

21-031FDP – 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.

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

Nichole M. Martin,
AICP, Senior Planner
(614) 410-4635
nmartin@dublin.oh.us

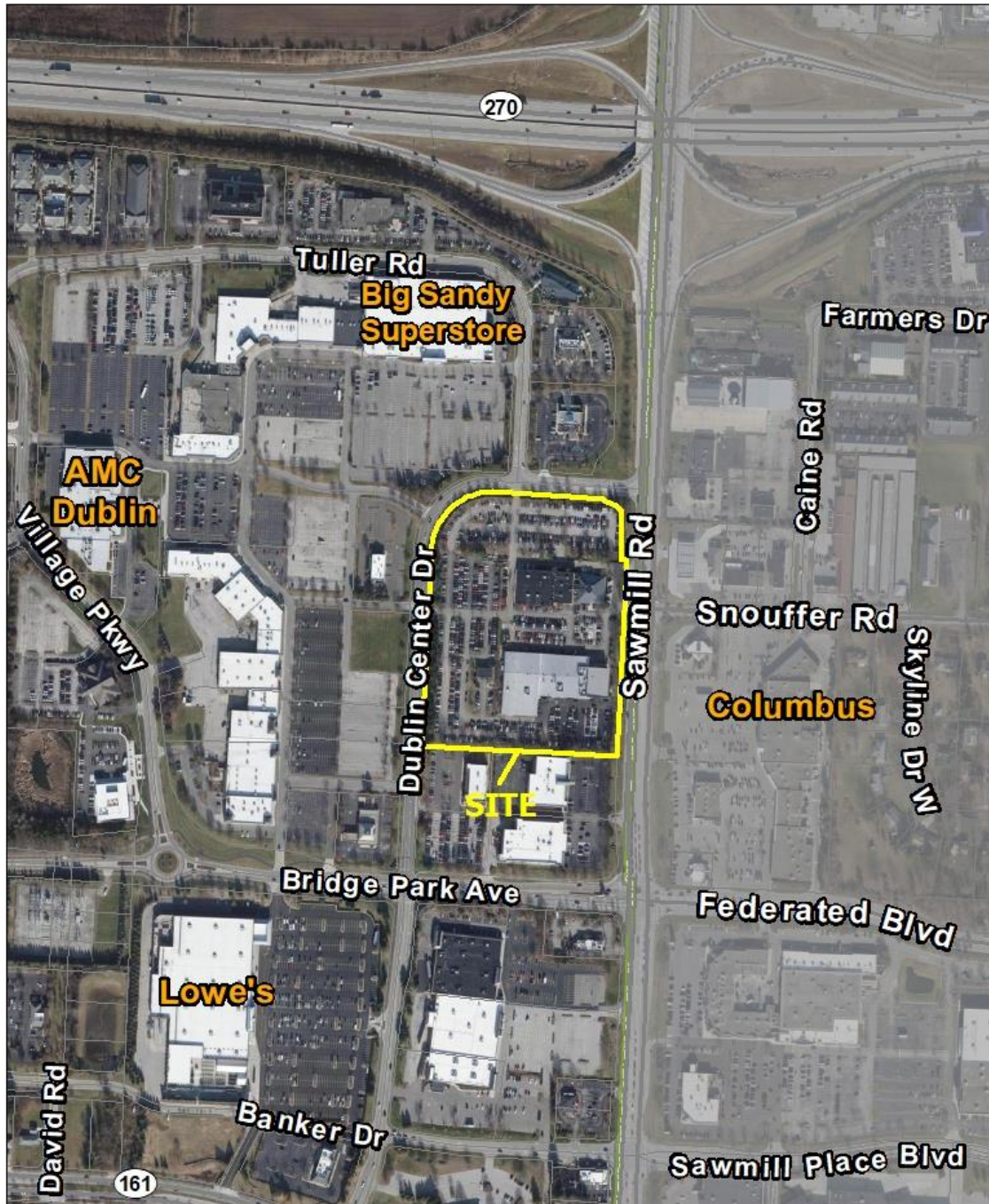
Next Steps

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

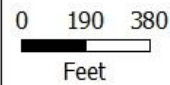
Zoning Map



1.Context Map



21-031FDP
Final Development Plan
Germain Honda
6715 Sawmill Road



2. Overview

Background

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.

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.

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 supportive of the proposal, although emphasized a need to prioritize landscaping and connectivity along the perimeter of the site. Subsequent to the PZC meeting, the applicant and Staff conducted a site visit to identify opportunities for additional pedestrian connectivity and tree preservation.

In January 2021, the PZC reviewed and conditionally approved a Preliminary Development Plan for the Phase IV building modifications and site improvements. At the time, the Commission provided informal feedback on a proposed sign plan. The Commission expressed appreciation for the revisions that eliminated used car vehicle display and increased tree preservation. The Commission identified opportunities for additional creativity in sign design. The applicant is presently exploring creative sign design solutions. Review and approval of a Master Sign Plan will be requested at a future date.

Updates

The Final Development Plan submitted for the Commission's consideration remains largely unchanged from the Preliminary Development Plan given the support expressed by the Commission and the significant level of detail previously provided.

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

PZC is the final reviewing body on this Final Development Plan application.

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 is required with 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.

3. Proposal

The Final Development Plan includes the following elements:

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

Site

Access, Vehicular Circulation, and Pedestrian Connectivity

Site vehicular access is not proposed to be modified with this application. All information provided with the Final Development Plan is consistent with the Preliminary Development Plan and 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. The applicant should work with Staff to replace or remove the gates located at the entrance along Dublin Center Drive.

The Final Development Plan connectivity plan is consistent with the proposal presented at the Preliminary Development Plan, which included updates to address the Commission's discussion at the Concept Plan. Today, a five-foot sidewalk is proposed to be provide along Dublin Center Drive from the south property line north to the second access point; and, along Sawmill Road and a portion of Dublin Center Drive. The sidewalk alignment prioritizes tree preservation while balancing the need to preserve mature trees. Based on the existing mounding and mature trees, the applicant is not proposing sidewalk along the curvature of Dublin Center Drive. Approval of a Waiver with the Final Development Plan is required to permit the condition.

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 is 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.

Approval of previous Parking Plans have distinguished between 'parking spaces' and 'inventory 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. The proposal provides 1,063 vehicle spaces which are distributed between 'parking spaces' (customer, employee, and service), 'inventory area', and 'display area'. A total of 406 parking spaces are provided along with approximately 86,000 square feet of inventory area, which accommodates 657 vehicles. A total of four bicycle parking spaces are provided. The applicant should work with Staff to select decorative bicycle racks and a waste receptacle, subject to Staff approval.

The applicant has indicated that a primary objective of the proposed parking 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 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 78.08-percent with an additional 4.46-percent pervious lot coverage for a total lot coverage of 82.54-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.

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, 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. The applicant will need to continue to work with Staff to ensure all requirements of the Code are met and the light level along Sawmill Road are subdued, subject to Staff approval.

Landscaping

The applicant is proposing landscape modifications to the Sawmill Road and Dublin Center Drive frontages. Previously, some minor landscape modifications were approved for the perimeter landscaping along Dublin Center Drive and for interior vehicular use areas. The landscape plan provided with the Final Development Plan is consistent with the Preliminary Development Plan.

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 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 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.

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 and Preliminary Development 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. Under the Code buildings are required to be sited along the street frontage. The proposal results in a building with a greater setback from the street. Approval of a Waiver is required to permit the building to be sited in a manner that is further from compliance with the requirements of the BSD Code. Staff is recommending approval of the Waiver given the adaptive reuse of an existing site.

4. Criteria Analysis

Waiver Reviews

1) *153.065(I)(1)(F) — Walkability Standards*

Requirement: Pedestrian facilities are intended to be designed and installed to provide the maximum degree of connectivity between destinations in the Bridge Street District.

Request: To install pedestrian facilities along the perimeter of the site excluding the Dublin Center Drive curve.

Criteria: *Approval.* The proposed pedestrian connectivity plan addresses the unique condition created by an existing site, preceded the implementation of the Bridge Street District, on which there are substantial number of mature trees, which it is the mutual desire to maintain, in good health, while providing the pedestrian connectivity to the maximum extent possible.

2) *153.062(B)(2)(b)(5) — Building Types, Existing Structures*

Requirement: Existing structures may be modified provided that the improvements do not make the structure further from conformance with the requirements of the BSD Code.

Request: To modify the Used Car building eliminating a building addition that is forward of the primary structure that effectively increased the distance the building is setback from Sawmill Road, which is further from conformance with the BSD Code.

Criteria: *Approval.* The proposed building modifications addresses the unique condition of adaptive reuse of an existing structure on a developed site. The building modifications are a more sustainable alternative to holistic redevelopment given the continued operation of the site as an automotive dealership.

Parking Plan

- 1) Requirement/Request: A total of 1,062 vehicle spaces requested; 2 per 1,000 square feet of building area plus 1 per 2,000 square feet of outdoor display are permitted with 150% maximum.

Criteria: Approval. Today, without site modifications, the site exceeds the maximum permitted parking as the site was development under previous zoning standard which required 1 per 300 square feet of building area plus 1 per 1,000 square feet of outdoor display plus 1 per 100 square feet of vehicle repair. Further, approval of a Parking Plan plan eliminates off-site vehicle storage, which is not a permitted use in the District.

Final Development Plan

- 1) *The proposal is consistent with the approved Preliminary Development Plan.*
Criteria Met. This application is largely consistent with the approved concept plan, preliminary development plan, and existing development pattern. The proposal addresses the Commission's feedback at various stages of the review process.
- 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 Waiver. The proposal is largely consistent with all adopted plans and policies. However, a Waiver is required to provide reduced pedestrian connectivity. The proposal balances the need to meet the Walkability Standards while also preserving mature trees.
- 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 §153.062 Building Types and §153.065 Site Development Standards.*
Criteria Met with Waiver. 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. Approval of a Waiver is required to permit the used car store to be sited in a manner that is further from compliance with the BSD Code. The condition is a result of the adaptive reuse of an existing building and site.
- 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 with approval of a Waiver.

- 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 with improved site circulation for users as well as emergency vehicles. The applicant should work with Staff to replace or remove the gates located at the entrance along Dublin Center Drive.

- 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. The building materials modernize the aging structures and reinforce the high-quality aesthetic of the Bridge Street District. 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 street wall height be increased from 30-inches to 33-inches in height to ensure the vehicles are fully screened and the landscaping does not overgrow, but rather complements the street wall.

- 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 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.

- 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 to ensure all requirements of the Code are met and the light level along Sawmill Road are subdued, subject to Staff approval.

5. Recommendations

Waiver Reviews

Staff recommends **approval** of two Waivers:

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

Parking Plan

Staff recommends **approval** of a Parking Plan:

- 1) 1,062 vehicle spaces requested; 2 per 1,000 square feet of building area plus 1 per 2,000 square feet of outdoor display are permitted with 150% maximum.

Final Development Plan

Staff recommends **approval** of the Final Development Plan with conditions:

- 1) The applicant work with Staff to ensure all lighting requirements of the Code are met and the light level along Sawmill Road are subdued, subject to Staff approval.
- 2) The street wall height be increased from 30-inches to 33-inches.
- 3) The applicant work with Staff to select decorative bicycle racks, outdoor seating, and a waste receptacle, subject to Staff approval.

- 4) The applicant work with Staff to replace or remove the gates located at the entrance along Dublin Center Drive.