

expansion for the Volvo brand, a 2,164-square-foot car wash facility, and associated improvements.

Site History

The Perimeter Center Planned Commerce District was originally approved in 1988, encompassing land between Avery-Muirfield Drive and Emerald Parkway, divided into subareas A through M. Permitted uses include commercial, industrial, residential, and office.

A 14-acre Subarea J of the Perimeter Center plan was created in 1998 specifically for auto dealerships and other uses, with several automotive franchises as a part of the Midwest Auto Group (MAG) campus. In 1998, a separate Land Rover building was added to the site. The Planning and Zoning Commission has approved several amended plans for the site, including building expansions and a skywalk to connect the existing buildings and an expansion for the Jaguar automotive brand. None of these modifications have been built and will be void with approval of this rezoning/preliminary and final development plan.

Subarea J-1 was established in 2008 to accommodate the temporary relocation of parking for construction of an anticipated building expansion for the MAG campus. The applicant has since decided to significantly alter the plans for an expansion requiring not only the rezoning of the site, but incorporating additional land for portions of Subarea J-1 and Subarea D.

Future Campus Expansion

The applicant is proposing in the relatively near future a relocated BMW facility from Post Road to the parcel located to the east of the existing MAG campus. A conceptual development scheme has been provided for reference and indicates the general building architecture and site layout, but is not part of this application.

Site Description

Location

The 15.69-acre site is located on the north side of US 33/SR 161 and has approximately 1,000 feet of frontage along Perimeter Loop Road, 700 feet along Perimeter Drive, and 700 feet on Venture Drive.

Site Character

The rectangular parcel includes two buildings with several automotive franchises including, such brands as Land Rover, Saab, Aston Martin, Bentley, Audi, Porsche, and Volkswagen. The Land Rover franchise, housed in a 7,335-square-foot building to the north, faces Perimeter Drive. A second, 68,585 square foot building, oriented to Perimeter Loop Road and US 33/SR161, has all other vehicle sales, service and administrative office functions. Parking for 677 customer and display spaces is provided along all sides of the building. Vehicle display areas are designed as a unique finger-like arrangement along the western and southern portions of the site.

A retention pond is on the north side of the main building at the Perimeter Loop Road entrance. Mature landscaping and significant mounding are located along the site perimeter and provide screening for the loading and vehicular use areas.

Surrounding Zoning and Uses

All surrounding properties to the north and west are zoned PCD, Planned Commerce District, as part of the Perimeter Center plan. To the north, across Perimeter Drive, is the WD Partners complex, subject of a recent rezoning application. US 33/State Route 161 borders the site to the south, and west is the Crown auto campus (Subarea I) and several office buildings within Subarea F3. To the east are additional office buildings located within Subarea D and the future BMW site.

Community Plan

Future Land Use

This site is designated as *General Commercial* on Future Land Use Map and the density with the proposed expansion is approximately 8,000 square feet per acre, which is within the range of 6,500 – 8,700 recommended in the Plan. The development text permits uses consistent with the Future Land Use designation. It is Planning’s opinion the proposed fit within the definition of *General Commercial* as stated in the Community Plan as land use comprising a majority of existing retail and commercial development within the city. The Plan describes this type of development as automobile dependent and classifies the uses as auto-oriented, which is consistent with the existing and proposed development. The proposed uses are appropriate for this site and the building has been uniquely designed to accommodate the proposed uses.

Rezoning/Preliminary Development Plan Description

Overview

Rezoning to a Planned Unit Development requires approval of a development text to serve as the zoning regulation for the development requirements noted; the Zoning Code covers all other requirements. The development text typically addresses permitted and conditional uses, setbacks, parking, landscaping, signs and architecture, among other subjects.

When Subarea J was originally established for MAG, many of the deviations from the Zoning Code were approved as part of the development plan (see attached), which accommodated the rezoning at that time. Planning has advised the applicant in the new PUD process, the preliminary development plan is required to meet either the development text or the Code and the final development requires all final details to be included.

The applicant has made significant changes to the previously approved development text to reflect the unique requirements of this user and the site, and to incorporate the previously granted development details. This development text establishes a new Planned Unit Development District with development regulations that are applicable only to these 15.69 acres.

Development Text

The main change from the previously approved development text for MAG is the establishment of a new Planned District, rather than a new subarea. This allows for more detailed and clear development regulations.

- *Use.* The applicant has narrowed the list of uses from the existing Perimeter Center Subarea J text to permit the sales and services of new and used automobiles; medical, business and administrative offices; and research and development laboratories. The

proposed text continues to permit a number of ancillary uses within the primary structure, which includes automobile service, sales of automobile parts and accessories, non-retail coffee shop, and automobile rental services. The proposed rezoning will permit one executive residential suite and a detached, non-retail car wash, both which will be approved with the final development plan application.

- *Density/Lot Coverage.* The proposed development text does not specify density so the maximum building site will be determined by parking, setbacks and lot coverage. Code permits up to 70 percent lot coverage.

- *Setbacks.* The pavement and building setbacks text are clarified from the original text.

Road/Boundary	Setbacks (ft.)	
	Pavement	Building
Venture Drive	25	75
Perimeter Drive	25	65
Perimeter Loop Road	25	75
SR161/US33	60	60
Eastern Boundary	25	25

- *Architecture.* The proposed development text requires “striking, noteworthy and innovative architecture.” The proposed building addition is intended to create a visual focal point and will be complementary to the existing building massing and high-quality architectural design. Permitted building materials include glass, metal, EIFS and stone/stone veneer. The design and height of the building addition will offer a dramatic view in the area and create a signature element for the area.

- *Parking.* The proposed text requires parking at one space per 300 square feet of building area for sales and office, one per 1,000 square feet of outdoor display area, three spaces for each service bay, and one space for the executive suite. The previously approved development text defaulted to Code for parking requirements. The Code requires one space for every 100 square feet or three spaces per service bay whichever is greater, which results in a drastically different number of spaces required. The proposed text permits the lesser of the two requirements, which is appropriate for the user’s needs. The text also permits automobile display along a maximum of 40% of its property’s lineal street frontage.

- *Landscaping.* Site landscaping is required to meet Code. The text provides an exemption for property perimeter screening along SR161/US33, and defers compliance with screening along the eastern boundary to account for the future expansion of the BMW site to the east.

- *Signs.* The text permits five different types of signs for the MAG campus; campus identification, dealership identification, directional, brand and wall signs, all of which are existing.

- Two ground campus identification signs are permitted at the site entrances.
- Two dealership identification signs, one wall sign and one ground sign facing US 33 are permitted.

- Directional signs are permitted throughout the site, and provide wayfinding to the various sales and services areas. The text permits directional ground signs at each of the brand sales and service entrances.
 - A wall sign for the existing Land Rover building located at the northern end of the site is permitted, as well as a new proposed wall sign for the Volvo addition. Planning recommends the Volvo wall sign identified within the text be removed and a brand ground sign be utilized adjacent to the Volvo entrance to match the existing brand signs on the MAG campus.
- *Lighting.* The proposed text requires that all lighting across the site is the same and limits the height of poles to 28 feet and requires similar types of fixtures throughout the site, which must be dark in color. The poles are taller than Code permits to match the existing poles. Lighting levels are less than what Code requires.

Traffic Study

The applicant has provided a traffic *analysis* study to account for the proposed site modifications, which accounted for a total of 121,245 square feet of building space (based on the Architectural Site Plan sheet 1.01 dated 11/20/09) and has met with the satisfaction of Engineering. However, any additional building square footage proposed will require a traffic *impact* study as directed by the City Engineer.

Final Development Plan Description

Overview

The Final Development Plan is the last step in the development of a Planned District and requires that all site development details be approved by the Planning and Zoning Commission. The final development plan indicates adherence to all requirements of the proposed development text. In the case of a combined rezoning/preliminary development plan and final development plan, the final development plan is not valid unless the rezoning/preliminary development plan is approved by Council.

Proposal Overview

The final development plan indicates the existing two-story sales, service and office building with a proposed four-story, building expansion located at the eastern end of the building. The proposed addition will include the Volvo sales and service functions on the first and second floor, new administrative offices on the third floor and a single executive residential suite located on the top floor. A new landscape and formal entrance area is located at the southeast corner of the proposed addition. A proposed car wash facility is located behind the existing building and proposed addition.

Building Addition

The proposed 46,834-square-foot building expansion is located at the southeastern end of the existing building and will continue the design of the existing building by accommodating “pods” in front of the building for each vehicle brand, including driveways to a lower level for the service areas. The proposed eastern elevation includes additional service doors and the entrance to the executive suite.

Car Wash

The proposed 2,164-square-foot car wash is located behind the proposed addition adjacent to the Venture Drive access point. The 18-foot tall facility provides a single car wash bay for use in association with the dealership sales and service, and will not be open to the public. The proposed car wash is located in an existing service area at the rear of the building, between two areas of parking stalls.

Development Requirements

The proposed uses comply with the permitted uses of the development text. The lot coverage of 62 percent is under the 70 percent permitted. All pavement and building setbacks are met, including those along the additional right-of-way required along Perimeter Drive.

Parking

The proposed text requires parking at one space per 300 square feet of building area for sales and office, one per 1,000 square feet of outdoor display area, three spaces for each service bay, and one space for the executive suite. The proposed site plan meets required parking.

Use	Area (Requirements)	Parking Spaces
Business (Sales and Office)	55,743 sq. ft. (1/300)	186
Outdoor Display	85,701 sq. ft. (1/1,000)	86
Service Bays	57 bays (3 per bay)	171
Executive Suite	1 unit (1 per unit)	1
Total		444 (677 provided)

Architecture

The existing main building is unique and curved with showrooms on the elevation facing southwest. The building has two levels: the service level partially below grade and the showroom and sales level that is elevated slightly above grade. The main service areas of the building are located along the north and east elevations. The northern portion of the building does not have a showroom element and is currently an office sales area. The proposed building addition is intended to create a visual focal point and finish the end of building, utilizing the same architectural design employed on the existing building. The proposed building materials include glass windows, metal framing details, EIFS panels and CMUs, which match the existing building and meet the development text.

Landscaping

The text requires compliance with the Code’s landscaping requirements which are met, with the exception of interior landscaping and property perimeter buffering requirements. The plans will need to be revised to account for an additional 337 square feet of interior landscape area and three trees to meet the interior landscaping requirement.

Four additional trees will need to be planted along the SR161/US 33 frontage to meet the perimeter buffering requirements specified in the development text. The plans indicate deferred compliance with screening required along the eastern boundary to account for the future expansion of the BMW site to the east. The plans and the text note that if the BMW site is not complete within three years the appropriate screening must be installed.

Signs

The five types of signs for the MAG campus (campus identification, dealership identification, directional, brand and wall signs) described in the development text are existing, with the exception of the proposed Volvo wall sign, and the applicant is proposing no changes.

- *Campus and Dealership Identification Signs.* The two ground campus identification signs at the site entrances (Signs A & B) and two dealership identification signs, which includes one wall sign (Sign Q) and one ground sign (Sign C) facing US 33, which meet the text.
- *Directional Signs.* Directional signs are shown throughout the site to provide wayfinding to the various sales and services areas (Signs D-J and R-T). These signs meet the text with exception of Sign S, which Planning recommends be removed from the pole and ground-mounted to be consistent with the existing directional signs.
- *Brand Signs.* The text permits ground signs at each of the brand sales and service entrances (Signs K-O). Two types of brand signs are identified in the text; single brand identification signs and multi-brand identification signs. The proposed development text modifies area, color and secondary image requirements in order to restrict the design and size of future brand sign. In doing this, a number of the existing signs will no longer be in compliance but are allowed to remain until the signs are modified, at which time the requirements of the development text must be met.
- *Wall Signs.* The text accounts for the existing wall sign for the Land Rover building (Sign P) at the north end of the site, and a new wall sign for the Volvo addition. Planning recommends the Volvo wall sign be removed and a ground brand sign be permitted adjacent to the Volvo entrance to match the existing brand signs.

Lighting

The proposed plan meets lighting requirements but provides 28-foot tall poles and fixtures to match existing lighting.

Stormwater Management

Stormwater is accommodated from the increase in impervious surface on this site with a vegetated swale on adjacent land. The swale is temporary until the adjacent property develops at which time both sites must comply with the City's stormwater code. This is a viable method of controlling the stormwater in order to meet the City's desire to find greener methodologies of complying with the City's code. The swale will allow water to filter through the ground prior to reaching the public storm sewer. An access easement for the swale will be needed.

Utilities and Right-of-Way

Existing water and sanitary sewer services are used for the expansion. The Community Plan requires an additional 10 feet of dedicated right-of-way for Perimeter Drive.

PLANNING ANALYSIS AND RECOMMENDATION: APPROVAL WITH CONDITIONS

Rezoning/Preliminary Development Plan

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a rezoning/preliminary development plan. The following is an evaluation by Planning based on those criteria. The criteria are arranged in the following categories and are in a different order than listed in the Code:

Adopted Policies and Plans (Criteria 1, 2, 3, and 4) The proposed development is consistent with the Dublin Zoning Code; is in conformity with the Community Plan; advances the general welfare of the City; and the proposed uses are appropriately located in the City so that the use and value of property within and adjacent to the area will be safeguarded.

Criteria met. The Future Land Use Plan of the 2007 Community Plan identifies the land use for this site as *General Commercial*. In Planning's opinion, this proposal only expands upon uses already permitted for this site, which are consistent with the FLU designation.

Parks and Open Space (Criteria 5 and 6) The proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan; and the proposed development respects the unique characteristic of the natural features and protects the natural resources of the site.

Criteria met. Not applicable to commercial development.

Traffic, Utilities and Stormwater Management (Criteria 7, 8, and 11) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided; and adequate measures have been or will be taken to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians; and adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas.

Criteria met with conditions. The site will have access to adequate utilities and access to this site is available from several points along three public roads. An additional 10 feet of right-of-way along Perimeter Drive is required to be dedicated to the City (Condition 1). The applicant provided traffic analysis, which accounts for the square footage of existing buildings and proposed addition; however, any additional building square footage proposed beyond this size will require a traffic impact study as directed by the City Engineer (Condition 2).

Development Standards (Criteria 9, and 10) The relationship of buildings and structures provides for the coordination and integration of this development to the community and maintains the image of Dublin as a quality community; and the development standards, and the design and layout of the open space systems and parking areas, traffic accessibility and other elements contribute to the orderly development of land within the City.

Criteria may be met with condition. The proposal maintains the existing development requirements of the original Perimeter Center text. The proposed uses have adequate parking and accessibility.

In order to provide a consistent sign package, Planning recommends the development text be modified to eliminate the option of a wall sign for the Volvo brand and permit a ground brand sign adjacent to the Volvo entrance to match the existing brand signs on the MAG campus (Condition 3). Planning also recommends the existing Perimeter Center development text be updated to remove references and requirements for the MAG dealership (Condition 4).

Design Standards (12, and 13) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Code or the Subdivision Regulations; are consistent with the intent of the Planned Development District regulations; and the proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City.

Criteria met. The development text outlines all applicable development standards for this site and is consistent to the existing site and design standards.

Infrastructure (Criteria 14, 15 and 16) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development; the proposed development can be adequately serviced by existing or planned public improvements; and the applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

Criteria met. There are adequate services in place.

Final Development Plan

Section 153.055(B) of the Code identifies criteria for the review and approval for a final development plan. Following is an evaluation by Planning based on those criteria. The criteria are arranged in the following categories and may be in a different order than listed in the Code:

Adopted Policies and Plans (Criteria 1, 3, 9, & 10). The proposed modifications conform to the approved preliminary development plan, have adequate public facilities and open spaces, are carried out in progressive stages, and conform to all other applicable zoning text and Code requirements.

Criteria met. The proposal conforms to the preliminary development plan in terms of permitted use, lot coverage, and setbacks.

Site Safety and Circulation (Criteria 2 & 5). The proposed modifications provide for safe and efficient pedestrian and vehicular circulation and provide adequate lighting for such uses.

Criteria met. The site provides adequate lighting, and vehicular circulation for the proposed uses.

Development Details (Criteria 4, 6, 7, & 8). The details of the development are sensitive to the natural characteristics of the site, include appropriate landscaping and signs, and provide adequate storm drainage.

Criteria met with conditions. The proposed plans meet the preliminary plan with regard to landscaping with the following exceptions. The plans will need to be revised to account for an additional 337 square feet of landscape area and three trees to meet the interior landscape requirement (Condition 1). Four additional trees will need to be planted along the SR161/US33 frontage to meet the planting requirements specified within the development text (Condition 2).

The proposed directional signs meet the text with exception of Sign S, which Planning recommends be removed from the pole and ground-mounted to be consistent with the existing directional signs (Condition 3). Planning also recommends the Volvo wall sign indicated on the final development plans be removed and a ground brand sign be permitted adjacent to the Volvo entrance to match the existing brand signs on the MAG campus (Condition 4).

Adequate stormwater provisions have been made for the site; however, a stormwater easement will need to be provided, subject to approval by Engineering (Condition 5).

Recommendation: Approval with Conditions

Rezoning/Preliminary Development Plan

In Planning's opinion, this proposal complies with the rezoning/preliminary development plan criteria and the existing development standards within the area. Approval with conditions is recommended:

Conditions

- 1) An additional 10 feet of right-of-way along Perimeter Drive is required to be dedicated to the City;
- 2) If additional building square footage is constructed that is not accounted for in the traffic analysis a traffic impact study must be provided, as directed by the City Engineer;
- 3) The development text be modified to eliminate the option of a wall sign for the Volvo brand and permit a brand ground sign adjacent to the Volvo entrance to match the existing brand signs on the MAG campus; and
- 4) The existing Perimeter Center development text be updated to remove references and requirements for the MAG dealership.

Final Development Plan

In Planning's opinion, this proposal complies with the preliminary development plan, the final development plan criteria and the existing development standards within the area. Approval is recommended with conditions.

Conditions

- 1) The plans be revised to account for an additional 337 square feet of landscape area and three trees to meet the interior landscape requirement;

- 2) Four additional trees will need to be planted along the SR161/US33 frontage to meet the planting requirements specified within the development text;
- 3) The directional Sign S be removed from the pole and ground-mounted to be consistent with the existing directional signs;
- 4) The Volvo wall sign indicated on the final development plans be removed and a brand ground sign be permitted adjacent to the Volvo entrance to coordinate with the existing brand signs on the MAG campus;
- 5) A stormwater easement will need to be provided, subject to approval by Engineering.

REZONING/PRELIMINARY DEVELOPMENT PLAN

The purpose of the PUD process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process can consist of up to three basic stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);
- 2) **Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and**
- 3) Final Development Plan (Commission approves/denies).

The general intent of the preliminary development plan (rezoning) stage is to determine the general layout and specific zoning standards that will guide development. The Planning and Zoning Commission must review and make a recommendation on this preliminary development plan (rezoning) request. The application will then be forwarded to City Council for a first reading/introduction and a second reading/public hearing for a final vote. A two-thirds vote of City Council is required to override a negative recommendation by the Commission. If approved, the rezoning will become effective 30 days following the Council vote. Additionally, all portions of the development will require final development plan approval by the Commission prior to construction. In the case of a combined rezoning/preliminary development plan and final development plan, the final development plan is not valid unless the rezoning/preliminary development plan is approved by Council.

Review Criteria

Section 153.050 of the Zoning Code identifies criteria for the review and approval for a Rezoning/Preliminary Development Plan. In accordance with Section 153.055(A) *Plan Approval Criteria*, Code sets out the following criteria of approval for a preliminary development plan (rezoning):

- 1) The proposed development is consistent with the purpose, intent and applicable standards of the Dublin Zoning Code;
- 2) The proposed development is in conformity with the Community Plan, Thoroughfare Plan, Bikeway Plan and other adopted plans or portions thereof as they may apply and will not unreasonably burden the existing street network;
- 3) The proposed development advances the general welfare of the City and immediate vicinity and will not impede the normal and orderly development and improvement of the surrounding areas;
- 4) The proposed uses are appropriately located in the City so that the use and value of property within and adjacent to the area will be safeguarded;
- 5) Proposed residential development will have sufficient open space areas that meet the objectives of the Community Plan;
- 6) The proposed development respects the unique characteristic of the natural features and protects the natural resources of the site;
- 7) Adequate utilities, access roads, drainage, retention and/or necessary facilities have been or are being provided;

- 8) Adequate measures have been or will be taken to provide ingress and egress designed to minimize traffic congestion on the surrounding public streets and to maximize public safety and to accommodate adequate pedestrian and bike circulation systems so that the proposed development provides for a safe, convenient and non-conflicting circulation system for motorists, bicyclists and pedestrians;
- 9) The relationship of buildings and structures to each other and to such other facilities provides for the coordination and integration of this development within the PD and the larger community and maintains the image of Dublin as a quality community;
- 10) The density, building gross floor area, building heights, setbacks, distances between buildings and structures, yard space, design and layout of open space systems and parking areas, traffic accessibility and other elements having a bearing on the overall acceptability of the development plan's contribution to the orderly development of land within the City;
- 11) Adequate provision is made for storm drainage within and through the site so as to maintain, as far as practicable, usual and normal swales, water courses and drainage areas;
- 12) The design, site arrangement, and anticipated benefits of the proposed development justify any deviation from the standard development regulations included in the Dublin Zoning Code or Subdivision Regulation, and that any such deviations are consistent with the intent of the Planned Development District regulations;
- 13) The proposed building design meets or exceeds the quality of the building designs in the surrounding area and all applicable appearance standards of the City;
- 14) The proposed phasing of development is appropriate for the existing and proposed infrastructure and is sufficiently coordinated among the various phases to ultimately yield the intended overall development;
- 15) The proposed development can be adequately serviced by existing or planned public improvements and not impair the existing public service system for the area; and
- 16) The applicant's contributions to the public infrastructure are consistent with the Thoroughfare Plan and are sufficient to service the new development.

FINAL DEVELOPMENT PLAN

Final Development Plan

The purpose of the Planned Unit Development process is to encourage imaginative architectural design and proper site planning in a coordinated and comprehensive manner, consistent with accepted land planning, landscape architecture, and engineering principles. The PUD process consists of up to three stages:

- 1) Concept Plan (Staff, Commission, and/or City Council review and comment);
- 2) Zoning Amendment Request (Preliminary Development Plan; Commission recommends and City Council approves/denies); and
- 3) **Final Development Plan (Commission approves/denies).**

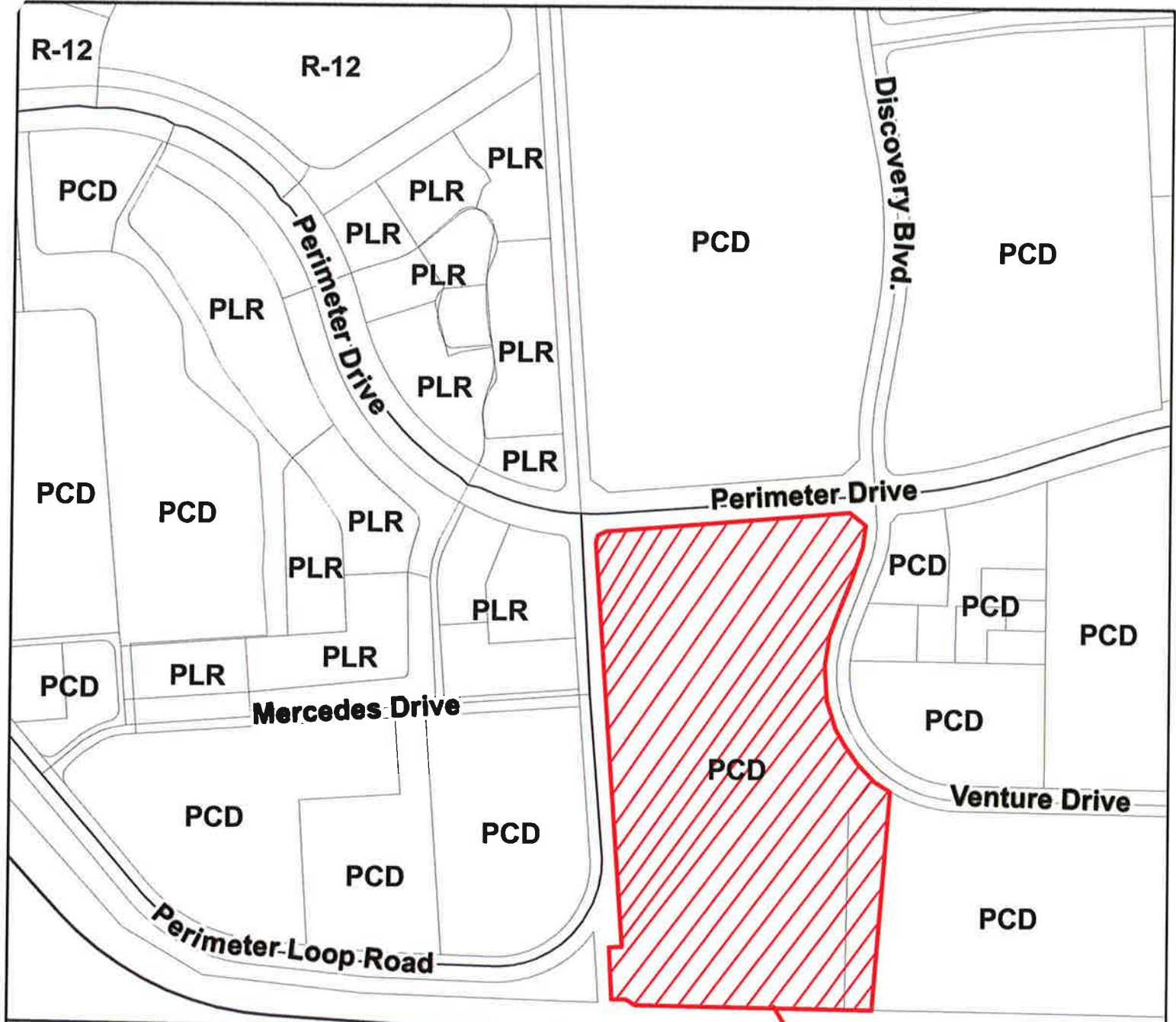
The intent of the final development plan is to show conformance with and provide a detailed refinement of the total aspects of the approved preliminary development plan (rezoning). The final development plan includes all of the final details of the proposed development and is the final stage of the PUD process. The Commission may approve as submitted, approve with modifications agreed to by the applicant, or disapprove and terminate the process. If the application is disapproved, the applicant may respond to Planning and Zoning Commission's concerns and resubmit the plan. This action will be considered a new application for review in all respects, including payment of the application fee. Appeal of any action taken by the Commission shall be to the Court of Common Pleas in the appropriate jurisdiction. Following approval by the Commission, the applicant may proceed with the building permit process. In the event that updated citywide standards are applicable, all subsequently approved final development plans shall comply with the updated standards if the Planning and Zoning Commission determines that the updated standards would not cause undue hardship.

Review Criteria

In accordance with Section 153.055(B) *Plan Approval Criteria*, the Code sets out the following criteria of approval for a final development plan:

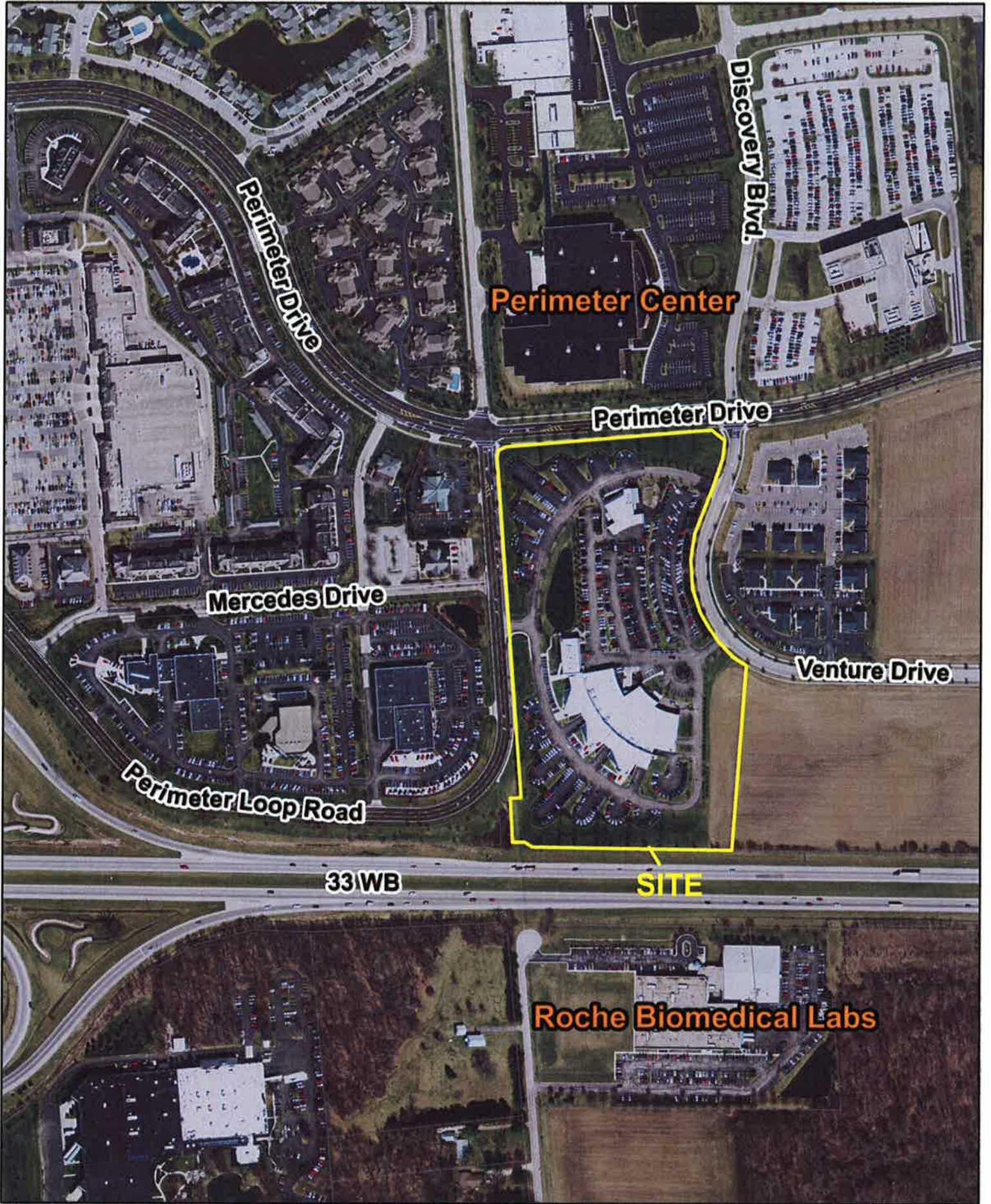
- 1) The plan conforms in all pertinent respects to the approved preliminary development plan provided, however, that the Planning and Zoning Commission may authorize plans as specified in §153.053(E)(4);
- 2) Adequate provision is made for safe and efficient pedestrian and vehicular circulation within the site and to adjacent property;
- 3) The development has adequate public services and open spaces;
- 4) The development preserves and is sensitive to the natural characteristics of the site in a manner that complies with the applicable regulations set forth in this Code;
- 5) The development provides adequate lighting for safe and convenient use of the streets, walkways, driveways, and parking areas without unnecessarily spilling or emitting light onto adjacent properties or the general vicinity;
- 6) The proposed signs, as indicated on the submitted sign plan, will be coordinated within the Planned Unit Development and with adjacent development; are of an appropriate size, scale, and design in relationship with the principal building, site, and surroundings; and are located so as to maintain safe and orderly pedestrian and vehicular circulation;

- 7) The landscape plan will adequately enhance the principal building and site; maintain existing trees to the extent possible; buffer adjacent incompatible uses; break up large expanses of pavement with natural material; and provide appropriate plant materials for the buildings, site, and climate;
- 8) Adequate provision is made for storm drainage within and through the site which complies with the applicable regulations in this Code and any other design criteria established by the City or any other governmental entity which may have jurisdiction over such matters;
- 9) If the project is to be carried out in progressive stages, each stage shall be so planned that the foregoing conditions are complied with at the completion of each stage; and
- 10) The Commission believes the project to be in compliance with all other local, state, and federal laws and regulations.



33 WB

SITE



Perimeter Center

Discovery Blvd.

Perimeter Drive

Perimeter Drive

Mercedes Drive

Venture Drive

Perimeter Loop Road

33WB

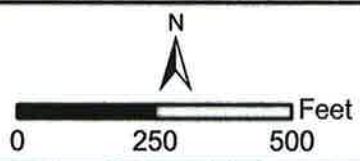
SITE

Roche Biomedical Labs

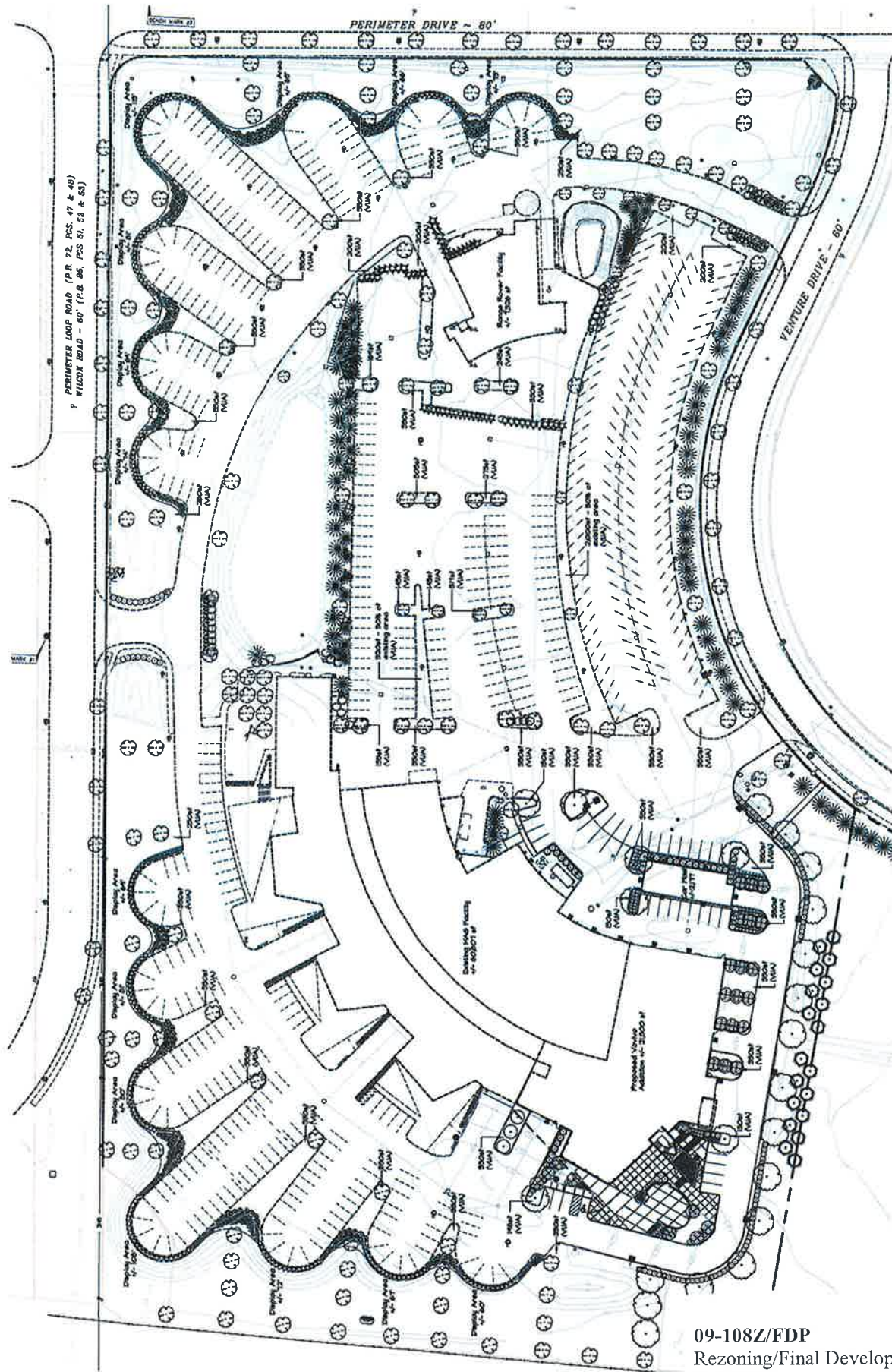


City of Dublin
Land Use and
Long Range Planning

09-108Z/PDP/FDP
Rezoning/Preliminary Development Plan/
Final Development Plan
MAG Volvo
6335 Perimeter Loop Rd.

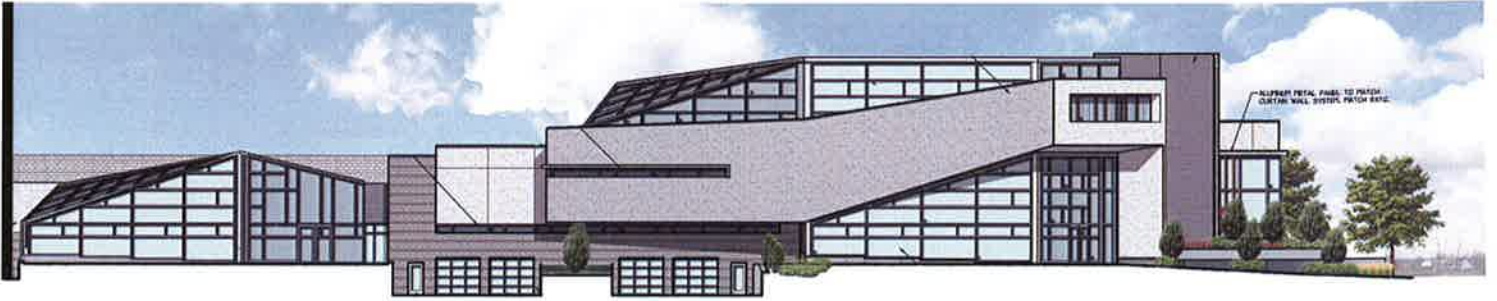


PROPOSED LANDSCAPE PLAN

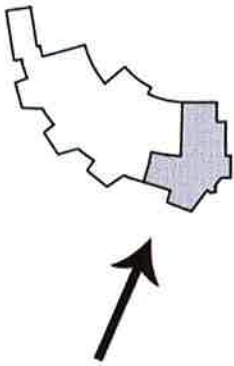


09-108Z/FDP
Rezoning/Final Development Plan
MAG Volvo
6335 Perimeter Loop Road

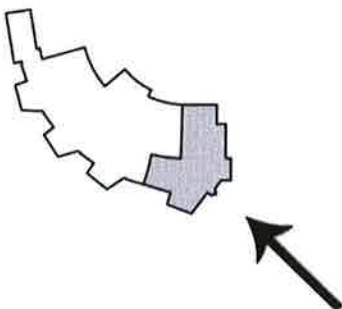
PROPOSED ELEVATIONS



SW Elevation



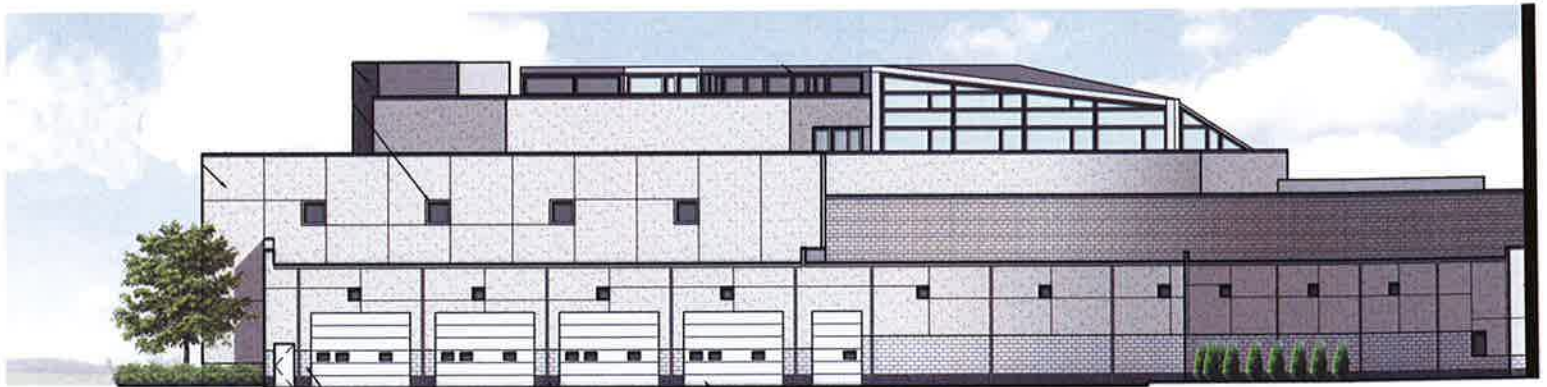
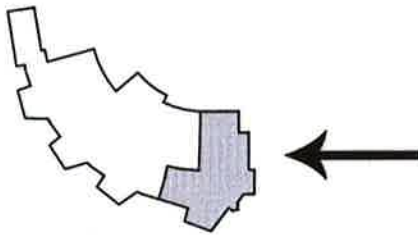
SE Elevation



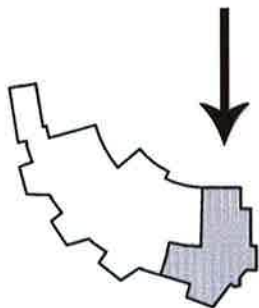
PROPOSED ELEVATIONS



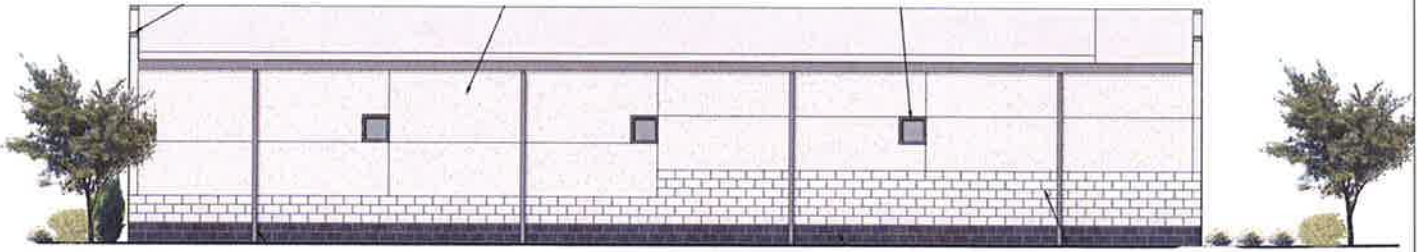
East Elevation



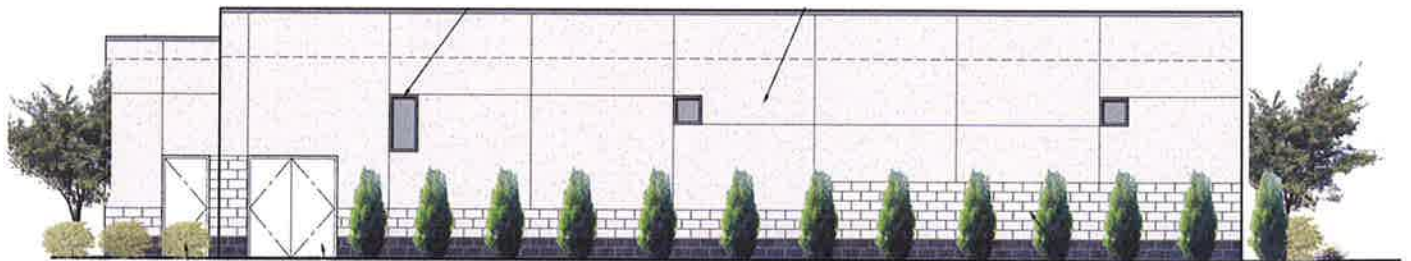
North Elevation



PROPOSED CARWASH ELEVATIONS



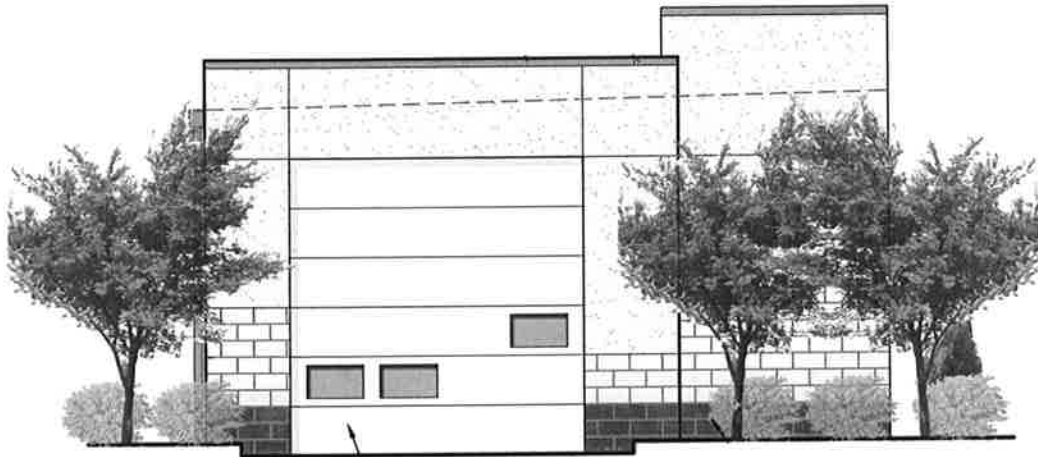
South Elevation



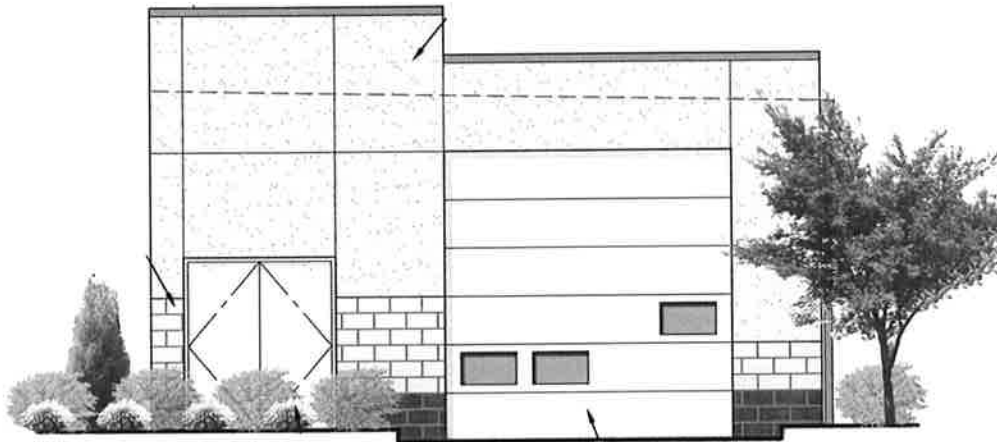
North Elevation



PROPOSED CARWASH ELEVATIONS



East Elevation



West Elevation

