

20-184PDP – GERMAIN HONDA, PHASE IV

Summary

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

Site Location

Located southwest of the intersection of Sawmill Road with Dublin Center Drive and

Zoning

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

Property Owners

CAR GER OH DUB LLC

Applicant/Representative

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

Applicable Land Use Regulations

Zoning Code Section 153.066

Case Manager

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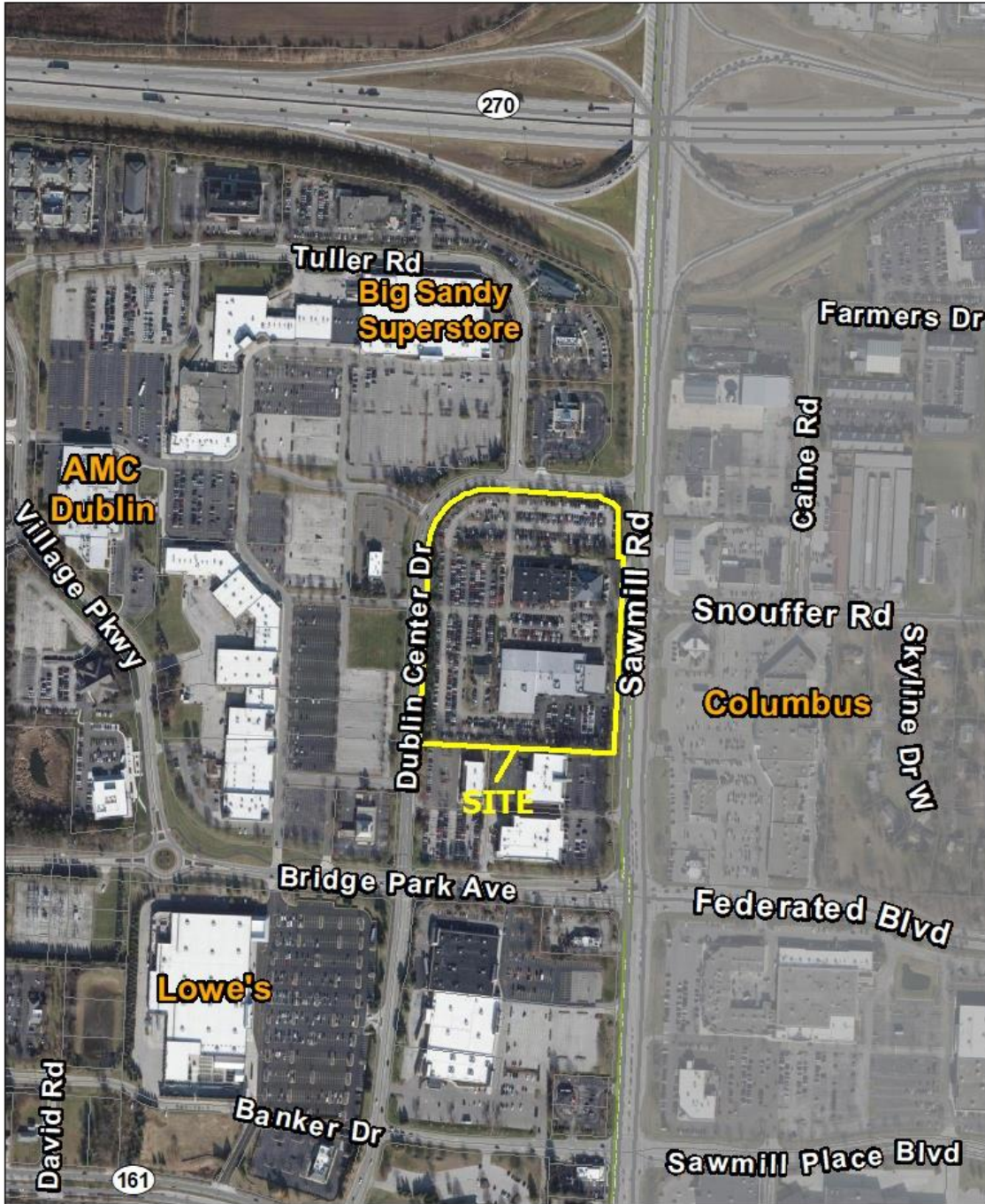
Next Steps

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

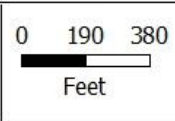
Zoning Map



1. Context Map



20-184PDP
Preliminary Development Plan
Germain Honda - Site Improvements
6715 Sawmill Road



2. Overview

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 0.64-acre portion of the campus.

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

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. The new car store and service drive renovations are complete.

In 2020, The PZC reviewed and conditionally approved a Concept Plan for the Phase IV building modifications and site improvements including a proposed sign plan. At the time, the Commission was generally supportive of the proposal; although emphasized a need to prioritize landscaping and connectivity along the perimeter of the site. Members of the Commission recommended the used car store display pad be eliminated. The Commission expressed a desire to limit large signs along Sawmill Road noting that tree preservation and visibility must be balanced.

Subsequent to the PZC meeting, the applicant and Staff conducted a site visit to identify opportunities for additional pedestrian connectivity and tree preservation.

Updates

Since review of the Concept Plan, the following updates have been made:

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

The applicant is seeking additional feedback on these items particularly pedestrian connectivity to be incorporated into the final design submitted as a Final Development Plan for consideration by the Commission.

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 of 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

PZC is the final reviewing body on these application in the case of Germain Honda.

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.

Site Characteristics

Natural Features

No natural features are present on the site.

Surrounding Land Use and Development Character

North: BSD-SCN: Commercial – Retail

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; 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 as 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

The Preliminary Development Plan includes the following elements:

- 1) Site
 - a. Access and Vehicular Circulation
 - b. Pedestrian Connectivity
 - c. Parking, Lot Coverage, and Lighting
 - d. Landscaping including Tree Preservation, Screening, and Vehicle Display
- 2) Buildings
 - a. New Car Store (6715 Sawmill Road)
 - b. Used Car Store (6755 Sawmill Road)
 - c. Signs

Site

Access and Vehicular Circulation

Site vehicular access is not proposed to be modified with this application. All information provided with the Preliminary Development Plan is consistent with the Concept Plan.

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

The Preliminary Development Plan modifies the pedestrian connectivity based on the Commission's discussion with the Concept Plan. Updates include: a shared use path is proposed to be provide along Dublin Center Drive from the south property line north to the second access point; and, a modified sidewalk alignment along Sawmill Road to prioritize tree preservation.

With Phase I, the applicant was required to provide a five-foot sidewalk connection along the Sawmill Road frontage, from the south property line north to the first access point (approximately 150 feet) to be constructed with Phase IV. This requirement is proposed to be fulfilled. With the Phase II approval, the City and the applicant agreed to defer the resolution of the remaining sidewalk connectivity to Phase IV.

The applicant is proposing to provide a five-foot curvilinear sidewalk connection along the Sawmill Road frontage. The modified alignment preserves four additional trees in front of the used car store.

Based on the existing mounding, the applicant is not proposing sidewalk along the curvature of Dublin Center Drive. Approval of a Waiver with the Final Development Plan is required to permit the condition. Given adequate space along Dublin Center Drive, from the south property line north to the second access point, the applicant is proposing approximately 425 feet of shared use path. Based on the existing layout of shared use path and sidewalk in the surrounding area, a sidewalk, not a shared use path, is the correct facility in this area. The plans should be updated prior to Final Development Plan to provide a 5-foot sidewalk in lieu of a shared use path.

During the site visit, there was extensive discussion regarding the appropriate extension of sidewalk around the site. After further review, Staff is recommending that the Sawmill Road sidewalk be extended to turn the corner on the Dublin Center Drive terminating at the first access point. Should the Commission not wish to see the sidewalk extended, a hedge row should be installed matching the Dublin Center Drive curvature.

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 the 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 therefore 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 78.09-percent with an additional 4.46-percent pervious lot coverage for a total lot coverage of 82.55-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 has provided a revised photometric plan with this application. The light trespass is zero at 10 feet past the property line. The applicant is required to meet the Lighting Uniformity section of the Code with the Final Development Plan, which states that 'lighting across all horizontal surfaces shall have an average range from one to 3 foot candles' and the maximum permitted lumens per lamp is 13.9 lumen/square feet.

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 for interior vehicular use areas. The Preliminary Development Plans includes updates from the Concept Plan specifically preserving additional trees and removing/replacing hedges. With the exception of the elimination of the used car display pad, the landscape design along Sawmill Road remains largely the same.

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 and Dublin Center Drive frontages, 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 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 126 caliper inches are proposed to be removed along the Sawmill Road frontage. The applicant is able to accommodate 30 caliper inches on site with four, 2.5-inch trees on site. An additional 88-inches are proposed to be removed along the west property line. The applicant should confirm prior to 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. 56 new shrubs are proposed along the Dublin Center Drive curvature to replace Junipers that exceed their useful life.

A total of two vehicular display areas are proposed: one east of the new 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 is proposing an aluminum halo-illuminated bollard (Forms and Surfaces – Helio 180 Degree) to surround the new car store display area.

The BSD Code permits street walls or hedges to screen vehicular uses 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 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. No updates have been made to the exterior architecture since Concept Plan with the exception of the removal of blue accent stripes above the service drive.

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.

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 of the proposed storefront windows will match the new car store.

Signs

With the future Final Development Plan, the applicant intends to request consideration of a Master Sign Plan (MSP). The applicant has updated the proposed sign plan to eliminate duplicative oval service signs.

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 four 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-foot-10-inches. The sign is located the minimum 8 feet from the right-of-way.

Wall Signs (6)

1) *New Car Store – South (1)*

A wall sign is proposed at the southeast 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 Master Sign Plan.



3) *New Car Store – North (1)*

A wall sign is proposed at the northeast 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 (1)*

A wall sign is proposed above the entrance to the service drive located on the north side of the

Service Center

new car store. One 'Service Drive' sign is proposed. The 'Service Reception' sign has been eliminated. The former is an individually mounted, internally illuminated channel letters.

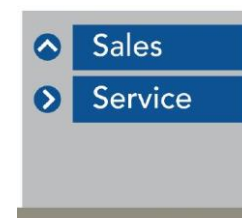
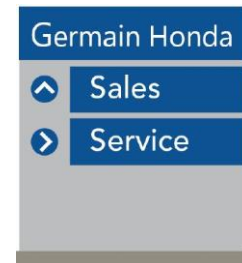
5) *Used Car Store (2)*

A wall sign is proposed at the southeast 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.

A second 'Pre-owned' sign is proposed at the northeast corner of the used car store. The sign is proposed to be an internally illuminated channel letter. The sign is 34 square feet in size mounted at 16 feet in height.

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

Preliminary Development Plan §153.055(B)

1) *The proposal is consistent with the approved concept plan.*

Criteria Met. This application is largely consistent with the approved concept plan and existing development pattern. The proposal is modified to address the Commission's feedback at the Concept Plan stage.

2) *The development is consistent with the Community Plan, BSD Special Area Plan, BSD Design Guidelines, other adopted city plans, and related policies.*

Criteria Met with Condition. The proposal is largely consistent with all adopted plans and policies. However, the applicant should continue to work with Staff to provide pedestrian connectivity to the maximum extent possible. Sidewalk should be installed along the Dublin Center Drive in lieu of a shared use path; and sidewalk be installed along Dublin Center Drive, from Sawmill Road to the first access point to promote walkability for the area and site in alignment with the BSD Code. The applicant should provide additional information regarding lighting uniformity.

3) *The proposed land uses align with all applicable requirements and use specific standards.*

Criteria Met. The proposal is for the continuation of an existing auto-oriented use, which is permitted in this zoning district. There are no use specific standards for the continuation of uses.

4) *The proposed buildings are appropriately sited and scaled to create a cohesive development character that complements the surrounding environment, and conforms to the requirements of § 53.062 Building Types and §153.065 Site Development Standards.*

Criteria Met. This proposal is for the modernization of existing buildings and site modifications to maintain and enhance the dealership. The proposal is appropriately scaled and complements the surrounding environment.

- 5) *The proposed lots and blocks conform to the requirements of §153.060 Lots and Blocks.*

Criteria Met. The proposal does not alter the existing lot or block.

- 6) *The proposed street types conform to the requirements and standards of §153.061 Street Types, including the general pattern of streets, blocks, and development reflected on the BSD Street Network Map and the conceptual locations of access points to surrounding streets to avoid adverse impacts on surrounding neighborhoods and traffic infrastructure.*

Criteria Met. The proposal does not significantly alter the streets, blocks or existing access points. With Phase II one additional access point was approved with the closure of the northern most Sawmill Road access point. The proposal works to achieve the walkability standards identified in the BSD Code.

- 7) *The proposed design of the internal circulation system, driveways, and any connections to the public realm provide for safe and efficient access for pedestrians, bicyclists, vehicles, and emergency services.*

Criteria Met with Condition. The proposal provides pedestrian facilities which will enhance the public realm. The site layout provides adequate access for visitors to the site. The applicant should provide sidewalk along the Dublin Center Drive in lieu of a shared use path; and along Dublin Center Drive, from Sawmill Road to the first access point to promote walkability for the area and site in alignment with the BSD Code.

- 8) *The proposed design of buildings conforms to the BSD Code and is consistent with the BSD Design Guidelines, while integrating with nearby development.*

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.

- 9) *The proposed open spaces are appropriately sited and designed to conserve or enhance natural features as appropriate, enhance the community both within and outside the proposed development, and conform to the requirements of §153.064 Open Spaces.*

Criteria Met with Condition. 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.

- 10) *The scale and design of the proposed development allows for the adequate provision of services currently furnished by or that may be required by the city or other public agency including, but not limited to, fire and police protection, public water and sanitary sewage services, recreational activities, traffic control, waste management, and administrative services.*

Criteria met. The proposal allows for the adequate provision of services.

11) *The proposed development conforms to the requirements of §153.063 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. The applicant will need to provide additional sign details prior to submittal of a Master Sign Plan.

12) *The proposed development provides adequate stormwater management systems and facilities that comply with the applicable regulations of this code and any other applicable design criteria or regulations as adopted by the city or required by other government entities.*

Criteria Met. The proposal provides adequate stormwater management. The applicant should continue to work with Engineering Staff to finalize items through building permitting.

13) *The proposed development can be adequately serviced by existing and/or planned public or private infrastructure consistent with the city's most recently adopted capital improvements program.*

Criteria Met. The proposal can be adequately serviced by existing infrastructure. No modifications are proposed.

14) *If the development is to be implemented in phases, each phase has adequate infrastructure to serve the development without the need for further phased improvements.*

Criteria Met. The proposal is the final phase of modification for the existing dealership. Further phasing is not necessary as improvements have occurred incrementally overtime.

15) *The proposed development demonstrates consistency with the recommendations, principles, and intent of all applicable design standards and guidelines, including but not limited to buildings, open spaces, and streetscapes.*

Criteria Met with Condition. The proposal is largely consistent with the recommendations, principles, and intent of all design standards. However, the applicant will need to continue to work with Staff on pedestrian connectivity and landscape design.

4. Recommendation

Staff recommends **approval** of the Preliminary Development Plan with five conditions.

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

