkability Standards

The BSD Code establishes Walkability Standards in Zoning Code Section 153.065(I) where it states the intent is to “enhance connectivity, improve pedestrian safety, and promote comfortable walking and sitting environments”. Additionally stating that “pedestrian facilities are intended to be designed and installed to provide the maximum degree of connectivity between destinations within the BSD, including between places of work, shopping, dining, recreation, public transit stops, and home.” Providing connections from Sawmill Road to the west is critical in fulfilling the intent of the BSD Code and BSD Special Area Plan as well as fulfilling the Walkability Objectives defined in the Code. While pedestrian connectivity is proposed along Sawmill Road, it should also be provided along Dublin Center Drive.

Proposal

Consideration of a Concept Plan for site and building modification including:

- 1) Vehicular Circulation and Pedestrian Connectivity
- 2) Parking and Lighting
- 3) Landscaping including Vehicle Display
- 4) New Car Store; and,
- 5) Used Car Store

Site

Access and Vehicular Circulation

Site vehicular access is not proposed to be modified with this application. With Phase II, removal of the northern most access point on Sawmill Road was approved in exchange for a new access point along Dublin Center Drive in the southwest portion of the site. The access modification is planned to be implemented with Phase IV construction.

The previously approved modified vehicular access meets the intent of the BSD to limit access points on high volume, high priority Principal Frontage Streets. Sawmill Road is identified as a Corridor Connector in the Thoroughfare Plan, which is the highest volume, highest priority Street Family classification within the BSD. Additionally, the modified access continues to fulfill the objective of distribution of traffic across the site to reduce the influx of vehicles at any one point within the network. Continued coordination with the City Engineer throughout Building Permit review and construction is important in implementing the site access modifications.

Pedestrian Connectivity

With Phase I, the applicant was required to provide a five-foot sidewalk connection along the Sawmill Road frontage (approximately 150 feet) to be constructed with Phase IV. With the Phase II approval, the City and the applicant agreed to defer the resolution of the remaining sidewalk connectivity to Phase IV. As identified within the ‘BSD Code’ section of

this Staff Report, pedestrian connectivity is a requirement of the BSD Code and an objective of the BSD Special Area Plan.

The applicant is proposing to provide a five-foot curvilinear sidewalk connection along the Sawmill Road frontage. To fulfill the clear intent of the BSD Code, the applicant should extend the sidewalk along the Dublin Center Drive frontage. Given the comprehensive nature of the site improvements, the Engineering and Planning Divisions have had numerous conversations with the applicant identifying the expectation that sidewalks be provided along all street frontages. The applicant has expressed concern with the cost associated with constructing the Dublin Center Drive sidewalk and the cost associated with additional tree removal due to sidewalk construction. The applicant should work with Staff to provide sidewalk connections along Sawmill Road and Dublin Center Drive, while locating the sidewalk to minimize tree removal to the greatest extent possible.

Parking, Lot Coverage, and Lighting

The BSD Code applicability for Site Development Standards, which include the Parking standards provides an exception for existing sites and existing structures that are not conforming with the BSD Code. Compliance with standards of the zoning district is required "to the extent practicable" by Zoning Code Section 153.004. In the case of parking, the BSD Code allows the required reviewing body to assess and approve alternate parking needs as part of a Parking Plan. Approval of a Parking Plan will be required in conjunction with Preliminary Development Plan/Final Development Plan.

Required parking for vehicle sales, rental and repair is 2 per 1,000 square feet of building plus 1 per 2,000 square feet of outdoor display, and limited to 150-percent of the maximum parking permitted. In this case, the existing campus as a whole exceeds the parking permitted for new development within the BSD; however, as the development pattern is not changing compliance with the Code provisions is not required at this time.

The applicant has indicated that a primary objective of the proposed site modifications is to increase efficiency of the site layout to allow for safer vehicular circulation and greater inventory storage. Presently, the applicant stores some vehicles off-site to accommodate the dealership's inventory fluctuations. The applicant has indicated it is the goal to eliminate off-site vehicle storage with implementation of the proposed improvements. Elimination of off-site vehicle storage aligns with the City's expectations that vehicle inventory be screened from view. When vehicle storage occurs off-site, screening is often not provided.

The applicant will need to request review and approval of a Parking Plan for the remaining portion of campus that was not previously reviewed and approved as part of Phases I and II; specifically, the area located east of the used car store. Previously approved parking spaces located along the Sawmill Road frontage are utilized to offset stormwater management requirements and lot coverage requirements through the use of pervious brick pavers. The parking spaces proposed east of the used car store continue the high-quality aesthetic along Sawmill Road while maintaining zoning compliance. The total lot coverage permitted for a Large Format Commercial building type, the most similar building type, is 80-percent impervious with an additional 10-percent semi-pervious. With Phase IV,

the impervious lot coverage proposed is 78.04-percent with an additional 4.46-percent pervious lot coverage for a total lot coverage of 82.50-percent, which is within the allowable lot coverage. This is a total increase in lot coverage of 1.49-percent over Phase II. There is additional off-site impervious area within the right-of-way due to the sidewalk construction; however, that is not considered as part of the total site lot coverage.

Approval of previous Parking Plans have distinguished between 'parking spaces' and 'inventory storage area'. Parking spaces are provided for customers, employees, service, and display. While inventory storage area is only accessible to dealership employees. The inventory area will dedicate less space to each vehicle than would be required for a parking space. All parking spaces will meet the Code required dimensions for full-size and compact vehicles.

With the parking lot improvements, new site lighting has been approved for previous phases and is proposed to be continued with Phase IV. The new fixtures are low profile LEDs, which provide a less obtrusive aesthetic. The applicant will need to provide a revised photometric plan with their future application submittal.

Landscaping

The applicant is proposing landscape modifications to the Sawmill Road frontage. Previously, landscape modifications were approved for the perimeter landscaping along Dublin Center Drive and parking lot interior vehicular use areas. Today, there are a number of mature trees along the Sawmill Road frontage. The applicant has provided an assessment of the existing condition of the landscaping along the Sawmill Road frontage, which indicates the trees are in a variety of conditions: good, fair, and poor health. The assessment of the condition will be confirmed by the City's landscape Zoning Inspector and City Forester with the Preliminary Development Plan/Final Development Plan.

The proposal is to remove trees to establish select views into the site while maintaining trees to soften the appearance of vehicular use areas from the public right-of-way. Staff has expressed that it is important to maintain the mature character of the site along Sawmill Road. With Phase II, a total of 1,240 caliper inches were approved to be removed, due to overgrowth, along the Dublin Center Drive frontages. With the approval, the applicant paid \$186,019 into the City's tree fund for inches that were not able to be replaced on-site at a rate of \$150 per inch. With Phase IV, a total of 163 caliper inches are proposed to be removed along the Sawmill Road frontage. The applicant is able to accommodate seven, 2.5-inch replacement trees on site, which results in a total fee to be paid of \$21,834 in addition to the previous fee. Staff is concerned that four of the replacement trees are located off-site within the right-of-way as it does not meet the intent that all replacements be provided on-site; however, the four proposed trees are appropriate in the proposed location. The applicant should work with Staff to resolve the off-site replacements in an appropriate manner. Additionally, the applicant should confirm prior to Preliminary Development Plan/Final Development Plan that the holder of the utility easement will permit new trees to be planted within the easement and provide documentation to the City. The City Forester is not recommending street trees for this site.

The applicant is proposing a comprehensive landscape treatment along the Sawmill Road frontage that incorporates enhancements including new curvilinear sidewalk, dry laid stone street walls, vehicle display areas, and landscaping with shrubs, grasses, and seasonal annuals.

In detail, a five-foot sidewalk is proposed along the Sawmill Road frontage. The landscape design strives to incorporate the archetypal Honda 'wave', which has been eliminated from the building design to be sensitive to the context within Dublin.

A total of three vehicular display areas are proposed: one east of the new car store, one east of used car store, and one at the intersection of Sawmill Road and Dublin Center Drive. Vehicular display areas are not required to be screened in the same manner as vehicular use areas. The vehicular display area east of the new car store is proposed to be elevated consistent with the finished floor grade of the building. The exposed face will be clad in a stone veneer with a 1-foot-6-inch dry laid stone wall along the edge. The applicant should resolve Detail 4 on Sheet L3.1 with the renderings to confirm the intended design. Additionally, the applicant should provide details for the used car display area and Dublin Center Drive and Sawmill Road display area. The applicant is proposing an aluminum halo-illuminated bollard (Forms and Surfaces – Helio 180 Degree) to surround the vehicular display areas.

The BSD Code permits street walls or hedges to screen vehicular use areas. Vehicular use areas include parking lots. The frontage along Sawmill Road is required to be screened by a street wall as the vehicular use area is within 20 feet of the right-of-way. Street walls are defined "as an opaque, freestanding wall or opaque combination of landscaping and fencing built along the frontage line...to screen vehicular use areas or service areas and/or to define the pedestrian realm. Masonry street walls are required to be a minimum of 30-inches in height and maximum of 36-inches in height. The proposed street wall is 30-inches in height. Due to the potential sizeable growth of some of the proposed plantings overtime, Staff is recommending the wall be increased to 33-inches in height and the applicant work with the City landscape Zoning Inspector to refine the plant selections prior to the Preliminary Development Plan/Final Development Plan.

A variety of plantings are proposed in key locations to highlight entrances/exits and vehicular display areas. The plantings include grasses, lilac, hydrangea, honeylocust, and dense yew shrubs. The landscape design generally meets this intent of the BSD.

Buildings

Exterior modifications are proposed to the new and used car stores to align the character with the modern aesthetic of the BSD as well as the updated Honda brand.

New Car Store (6715 Sawmill Road)

The applicant is not proposing to use the Honda prototype; rather opting to customize the building character recognizing the context within Dublin. The form of the new car store and fenestration remain the same as it is today with the exception of the Honda drum. A cylindrical entry finished in a silver metal panel with glass sides is proposed to establish a presence along Sawmill Road. The existing EIFS panels are proposed to be repainted in a soft white (Benjamin Moore – Alabaster) consistent with the Honda brand. The silver accent is proposed along the top edge of the building as well as the southeast corner where there is an existing architectural protrusion.

The service entrance on the north side of the building is proposed to be integrated with the showroom. The exterior will utilize the same materials and colors as the primary showroom. The applicant is proposing a blue Honda stripe across the façade of the service entrance. The applicant should remove the architectural detail as it is inconsistent with any other building façade on the campus.



Used Car Store (6755 Sawmill Road)

The applicant is proposing to remove the existing pitched roof building addition forward of the used car store. The architectural character of the remaining building is proposed to be updated to be consistent with the new car store including materials and colors. The size cadence of the proposed storefront windows will match the new car store. A vehicle display area is proposed immediately adjacent to the used car store. The vehicle display area incorporates two protruding vehicle display pads. The applicant should work with Staff to revise the design as there has been a concerted effort to eliminate this previously unsuccessful site configuration.

Signs

With the future Preliminary Development Plan/Final Development Plan, the applicant intends to request consideration of a Master Sign Plan (MSP). MSPs are intended to allow for one-of-a-kind, whimsical, unique signs that employ the highest quality materials and construction while allowing flexibility to deviate from the standards of the BSD Sign Code provisions.

The MSP is intended to unify the sign character across the site while addressing the unique conditions of an automotive dealership. The proposal is similar to other previously approved sign plans like Crown Eurocars - Mercedes Benz. Today, there are a total of 13 existing signs plus one ground sign required to be removed with Phase I. The existing signs include:

- 3 Ground Signs (2 plus 1 previously removed);
- 2 Wall Signs; and,
- 8 Directional Signs

Without approval of a MSP, the site is permitted signs under the provisions of Zoning Code Section 153.150. These provisions do not by right permit a combination of ground signs and wall signs. One sign type or the other must be selected.

For wall signs, one sign is permitted for each building. For sites, with 100 feet of frontage or more along two public right-of-ways a third sign is permitted. The maximum allowable size for wall signs is 80 square feet with the total allocated square-footage to be divided across the three signs being 240 square feet.

For ground signs, one sign is permitted for each site. For sites with 100 feet of frontage or more along two public right-of-ways, a second sign is permitted. The maximum allowable size for a ground sign is 50 square feet with the total allocated square-footage to be divided across the two signs being 66 square feet. All ground signs must be a minimum of 8 feet from the right-of-way and may not be located in an easement.

Per Code, directional signs are limited to 4 square feet and three feet in height. Directional signs may not include a business name or logo.

This is a request for feedback on a total of 16 signs. All wall and ground signs are proposed to be blue in color. The proposed signs include:

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

Ground Sign – Dublin Center Drive at Sawmill Road (1)

One ground sign is proposed at the intersection of Dublin Center Drive and Sawmill Road. The sign is proposed to be a gateway element. The sign is proposed to have individually mounted, internally illuminated letters affixed to the top of a 36-inch stone wall. The total sign area is proposed to be 21 square feet, and the total sign height is proposed to be 4-

feet-10-inches. With the Preliminary Development Plan/Final Development Plan, the applicant should confirm that the sign is a minimum of eight feet from the right-of-way.

Wall Signs (6)

1) New Car Store – South (1)

A wall sign is proposed at the southwest corner of the new car store. The sign is proposed to be an internally illuminated channel letter. The sign identifies the dealership 'Germain' from the south. The sign is proposed to be 54 square feet in size and 17 feet in height to the top of the sign. The applicant has indicated the request for 17 feet in height is to allow the sign to sit on the horizontal datum of the EIFS panels.

Germain

2) New Car Store – Entry (1)

A wall sign is proposed above the central entrance on the cylindrical tower feature. The sign identifies the Honda logo. The sign is proposed to be 43 square feet in size and 32 feet in height. Similar to other signs on the new car store, the intent is to architecturally integrate the sign at a height that is responsive to the building's architectural features. The applicant should provide sign fabrication details prior to the Preliminary Development Plan/Final Development Plan.



3) New Car Store – North (1)

A wall sign is proposed at the northwest corner of the new car store. The sign is proposed to be an internally illuminated channel letter. The sign identifies the brand 'Honda'. The sign is proposed to be 36 square feet in size and 16 feet in height to the top of the sign. The applicant has indicated the request for 16 feet in height is to allow the sign to sit on the horizontal datum of the EIFS panels.

HONDA

4) Service Drive (2)

A wall sign is proposed above the entrance to the service drive located on the north side of the new car store. Two signs are proposed: one identifying 'Service Drive' and one identifying 'Service Reception'. The former is an individually mounted, internally illuminated channel letters, and the latter is a 'box sign' in an oval shape. Staff has

Service Center



expressed concern that two signs are not needed for the single entry. Additionally a 'box sign' is not of a construction quality that Staff is supportive of. The applicant should revise the sign design to eliminate the oval 'box sign' above the service drive entrance.

5) *Used Car Store (1)*

A wall sign is proposed at the southwest corner of the used car store, which is identical to the new car store. The sign is proposed to be an internally illuminated channel letter. The sign identifies the brand 'Honda'. The sign is proposed to be 36 square feet in size and 16 feet in height to the top of the sign. The applicant has indicated the request for 16 feet in height is to allow the sign to sit on the horizontal datum of the EIFS panels.

Directional Signs (9)

The proposed directional signs are consistent with directional signs previously approved for other automotive campuses. Given the number of entrances/exits that are common for automotive campuses, it is important to provide identifiers at the perimeter of the site. The applicant has proposed a hierarchy of directional signs: perimeter signs which are larger in size and include the business name, and interior signs which are smaller in size and only provide direction.



1) *Perimeter Wayfinding (5)*

The perimeter signs are proposed to be 7.5 square feet in size and 3.5 feet in height. The applicant should provide sign fabrication and illumination details with the Preliminary Development Plan/Final Development Plan.



2) *Interior Wayfinding (4)*

The interior signs are proposed to be 5.5 square feet in size and 3 feet in height. The applicant should provide sign fabrication and illumination details with the Preliminary Development Plan/Final Development Plan.

3. Criteria Analysis

Concept Plan – 153.066(E)

- 1) *The Concept Plan is consistent with the applicable policy guidance of the Community Plan, BSD Special Area Plan, and other applicable City plans and policies.*

Criteria Met with Condition. With revisions to the plans to provide sidewalk along the Dublin Center Drive frontage, the proposed Concept Plan is consistent with the BSD Special Area plan which supports existing uses; however, requires compliance with the principles of the BSD Code and BSD Special Area Plan.

- 2) *The Concept Plan conforms to the applicable requirements of the BSD Code.*

Criteria Met with Conditions. The applicant should provide a sidewalk along the Dublin Center Drive frontages, and continue to work with Staff to refine the landscape plans prior to the Preliminary Development Plan/Final Development Plan. Conformance with all Code requirements will need to be met in the next stage of review unless Waivers to development standards are reviewed and approved by the Planning and Zoning

Commission. The applicant should revise the proposed signs and provide sign fabrications details to align with MSP requirements defined in the BSD Code.

- 3) *The Lots and Blocks, supporting the street and pedestrian network, and internal circulation provide coherent development pattern that conforms with Lots and Blocks, Street Types, and Site Development Standards.*

Criteria Met with Condition. With the extension of sidewalks along the Dublin Center Drive frontage, the proposal furthers the goals of the BSD Area Plan and implements the requirements of the BSD Code to establish a highly connected and inclusive street network that provides accommodation for pedestrian, bicyclists, and vehicles alike.

- 4) *The proposed land uses allow for appropriate integration into the community, consistent with the adopted plans and align with Uses identified in the Code.*

Criteria Met. The proposed land use is Vehicle Sales, Rental, and Repair. The use is permitted conditionally within the BSD-Sawmill Center Neighborhood. As the use is not proposed to be expanded, review of a Conditional Use is not required in conjunction with the proposed modifications.

- 5) *The conceptual building are appropriately sited and scaled to create a cohesive development character completes the surrounding environment and conforms with the Building Types identified in the Code.*

Criteria Met. The proposed site layout remains largely the same as exists today therefore compliance with the Building Type standards identified in the BSD Code is not required. Through strategic landscape design refinements, the applicant will be able to fulfill the intent of the BSD to address Principal Frontage Streets and to define the pedestrian realm.

- 6) *The conceptual design of open spaces, including location and relationship to surrounding buildings, provides meaningful gathering spaces for the benefit of the development and community.*

Criteria Met with Conditions. The proposed site layout establishes a defined landscape feature along the Sawmill Road frontage, which includes gathering spaces for pedestrians to interact with the site and street. The applicant should continue to work with Staff to refine the landscape plans as identified in the Staff Report.

- 7) *The Concept Plan allows for the connection and expansion of public or private infrastructure and the continued provision of City services.*

Criteria Met with Condition. The gridded street network and pedestrian connectivity reinforces the objectives of the BSD Special Area plan and BSP Code. The expansion of public sidewalk infrastructure with this project along Sawmill Road and Dublin Center Drive meet the requirements of the Code. Existing public and private utilities will continue to be able to serve the site. The applicant should coordinate with the private utility company to establish that trees may be planted within their easement.

- 8) *The development concept conforms with the Neighborhood Standards, as applicable.*

Criteria Met with Condition. With the establishment of sidewalk connectivity the development will generally meet the intent of the Sawmill Center Neighborhood as identified in the Neighborhood Standards realizing that the site is existing.

4. Recommendation

Staff recommends **approval** of the Concept Plan with ten conditions.

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