

I. U.S. 33 Corridor Area

Existing Character

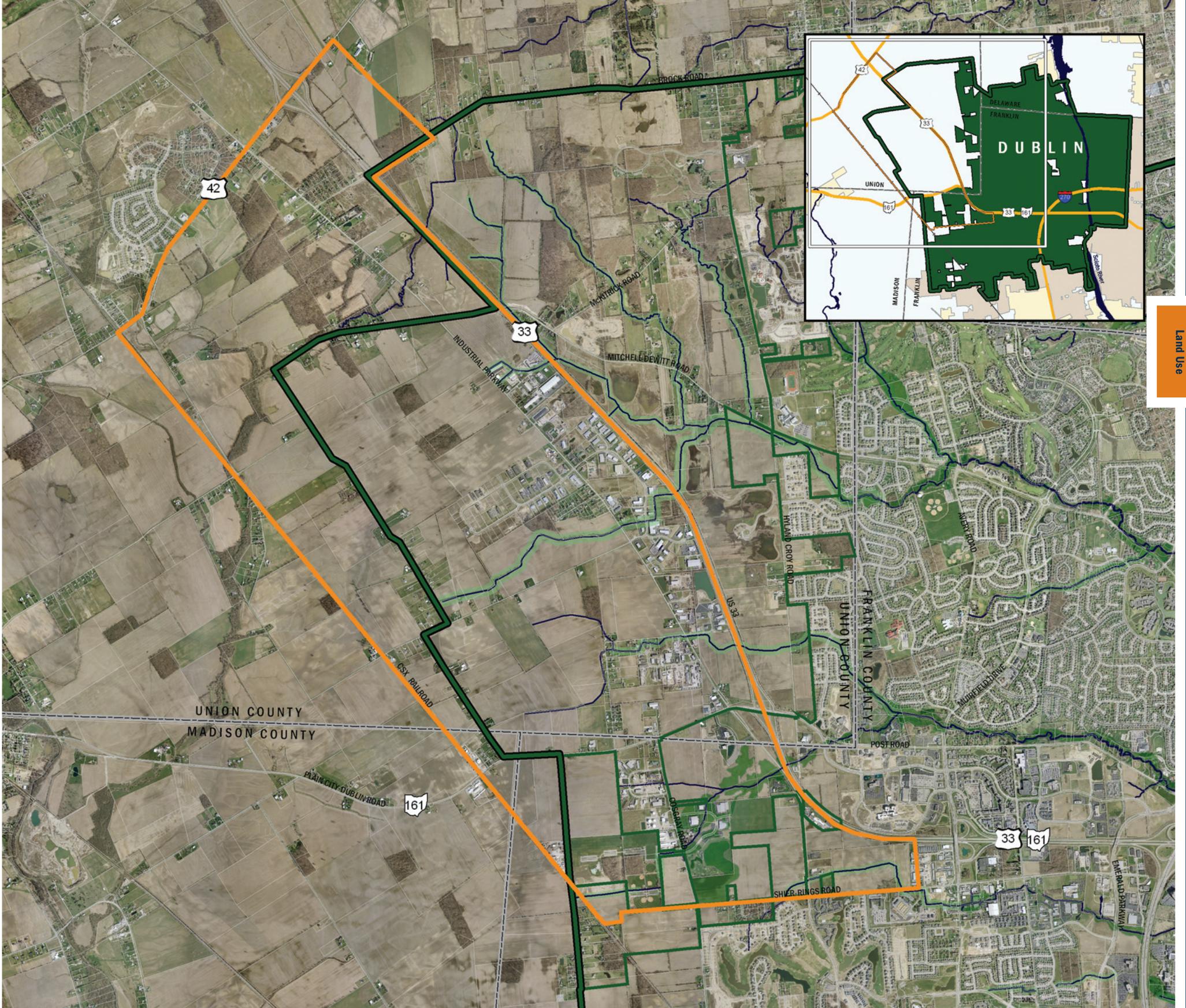
The U.S. 33 Corridor is an area defined by agricultural character that is on the verge of significant change. With rail access, several important highway interchanges and key interstate frontage, the area is highly accessible from I-270 and all points to the north and west.

The corridor includes a broad range of commercial, industrial and technology-related uses interspersed with housing developments, large lot residences and agricultural uses. Bordered to the north by U.S. 42, Avery Road and U.S. 33 to the east, Shier Rings Road to the south and the CSX railroad to the west, the area remains largely undeveloped. The area includes significant woodlots and small watercourses, and the northern portions of the study area are located within the Big Darby watershed, posing additional environmental considerations as the area develops. Ensuring managed, high quality growth along U.S. 33 will be a significant challenge and goal into the future that can benefit the entire Central Ohio region.



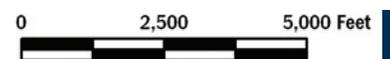
Darree Fields is home to a wide variety of recreational amenities.





Land Use

- Special Planning Area
- City of Dublin
- Land Use Planning Area
- Parcel
- Stream
- 100-Year Floodplain
- Stream Corridor Protection Zone



Map 3.13 U.S. 33 Corridor Existing Conditions

Planning Challenges and Issues

Facilitate the creation of a cohesive, integrated employment center

Maintaining the City as an important employment center will be a key component to the long-term vitality of the City. The creation of a well-planned mix of office, research and support uses as a high quality gateway to the City is very desirable and consistent with the City's established image. The area should include strong entry points to the corridor and should include hotels, retail and a broad range of uses that will support prospective companies. Companies must also have development options ranging from campus settings to more urban walkable locations that will meet the individual needs of business. The corridor should include a distinctive identity through the use of landscaping, architecture, signage and other design elements.

Maximize highly visible areas and land uses appropriately

With significant visibility along U.S. 33, at interchanges and from major arterials

within Dublin, key frontage sites within the U.S. 33 Corridor Area should include prominent uses and architecture that capture the image of the Central Ohio Innovation Center. In general, uses along U.S. 33 should include higher densities with a critical mass that creates a prominent sense of place. In addition, uses with greater visual impacts should be integrated within the corridor in less prominent locations to ensure an overall mix of employment opportunities while achieving the desired visual character. Lower intensity uses should be provided to the north and west to conserve open spaces and natural features and to blend with its surroundings.

Provide convenient housing choices and access to daily services

As a major employment center based on research and technology, future development must integrate a range of unique housing options in close proximity to area employment. Places to live, as well as access to daily services should be strategically to provide convenience within the context of the corridor. Great accessibility to



Major infrastructure upgrades will accompany growth in the corridor.

regional greenway networks should also be provided from all land uses to offer a full assortment of amenities within the area for prospective businesses, employees and residents.

Incorporate attractive streetscapes and pedestrian environments

As a large employment center, the U.S. 33 Corridor Area must include an integrated system of pedestrian connections and spaces that can provide unique character. In appropriate places, architecture should be placed close to the street edge and configured to provide courtyards and spaces and to screen parking. Other amenities such as water features, formal open spaces, landscape focal points, sculpture, courtyards, green malls or broad boulevards should also be encouraged where buildings do not relate to the public street. Future options for transit (bus and/or rail) should be considered to provide long-term convenience and flexibility. Pedestrian connections should be provided between employment, transit locations, service uses, open space systems and housing throughout the corridor.

Preserve and enhance natural features and the environment

The U.S. 33 Corridor includes a significant amount of natural features such as woodlands, tree rows and stream corridors that should be preserved and integrated as valuable amenities. Environmental quality should be emphasized, particularly for portions of the corridor within the protected Big Darby watershed. A key element of future development should include the integration of regional greenway connectivity and a skeleton of open space upon which all development is integrated. Focus should be placed on the natural context of the area through creative site placement, quality landscape design and the maintenance of unobstructed views to natural amenities. The integration of LEED-certified buildings or environmentally friendly design techniques should be highly encouraged as part of a cutting-edge technology employment center.

Utilize high quality, flexible design standards

Future development of the corridor

as a major technology and research employment center for the region will depend on the ability to establish standards that will achieve architectural and design quality in a manner that is flexible and responsive to the private market. Emphasis should be placed on establishing regulations that will allow technology companies to quickly follow business opportunities within the corridor.

Planning Goals

...To enhance the area as a key employment and service center and as a prominent gateway to Dublin with high quality development, strong gateway treatments and overall design features that exemplify the office and technology focus of the area.



Recreational lands will provide a great amenity for businesses within the area.

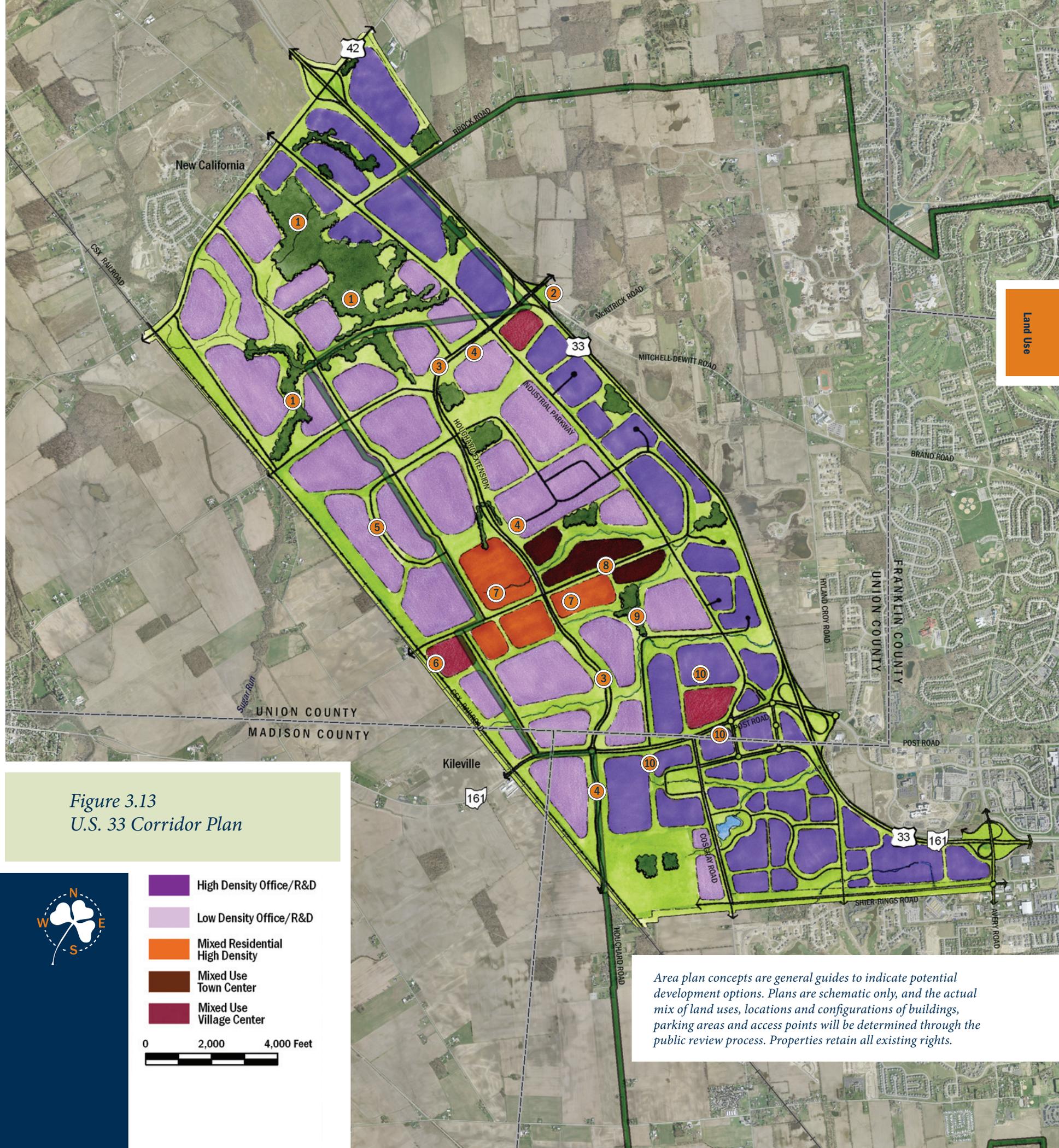
Design Recommendations

U.S. 33 Corridor Recommendations

- ① Maximization of open space and preservation of woodland within the Big Darby watershed
- ② Future interchange improvements at Mitchell-Dewitt Road
- ③ Parkway design with variable median for additional landscape character
- ④ 200-foot landscape setback along Houchard Extension
- ⑤ 200-foot buffer and greenway along railroad
- ⑥ Optional location for future transit station and support services
- ⑦ Higher density residential in walkable proximity to town center
- ⑧ Town center area within core to provide service and housing proximity to employment base
- ⑨ Pedestrian/greenway corridors linking to town center area
- ⑩ Higher density employment core along SR 161 with support uses

General Notes:

Intent of Plan is not to displace residential properties in the area; however, if the area is redeveloped the Plan reflects the preferred scenario for any redevelopment.



Land Use

Figure 3.13
U.S. 33 Corridor Plan



- High Density Office/R&D
- Low Density Office/R&D
- Mixed Residential High Density
- Mixed Use Town Center
- Mixed Use Village Center

0 2,000 4,000 Feet

Area plan concepts are general guides to indicate potential development options. Plans are schematic only, and the actual mix of land uses, locations and configurations of buildings, parking areas and access points will be determined through the public review process. Properties retain all existing rights.