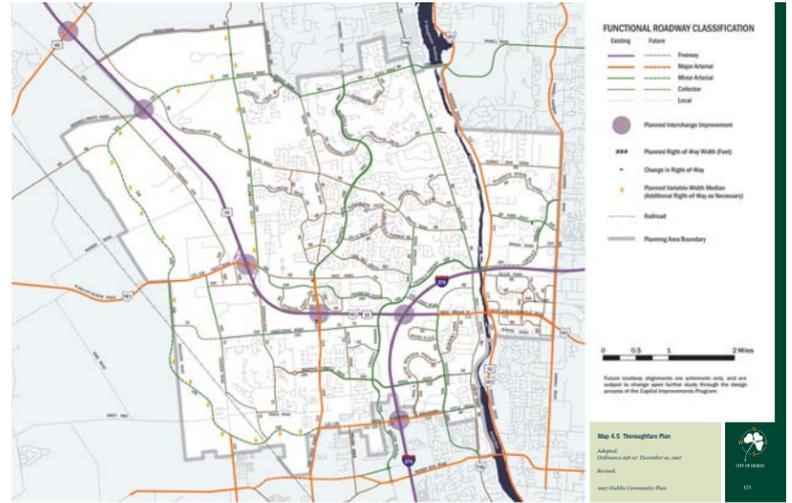


CITY OF DUBLIN COMMUNITY PLAN

The 2007 Dublin Community Plan anticipates future needs with respect to land use, transportation, utility infrastructure, parks and open space and community facilities.

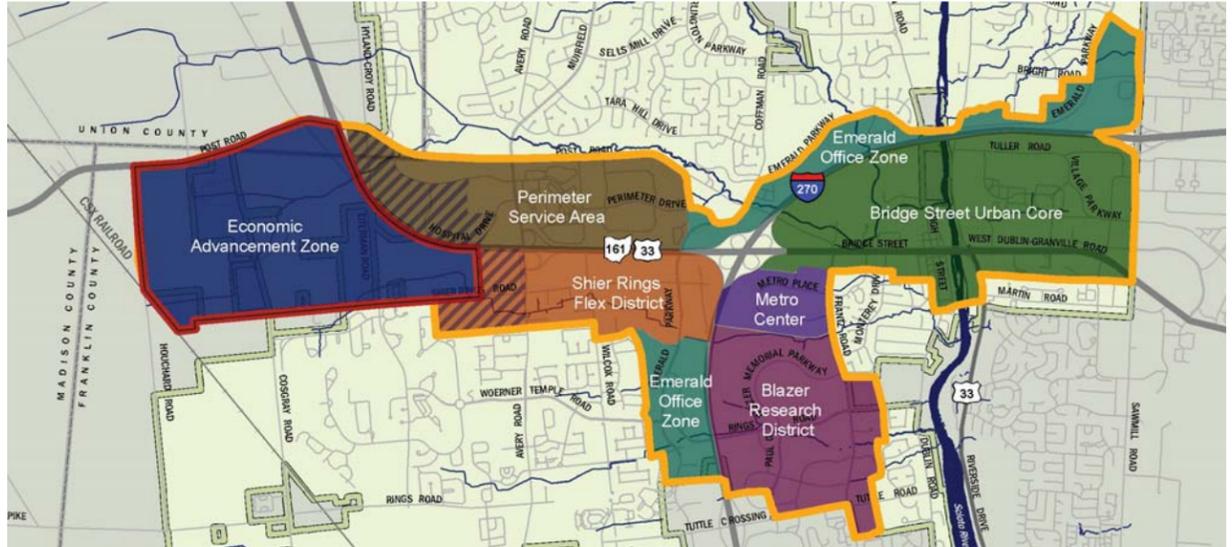
The plan serves as the City's primary planning guide and is used to evaluate private development requests and make public decisions regarding development, redevelopment, capital improvements, economic incentives and other matters affecting the lives of residents and corporate citizens



CENTRAL OHIO INNOVATION CORRIDOR BUSINESS NEIGHBORHOODS

Encompassing most of Dublin's employment core along I-270 and U.S. 33, the Central Ohio Innovation Corridor is home to most of Dublin's major corporations and technology based firms.

The COIC is geographically divided into seven different business neighborhoods based upon the general character of development, focus on particular businesses types, various zoning regulations, development review processes and future planning efforts.



WEST INNOVATION DISTRICT SPECIAL AREA PLAN

The West Innovation District (Economic Advancement Zone) is a critical component of the COIC. Located at the west end of the Corridor along U.S. 33, the EAZ is Dublin's targeted area for future technology-related development.

This planning study addresses future land use, building character and scale, transportation networks, parks and open space as well as multi-modal facilities.

Additional zoning ordinance regulations have also been adopted that regulate the standards for development within the West Innovation District.



AVERY ROAD SPECIAL AREA PLAN

The Avery Road Area includes a variety of uses, architectural styles, building materials and site development standards that reflect decades of development prior to annexation.

As Avery Road is widened to an arterial with median treatment, the need to provide a consistent appearance and identity will be important.



SHIER RINGS ROAD CORRIDOR CHARACTER STUDY
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PROJECT PLANNING AREA

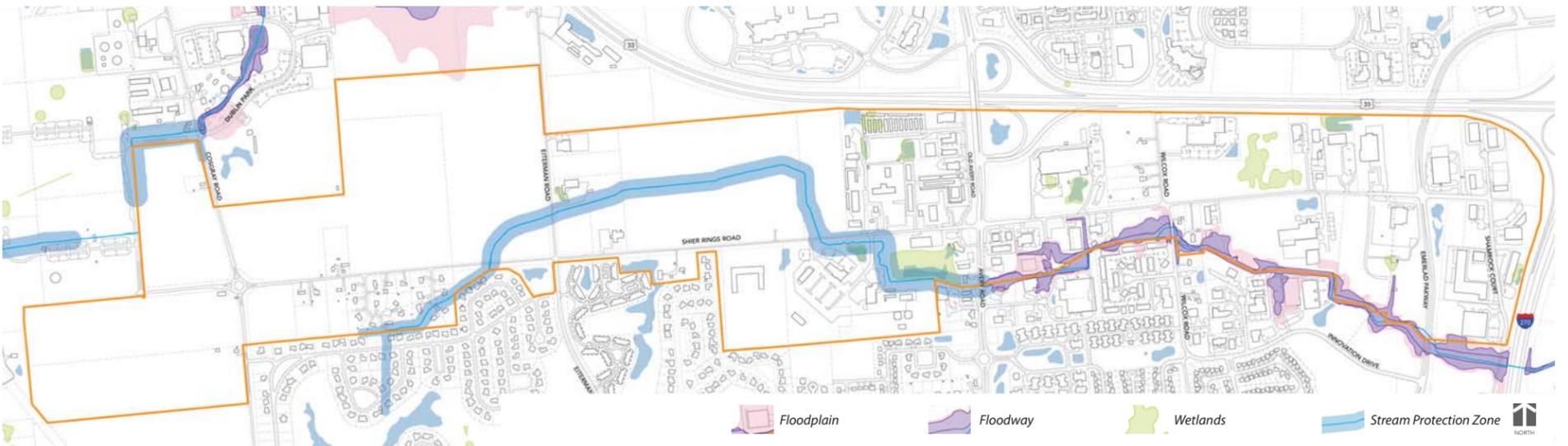
The planning area for the Shier Rings Road Corridor Character Study encompasses the entire length of Shier Rings Road from Interstate 270 to the east and Darree Fields to the west. The planning area is inclusive of the road itself, adjacent right-of-way, bicycle and pedestrian facilities, development along the corridor, other areas of influence, and intersecting streets.



Uses along the corridor range from medium-sized industrial operations like Hidaka, USA to small offices, agriculture, and residential.



A light industry or office flex building typical of the corridor.



ENVIRONMENTAL CONDITIONS

Environmental factors influencing development potential include wetlands, flood hazard zones, and stream protection areas. These factors can severely limit future development, as in the case of the floodway, or simply call out important features that would either need to be planned around or mitigated, as in the case of wetlands.



Portions of the drainage swale along Shier Rings Road are included in the Stream Corridor Protection Zone.



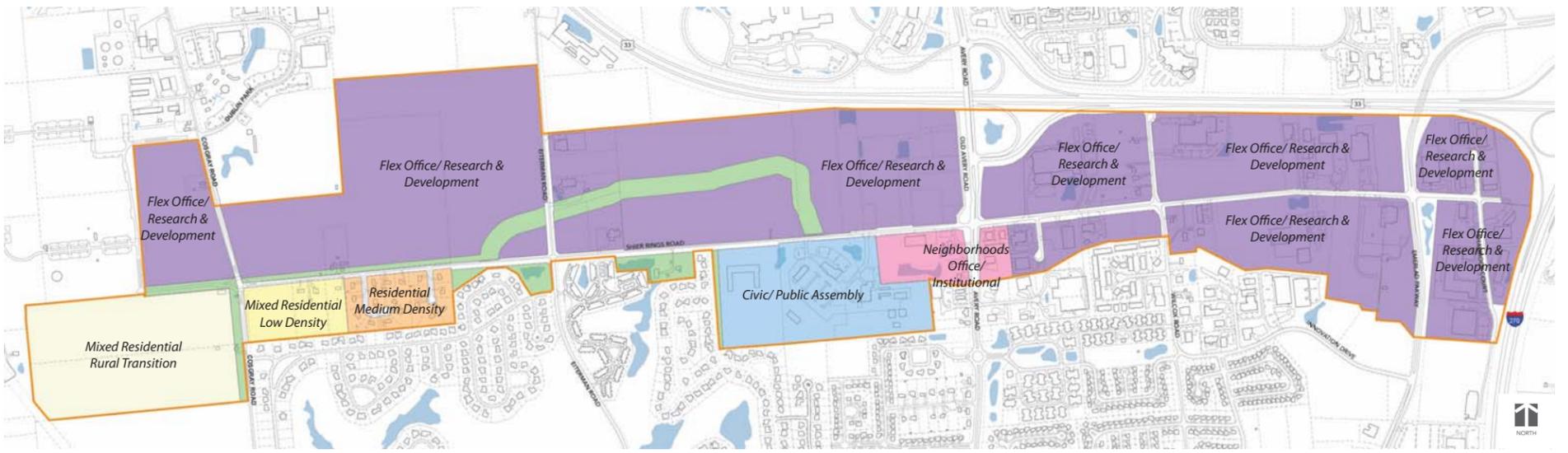
In addition to wetlands and waterways, significant tree stands may dictate development of some parcels.

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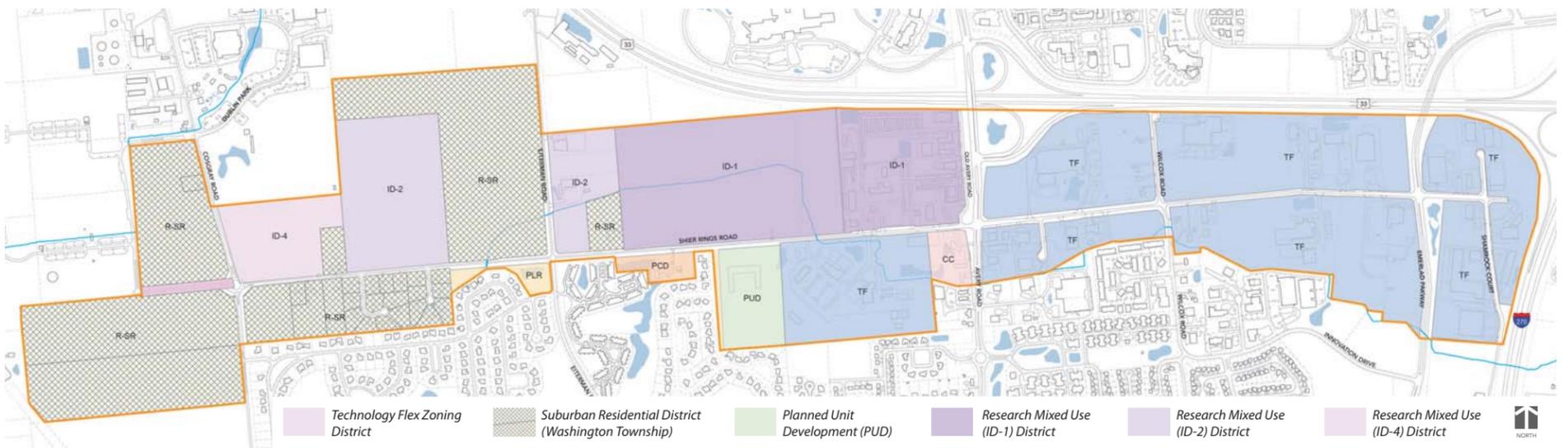




PROJECT AREA FUTURE LAND USE PLAN

The land use plan for the West Innovation District establishes a general hierarchy of uses and the associated development character to be expected. As a developing area, the relationship between land use and transportation planning are intricately linked.

The final land use plan for the study area looks at a simple tiered approach to research uses and the development quality of the area.



ZONING

Much of the planning area is part of the TechFlex District, which was adopted to provide additional flexibility in the design and construction of industrial and office uses. Other significant zoning classifications are the Innovation Districts 1, 2 and 4 which allow for office, research, laboratory, and clean manufacturing uses in the West Innovation District, and Washington township zoned R-SR parcels. It is anticipated these parcels would be annexed into the City and zoned in accordance with the Economic Advancement Zone Plan and the West Innovation District area plan of the Dublin Community Plan.



In addition to building size and location, zoning regulates signage and landscaping.



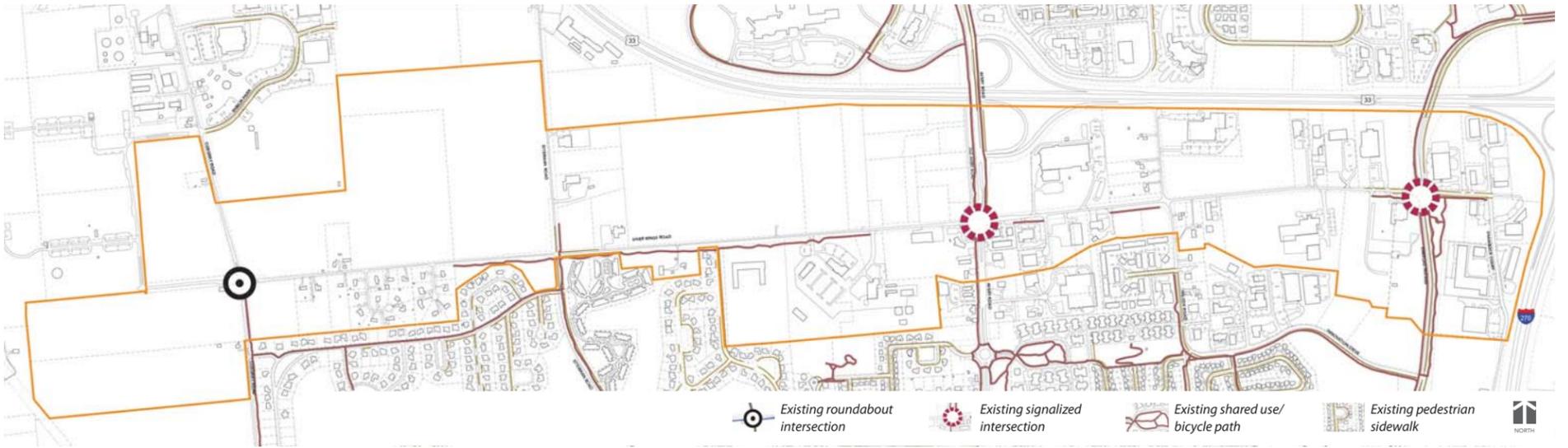
An example of development character that may result from the TechFlex District standards.

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EXISTING TRANSPORTATION INFRASTRUCTURE

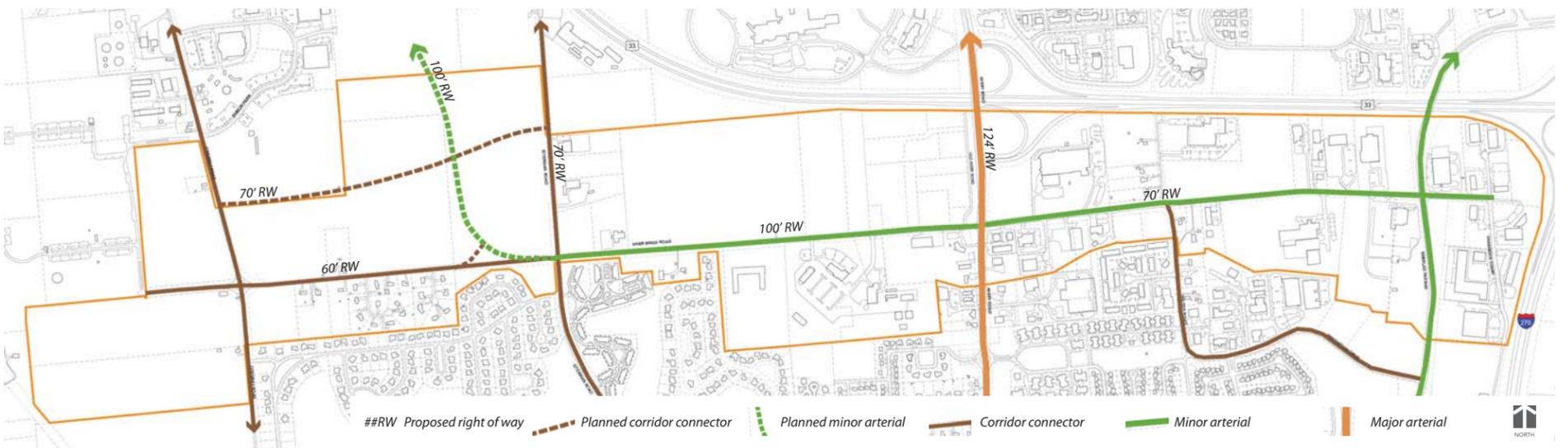
Roadway width along the corridor ranges from as narrow as 18 feet in some locations to greater than 50 feet in others. The current public right-of-way width varies from 50 feet to 100 feet. The main signaled intersections are at Avery Road and Emerald parkway while Cosgray Road is the only roundabout. Sidewalks and multi-use paths are present sporadically through the study area but neither the north or south side of the roadway has a complete pedestrian system.



Multi-use paths are present in some locations along the corridor but there are frequent gaps, leading to an incomplete network.



Although the roadway is only 23 feet wide at this location, the right-of-way measure almost 70 feet.



PLANNED TRANSPORTATION IMPROVEMENTS

Transportation system improvements included in the Community Plan, Thoroughfare Plan, and the West Innovation District special area plan have identified the intersections of Eiterman Road, Avery Road, and Wilcox Road as locations for roundabouts. An alternate alignment for Shier Rings Road to better serve the West Innovation District has also been proposed, as well as road widening and lane additions in some locations.



Some sections of the roadway already contain pavement that could be dedicated to additional lanes, bicycle facilities, or a planted median.



The intersection of Shier Rings Road and Eiterman Road has been identified as a potential roundabout location.

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The development plan concepts and cross sections are meant to provide general guides to indicate potential development and infrastructure options. Plans are schematic only, and the actual mix of land uses, locations and configurations of infrastructure will be determined through future public review, final design and engineering processes. Properties retain all existing rights.

