



City of Dublin

Office of the City Manager

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Memo

To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager 
Date: November 3, 2016
Initiated By: Vincent A. Papsidero, FAICP, Planning Director
Joanne L. Shelly, RLA, AICP, LEED BD+C, Urban Designer/Landscape Architect
Re: Ordinance 50-16 – Community Plan Amendment - Shier Rings Road Corridor Area Plan

Summary

Ordinance 50-16 is a request for review and approval of a new area plan for incorporation into the City of Dublin Community Plan.

Background

The purpose of this study is to provide detailed policy and general design guidance for future improvements of the roadway, right-of-way and surrounding land use character in this important corridor. This study builds on the extensive planning studies completed for portions of the study area, including the Dublin Community Plan for land use and transportation network recommendations, which will guide future improvements to the design and character of Shier Rings Road.

Process

The Shier Rings Road Corridor Character Study to be incorporated into the Community Plan as the *Shier Rings Road Corridor Area Plan* involved the following components:

- I. Existing Conditions Analysis
- II. Stakeholder Engagement
- III. Plan Refinement
- IV. Review & Adoption

The project timeline was as follows:

- 2013 Existing Conditions Analysis
- 2013 Stakeholder engagement – Interviews
- 2013 Stakeholder engagement – Open House #1
- 2013 Presentation to Planning & Zoning Commission
- 2013 Stakeholder engagement – Open House #2
- 2014 – 2016 Plan Refinement
- 2016 Presentation to Planning & Zoning Commission
- 2016 Stakeholder engagement – Open House #3
- 2016 Planning & Zoning Commission recommendation to City Council
- 2016 City Council for adoption

Plan Overview

Project Process section describes the project purpose, the Community Planning purpose, the Project Components and the Project Timeline.

The second section focuses on the **Corridor Character**. The stakeholders were interviewed and asked to describe their perceptions and their preferences for future development as it relates to the physical character of the Corridor. Also described in this section are the City **policies** as described by the Zoning Districts, Special Area Plans, and Business Neighborhoods. The final component of the Corridor Character section is **analysis**, documenting existing conditions, developing a SWOT analysis, identifying Roadway Classifications as they relate to the thoroughfare Plan and Traffic management policies. City standards for roadway character and aesthetics are described as they relate to the Corridor.

The final section provides **recommendations** for future policy considerations, design aesthetic both for the roadway/right-of-way and guidance on site design for private developments. These recommendation address architectural and landscape styles, gateway and access management strategies, right-of-way facilities design and installation. Images and street cross sections are provided as illustrative support for the recommendations.

It is important to note that none of the improvements are imminent; this study is in anticipation of future roadway projects, consistent with Dublin's tradition of planning for future infrastructure improvements. The study clearly identifies associated plans, which are relevant to the study area. The intent is to demonstrate to potential purchasers or developers the City's long range view of how particular properties should be developed. As new sites are developed, each will be required to dedicate right-of-way and/or construct new roadway segments as appropriate to accommodate the increased vehicles. Specific design details and character elements for architecture and landscape will be implemented, based on the site and traffic analysis for that property.

Recommendation from the Planning and Zoning Commission

The Planning and Zoning Commission recommended approval to City Council on October 13, 2016 of the Shier Rings Road Corridor Area Plan for adoption as an amendment to the Dublin Community Plan.

Recommendation

Staff recommends City Council approve Ordinance 50-16 for the Shier Rings Road Corridor Area Plan as an amendment to the Dublin Community Plan at the second reading/public hearing on November 21, 2016.

RECORD OF ORDINANCES

Ordinance No. 50-16

Passed _____, 20____

AN ORDINANCE AMENDING THE 2007 COMMUNITY PLAN TO INCORPORATE THE SHIER RINGS ROAD CORRIDOR AREA PLAN

WHEREAS, the City of Dublin strives to preserve and enhance the unique high quality of life, community character and fiscal well-being offered to those who live or work in the community; and

WHEREAS, the City of Dublin seeks to manage growth and adapt to changes that result from the demand for corporate offices, high technology industries, homes, and mixed use development; and

WHEREAS, the City of Dublin seeks to preserve the public health, safety and welfare by managing the City's growth and change and ensuring that additional development and redevelopment does not adversely affect the community; and

WHEREAS, the City of Dublin strives to promote good governance through innovation, efficiency, transparency, and public involvement in all aspects of its community planning efforts; and

WHEREAS, the Dublin Community Plan is a flexible planning document that is meant to guide the City in planning and development decisions; and

WHEREAS, the Dublin Community Plan should be updated from time to time to respond to changes in the community and to maintain its accuracy, relevancy and usefulness as a decision-making tool.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Dublin, State of Ohio, _____ of the elected members concurring, that:

Section 1. The Dublin Community Plan is hereby amended, through the addition of the Shier Rings Road Corridor Area Plan and shall henceforth be officially included as a part of "The Dublin Community Plan." An updated copy of the Community Plan is on file with the Clerk of Council's office, as of the effective date of this Ordinance.

Section 2. The primary format of the Dublin Community Plan shall be a publicly-accessible website (<http://CommunityPlan.DublinOhioUsa.gov>) that will allow for future amendments to be efficiently incorporated.

Section 3. The City Manager shall be authorized to implement an official policy regarding the continual maintenance and periodic technical update of the Community Plan to adjust such items as facts, figures, inventories and descriptions or graphic depictions of existing conditions.

Section 4. This Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this _____ day of _____, 2016.

Mayor – Presiding Officer

ATTEST:

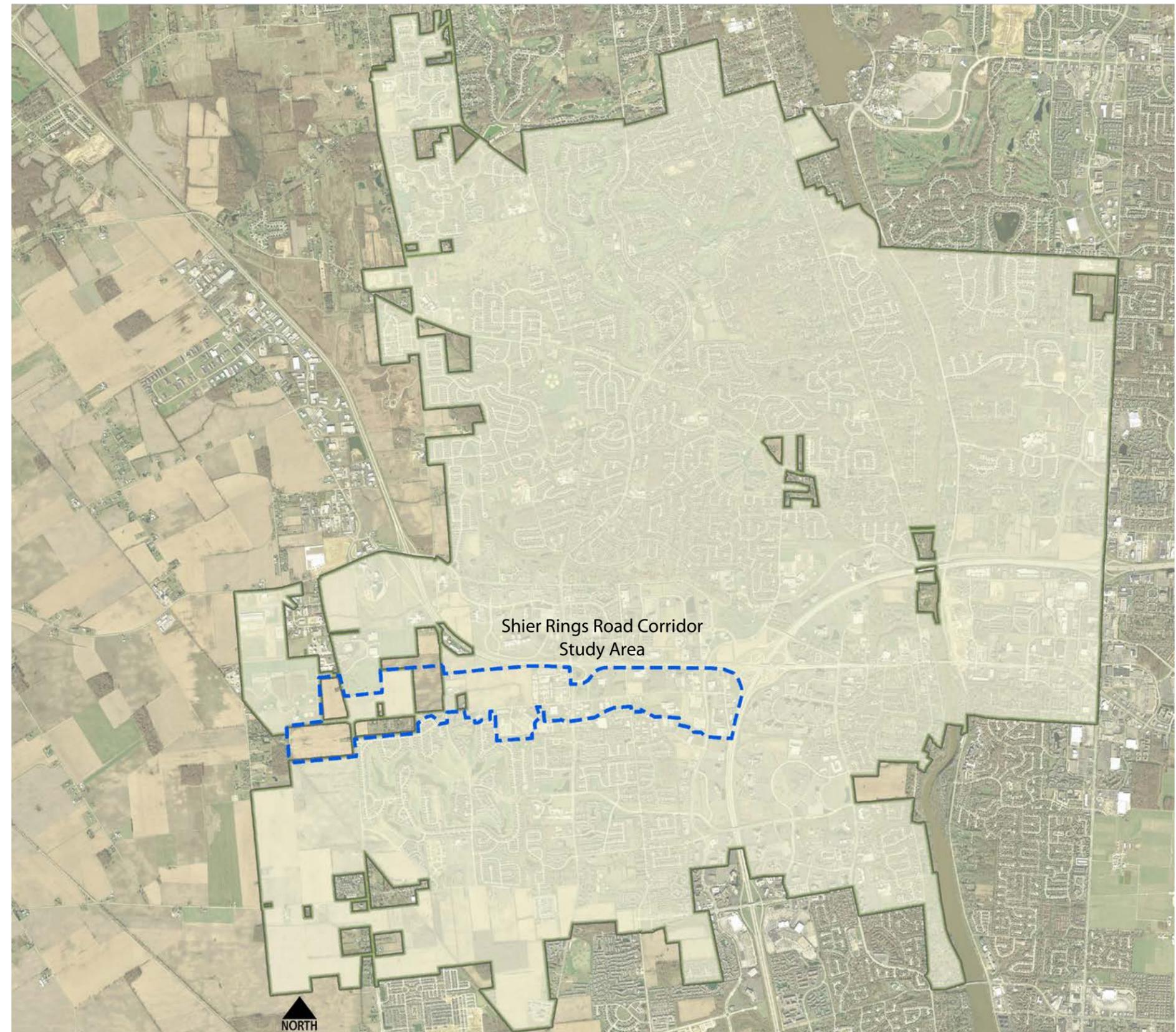
Clerk of Council

SHIER RINGS ROAD | CORRIDOR STUDY



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BACKGROUND

The City of Dublin began an inventory of important roadway corridors 2009 to review land use, roadway design, and roadside character. Each roadway corridor faces unique challenges in terms of transitioning land use character, aging infrastructure, and development pressures. The first of these planning efforts was the Hyland Croy Roadway Character Study, completed in June 2011.

The next area for examination is Shier Rings Road. This roadway contains a unique mix of industrial, office, residential, and City facilities, along with vacant land and infill sites. Nearly all of the area is covered by new planning efforts and zoning regulations under the Shier Rings TechFlex District and the West Innovation District.

At the same time, the City identified various business districts, principally located in the central core of the city (see Map 6). The business districts are designed to promote clusters of similar types of businesses and industries, allowing each area to benefit from appropriate access, visibility, and proximity to support uses and services.



PROJECT PURPOSE

A considerable amount of planning has taken place for the far west end of the Shier Rings Road corridor west of Avery Road as part of the West Innovation District planning efforts, and portions of Shier Rings Road along Avery Road have been studied as part of the Avery Road Corridor Special Area Plan within the Dublin Community Plan. Because Shier Rings Road has never been examined in its entirety, this project will serve as an amendment to the Dublin Community Plan through the comprehensive study of this roadway.

The purpose of this study is to provide detailed policy and general design guidance for future roadway improvements and surrounding land use character in this important corridor. This study builds on the extensive planning studies completed for portions of the study area, including the Dublin Community Plan for land use and transportation network recommendations, which will guide future improvements to the design and character of Shier Rings Road.

It is important to note that none of the improvements are imminent; this study is in anticipation of future roadway projects, consistent with Dublin's tradition of planning for future infrastructure improvements.

STUDY AREA OVERVIEW

The Shier Rings Roadway Corridor Character Study area is bounded by US Highway 33 to the north, I-270 to the east, Cosgray Road to the west (including parcels just west of Cosgray), and properties along the south side of Shier Rings Road.

Strategically located at the juncture of US 33 and I-270, Dublin is home to over 41,000 residents, more than 3,000 businesses, and hosts an estimated 65,000 jobs in administration, technology, science, health and information. Dublin's primary employment core along I-270 and US 33 is home to major corporations and technology-based firms. This area has been divided into seven business districts.

The Shier Rings Road Technology Flex District is one of the city's key business districts. The area is predominately comprised of light industrial uses and forms a physical connection between the Emerald Corporate District ringing I-270 and the growing West Innovation District. Shier Rings Road provides a direct east-west connection between these two districts, while providing access to single-family neighborhoods to the south. Large undeveloped parcels within the study area provide important opportunities for new businesses and/or expansions of existing Dublin businesses. Future development will need to transition between existing development and the contemporary, high-tech development that will characterize the West Innovation District.

PLANNING GOALS

1. Analyze existing conditions and previous planning efforts, including the Dublin Community Plan Special Area Plans, Future Land Use Map, and Thoroughfare Plan.
2. Provide strategies for integrating and balancing transportation mobility planning with land use and development character objectives identified in the Dublin Community Plan.
3. Recommend right-of-way improvements to best support the future land use mix and community character objectives while maintaining safe and efficient transportation.
4. Provide recommendations for pedestrian and bicycle facilities, as well as landscaping, lighting, and furnishings to enhance the visual appeal of the corridor.

COMMUNITY PLANNING

The best community planning efforts are those that have community support and a strong framework for implementation.

As part of the existing conditions inventory, Shier Rings Road corridor stakeholders were engaged to provide their insight and perceptions.

A series of work sessions were held among City of Dublin staff, including Planning, Engineering and Economic Development to facilitate idea sharing, design development, and consensus building. The work sessions provided opportunities to assess the area's current conditions, future public improvements, corridor design aesthetics, and create a framework for implementation.

The final step is for the Planning & Zoning Commission to review the plan to ensure it is in keeping with City policy.

KICK-OFF | June 2013

PROJECT TIMELINE

PROJECT COMPONENTS

The Shier Rings Roadway Corridor Character Study involved the following components:

- I. Existing Conditions Analysis
- II. Stakeholder Engagement
- III. Plan Refinement
- IV. Review & Adoption

Refer to the timeline on this page for more information on each phase of the Shier Rings Roadway Corridor Character Study.

I. EXISTING CONDITIONS ANALYSIS

June - August 2013

During the planning process, a series of charrette-style work sessions served as the primary tool for idea sharing, design development, and consensus building among City of Dublin staff, including Planning, Engineering and Economic Development. The work sessions provided guidance on the area's current conditions, future public improvements, corridor design aesthetics, and estimated timelines for implementation. The outcome of these charrettes was a framework for the corridor study to proceed.

II. STAKEHOLDER ENGAGEMENT

Interviews | June - August 2013

Stakeholders from the study area were invited to participate in group and one-on-one interviews with the consultant team. Participants included property and business owners and representatives from AEP, Air Force One, Dublin Building Systems, Hidaka USA, Hilliard's Furniture, Jobe & Associates, Sertek, Stanley Steemer and others.

Stakeholders commented that the corridor location is attractive to those who want to operate a business within the City. However, the roadway feels disjointed because of its unusual combination of uses. The stakeholders agreed that the road does not have the feel of a Dublin roadway when compared to roads like Emerald Parkway, which have a manicured landscape character and a consistent physical form.

II. STAKEHOLDER ENGAGEMENT

Public Open House #1 | September 18, 2013

The purpose of the first public open house was to introduce the Shier Rings Roadway Corridor Character Study, provide an overview of the preliminary recommendations within the context of previous planning efforts, and obtain input from stakeholders including property owners, business owners, residents of adjacent neighborhoods, and other interested parties.

Attendees reviewed information related to existing conditions, past planning efforts and general roadway characteristics. Participants were encouraged to participate in an implementation exercise that was used to prioritize potential development character recommendations for the study area.

IV. PRESENTATION TO PLANNING & ZONING COMMISSION 2013

The Shier Rings Roadway Corridor Character Study was presented to the Planning and Zoning Commission for informal review on December 5, 2013. Following public review of the draft recommendations a revised plan will be presented to the P&ZC for further review and a recommendation to City Council.

II. STAKEHOLDER ENGAGEMENT

Public Open House #2 | December 4, 2013

A second public stakeholder meeting was held at the Washington Township Administration Building. Stakeholders participated in an open house session and viewed a presentation by City representatives. Participants reviewed project posters and learned about proposed short-term and long-term phased improvements. Updates from the September meeting included:

- Clarifications of future land use recommendations for the West Innovation District were adopted by City Council in July 2013. The WID land use was changed to "Flex Office/Research and Development," which better addresses the transitional character from US 33 toward the neighborhoods.
- Development of conceptual renderings to illustrate the preliminary recommendations.
- Descriptions of implementation strategies.

II. STAKEHOLDER ENGAGEMENT

Public Open House #3 | October 2016

A third public stakeholder meeting was held at the Washington Township Administration Building. Stakeholders participated in an open house session and viewed a presentation by City representatives. Participants reviewed project posters and learned how future public infrastructure and private infill developments will be implemented.



WHAT IS A CHARRETTE?

A charrette is an intense and collaborative period of design and planning. Charrettes are commonly used to engage stakeholders with the design and engineering professionals in an informal setting allowing for an open exchange of ideas.

The Charrette process is valued because it can capture the stakeholder knowledge and experience which is difficult to identify through data collection.

Charrettes are an effective way to identify design challenges and opportunities, and study potential solutions. Final solutions tend to have support from the stakeholders because they have been engaged in the process.

III. PLAN REFINEMENT

2015 - 2016

The Shier Rings Roadway Corridor Character Study was presented to the Planning and Zoning Commission for informal review on December 5, 2013. Following the public review of the draft the recommendations will be incorporated into the draft and presented back to the stakeholders.

IV. PRESENTATION TO PLANNING & ZONING COMMISSION

October 2016

The Shier Rings Roadway Corridor Character Study was presented to the Planning and Zoning Commission for informal review on September 2016. Following public review of the draft recommendations A revised plan will be presented to the P&ZC for further review and a recommendation to City Council.

IV. PLAN ADOPTION

November 2016

Following final revisions recommended by the Planning & Zoning Commission, the plan will be presented to Dublin City Council for adoption as an amendment to the Dublin Community Plan.

WHAT IS A CORRIDOR STUDY?

Roadway corridor character studies are an examination of roadway design, adjacent land uses, open spaces and character elements that together impact the way a road is experienced by bicyclists, pedestrians, and motorists. Recommendations include roadway alignments, number and width of travel lanes, turn lanes, and intersection treatments. Other considerations for the design of the public right-of-way include the provision of pedestrian and bicycle amenities such as sidewalks, multi-use paths, on-street bicycle lanes and marked crosswalks.

Roadway corridor character studies also consider how adjacent developments should address the roadway in terms of building location, height, landscape, and access. Development is controlled by zoning regulations. Corridor character studies are used to describe the desired character and provide graphic visualizations for specific sites.

EXISTING CORRIDOR CHARACTER

Due to the variety of uses of Shier Rings Road, the existing conditions analysis required examination of physical characteristics, as well as public perception and policy considerations specific to the area.

This section documents the existing conditions of the Shier Rings Road corridor study area, in terms of:

- 1. Perception:** Using feedback from stakeholders obtained during the interviews and public open house sessions;
- 2. Physical Characteristics:** Using mapping tools, aerial and site photography, field verification, and guidance from the City staff project team; and
- 3. Policy:** Using recommendations and planning considerations from the previous planning studies (such as the West Innovation District and Dublin Community Plan) and zoning regulations applicable to the Shier Rings Road study area (including the Technology Flex zoning district).

QUESTIONS

“When you picture Shier Rings Road, what comes to mind?”

“What would make you feel like you are in the City of Dublin when traveling along Shier Rings Road?”

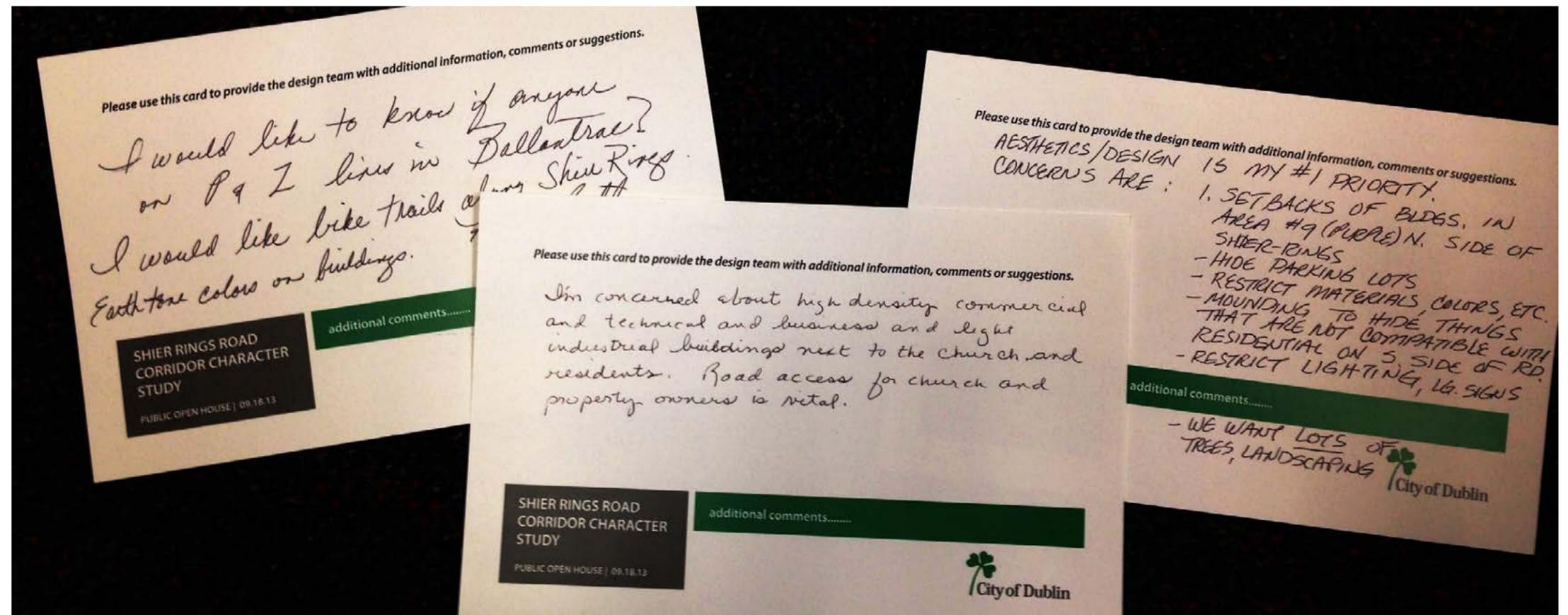
“What are the strengths of the Shier Rings Road corridor?”

Questions like these helped the project team learn from stakeholders about their perceptions of the opportunities and challenges facing the Shier Rings Road corridor. Stakeholders shared insights about the existing strengths and weaknesses of the Shier Rings Road corridor through a series of interviews and open house sessions. Stakeholders also shared ideas about what improvements to Shier Rings Road should look like in the future to maximize opportunities for this important roadway.

PERCEPTIONS

- “The corridor feels older and has not kept up with surrounding development.”
- “The combination of different land uses makes the corridor feel disjointed.”
- “It does not feel like Dublin when traveling along Shier Rings Road. The Dublin “feel” includes pro-active planning for a consistent architectural and landscape style, bicycle paths, sidewalks, medians, curvilinear roads, and high quality landscape treatments.”
- “The roundabout at the Shier Rings Road/Avery Road intersection has been discussed for years, but there is no time-frame as to when it might be completed.”

Comment cards were collected from the first and second open house sessions.



WHO ARE THE STAKEHOLDERS?

Stakeholders are the members of the community who live, work, do business or play in a study area. Due to the multitude of land uses our stakeholder community is very diverse. Our stakeholder group included: residents, church leaders, business owners, employees, Washington Township fire-staff and City staff. Stakeholder groups are a subset of the community members and are typically made up of leaders who can represent and speak for their particular user group. For this study, all community members were invited to meetings and asked to provide feedback and issue specific comments.

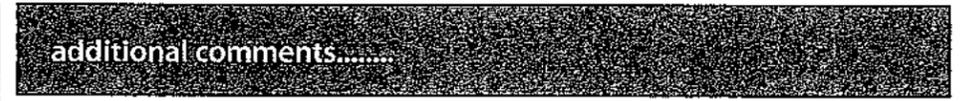
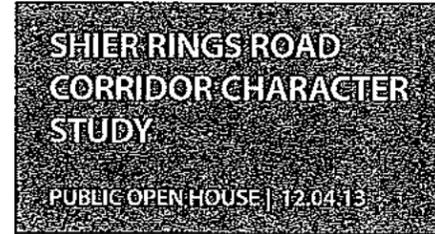
STAKEHOLDER COMMENTS

Comment cards were provided at each of the open house sessions. Stakeholders were asked to share their perceptions, classify characteristics and describe their understanding of policy. They were also asked to identify issues and opportunities that were important to them but may not have been addressed in the presentations or list of initiatives.

Participants were asked to provide input on the improvements or initiatives they thought would have the biggest impact on the Shier Rings Road corridor. Seven improvements were listed with additional space (shown below right in italics). Participants were provided stickers and asked to identify the improvement(s) they thought would make the biggest impact on the corridor. These results helped identify the project priorities described later in this plan.

Please use this card to provide the design team with additional information, comments or suggestions.

Please maintain access from the west to the church!! This is not merely a convenience issue, but a safety issue. The building has very many groups utilizing it. For fire and emergencies it would be critical. We have very many people who come from Plain City and Marysville. Right-in and right-out because of a median is dumbfounding.



Paula Eddy, Fellowship Baptist Church 

STAKEHOLDER INTERVIEW QUESTIONS

- Describe the overall character of the Shier Rings Road corridor.
- What roadway characteristics make you feel like you are in the City of Dublin?
- In your opinion, are there any existing traffic, access or capacity issues with the Shier Rings Road?
- Within the study area, what would be the primary areas that developers would be interested in?
- What should new amenities along Shier Rings Road resemble? What are the characteristics that should be included?
- Are there any issues with existing infrastructure (capacity, location, service, etc.)?
- What are the strengths of the Shier Rings Road corridor?
- What are the major development constraints?
- Do you have any additional recommendations for this plan?

IMPROVEMENT OR INITIATIVES

VOTES

Roadway improvements, which could include wider lanes, additional lanes, roundabout intersections, medians, etc.	●●●●●●●●
Complete and connected bicycle and pedestrian facilities	●●●●●
Additional landscaping and beautification	●●●●●●●●
Development of agriculture parcels between Avery Road and Eiterman Road	●
Development of agriculture parcels between Eiterman and Cosgray Road	●●●●●
Redevelopment of key properties around the Shier Rings Road- Avery Road intersection	●●●●●●
Redevelopment of key properties around the Shier Rings Road- Wilcox Road intersection	●
Leave Shier Rings Road east of Avery to Emerald Parkway as is as it has no direct access to US 33	●

WHAT IS THE COMMUNITY PLAN?

The Community Plan is the key policy guide for decision-making about Dublin's built and natural environments. The Community Plan text and associated maps contain detailed recommendations for future development including the appropriate location and density or intensity of residential and commercial uses; the general location and character of roads; the general location of parks, open space and public buildings.

The Community Plan is a guide for City Council and the Planning and Zoning Commission as they assess the location, character, and extent of proposed public and private development in Dublin. The Plan is designed as a short-, medium- and long-range guide for decision-making.

The Land Use Plan, Transportation Plan and Special Area Plans together form the foundation of the Community Plan. The Land Use Principles, Future Land Use Map and Land Use Classifications are important components of the Land Use Plan, while the Thoroughfare Plan is the primary policy tool within the Transportation Plan. The Special Area Plans provide a more in-depth depiction of how the Land Use and Transportation Plans may be implemented in key areas of the city that are expected to undergo significant change. These elements of the Plan serve to guide decision-making regarding the appropriateness of development proposals and the infrastructure improvements necessary to support future development.

EXISTING ZONING DISTRICTS

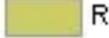
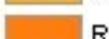
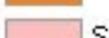
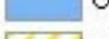
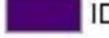
On the north side of Shier Rings Road, and west of Avery Road the properties in the City of Dublin are zoned Innovation District (ID-1, ID-2, and ID-4) and are all part of the West Innovation District. The West Innovation District complements the Technology Flex zoning district by serving as a center for technology and research-oriented uses and businesses.

West of Avery Road, zoning districts and land uses are much more diverse. The south side of the roadway includes a mixture of zoning districts including: Technology Flex, Community Commercial, Planned Commercial District, and Planned Low Density Residential District.

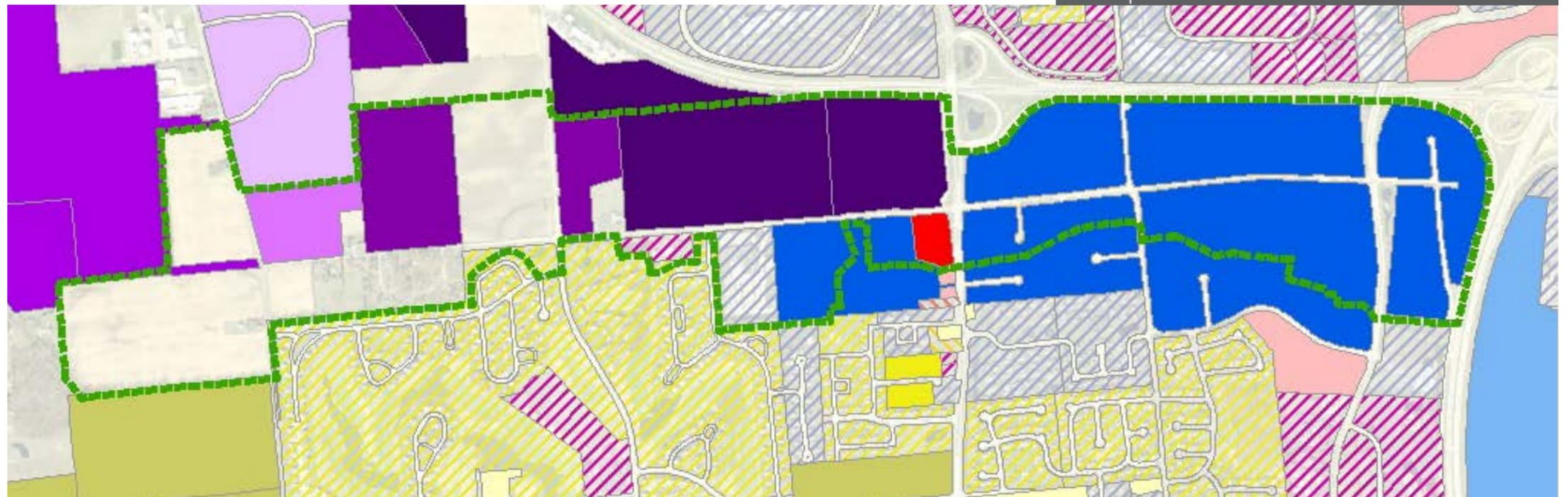
The east half of the Shier Rings Road corridor is zoned as a Technology Flex zoning district. This zoning type provides for a broad range of research, office, laboratory, and clean manufacturing uses. The district was designed to support light industrial uses to accommodate the business in existence in the study area today and attract new businesses in modern industrial applications such as prototyping, specialized assembly, and clean manufacturing.

Development is designed to transition in scale south from four or more stories along US 33 down to approximately two stories along Shier Rings Road, where in some areas, development will be located adjacent to existing residential neighborhoods.

LEGEND

	R	RURAL
	R-1	RESTRICTED SUBURBAN RESIDENTIAL - 1
	R-2	LIMITED SUBURBAN RESIDENTIAL - 2
	R-3	SUBURBAN RESIDENTIAL - 3
	R-4	SUBURBAN RESIDENTIAL - 4
	R-12	URBAN RESIDENTIAL - 12
	SO	SUBURBAN OFFICE & INSTITUTIONAL
	CC	COMMUNITY COMMERCIAL
	TF	TECH / FLEX
	OLR	OFFICE, LABORATORY, RESEARCH
	PLR	PLANNED LOW DENSITY RESIDENTIAL
	PCD	PLANNED COMMERCIAL DISTRICT
	PUD	PLANNED UNIT DEVELOPMENT
	ID-1	INNOVATION DISTRICT - 1 - RESEARCH OFFICE
	ID-2	INNOVATION DISTRICT - 2 - RESEARCH FLEX
	ID-3	INNOVATION DISTRICT - 3 - RESEARCH ASSEMBLY
	ID-4	INNOVATION DISTRICT - 4 - MIXED USE
	ID-5	INNOVATION DISTRICT - 5 - RECREATION

MAP 3 | EXISTING ZONING DISTRICTS



SPECIAL AREA PLANS

In those areas of the City where substantial development and redevelopment activity is likely, special area plans provide a framework to guide development in a way that fosters a sense of place and establishes community identity.

The plans provide graphic representations of potential development areas and may include illustrative configurations for new streets, buildings, parking, open space and circulation. They are accompanied by descriptive text that explains existing site characteristics, planning challenges, design considerations, and planning goals. These plans are to be used as a guide for site planning concepts, and should not be interpreted or applied literally. The actual mix of land uses, locations and configurations of buildings, parking areas, thoroughfares and access points will be determined on a case-by-case basis through development impact studies and the development review process.

In some cases, existing land uses and structures are not included in the future land use concepts. However, existing uses and underlying zoning will continue to be respected for all properties. In the event that circumstances change in the future, these plans are intended to provide clear direction to City staff and decision-makers so that development and redevelopment may occur in a well-planned and cohesive manner.

The level of detail provided for each special planning area depends on a number of factors, including: its location within the City's overall land use planning area and its relationship to other areas of the City; its geographic scale and existing land ownership patterns; the degree to which the area is already developed and/or is expected to redevelop; and the complexity of planning, transportation, or economic development issues relevant to the area.

WEST INNOVATION DISTRICT AREA PLAN

The West Innovation District is a business neighborhood identified as a critical component of Dublin's business core. Located at the west end of the SR 161 corridor along U.S. 33, the West Innovation District is Dublin's targeted area for future technology-related development. The district includes over 1,100 acres of largely undeveloped land that provides opportunity for future growth anchored by the new Ohio University Dublin Campus, which opened in 2014. Key elements include:

- Defined future development patterns and character;
- Programmed future infrastructure extensions; and
- A framework plan for development-ready zoning.

The West Innovation District Area Plan was developed through public input spanning many years. In 2011, City Council adopted the Economic Advancement Zone (EAZ) Plan. Following the adoption of the EAZ Plan, City Council adopted new zoning regulations designed to implement critical elements of the plan related to land use, development character, and landscaping. As part of the 2013 Community Plan amendment, the EAZ plan was integrated into the Community Plan, and was renamed as the West Innovation District Plan. In the fall of 2015, the City of Dublin initiated another planning study for the West Innovation District to align with Ohio University's campus master planning, which is running concurrently, and to better reflect current market and development conditions. This study is expected to be completed by the end of 2016, with implementation of recommendations expected in early 2017.

The Shier Rings Roadway Corridor runs through the southernmost portion of the West Innovation District planning area.



MAP 4 | WEST INNOVATION DISTRICT

EVERY ROAD AREA PLAN

The Avery Road corridor stretches from the U.S. 33 interchange at Avery-Muirfield Drive to Dublin's southern boundary, providing a connection from community-scale retail areas north of U.S. 33 to Columbus and Hilliard to the south. The area includes an assortment of residential and light industrial structures annexed into the city during the 1990s and rezoned in 2011 to the Innovation District and Technology Flex zoning districts.

As a major north-south route transportation issues define the Avery Road corridor. Landscape treatments and roadway design, in conjunction with road widening projects, will provide a cohesive visual character for the corridor. Necessary right-of-way expansions to accommodate these improvements will continue to generate land use and access management challenges with respect to existing residential and commercial properties.

Future interchange improvements at U.S. 33 will have a significant impact on industrial uses near Shier Rings Road; however, the timing and design of these improvements is uncertain. Establishing gateways for the West Innovation District and Shier Rings TechFlex District, encouraging appropriate technology-based office and industrial research uses, and retrofitting existing industrial uses to better fit with the overall context of the area will be important.

The northern half of the Avery Road Area Plan, centered around the intersection of Shier Rings Road and Avery Road, is directly related to the Shier Rings Roadway Corridor Character Study. The need to address access and transportation challenges and establish a gateway at this prominent intersection, remain key issues.



MAP 5 | AVERY ROAD AREA PLAN

BUSINESS DISTRICTS

Seven business districts have been identified to guide development along the interstate corridors, which contain a mix of public and privately-owned land, retail, services and office uses. The City has made a significant investment in civil and technological infrastructure to attract to attract high quality commercial development including extensive installation of fiber optic systems. A strong residential community inter-connected by award winning parks and paths surrounds and balances the commercial development corridors.

WEST INNOVATION DISTRICT

Dublin's West Innovation District is the showcase business community for forward-thinking companies that desire high-tech office space, clean manufacturing facilities and related supporting purposes. Freeway visibility and access, open spaces and a unique mix of contemporary architecture and natural landscapes make this business districts the ideal setting for modern enterprise campuses.

Ohio University has established a campus in the West Innovation District and is collaborating with local colleges to build a higher education hub.

SHIER RINGS TECH/FLEX DISTRICT

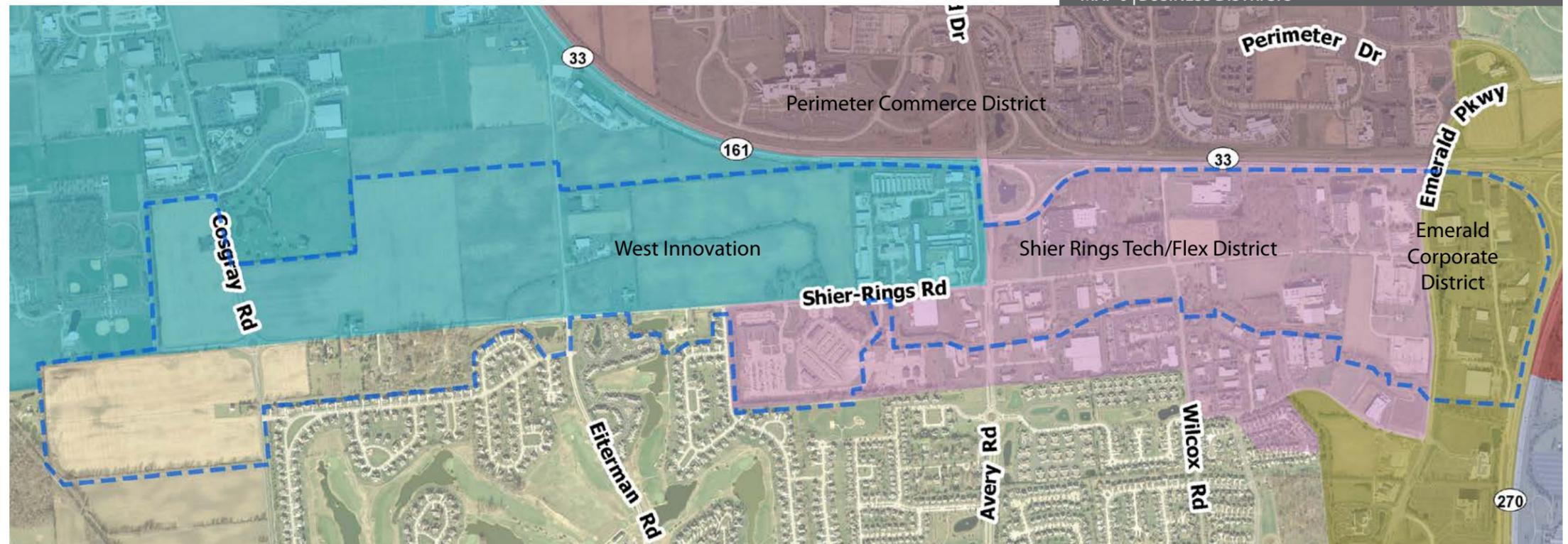
The TechFlex zoning district was created in 2011 to update Dublin's industrial development standards while providing additional flexibility in land use, thereby providing additional opportunities in the City's job producing areas. This business districts includes over a mile of highway frontage along US Route 33. Businesses in the Shier Rings TechFlex District have easy access to US Route 33, State Route 161 and Interstate 270. Ideal for small to medium-sized companies, this business district caters to any organization that desires to have their headquarters or offices immediately adjacent to modern industrial applications such as prototyping, special-ized assembly, or clean manufacturing.

EMERALD CORPORATE DISTRICT

The Emerald Corporate District consists of class-A office space and corporate headquarters. Highly visible from I-270, this business neighborhood has a high profile setting with easy access to the interstates as well as Dublin's downtown core.

A small portion of the Shier Rings Roadway Corridor study area overlaps into this business district at the east end of the corridor.

MAP 6 | BUSINESS DISTRICTS



LEGEND

- - - study area outline
- Business Neighborhood**
- Blazer Research District
- Emerald Corporate District
- Metro Office District
- Perimeter Commerce District
- Shier Rings TechFlex District
- West Innovation District

CHARACTER DESCRIPTION

The Shier Rings Road corridor is primarily a rural roadway consisting of two travel lanes with a gravel shoulder on each side. Vegetated swales handle storm-water runoff. Shared use paths and sidewalks are present along portions of the corridor.

The west terminus of the Shier Rings Road corridor is at the intersection with Cosgray Road. Between Cosgray and Eiterman Roads, the road has two lanes with no curb and gutter, with a right-of-way of about 45-55 feet, increasing up to 80 feet with pedestrian facilities at Eiterman Road.

Between Eiterman Road and Avery Road, the right-of-way varies between about 75-100 feet with a shared use path on the south side of the road, where roadway improvements have been made in association with new development along the south side of Shier Rings Road.

The Avery Road intersection is the most significant intersection in the study area. All legs of the intersection include at least one turn lane, with pedestrian facilities on both sides of Avery Road, but none on Shier Rings Road.

Between Avery and Wilcox Roads, Shier Rings Road is primarily two-lane without curb and gutter and limited pedestrian facilities.

The east terminus of the Shier Rings Road corridor is at the intersection with Shamrock Court and Dublin Industrial Lane, near I-270. This section was improved with pedestrian facilities when the Emerald Parkway intersection was improved.

EXISTING DEVELOPMENT

Existing development along Shier Rings Road varies greatly in land use and character. Most buildings are one- to two-stories, although building materials and overall aesthetic character changes dramatically from one end of the corridor to the other.

2 The Shier Rings Road corridor transitions to a combination of agricultural, institutional, and residential uses west of Avery Road. The Dublin City School District transportation facility and the City of Dublin's Service Center and Fleet Maintenance complexes are all on the south side of the road. The Ballantrae neighborhood, which contains a mix of single-family and clustered condominium homes, winds around the Golf Club of Dublin. Properties on the north side of the road are presently used for agricultural purposes until they annex into the City of Dublin and are prepared for development.

4 The study area east of Avery Road includes a mixture of light industrial, manufacturing, and office uses. This area began developing in the early 1980s and is characterized by one-story brick and masonry buildings. Larger uses, including American Electric Power, Hidaka USA, LabCorp, the City of Dublin's development offices, and Smiths Medical are located west of Emerald Parkway, along with smaller office and light industrial uses.

MAP 7 | EXISTING DEVELOPMENT AREAS



1 The residential character along the south side of the roadway continues west of Eiterman Road toward Cosgray Road, where established, large-lot single-family homes within unincorporated Washington Township are situated. Three large undeveloped parcels within the township are located at the west end of the Shier Rings Road corridor.

3 The development around the intersection with Avery Road represents some of the oldest commercial development in the study area. This area includes Hilliard's Furniture, two self-storage businesses, and other heavier industrial uses. The southwest corner of the intersection includes single-story office buildings that currently house Dublin Building Systems.

5 The study area east of Emerald Parkway which abuts the 33/161 - I-270 interchange, is also characterized by one story brick buildings. Many of the buildings have multiple business types and uses. Highly visible along interstate 270, the density of development can be increased.

WHAT IS “SWOT” ANALYSIS?

A “SWOT” analysis is used to measure the **Strengths, Weaknesses, Opportunities,** and **Threats** of a project. Conducting a SWOT analysis helps identify key project issues and opportunities. The consultant team conducted a SWOT analysis for the Shier Rings Road corridor with stakeholders and the City’s staff.

Strengths measure existing characteristics that give the Shier Rings Road corridor an advantage over other locations.

Weaknesses are existing conditions & perceptions that could inhibit development.

Opportunities are ideas & enhancements that could transform the Shier Rings Road corridor in an advantageous manner.

Threats are external elements or perceptions that could present problems for growth and development.

STRENGTHS

Internal Influence

- “Property owners have good relationships with one another and with the City.”
- “The community takes pride in this area.”
- “There is good access to the freeway for truck traffic.”
- “The industrial character is appropriate to this part of the city.”
- “The area is ideal for corporate offices and facilities.”

WEAKNESSES

- “The land uses feel disjointed and are sometimes incompatible.”
- “The more serious traffic concerns are west of Avery Road.”
- “The existing character may deter new tenants and developers from choosing to develop in this part of Dublin.”
- “There are cheaper rents outside of the Shier Rings Road corridor and outside of city limits.”
- “There are more cost effective places to develop.”
- “Some owners of larger parcels of land are sitting on property and are not pursuing development opportunities.”
- “Some of the City’s zoning regulations limit development potential of key sites, such as tree preservation and replacement, and landscaping requirements.”

CONCLUSIONS

There was general agreement among all stakeholders that the Shier Rings Roadway Corridor feels disjointed and rural in character, as opposed to the more formal, manicured appearance visible along Emerald Parkway.

Similarly, only portions of Shier Rings Road have been improved to City street design standards including pedestrian and bicycle facilities and curb and gutter treatments - such as at the intersection with Emerald Parkway.

There were mixed feelings about the appropriateness of bicycle and pedestrian facilities. Those in favor of bicycle lanes and shared use paths thought they contribute to a positive, “Dublin-like” character and identified that there are already cyclists and pedestrians using the road that need more complete and safer facilities. Others stated that this area (particularly east of Avery Road) is primarily industrial in character and roadway accommodations for trucks and larger vehicles should be prioritize.

OPPORTUNITIES

External Influence

- “A wider road with a center left-turn lane would help Shier Rings Road feel more ‘Dublinized.’”
- “Emerald Parkway is a good example of a ‘Dublinized’ roadway, and Shier Rings Road should feel more like that.”
- “More manicured landscaping should be provided to enhance the appearance of the roadway.”
- “Complete bicycle and pedestrian facilities should be available.”
- “The zoning regulations have vague architectural guidelines. Additional clarity would make the development process easier.”

THREATS

- “Certain businesses are not likely to locate in the study area because it is not primed for manufacturing. There are better spaces elsewhere in the city.”
- “New higher density, commercial and industrial development on the north side of Shier Rings Road is concerning to existing residents on the south side of Shier Rings Road, east of Cosgray Road.”
- “The intersection of Shier Rings Road and Avery Road is congested at times due to school bus traffic and high volumes of left-turning movements.”
- “The intersection of Shier Rings Road and Wilcox Road is slightly offset and creates some challenges for motorists turning onto Shier Rings Road.”
- “New medians and roundabout intersection improvements will make access to existing development challenging.”

The stakeholder interviews indicate that the Shier Rings Road corridor must be characterized by the following:

1. A clear transition between land uses;
2. A balance of development aesthetics that transitions in character and scale between existing residential neighborhoods and new and existing commercial development;
3. More manicured landscaping to provide character as well as buffer existing residential development from commercial and industrial uses;
4. Access appropriate to the predominant land use character in each portion of the road corridor; and
5. Roadway sections that include the pedestrian and bicycle facilities, tree lawns, curb and gutter that are consistent with Dublin’s most prominent commercial roadways such as Emerald Parkway and Avery-Muirfield Drive.

The consultant and City staff project team appreciated the thoughtful feedback shared by stakeholders who took the time to attend interviews and public open house sessions. These comments were used to formulate the final plan recommendations.

ROADWAY CLASSIFICATIONS

Major Arterials

Major arterials serve the major activity centers, the highest traffic volume corridors. This type of facility provides service for significant intra-area travel (such as between central business districts and outlying residential areas), travel between major inner-city communities, and commutes between major suburban centers. Frequently, the major arterial system carries bus routes. Service to abutting land is subordinate to travel service.

Minor Arterials

Minor arterials interconnect with and augment the major arterial system. This type of facility will accommodate trips of moderate length at a somewhat lower level of mobility than major arterials. This system places more emphasis on land access and may carry local bus routes, but ideally does not penetrate identifiable neighborhoods.

Collector Streets

Collector streets provide both access to property and traffic circulation within residential neighborhoods and commercial or industrial areas. This system collects traffic from local streets, accessing the residential neighborhoods, and disperses it to the arterial system. The collector street system may also carry local bus routes.

Local Streets

Local streets comprise all facilities not found in one of the higher systems. These primarily facilitate direct access to abutting land and connect to the higher order systems. They offer the lowest level of mobility and usually contain no commuter bus routes. Service to through-traffic movement usually is deliberately discouraged.

THOROUGHFARE PLAN

The Thoroughfare Plan, adopted by City Council as a component of the Dublin Community Plan, is composed of two elements:

1. A map showing existing and planned roads by functional classification and right-of-way width; and
2. A table that describes each roadway and its planned improvements, including number of travel lanes.

The roadway network shown in the Thoroughfare Plan map identifies the number of lanes needed to accommodate year 2035 development in Dublin.

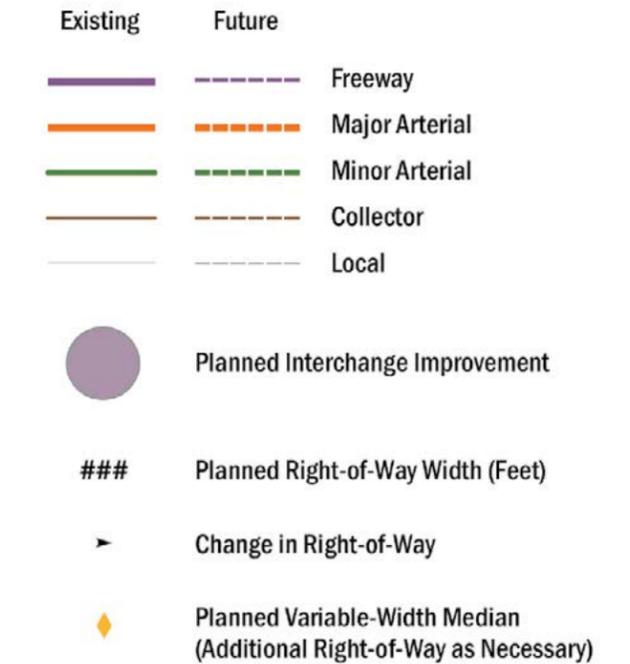
The Thoroughfare Plan includes several recommendations for the Shier Rings Roadway Corridor that will require improvements and changes from today's existing conditions. The most significant change includes the realignment of Shier Rings Road north into the West Innovation District, just west of the intersection with Eiterman Road. In conjunction with the realignment, Shier Rings Road is recommended to be widened from

two lanes to four, with a center median and turn lanes to accommodate increased vehicular traffic resulting from new development in the West Innovation District. Accordingly, Shier Rings Road west of the realignment to Cosgray Road will be de-emphasized to maintain the existing residential character, although Darree Fields Park will remain a destination for those traveling on Shier Rings Road.

Over the long term, the Thoroughfare Plan shows an extension of Shier Rings Road west of Cosgray Road. As development increases in the West Innovation District area, additional connections through the city may be warranted, and direct access from Shier Rings Road to Houchard Road may be necessary. The timeline for this expansion will depend on development pressure and traffic demand, which the City continuously monitors.

Final alignments and ROW widths will be determined through the planning & engineering studies for the thoroughfare plan, business districts and area plans.

FUNCTIONAL ROADWAY CLASSIFICATION



VEHICLES PER DAY

For comparison, the following are estimated 2013 traffic volumes for other major roadways in Dublin:

VPD : Vehicle per Day

Emerald Parkway:	10,000 to 19,000 VPD
Avery-Muirfield Drive: (north of US 33)	36,000 VPD
Avery Road :	10,000 VPD
(south of Shier Rings Road)	
Cosgray Road:	5,000 VPD
Riverside Drive:	15,000 to 22,000 VPD
Frantz Road:	13,000 to 19,000 VPD
Perimeter Drive:	9,000 VPD
Brand Road:	4,000 to 8,000 VPD

TRAFFIC

How much traffic is carried on Shier Rings Road today, and how much traffic should be expected in the future as the Corridor develops?

The portion of the Shier Rings Road with the highest volume of traffic is between Eiterman Road and Avery Road. The current daily traffic is about 6,000 vehicles per day (VPD) and is projected to grow to more than 20,000 VPD over the next two decades as the West Innovation District builds out.

East of Avery Road, the current daily traffic is about 4,000 VPD, and is projected to grow to about 15,000. VPD

At the west end of the corridor, traffic volumes are the lowest. With the proposed realignment of Shier Rings Road, much of the commercial traffic would move to

the ; realignment will be dependant on the outcome of a West Innovation District study. The section of Shier Rings Road east of Cosgray Road will likely remain under 10,000 VPD well into the future.

In all cases, the Thoroughfare Plan anticipates this corridor wide increase in traffic, and the increased right-of-way and number of lanes is intended to address the increase in vehicles. As new development is built, traffic impacts will be assessed and each will be required to dedicate right-of-way and/or construct new roadway segments as appropriate to accommodate any anticipated increase in vehicles pe day.



THOROUGHFARE PLAN ROADWAY SEGMENT RECOMMENDATIONS				
Roadway Segment	Number of Lanes		Right-of-Way Width	
	Existing	Planned	Existing	Planned
1. Cosgray Road to Eiterman Road	2	2	50 ft.	60 ft.
2. "Realigned" Shier Rings Road west of Eiterman Road, north toward Post Road	-	4 (with median)	-	100 ft.
3. Eiterman Road to Avery Road	2	4 (with median)	75 ft.	100 ft.
4. Avery Road to Emerald Parkway	2	2	70 ft.	70 ft.

ROADWAY CHARACTER

The Community Plan identifies the roadway character of major thoroughfares throughout Dublin. These designations assist in the preservation of existing character and guide future development and the long-term improvement of Dublin's roadways.

Roadway corridor character studies include an examination of roadway design, adjacent land uses, open spaces, and other character elements that together impact the way a road is experienced by bicyclists, pedestrians, and motorists. Recommendations often include roadway alignments, number and width of travel lanes, turn lanes, and intersection treatments. Other considerations for the design of the public right-of-way include the provision of pedestrian and bicycle amenities such as sidewalks, multi-use paths, on-street bike lanes, and marked crosswalks.

The Roadway Character designation for Shier Rings Road is "Traditional Dublin Character"

The roadway character elements include:

- Street Design;
- ROW Setbacks;
- Landscape treatments;
- Bike & Pedestrian Facilities

Each character element is defined by specific design details as described on this page.

STREET DESIGN



- Primarily curb and gutter design, but may include swales and berms at existing developments;
- Roundabouts at significant intersections;
- Landscaped medians.

RIGHT-OF-WAY SETBACKS



- 100 foot setbacks or equivalent will allow for landscape and mobility facilities and compliment the adjacent developments.

LANDSCAPES



Traditional Dublin Character: Emerald Parkway



- New developments will be required to provide well maintained landscape treatments, whether naturalized or manicured;
- Ponds and water features with maintained and/or hardscaped edges.
- Landscape within the ROW may be naturalized while being maintained to City standards and may incorporate berms or swales as appropriate to the road section and adjacent site.

BICYCLE & PEDESTRIAN FACILITIES



- Paths for pedestrians and cyclists will be parallel to the road.
- Paths may deviate to incorporate berms or swales as appropriate to the road section and adjacent site.

AESTHETICS

Existing natural features and proposed improvements per City standards, existing historic structures, industrial architectural styles and the bicycle and pedestrian facilities all contribute to the character of the corridor. Natural features, architecture and the aesthetic treatment of the public Right-of-Way will provide a unifying element to the corridor. The architectural elements provide identity to the various sections of the corridor.

LANDSCAPE

Shier Rings Road retains much of its rural and agricultural character, with mature tree stands and under-story vegetation framing undeveloped agricultural land and larger development sites. The tree stands are often set back from the road and provide a thick visual buffer between the roadway and adjacent development.



Some of the more heavily wooded areas along Shier Rings Road have been seamlessly incorporated into existing development sites. Where tree stands exist on undeveloped land, thoughtful site design will be necessary to preserve as many trees as possible while maximizing opportunities for development.



Street trees have been planted adjacent to properties that have developed more recently, and/or as part of the City's intersection improvements. While these plantings are still young in most locations, they are placed at regular intervals and will establish a significant visual "edge" to the roadway as the trees mature.

ARCHITECTURE

Existing development along Shier Rings Road varies greatly in land use and character. Most buildings are one- to two-stories; building materials and overall aesthetic character changes from one end of the corridor to the other. Two historic structures are located within the Shier Rings Roadway Corridor:

1. **Carl Shier Barn and Chicken House**, 7026 Shier Rings Road. Barn listed on the Ohio Historic Inventory.



2. **Louis Rings Farm**, 6665 Shier Rings Road, built ca. 1860. Listed on the National Register of Historic Places and the Ohio Historic Inventory.



The study area east of Avery Road includes a mixture of light industrial, manufacturing, and office uses. This area began developing in the early 1980s and is characterized by one-story brick and masonry buildings.



Larger uses along with smaller office and light industrial uses are located west of Emerald Parkway.



BICYCLE & PEDESTRIAN FACILITIES

The bicycle and pedestrian system along Shier Rings Road is fragmented. Paths generally exist where new development has occurred and adjacent to infrastructure improvements. The most significant "gaps" in the system are adjacent to undeveloped land where the facilities will be provided through the course of development, and where future intersection improvements are anticipated by the City.



Where provided, five-foot concrete sidewalks exist along the north side of the road at the Emerald Parkway and Eiterman Road intersections.



Eight-foot wide asphalt shred use paths are located along portions of the south side of Shier Rings Road, including the intersections with Emerald Parkway and Eiterman Road, and adjacent the Ballantrae neighborhood and the public facilities west of Avery Road.



POLICY CONSIDERATIONS

The planning and development policies contained in previous planning efforts are a key part of the Shier Rings Roadway Corridor existing conditions analysis, and the final recommendations rely heavily on the assumptions and recommendations addressed through these prior plans and studies.

Prior to this planning study, the Shier Rings Road corridor and the adjacent properties had been included in a variety of planning processes, all of which included extensive public engagement; During these previous studies, recommendations were developed with respect to land use, zoning, transportation, and site specific design requirements.

The recommendations were adopted by the City of Dublin as part of the Zoning Code (Zoning Code Section 153) and the Dublin Community Plan in 2013. Information contained in the following plans guide land use, development and the City's decisions regarding infrastructure improvements.

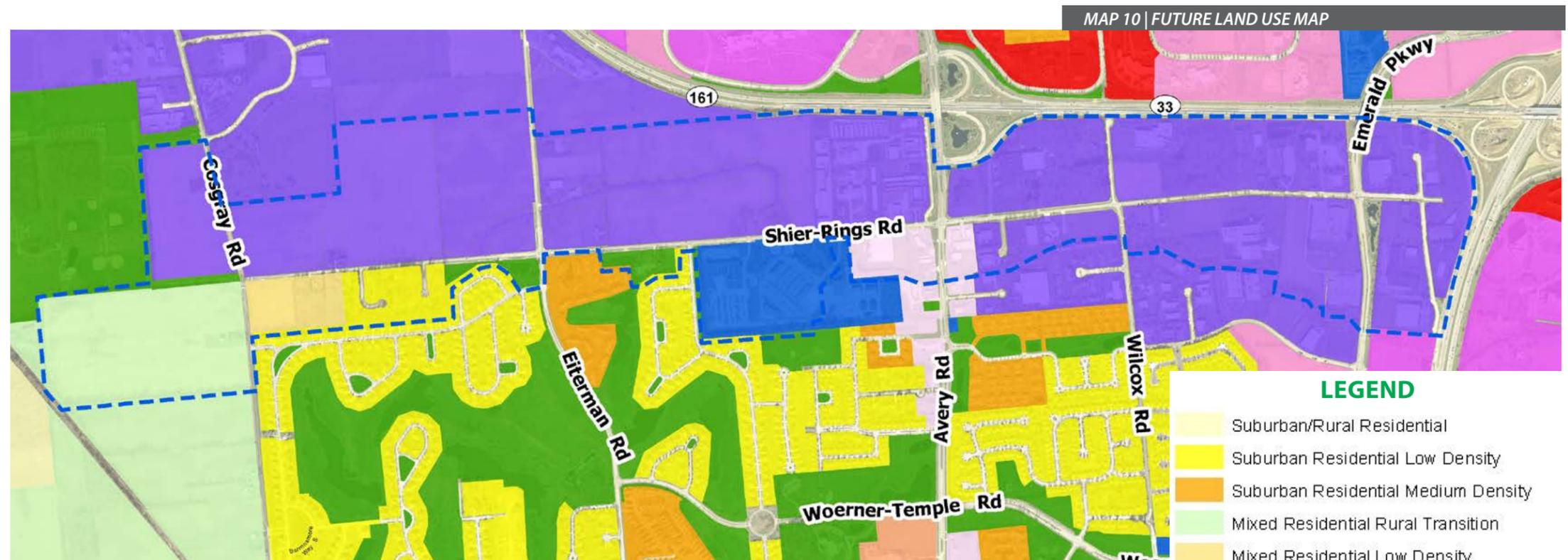
- Future Land Use Map
- West Innovation District Area Plan
- Shier Rings Tech/Flex Zoning District
- Avery Road Area Plan
- Thoroughfare Plan
- Roadway Character Map
- The Bikeway Plan

Recommendations in this study will defer to business neighborhood district, area and the thoroughfare plan.

FUTURE LAND USE MAP

The Future Land Use Map classifies all parcels within the planning area for the Dublin Community Plan with a recommended land use, each shown with a different color. In some cases the recommended future land use is the same as the existing land use. The map includes properties that are currently in unincorporated Washington Township, but may annex into the city when the properties develop.

The Future Land Use Map is supported by Land Use Classifications, which explain the general character of each land use type. This plan is not intended to place existing uses in a situation where their value or the quality of life of residents is adversely affected. Rather, the intent is to demonstrate to potential purchasers or developers the City's long range view of how particular properties should be developed.



SHIER RINGS CORRIDOR FUTURE

With respect to the Shier Rings Roadway Corridor, the Future Land Use Plan is intended to ensure the creation of places with integrated land uses that contribute to the city's overall vitality. The Future Land Use Plan shows a transition from rural/agricultural uses to a mix of predominantly non-residential employment uses that include office, research, development, and components of light industrial uses, contained within the "Flex Office/Research and Development" land use classification.

Research and development uses include a mix of research facilities, corporate offices, clean manufacturing and support services in a coordinated and high quality, aesthetic environment. Similar uses can range from incubator facilities for start-ups and growing tech/

research companies to established research corporations. Campus setting with coordinated buildings and pedestrian environments are strongly encouraged.

Transitional uses, including Mixed Residential, Rural Transition, Mixed Residential Low Density at the west end of the corridor, and Neighborhood Office/Institutional are intended to support the predominantly commercial uses targeted for this part of the city.

Other Future Land Use classifications applied to properties in the Shier Rings Roadway Corridor include Civic/Public Assembly and Residential Medium Density, reflecting existing conditions.

MAP 10 | FUTURE LAND USE MAP

LEGEND

- Suburban/Rural Residential
- Suburban Residential Low Density
- Suburban Residential Medium Density
- Mixed Residential Rural Transition
- Mixed Residential Low Density
- Mixed Residential Medium Density
- Mixed Residential High Density
- Neighborhood Office/Institutional
- Standard Office/Institutional
- Premium Office/Institutional
- Flex Office/Research & Development
- General Commercial
- Mixed Use Neighborhood Center
- Mixed Use Village Center
- Mixed Use Urban Core
- Civic/Public Assembly
- Parks/Open Space

RECOMMENDATION OVERVIEW

Roadway character is the visual experience created by the Design of the roadway infrastructure and architecture and landscape for the surrounding development. The Shier Rings Road corridor currently displays an eclectic mix of development character, owing to the different land uses and time periods in which properties were developed, in addition to piecemeal roadway infrastructure improvements.

The design recommendations in this section are intended to provide for a cohesive design character along the entire roadway while recognizing and accommodating the diverse land uses that use this roadway corridor on a daily basis. This is accomplished through recommendations specific to the **roadway corridor**, the **public realm** in and around the roadway, and recommendations for **site improvements** on properties as they develop or redevelop.

The vision for a unified Shier Rings Road corridor was articulated by the community through this and prior planning efforts, as well as an understanding of existing conditions and forethought given to future development opportunities by City staff.

In addition to feedback from the community, the foundations for the roadway character recommendations are based on the Traditional Dublin Character roadway character designation, described on page 15. The roadway character elements are complemented by the zoning regulations as applied by zoning designation.

ZONING

The study area consist of three neighborhood business districts and residential communities and a variety of zoning types.

The Emerald Corridor District:

- TF: Technology Flex

The Shier Rings Tech/Flex District:

- TF: Technology Flex
- ID-1: Research Office District
- CC: Community Commercial District
- SO: Suburban Office and Institutional District
- NC: Neighborhood Commercial District
- PUD: Planned Unit Development District

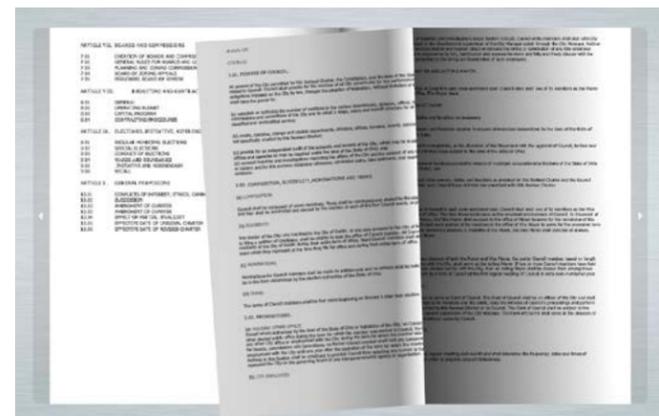
West Innovation District:

- TF: Technology Flex
- ID-1: Research Office District
- ID-2: Research Flex District
- ID-3: Research Assembly District
- ID-4: Research Mixed Use District
- ID-5: Research Recreation District
-

Non-business Neighborhoods:

- PCD: Planned Unit Development District - residential
- PLR: Planned Low Density Residential District

The Zoning Code for Dublin is Chapter 153 of the Dublin Code of Ordinances. The Zoning Code sets land development requirements and establishes different uses within individual districts. Zoning regulations address the physical development of a site. The complete Dublin City Code is available on-line at the City's website.



ARCHITECTURE

The architectural styles along the Shier Rings Road Corridor and within the study area can best be described as eclectic, from historic farm houses to single story offices and industrial warehouses to the contemporary Washington Township Fire Station. Uses vary as greatly as the styles and include residential, office, industrial with most buildings housing both office and industrial spaces.



Architectural style should reflect the proposed use types through a simple contemporary design. Buildings or sites with multiple use types should present a pedestrian scale building facade facing Shier Rings Road with larger scale uses and access on the side or rear facades. Local examples of contemporary industrial architecture:



New developments should avoid blank facades along the corridor.

The architectural styles for the residential districts are guided by the planned development text and zoning regulations.

LANDSCAPE

While architecture is critical to establishing the overall character of the built environment, the setting in which buildings and public improvements are sited equally contribute to the first impression of an area.

1. Street trees should be planted at regular intervals within a generous tree lawn (typically a minimum of six feet wide) to provide visual continuity along the Shier Rings Road corridor. Street tree species should be selected based on mature height and spread as well as general habit, due to potential conflicts with overhead utility lines (until the lines are buried). Street tree selections shall be made from the preferred tree list which can be sourced from the City Forester.
2. Whether formal or natural, landscapes should be designed to complement the architecture, screen unwanted views and be easily maintained. Preserving existing wooded areas is preferred to extensive unused lawn areas. Plant selection should consist of native and adaptive native plant species. Invasive species are not permitted per City horticultural standards.
3. Open space amenities should be provided where possible to allow employees to engage with the outdoors. Examples include patio, tables and chairs, recycle & waste bins, bike storage, paths on site and connections to the City sidewalks and paths.
4. Sustainable site details should be implemented where ever possible, such as pervious pavements, rain barrels, green roofs or solar panels.

City staff can provide guidance to design professionals during the site development process.



ACCESS MANAGEMENT

Access management involves coordinating and balancing the need to provide appropriate access to individual sites with the needs of the regional transportation network. Goals for access management include: ensuring safety, preserving function and mobility, and managing existing and future access in a regular and consistent manner.

Successful access management strategies require careful planning and anticipation of future development needs. Well-designed access systems can contribute to community character, advance economic development goals, and protect the City's investment in local roads. This plan's access management strategies, described below, will create a safe, efficient, and more visually appealing transportation corridor along Shier Rings Road.

1. Primary access to new development sites should come from a system of internal collector roads, with consolidated access points to Shier Rings Road.
2. Roundabouts and signalized intersections when warranted (with sufficiently high traffic counts and new development) will be targeted where new internal roadway systems intersect with Shier Rings Road.
3. Direct driveway access, should be coordinated with the City of Dublin's Engineering Department. Driveways shall be properly spaced from intersections to avoid impairing intersection function.
4. A center median on segments of Shier Rings Road between Avery Road and the future realignment of Shier Rings Road will assist with managing turning movements in an aesthetic manner. Median breaks, where appropriate, will allow for left turns to and from specific sites.

GATEWAYS

The City engaged in a wayfinding and gateway visioning study in 2015. The result of the study was the design of a wayfinding system and identification of gateway locations where infrastructure and signage would enhance Dublin's identity for residents, businesses and visitors. The process followed the following phases:

VISIONING + STRATEGY

- Identify enhancement opportunities (current + future)
- Define a structure for connection (kit of parts)
- Develop a signature regional identity

GATEWAY PROGRAM GOALS

- CREATE a signature regional identity establishing Dublin as a work of art
- CONNECT visitors from Highway to Hallway
- ENHANCE the visitor experience by creating a unique sense of place.

As growth and development continue along Shier Rings Road Corridor, specific intersections may be identified to receive additional gateway improvements.

Specific design recommendations will be made to City Council and incorporated into Capital Improvement Plan improvements on a project by project basis.



INTERSECTION TREATMENTS

Most conflicts occur at intersections where motorists, pedestrians, and bicyclists cross paths. Proper intersection design makes it easy for users of all modes of transportation to safely proceed. A combination of roundabouts and signalized intersections will be implemented at various intersections through the Shier Rings Road corridor where warranted.

1. There is an existing roundabout at the intersections of Shier Rings Road with Cosgray Road, traffic testing has been completed for the Shier Rings Road / Avery Road intersection. Roundabouts will be analyzed at the remaining intersections; however, the best, most appropriate form of traffic control will be selected for each intersection. The final design of each roundabout will vary; however, each will provide appropriate pedestrian and bicycle facilities.
2. Other intersections with Shier Rings Road are likely to be controlled either by two-way stop sign, with the potential for future signals when warranted, or limited to right in, right out by the installation of a central median. Actual intersection designs will be determined with the City and with property owners as properties are developed and/or when roadway improvements are made.
3. Signs in the public realm will be per established City Standards; Private signs will conform to the City Sign Code.



BICYCLE & PEDESTRIAN FACILITIES

The City of Dublin's 2010 Bicycle Advisory Task Force studied the Shier Rings Road corridor in the context of the City's overall bicycle network and a series of recommendations were incorporated into the City's Bikeway Master Plan within the Dublin Community Plan. In addition to shared use path connections, the Task Force recommended that Shier Rings Road include a dedicated on-street bicycle lane. See Street sections on pages 21-23.

The following design guidelines include the Bicycle Advisory Task Force's recommendations.

1. Five-foot wide bicycle lanes are recommended on Shier Rings Road between Emerald Parkway and the future northward realignment of Shier Rings Road to provide a direct east-west connection for bicyclists in this area.
2. Eight-foot wide shared-use paths exist along portions of the Shier Rings Road corridor. The shared-use path system should be completed for the full extent of Shier Rings Road Corridor. The shared use paths will be implemented on the south side of the roadway to complement the sidewalk on the north side.
3. A five foot sidewalks or similar pedestrian facility should be provided on the north side of the roadway, for the full extent of the Shier Rings Road corridor to complement the shared use paths provided on the south side.

RIGHT-OF-WAY IMPLEMENTATION

As sites develop along the Shier Rings Road Corridor, the right-of-way infrastructure elements will be implemented. The examples, on this page, show previously existing conditions and the transformation as streetscape and infrastructure elements have been built. The right-of-way section width along the Shier Rings Road corridor will be implemented according to the Thoroughfare Plan, as detailed in the chart on page 14. Sections on the following page demonstrate the proposed width and character elements.

WHAT IS A RIGHT-OF-WAY?

The right-of-way is the portion of land between the property lines of a street, parkway, alley or easement dedicated for use by the public. Typically the right-of-way parallels the road alignment but widths may vary to accommodate additional infrastructure such as medians or intersections.

The right-of-way can include travel lanes, medians, parking lanes, curb and gutter or shoulder, pedestrian and bicycle facilities, tree lawns. Public and private utilities may be located within the right-of-way.

The center of the roadway is often (but not always) at the center of the right-of-way. Rights-of-way typically range between 50 and 100 feet for most city roads, although major collector and arterial roadways may require up to 150 feet (Avery-Muirfield Drive) or 160 feet (Sawmill Road). Refer to page 14 for existing and future right-of-way dimensions for the Shier Rings Road corridor.

The right-of-way design can have a significant impact on the look and feel of a roadway. Individual elements, such as medians or bicycle facilities, have an impact on the roadway character and the way a road is experienced. Roadway corridor character studies examine the relationship between the public right-of-way and adjacent development on private properties.



AEP site : Looking west along Shier Rings Road, west of Emerald Parkway



Implemented streetscape elements include:

- Turning lane
- Curb & gutter
- Sidewalk
- Multi-use path
- Street trees.



Dublin Service Center site: west of Avery Road Looking west along Shier Rings Road



Implemented streetscape elements include:

- Revised striped median
- Curb & gutter
- Multi-use path
- Landscape berm
- Street trees

To be completed:

- Sidewalk



Eiterman Road: looking west along Shier Rings Road towards the future roundabout



Implemented streetscape elements include:

- Sidewalk at intersection
- To be completed:
- Roundabout
 - Curb and gutter
 - Sidewalk along street
 - Multi-use path
 - Landscape
 - Street trees

WHAT ARE ROADWAY CROSS-SECTIONS?

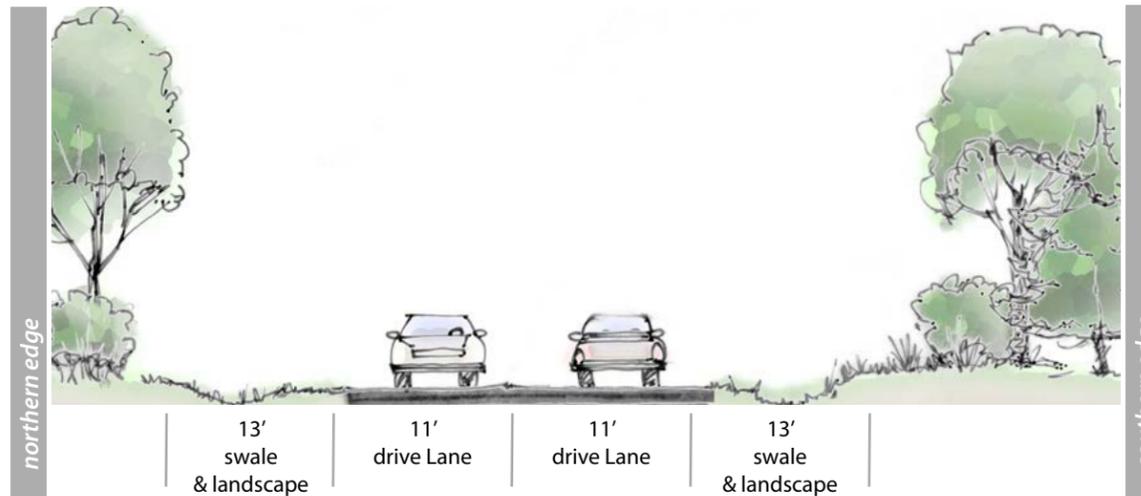
Roadway cross-sections define each of the major elements found within the public street right-of-way. The dimensions of each element including travel lane widths (12'), medians (10-12'), swales or curb and gutter, tree lawns (8'), sidewalks (walk, 4'-5'), shared-use paths (8'), and adjacent areas that may be landscaped or naturalized together add up to the width of the right-of-way.

Roadway cross-section illustrations are useful to guide decisions related to the existing and future roadway character, and demonstrate how adjacent development relates to the public roadway.

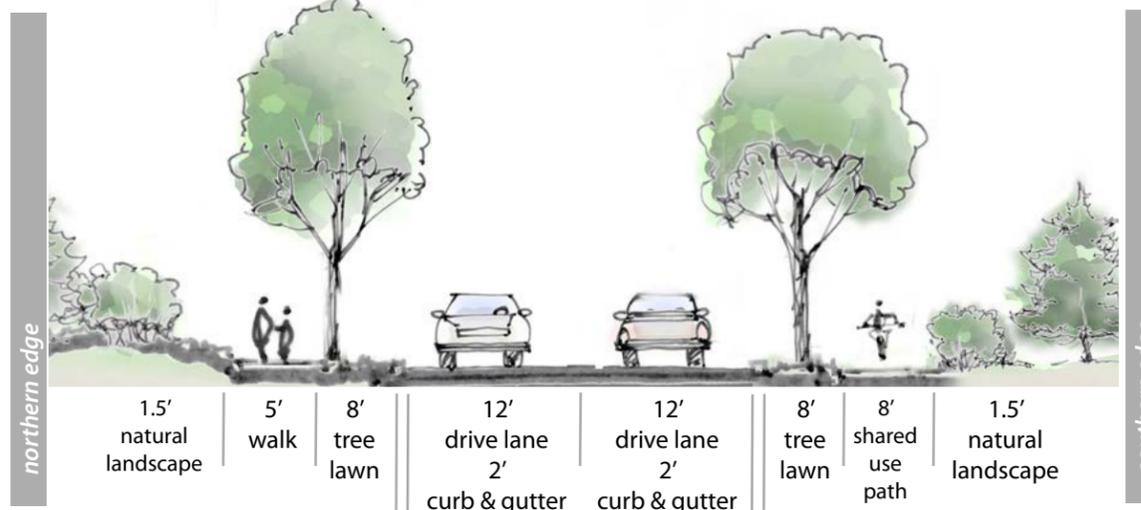
Along the Shier Rings Road Corridor the character develops from more formal to rural and naturalized. The addition of curbs, paths and street trees on some sections will formalize the character however, naturalized trees and shrubs in swales and berms will preserve the rural feel.

Additional lanes are proposed where future traffic counts are expected to increase significantly. Medians are currently striped but may be curbed and landscaped based on analysis of traffic patterns and need for greater traffic controls.

THOROUGHFARE PLAN ROADWAY SEGMENT RECOMMENDATIONS				
Roadway Segment	Number of Lanes		Right-of-Way Width	
	Existing	Planned	Existing	Planned
1. Cosgray Road to Eiterman Road	2	2	50 ft.	60 ft.
2. "Realigned" Shier Rings Road west of Eiterman Road, north toward Post Road	-	4 (with median)	-	100 ft.
3. Eiterman Road to Avery Road	2	4 (with median)	75 ft.	100 ft.
4. Avery Road to Emerald Parkway	2	2	70 ft.	70 ft.



Existing: Cosgray to Eiterman Road - 50' ROW



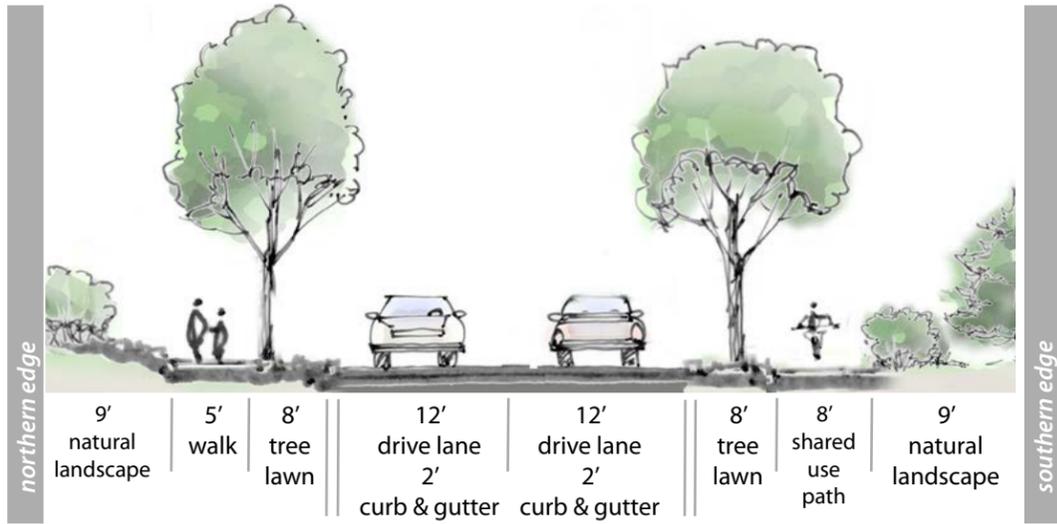
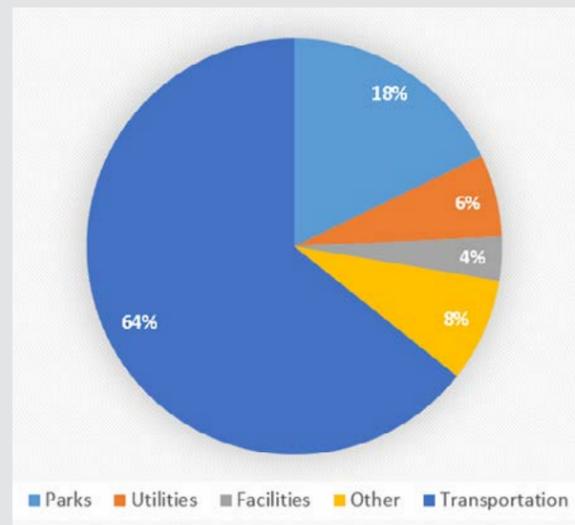
Proposed: Cosgray to Eiterman Road - 60' ROW

WHAT IS THE CIP?

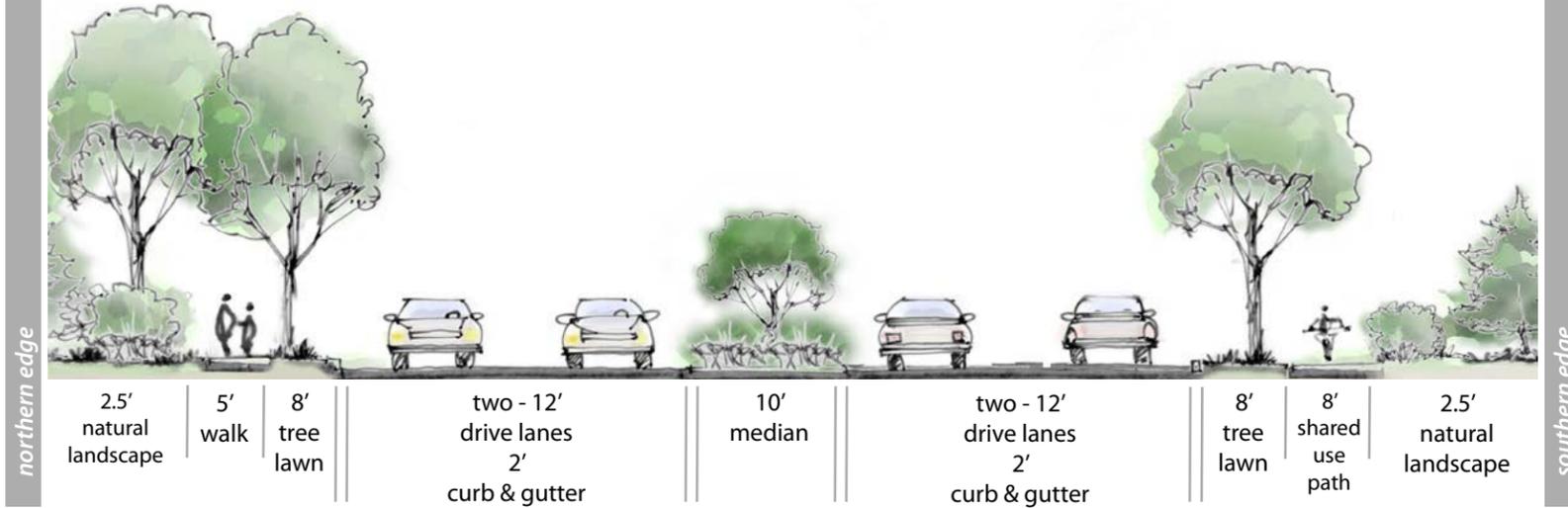
CIP is the Capital Improvements Program. Dublin City Council approved the Five Year Capital Improvements Program (2016-2020) on Tuesday, September 8, 2015. The CIP is a five-year outlook for anticipated capital projects and is reviewed and updated annually by the City. These projects are primarily related to improvements in transportation, parks, utilities and facilities.

In developing the Five-Year CIP, several elements are taken into consideration: City Council goals, both past and present; findings included in the Economic Development Strategy; commitments made by the City in agreements such as tax increment financing/economic development agreements; bi-annual community surveys, input from citizen committees and economic development opportunities.

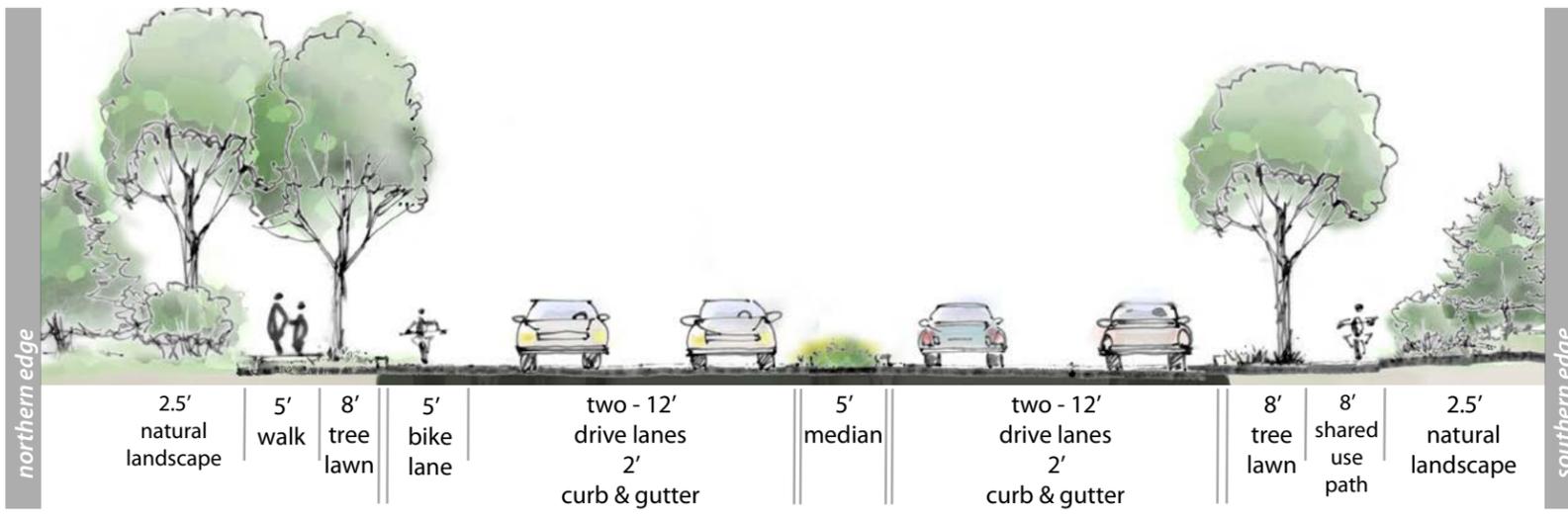
Capital Improvements proposed for Shier Rings Road could include roundabouts, curb & gutter, bike lanes, sidewalks, shared use paths, street trees, street lights, signs or gateway features.



Existing: Eiterman Road to Avery Road - 75' ROW



Proposed: Eiterman Road to Avery Road - 100' ROW



Proposed: Alternative roadway section with bike lane - ROW width may vary

THE BIKE PLAN

The City of Dublin plans for bicycle infrastructure in conjunction with other transportation modes. City Council formed the Bicycle Advisory Task Force (BATF) in fall of 2009 to identify potential bicycle facilities, including on-road as well as off-road bikeway improvements. The following are definitions of bikeway components:

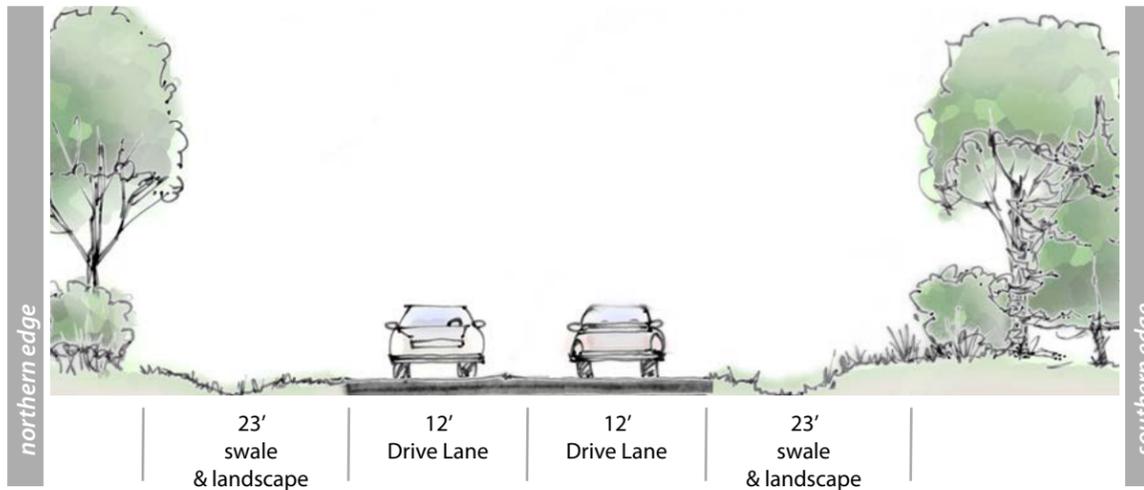
A **bike path/shared use path** is a separate off-street path. It may be constructed next to existing roadways or along longer, relatively uninterrupted corridor elements, to and between neighborhoods and parks. These are designed for shared use by non-motorized travel modes and are referred to as **multi-use paths**.

A **bike lane** is a portion of a roadway that has been designated by signing and/or pavement markings for the preferential or exclusive use of bicycles.

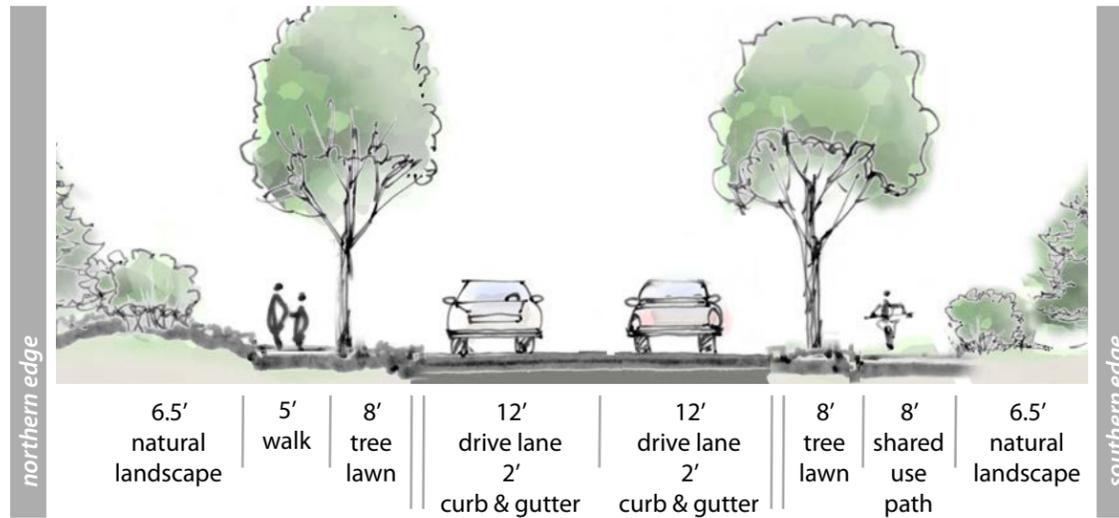
A **signed/shared bike route** is designated by signs along roadways to indicate their appropriateness for bicycle travel.

A **sharrow** is a variation on signed/shared lanes where arrows or chevrons (pavement markings) on normal width or wide curb lanes serve to alert motorists to expect cyclists.

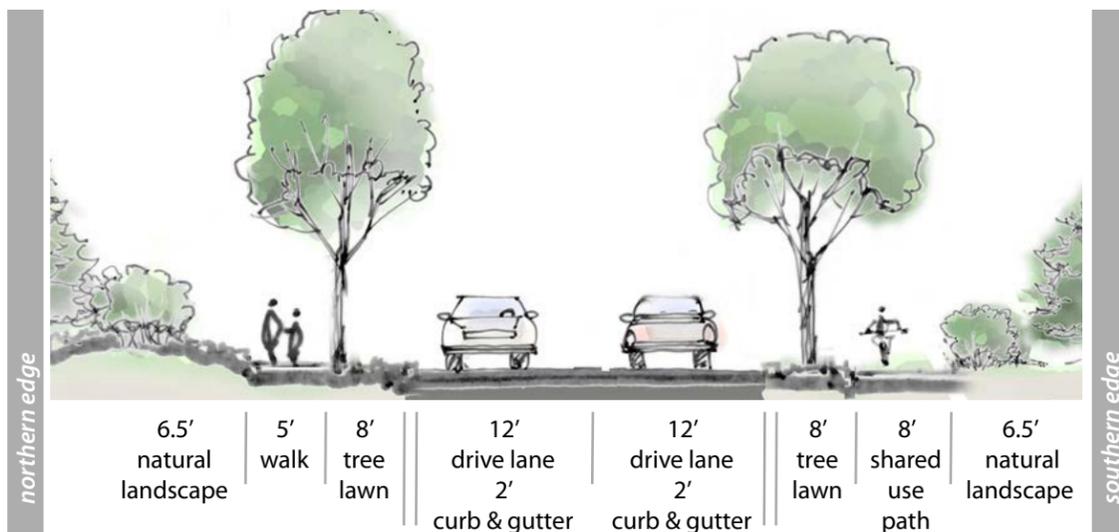
Implementation of the bikeway system is achieved through City development regulations and funding mechanisms as a part of proposed new developments. Generally, the City's bike path design standards specify a minimum pavement width of eight feet. The City works to connect existing bikeways with future bikeways within rights-of-way or easements. An annual bike path project list is submitted to City Council as part of the CIP process for appropriation; additional bikeway facilities can be funded separately



Existing: Avery Road to 5800 Shier Rings Road - 70' ROW



Existing: 5800 Shier Rings Road to Emerald Parkway - 70' ROW



Proposed: Avery to Emerald Parkway - 70' ROW



Bike Path | Shared Use Path



Bike lanes are proposed along Shier Rings Road Corridor to provide additional transportation mode options for commuters.

Bike Lane



Signed/Shared Routes | Sharrow

PUBLIC IMPROVEMENTS

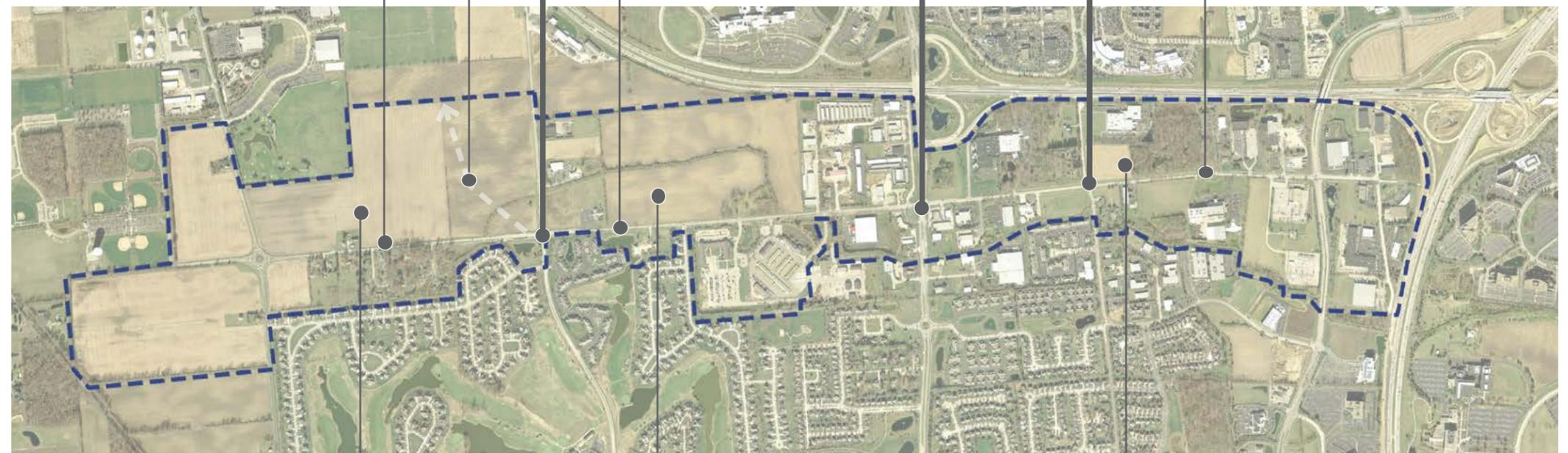
The specific and final locations and character of the public improvements including realignment will be determined after additional study for each site and coordination between City Departments and complimentary planning efforts.

PRIVATE DEVELOPMENT

ROUNDABOUTS

STREETSCAPE

SHIER RINGS ROAD REALIGNMENT



POTENTIAL INFILL SITES

SUMMARY

The planning goals for this study included: analyzing existing conditions, identifying complimentary planning efforts, providing strategies for balancing diverse mobility needs, recommending right-of-way improvements which include pedestrian, bike and site landscape elements.

It is important to note that none of the improvements are imminent; this study is in anticipation of future roadway projects, consistent with Dublin's tradition of planning for future infrastructure improvements. The intent is to demonstrate to potential purchasers or developers the City's long range view of how particular properties should be developed. As new sites are developed, each will be required to dedicate right-of-way and/or construct new roadway segments as appropriate to accommodate the increased vehicles. Specific design details and character elements will be implemented based on the site and traffic analysis for that property.





ACKNOWLEDGMENTS

The Shier Rings Road Corridor Character Study was made possible through the efforts and contributions of many different individuals and organizations. A special thank you goes to the citizens and business owners who generously devoted their time and creativity in the hopes of moving development forward along the Shier Rings Road corridor.

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