

## PLANNING REPORT

# Planning and Zoning Commission

Thursday, October 23, 2025

## Wright-Patt Credit Union

### 25-097INF

[www.dublinohiousa.gov/PZC/25-097](http://www.dublinohiousa.gov/PZC/25-097)

#### Case Summary

Address	48 Corbins Mill Drive
Proposal	Construction of a drive-through facility for a bank conversion, plus minor site improvements, on a .90-acre site.
Request	Review and non-binding feedback on an Informal Review for future development.
Zoning	BSD-C, Bridge Street District – Commercial
Planning Recommendation	<u>Consideration of the discussion questions</u>
Next Steps	Upon receiving feedback from the Planning and Zoning Commission (PZC), the applicant may incorporate the feedback and submit a Conditional Use (CU) application.
Applicant	Stephen Butler, Community Civil Engineers, LLC
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#### Community Planning and Development



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Site Location Map

# 25-097INF - Wright-Patt Credit Union



## Site Features

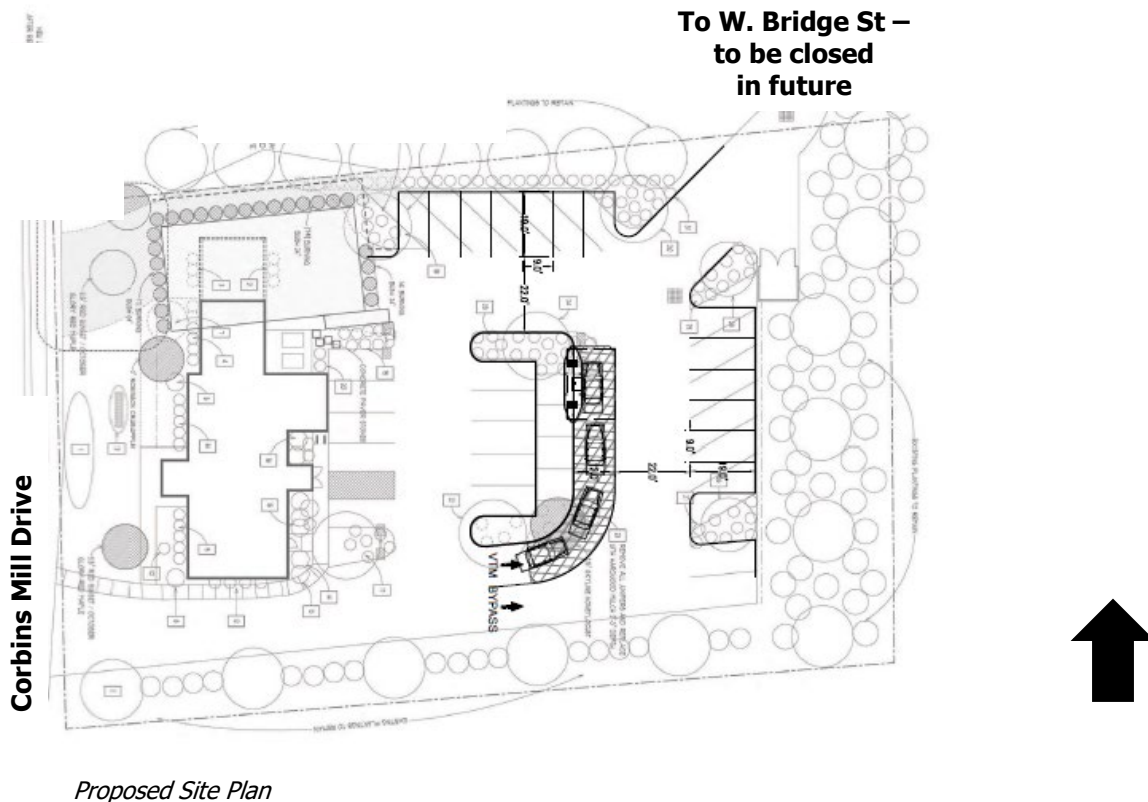
- 1 Existing Building
- 2 Proposed drive-through location



# 1. Request and Process

## Request

The applicant requests non-binding review and feedback to convert an existing retail building to a bank with a drive-through, which requires a Conditional Use (CU) approval. Minimal changes to the building's architecture and site are anticipated, according to the project narrative.



## Process

CUs are defined in City Code § 153.236(A) as uses that may be desirable, but will more intensely affect the surrounding area in which they are located. Development standards are set forth to ensure appropriateness.

Existing buildings in the Bridge Street District are permitted to remain as-is, and they are also permitted to be altered per Code § 153.062(B)(2)(b). No expansion is proposed to the building: this request is only to add a drive-through facility, which is a CU per Table 153.059A. Since the building exists, the CU, based on City Code § 153.236, is the only required application.

# 2. Background

## Site Summary



The .90-acre site is located on the east side of Corbins Mill Drive, south of Bridge Street, opposite the Kroger shopping center. It is a flag lot with access to W. Bridge Street and also directly to Corbins Mill Drive. The site is heavily treed. A sidewalk parallels Corbins Mill Drive.

## History

### *August 2025*

Applicant attended Office Hours meeting with staff; staff noted Future Land Use (FLU) designation, pedestrian orientation of Mixed Use Village/Historic Transition subareas, and anticipated character of the area as potential challenges for a CU.

### *December 2013, Case 13-118MPR*

Administrative Review Team approved, with conditions, a building addition that replaced a drive-through on the north side of existing building.

## 3. City Plans and Policies

### Envision Dublin Community Plan

The Community Plan is a key policy document used to guide decision-making for Dublin's future natural and built environment. It assists in evaluating development proposals and helps ensure that proposed development supports the community's long-term objectives.

### *Future Land Use*

The Envision Dublin FLU Map indicates Mixed Use Village for this site, which includes: small-scale, *pedestrian-oriented* uses preserved and developed with respect to historic building context and character (emphasis added).

### *BSD Special Area Plan*

The subject site is located within the Historic Transition/West Bridge Street subarea of the BSD Special Area Plan. The intent of this area is "to signal a *distinct shift from a highway setting to the walkable, mixed-use* environment embodied in nearby Historic Dublin and throughout the BSD" (emphasis added). Noted are significant opportunities to improve walkability by reconciling vital pedestrian and access improvement with current high-volume traffic. The vision is to transition from a highly auto-oriented environment to a pedestrian-oriented place over time.



*Site superimposed on SAP*

### Bridge Street District

The BSD Code establishes Neighborhood Districts where special attention to location and character of buildings, streets, and open spaces is important to fulfill 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.

### *Neighborhood Standards*

The site is zoned BSD-C, Commercial, which serves as a holding district for existing development (low-rise commercial, free-standing retail, and similar), per Code § 153.058(B)(4).

The goal is to rezone to other BSD zones (i.e. Historic Transition or Vertical Mixed Use District) when the needed densities are met, as described in Code Section 153.058(B)(9).

#### *Street Network, Lots, and Blocks*

The Code provides a hierarchy of requirements for establishing a gridded street network. The Street Network Map, part of the Mobility and Transportation Plan, identifies three families of streets: 1) Corridor Connectors, 2) District Connectors, and 3) Neighborhood Streets. Several streets are also listed as Principal Frontage Streets (PFS), which carry additional requirements.

The site has frontage on two streets: Corbins Mill Drive - a Neighborhood Street/PFS and W. Bridge Street – a Corridor Connector Street/PFS. The W. Bridge Street access will be closed in the future for safety reasons, leaving frontage only on Corbins Mill Drive. Development along a PFS should include front-facing building façades and limited conflicts between pedestrian and vehicular traffic. Driveways are not permitted along a PFS without City evaluation and approval.



*Site superimposed on street network*

The Bridge Street District network shows a planned Neighborhood Street connection between Corbins Mill and Monterey Drive in this general location, as shown by the green dashed line in the map above. Neighborhood Streets are meant to be local connections rather than cross-corridor travel.

## 4. Project

The applicant seeks feedback specifically on the proposed drive-through facility. It is shown located in the center of the site, behind the building, in the middle of the parking area. Four stacking spaces are provided.

## 5. Questions for Discussion

The following discussion questions are framed for the Commission to facilitate non-binding feedback for the applicant. Staff asks the Commission to also provide feedback on other elements of the proposed development not framed with the questions below.

### 1) Is the Commission supportive of the proposed use?

The drive-through does not appear to meet the intent of the Envision Dublin Community Plan, the BSD Special Area Plan, or the potential for expansion of the Historic Transition District. The BSD General Purpose, § 153.057, states 3 relevant goals for this discussion: 1) development of a walkable, mixed-use urban environment to enhance central Dublin's image as an exceptional location for high quality business investment; 2) creation of places that embody a commitment to community via traditional design, complete neighborhoods, and honoring human scale; and 3) acknowledgement of the transformative redevelopment concept behind the zoning. Again, this particular area is envisioned as a finer-grained pedestrian area that responds to the character of the nearby Historic District. The location of a drive-through between Corbins Mill and Monterey Drive might compromise that vision, philosophically and physically, by introducing a vehicle-centric use to the site.

The Special Area Plan notes this location as Historic Transition, a discrete area that is meant to gracefully acknowledge the unique character of Historic Dublin and adjacent residential, while blending into W. Bridge Street. This area requires sensitive treatment to maintain complementary relationships to adjacent districts. There are currently no drive-throughs in this subarea. The goal for all of BSD is to move away from auto-oriented development, toward walkable, mixed uses seen within the newly developed portions of Bridge Street.

As a PFS, Corbins Mill Drive's intent, per § 153.061(D), is to ensure continuous, pedestrian-oriented block/building faces, limiting pedestrian and vehicular conflicts. While the property's existing driveway is on Corbins Mill Drive, and is legal non-conforming and cannot be taken away, the addition of a drive-through will increase potential pedestrian and vehicular conflicts and emphasize auto-oriented development. Access points are not permitted on PFS, and this would have to be weighed at CU, especially City Code § 153.236(C)(2) which requires compliance with all applicable development standards.

Additional CU standards must also be considered. City Code 153.236(C)(1) states that the use will be in accordance with the specific objectives of the Community Plan. Based on the emphasized sections of Envision Dublin and the related Special Area Plan herein, consistency is not found. 153.236(C)(3) requires harmony with the general vicinity and preservation of the essential character of the area. Drive-throughs are not harmonious with the Historic Transition vision and would change the character significantly. 153.236(C)(7) requires harmonious conditions of operation, including avoidance of noise, glare, and traffic impacts: residential is directly to the south. The applicant would have to satisfactorily address these concerns if a CU application was made.

The Commission is requested to comment on the proposed use and likelihood of CU support.

**2) Is the Commission supportive of the proposed site layout?**

Dublin City Code § 153.208 requires eight stacking spaces per bank drive-through: the site plan shows four. If eight spaces were provided, stacked cars would block the rows of the closest parking spaces, monopolizing the site. When the access to W. Bridge Street is removed, this will further exacerbate site circulation.

The proposed central location shows a separate "structure" for the kiosk and any shelter/roof/signage/lighting, rather than a feature integrated into the overall building. This visually emphasizes the auto-oriented nature of the request.

With any proposed changes to drive aisles/circulation, site grading, drainage, and/or stormwater requirements would have to be evaluated and addressed at the next step.

The Commission is requested to comment on the layout.

**3) Any other considerations by the Commission.**