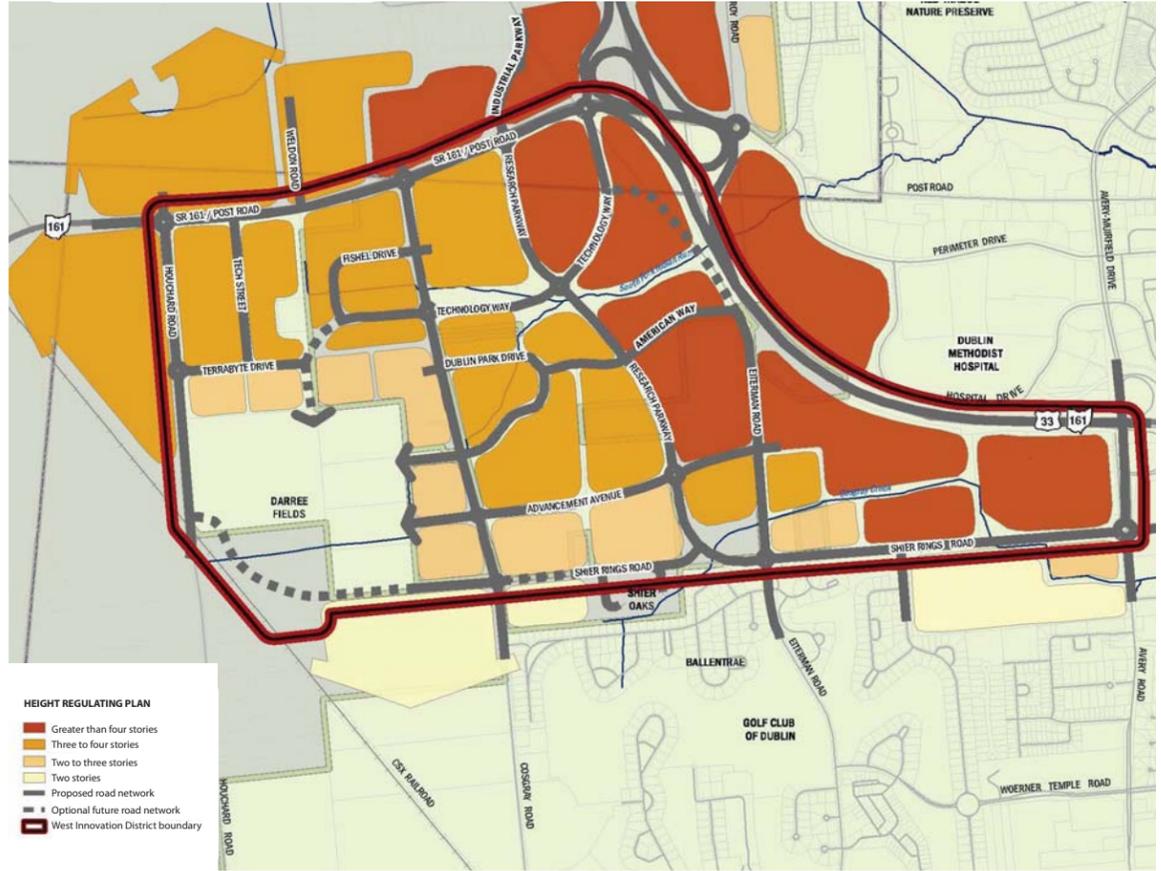


IMAGE KEYNOTES

- ① Proposed office/ research development (site sizes will vary). Development frontage will vary depending on site location and size.
- ② Primary access for future development should be focused on new, internal roadways. The sketch shown below depicts a conceptual road network that would provide the internal roadways and necessary access points outlined above. Private development curb cuts along Shier Rings Road should be minimized.
- ③ Private development parking areas should be placed internally. This minimizes the views from adjacent residential neighborhoods. In areas where parking needs to be located adjacent to the corridor, landscaping is required by the Zoning Code to screen parking areas planting should be used to screen views.
- ④ The Zoning Code includes landscaping requirements for parking lots and buildings adjacent to roadways. Plantings adjacent to the corridor can be used to transition existing development and screen views from adjacent users.



West Innovation District Height Regulating Plan. The Height Regulating Plan includes designations to limit building height based upon the specific location within the EAZ. Sites adjacent to existing neighborhoods are expected to include lower building heights, while those locations with high visibility and interchange access may include taller buildings that maximize development potential on key sites.



Shier Rings Road near Avery Road. The West Innovation District will be characterized by a mix of office, research, and development uses that are expected to decrease in height and intensity closer to Shier Rings Road. As the development sites increase distance from US 33, the development character should shift to more flexible, lower-profile construction.



Precedent Imagery. One of the key objectives for the area is the creation of a special place with a unique character. Future development will include creative architectural character elements intended to achieve a contemporary architectural expression typically associated with technology and research uses.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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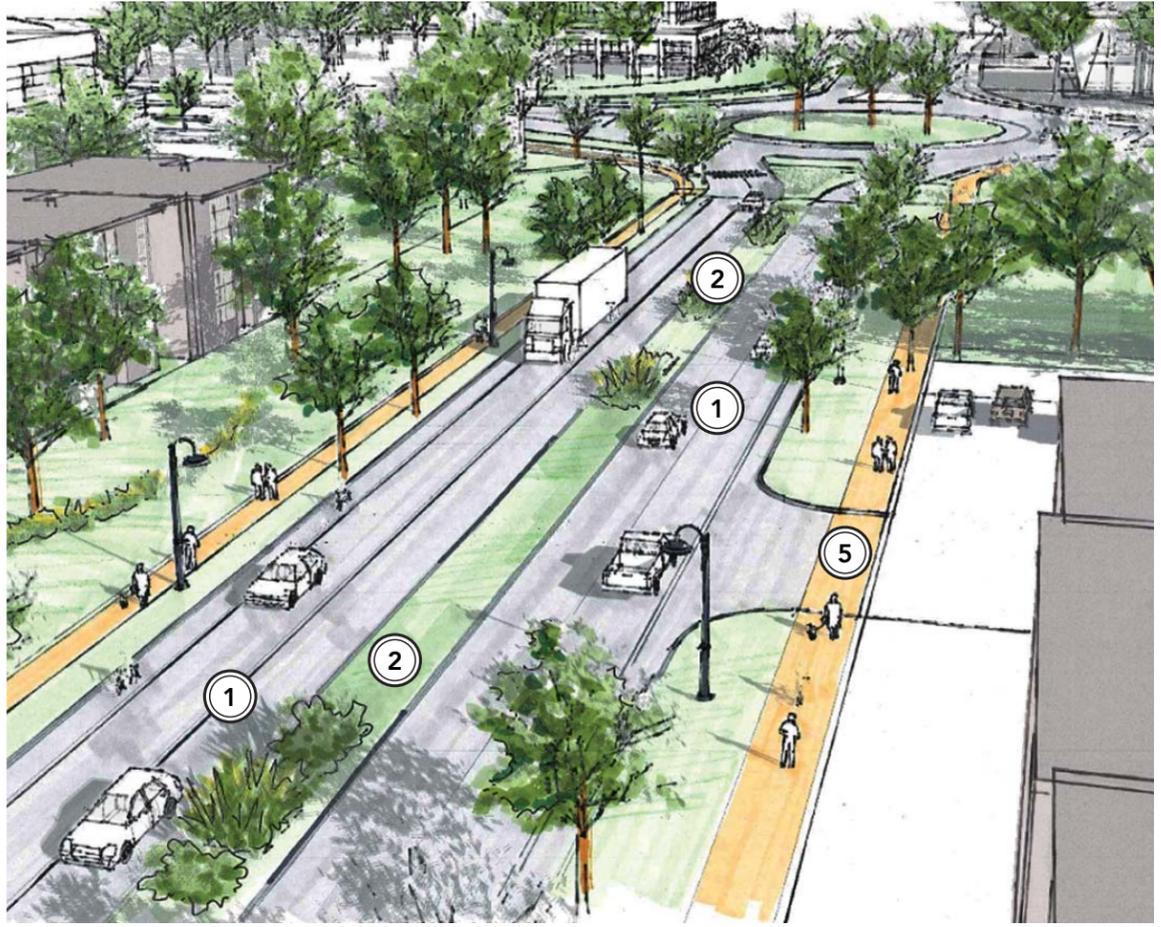
future development character

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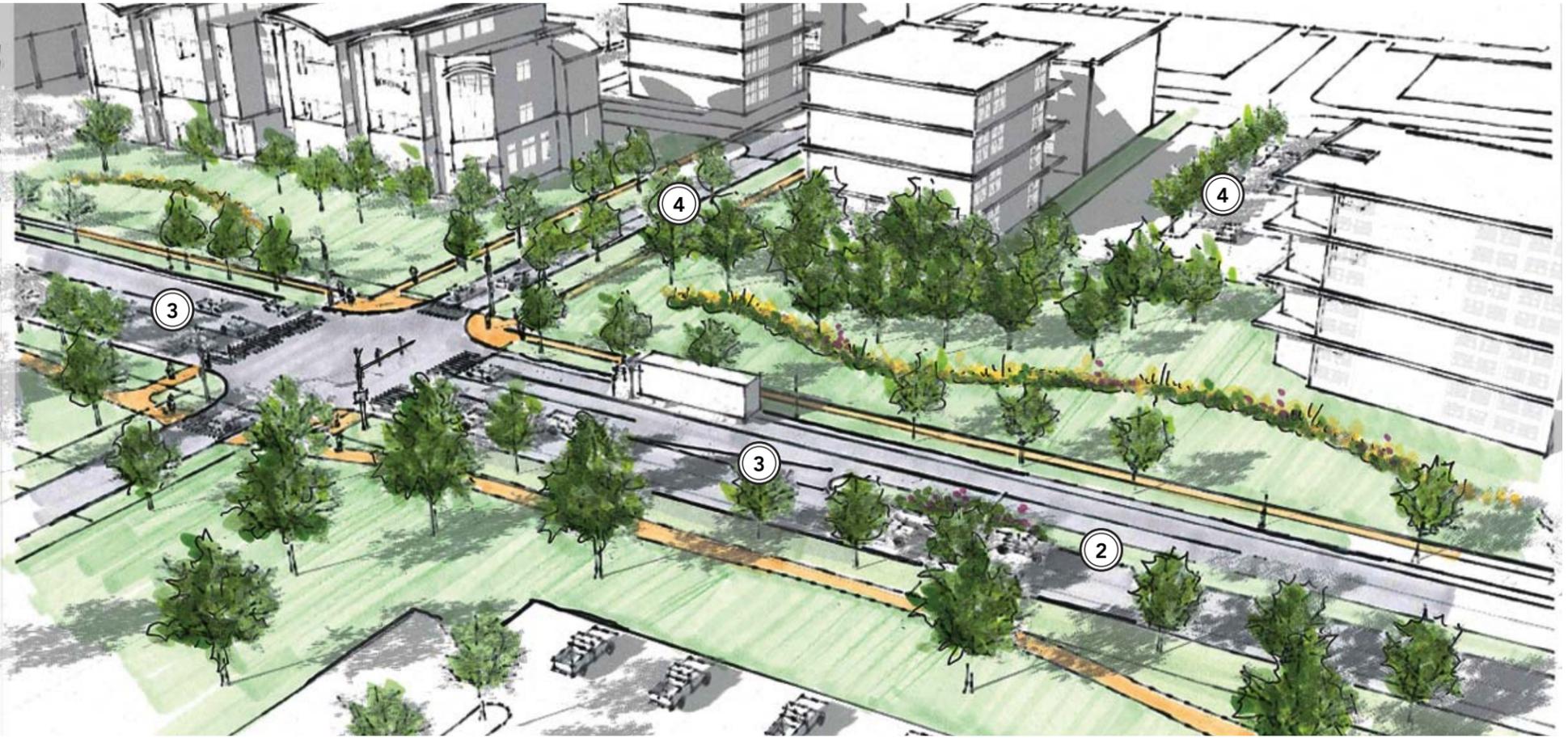


IMAGE KEYNOTES

- ① Due to projected traffic demand, Shier Rings Road will need four travel lanes between Eiterman Road and Avery Road.
- ② A center median is accommodated in the one hundred foot right-of-way cross section applied to portions of Shier Rings Road.
- ③ At signalized intersections the central median should transition to provide dedicated left turn lanes where necessary. Additional left turn lanes should be minimized to provide for efficient traffic movement along the corridor.
- ④ A network of internal roadways will be constructed with new development to provide access through larger development sites and manage vehicular access along Shier Rings Road.
- ⑤ Center medians and intersection improvements may require site access to be limited to right-in, right-out turning movement.



Shier Rings Road looking east towards Avery Road. Due to projected traffic demand, Shier Rings Road will need four 11-foot travel lanes separated by a raised median between Eiterman Road and Avery Road. The central median will provide controlled access to existing and future developments along the corridor.



Shier Rings Road near Avery Road. A network of internal roadways will be constructed with new development to provide access through larger development sites and manage vehicular access along Shier Rings Road.



Precedent Imagery. The central raised median should be curbed on either side and contain both lawn and planting areas. Where necessary the central median can transition to a dedicated left turn lane.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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corridor access management

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IMAGE KEYNOTES

- ① A variety of intersection improvements will be necessary to manage vehicular and pedestrian traffic, including potential roundabout and signalized intersections. Traffic signals should match corridor light fixtures. Pedestrian signals should also be included at the signal pole.
- ② A roundabout will provide safe and efficient movements for vehicles, pedestrians and bicyclists at the intersections of Shier Rings Road with Eiterman Road, Avery Road and Wilcox Road.
- ③ While the final roundabout geometry will vary at each intersection, all should provide for bicycle and pedestrian facilities and include facilities such as dedicated lanes, shared use paths, pedestrian sidewalks and applicable pavement markings.
- ④ Crosswalks and pavement markings should be placed at all pedestrian and bicycle crossings.



Shier Rings Road at Baronscourt Way. Where new private development roadways intersect with Shier Rings Road a standard signalized intersection will provide for necessary traffic and turning movements. These intersections should also include crosswalk markings for pedestrians.



Shier Rings Road at Eiterman Road. Roundabouts are quickly becoming the intersection standard throughout the City of Dublin. They provide safe and efficient movements for vehicles, pedestrians and bicyclists at high volume intersections. Along Shier Rings Road roundabouts are recommended for the intersections of Eiterman Road, Avery Road and Wilcox Road. Each roundabout should provide for bicycle and pedestrian facilities and include facilities and crosswalk markings.



Precedent Imagery. Intersections along the corridor will include both roundabouts and signalized intersections. All intersections should include accommodations for bicycles and pedestrians in the form of bicycle lanes, cross walks, sidewalks and shared use paths.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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corridor intersection treatments

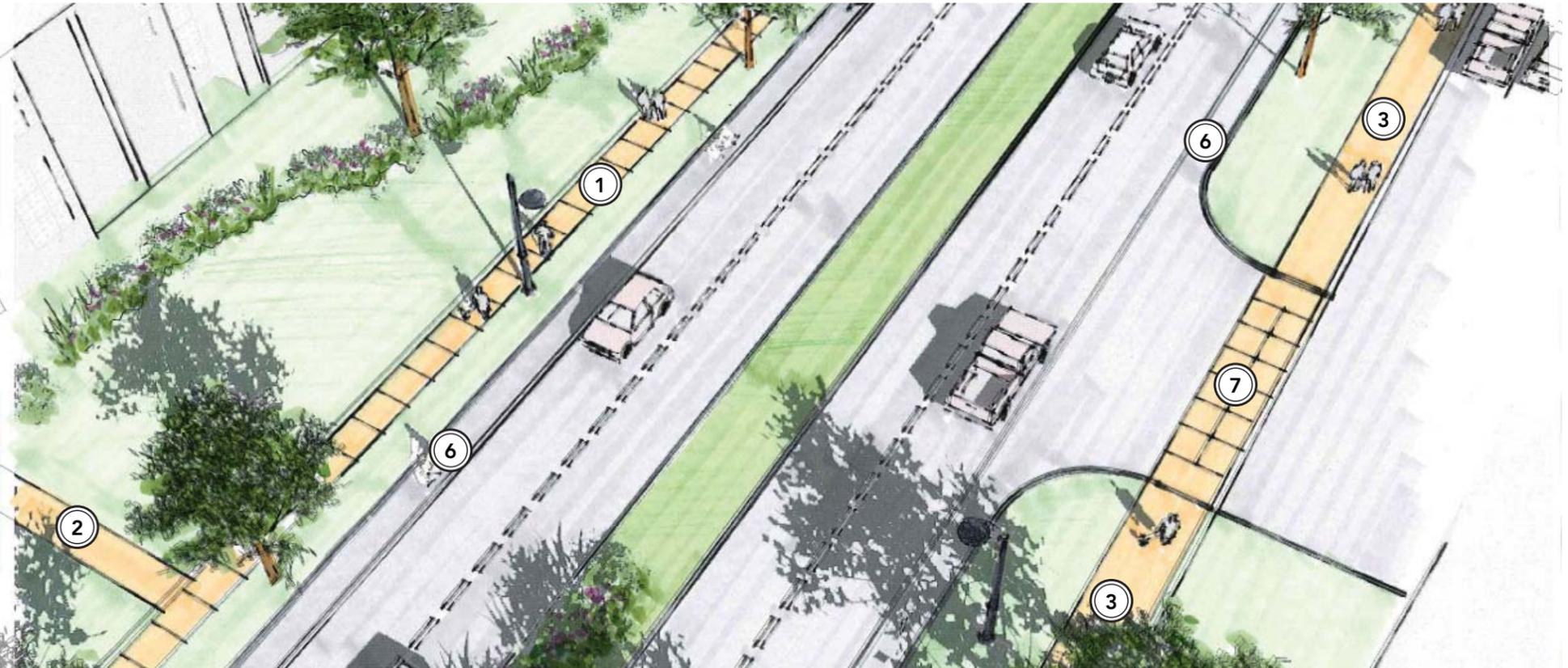
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IMAGE KEYNOTES

- ① A five foot sidewalk provides residents and visitors a direct connection to the variety of uses along Shier Rings Road.
- ② New development is required to provide on-site pedestrian and/or bicycle facilities within the right-of-way.
- ③ An eight foot shared use path provides off-street bicycle facilities to residents and visitors. The shared use path will connect existing residents and future development to the West Innovation District, Darree Fields and the existing facilities along Avery Road, Eiterman Road and Emerald Parkway.
- ④ An eight foot wide greenway provides links to area destinations while also buffering existing residential neighborhoods from new development.
- ⑤ Bike route signs direct cyclists along key bicycle corridors connecting throughout the city.
- ⑥ Five foot bicycle lanes provide in both directions provide on street cycling facilities along Shier Rings Road east of Eiterman Road.
- ⑦ Material changes should be made at private driveways to alert pedestrians and cyclists to the presence of motor vehicles.



Shier Rings Road looking west towards Cosgray Road. In the existing residential areas west of Eiterman Road, a greenway should be provided along the north side of Shier Rings Road to allow for additional buffering between the existing residential neighborhoods, future development and provide a pedestrian and bicycle connection to Darree Fields.



Shier Rings Road near Avery Road. In areas east of Eiterman Road a shared use path and pedestrian sidewalk should be constructed to provide connectivity to existing and future employment centers, future support services and existing City facilities. Private development should be encouraged to provide additional sidewalk connections to allow employees and visitors access to City facilities.



Precedent Imagery. The shared use paths, sidewalks and greenways along Shier Rings should use conventional construction materials. As these facilities are created and surrounding development increases, additional amenities such as benches, trash receptacles, and bicycle racks should be placed along the corridor.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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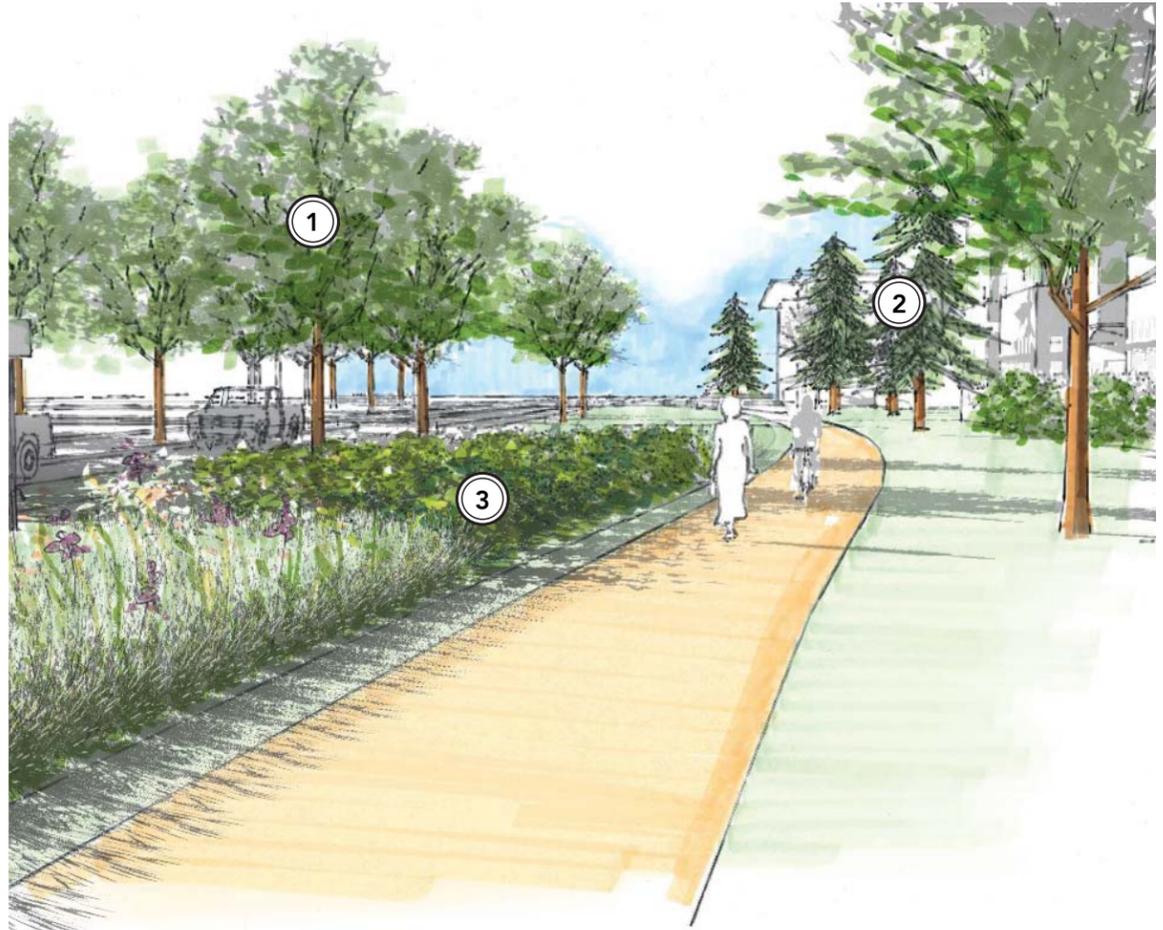
enhanced bicycle and pedestrian amenities

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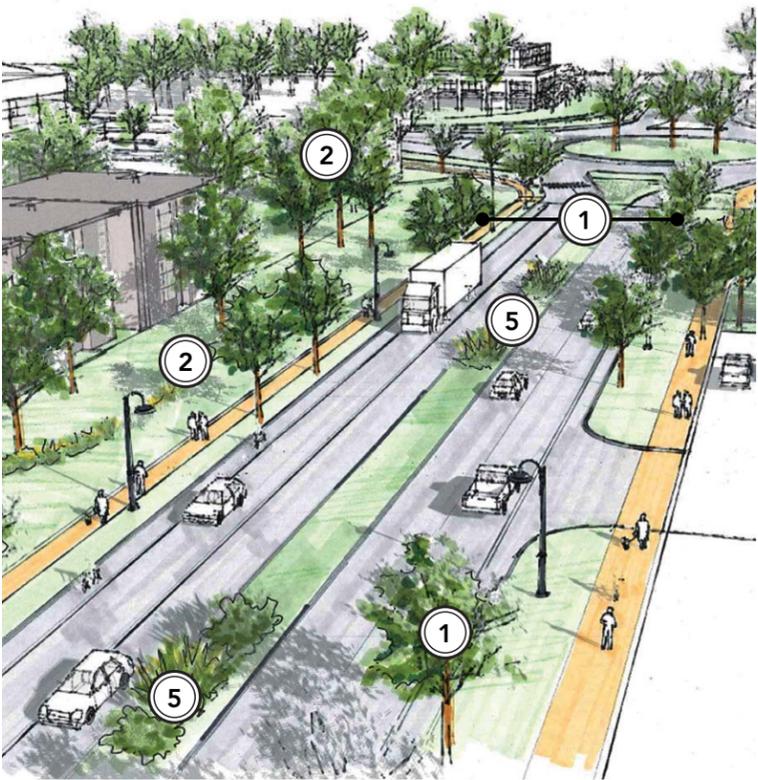
 City of Dublin

IMAGE KEYNOTES

- ① Street trees at regular intervals within a wide tree lawn provide visual continuity along the corridor. Street trees should be chosen based on mature height and spread as well as general habit.
- ② Private development should be encouraged to provide additional deciduous and evergreen tree plantings within the setback along Shier Rings Road. In addition to trees, ornamental shrubs, grasses and perennials can be added to provide adjacent development with a visual buffer.
- ③ In areas of existing residential development, future buildings can be further screened by providing aesthetic plantings between the edge of pavement and the future shared use path. Additional evergreen and deciduous tree plantings can be provided as well to provide an additional visual screen.
- ④ The planting treatment at each roundabout will vary based on geometry and adjacent development character but each has the opportunity to provide accent colors, small sculptures or public art. Accent plantings should be incorporated to provide visual interest in key areas such as Avery Road. Additional structural elements such as low walls and public art can also be added to provide additional focal points.
- ⑤ Accent plantings within the median provide visual interest at key locations along the corridor.



Shier Rings Road near Carl Shier farm. A future greenway can be used to screen the existing residential development from the future research and office uses. Plantings between the roadway and the path will provide for additional green space and private development plantings will provide visual buffers to residents and path users.



Shier Rings Road looking east at Avery Road. Street trees at regular intervals provide a visual continuity along the corridor. Accent plants in the median provide visual interest at key developments.



Shier Rings Road at Eiterman Road. Within the central island ornamental plantings such as trees, ornamental grasses, perennials and low growing ground covers should be utilized to form a consistent naturalized aesthetic. Accent plantings should be incorporated to provide visual interest in key areas such as Avery Road. Additional structural elements such as low walls and public art can also be added to provide additional focal points were needed.



Precedent Imagery. The plantings along Shier Rings Road and within private development should convey a naturalistic character that will complement the contemporary characteristics of the future buildings. Native grasses and perennials can be accompanied by evergreen and deciduous trees to provide visual screens along the corridor.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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corridor landscaping

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EVERY ROAD GATEWAY

The gateway to the Shier Rings Road corridor at Avery Road will be the first impression for many visitors traveling through the city. This primary intersection should include features and entry signs that coordinate with architecture and landscape themes by combining cutting-edge sign shapes and materials with striking landscaping within a naturalized backdrop.

EITERMAN ROAD GATEWAY

The secondary gateway near Eiterman Road should be incorporated into a public greenspace created by the future realignment of Shier Rings Road.

This greenspace should incorporate public art or monument signs to provide a clear sense of place. Additional amenities such as plantings, seating areas, pedestrian plazas and lighting should be added to enhance the public space that will be accessed by residents, employees and visitors.



Shier Rings Road at Avery Road. This intersection will be the entry point for the West Innovation District for many employees and visitors. This intersection should include features and entry signs that coordinate with the surrounding architecture. (Graphic from West Innovation District Study)



Shier Rings Road near Eiterman Road. Public art should be used as a key focal point in the newly created pocket of open space near Eiterman Road. The art and pedestrian plaza can provide a visual point of interest in the West Innovation District but will also provide recreational opportunities for residents, employees and visitors in the area.



Precedent Imagery. Monument signage and public art at the identified gateway locations will help create a sense of place along the corridor. Additional amenities such as accent plantings, seating areas, pedestrian plazas and lighting can be used to create public open spaces that residents, employees and visitors can enjoy.

SHIER RINGS ROAD CORRIDOR CHARACTER STUDY

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corridor and development gateways

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