

# 19-052 – ST. JOHN’S LUTHERAN CHURCH ADDITION

## Summary

This is a request for review and approval of an Architectural Review Board application for an entrance canopy addition, parking lot modifications, and associated site improvements to an existing church.

## Site Location

The site is located on the south side of Rings Road, approximately 475-feet east of the intersection with Avery Road.

## Zoning

R-2: Limited Suburban Residential District.

## Property Owner

St. John’s Evangelical Lutheran Church

## Applicant/Representative

Rich Pontius, AIA, Thomas & Marker Construction

## Applicable Land Use Regulations

Zoning Code Section 153.174 and the *Historic Dublin Design Guidelines*

## Case Manager

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## Next Steps

Upon review and approval from the Architectural Review Board (ARB), the applicant may file for building permits.

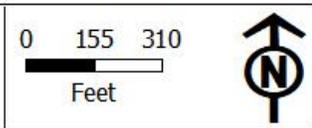
## Zoning Map



## 1. Context Map



19-052ARB  
Architectural Review Board  
St. John's Lutheran Church Addition  
6135 Rings Road



## 2. Overview

### Background

The approximately 13.5-acre site was annexed into the City of Dublin in 1990 (Ord. 89-90). There have been several significant additions to the south and rear of the original structure, the last of which was approved by the Architectural Review Board (ARB) in 1998. The original structure fronts Rings Road, and was built circa 1860.

The ARB approved similar projects to this proposal in 2013 and in 2016, but the applicant did not pursue the projects at those times. The current proposal includes a revised design and layout.

The site contains two parcels and is located outside the Historic District. The parcel that contains the historic church is identified on Appendix G within the Zoning Code, which requires approval by the Board. Only the parcel that houses the historic church is under ARB purview. The easternmost parcel is not under ARB purview because it is not listed on Appendix G.

### Site Characteristics

#### *Natural Features*

The site contains a tree row that runs along the southern border of the westernmost parcel and continues to the east, bisecting the easternmost parcel. A stream follows the same path through the property.

#### *Historic and Cultural Facilities*

The site contains a historic church built circa 1860 and has seen several significant expansions to the south and rear of the property. The original structure, fronting Rings Road, is a 1.5-story Romanesque Revival church with a two-story tower. The church rests on a stone foundation, is primarily brick, and contains stained glass windows on the side elevations. The original structure is in good condition, according to the City of Dublin Historical and Cultural Assessment, and is listed on the National Register of Historic Places.

#### *Surrounding Land Use and Development Character*

North: PUD: Balgriffin (Multi-Family Residential)

East: R-2: Limited Suburban Residential (Single-Family Residential)

South: R-2: Limited Suburban Residential (Single-Family Residential)

West: PUD: Cramer's Crossing (Open Space)

#### *Road, Pedestrian and Bike Network*

The site has approximately 725 feet of frontage on Rings Road to the north. A shared use path also exists on the north side of Rings Road.

#### *Utilities*

The site is served by public utilities, including sanitary and water. Electrical and gas are also provided on site.

## Proposal

This is a proposal for an entrance canopy addition, parking lot modifications, and associated site improvements to an existing historic property not located within the Historic District. The proposed modifications occur to the rear of the existing additions and no alterations are proposed to the historic church.

### *Porte-cochere, Walkway, and Vestibule*

The proposal calls for a new, 13-foot wide covered walkway extending from the existing south entrance to a new 940-square-foot porte-cochere, allowing patrons to be dropped off closer to the building and under roof. The proposal encloses the western portion of the existing overhang to accommodate a new vestibule and coatroom, and leaves the eastern portion untouched. The newly enclosed portion will have an aluminum storefront window system to match the existing building, and will accommodate a double-door entry into the vestibule.



The new porte-cochere widens to 23 feet at the point of contact with the covered walkway, which allows sufficient room for vehicles and pedestrian movement. The 20-foot wide drive aisle leading to the porte-cochere is a designated one-way, and meets the required Fire Code width of 17 feet. Fire Code also requires an unobstructed vertical clearance under the porte-cochere of not less than 13'-6". The plans show an unobstructed vertical clearance of 14'-2", which meets Code.

Within the boundaries of the porte-cochere, the applicant is proposing exterior lighting. The lighting fixtures will be attached vertically to the brick colonnades, and consist of an aluminum frame with an industrial powder coat finish.

The proposed roof is a flat Thermoplastic Polyolefin (TPO) roof system, which is supported by brick-clad colonnades. The proposed colonnades are clad in a brick veneer on the majority of the surface with cast concrete masonry at the base of the colonnade supports. The brick is not an exact match to the brick used on the existing façade due to product discontinuation; however, the applicant is proposing a Glen-Gery manufactured Jefferson Blend brick, which is intended to match the existing brick façade as closely as possible.

### *Gutters, Soffits and Fascia*

The proposal calls for a gypsum board soffit and ceiling material under the walkway and porte-cochere that will be detailed and painted to match the existing portico at the south entrance of the building. Aluminum gutters and downspouts are proposed with profiles and colors to match the existing building conditions, as well.

### *Parking Lot Improvements*

A new parking island is proposed for the northern section of the parking lot, directly adjacent to the porte-cochere. The redesigned island allows room for the new porte-cochere and provides 8 new ADA accessible parking spaces. New concrete sidewalks are proposed on the island to accommodate pedestrian traffic toward the south entrance of the church. The existing sidewalks on the north side of the parking lot will be replaced with this application, and an existing concrete curb will be modified to accommodate the realigned drive aisle.

This proposal also includes an expansion of parking east of the church building. The expansion is on the easternmost parcel, however, and is not under ARB purview. The plans include the proposed parking expansion for overall site and project context. This parking lot will add 18 spaces to the overall total. The parking lot will be illuminated with an average of one-half foot candles of light, as measured from the parking lot surface, per Code.

The affected parking areas are also to receive landscape improvements, including new trees and various plantings in the parking islands, as well as a new landscape retaining wall on the south side of the modern addition. The new parking lot on the easternmost parcel will require additional trees in order to meet Code, therefore staff recommends the perimeter trees around the new parking lot be added to the plans at the building permitting stage.

## 3. Criteria Analysis

### *Board Order Standards of Review [§153.174(B)]*

- 1) The character and materials are compatible with the context.  
Criteria Met. The proposal is to use a closely matching brick as well as cast concrete for the addition, which are compatible materials.
- 2) Recognition and respect of historical or acquired significance.  
Criteria Met. The proposal does not impact the original historic structure.
- 3) Compatible with relevant design characteristics.  
Criteria Met. The proposal is compatible with the existing relevant design characteristics.
- 4) Appropriate massing and building form.  
Criteria Met. The massing of the proposed porte-cochere is appropriate and is subordinate to the existing structure.
- 5) Appropriate color scheme.  
Criteria Met. The materials and colors are proposed to closely match the existing materials.
- 6) Complementary sign design.  
Not Applicable.
- 7) Appropriate landscape design.

Criteria Met with Condition. The proposed landscaping is appropriate and will enhance the site. Additional trees are required around the new parking lot proposed on the eastern parcel to meet Code.

- 8) Preservation of archaeological resources.  
Not Applicable.

*Alterations to buildings, structure and site. [§153.174(C)]*

- 1) Reasonable effort to minimize alteration of buildings and site.  
Criteria Met. The proposal does not significantly alter the building and improves the site overall with increased parking and enhanced landscaping.
- 2) Conformance to original distinguishing character.  
Criteria Met. The proposal conforms to the existing building character.
- 3) Retention of historic building features and materials.  
Criteria Met. The proposal does not impact the existing historic structure on the site.
- 4) Alteration recognizes historic integrity and appropriateness.  
Criteria Met. Through the use of appropriate materials and design, the alteration recognizes the historic integrity.
- 5) Recognition and respect of historical or acquired significance.  
Criteria Met. The proposal does not impact the historic portion of the church, and does not significantly alter the primary structure.
- 6) Sensitive treatment of distinct features.  
Criteria Met. The proposal is sensitive to distinct features and does not impact the historic portion of the church.
- 7) Appropriate repair or replacement of significant architectural features.  
Not Applicable. No portion of the historic building is to be repaired or replaced.
- 8) Sensitively maintained historic building materials.  
Criteria Met. The proposal does not impact the original historic structure.

*Additions to buildings, structure and site. [§153.174(C)]*

- 1) Materials are traditional to the Historic District, but are not necessarily matching.  
Criteria Met. The proposal uses materials and colors that closely match the existing building addition.
- 2) Contemporary designs are discouraged. Designs shall be compatible in scale, material, and character of the property, neighborhood, and environment. Roofline additions are discouraged or should be placed to have the least amount of visual impact.

Criteria Met. The proposal is compatible in scale, material, and character. The design does not impact the historic portion of the church structure and is compatible with the modern addition. The design is compatible with the majority of the building and will not negatively impact the surrounding neighborhood or environment. The roofline is flat and is subordinate to the primary structure.

- 3) Additions should be clearly distinguishable from the original structure by keeping additions smaller in scale where appropriate. Additions should generally be located to the rear of the historic structure and not detract from any aspect of the historic structure.

Criteria Met. The proposed addition is significantly smaller in scale and does not impact the historic portion of the church. The addition is proposed at the rear of the building.

- 4) All buildings, structures, and sites shall be recognized as a product of their own time. Additions with no historical basis are discouraged.

Criteria Met. The proposed addition is compatible with the approved modern additions to the rear and side of the original historic structure. The proposal does not impact the historic structure.

#### 4. Recommendation

Planning recommends **approval** of the application with one condition:

- 1) That the perimeter trees around the new parking lot located in the easternmost parcel be added to the plans at building permitting.