

## E. Northwest/Glacier Ridge Area

### *Existing Character*

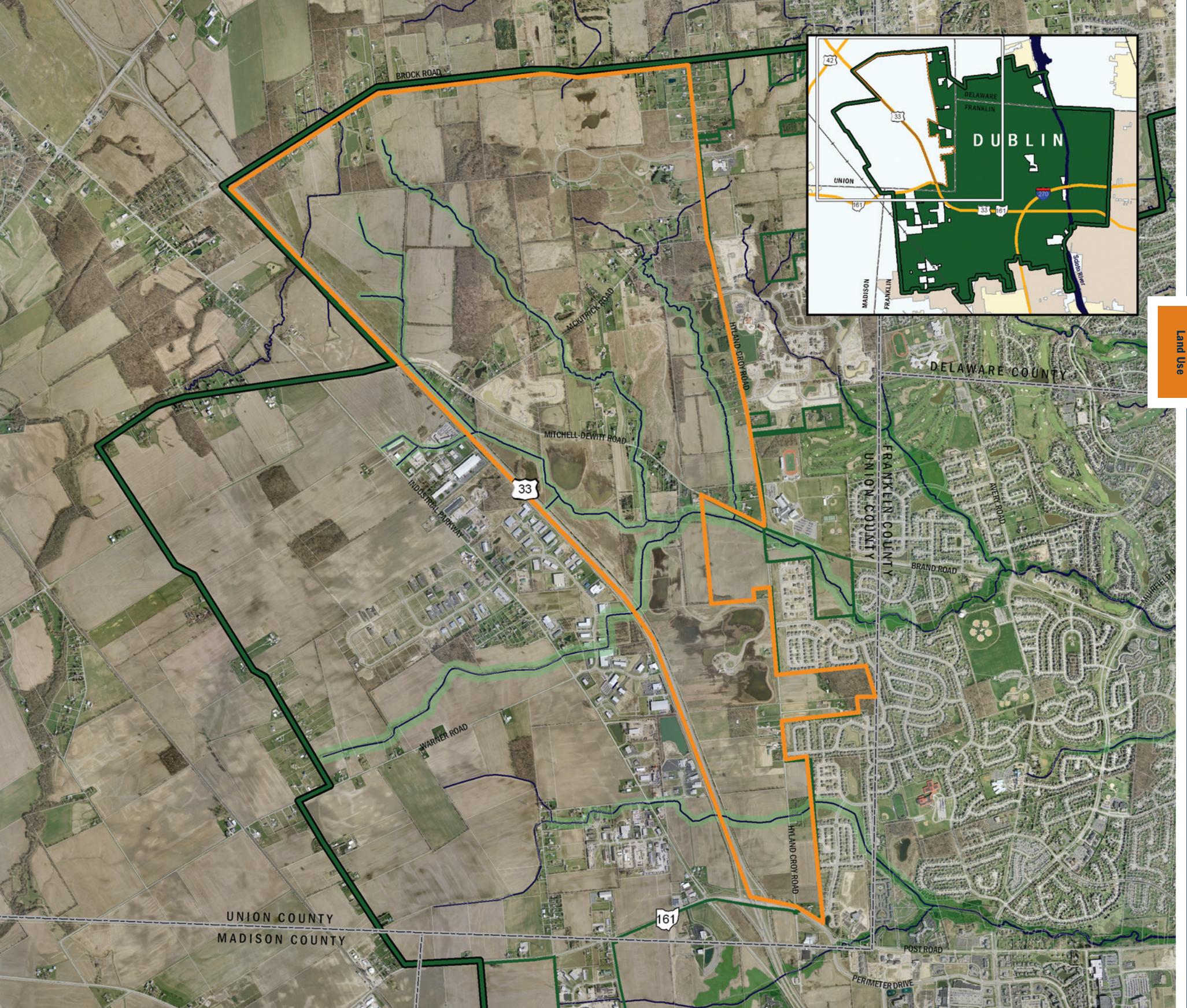
The planning area consists of various sized pockets of undeveloped land adjacent to the west of Hyland-Croy Road. The overall area is bound by Brock Road to the north, generally Hyland-Croy Road to the east, Post Road to the south, and U.S. 33 to the west. The area is largely defined by the creation of the Glacier Ridge Metro Park and contains several streams including the headwaters of the North Fork Indian Run. Significant portions of the planning area are highly wooded with areas of more visible topographic change to the north of Brand Road. The Metro Park, which encompasses over 1,000 acres, is highly accessible to the region and provides a convenient use for the Dublin community. The park is the primary element around which area development must coordinate and blend.

*Glacier Ridge Elementary is the Dublin City School's newest facility in the area.*



*Scattered farmsteads and large lot residences typify much of the area.*





Land Use

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



Map 3.9 Northwest/Glacier Ridge Existing Conditions



**Mitchell-Dewitt Road has a rural character typical to much of the Northwest/Glacier Ridge Area.**

## *Planning Challenges and Issues*

### ***Preserve rural character and natural features***

The distinctive rural character and natural features within the northwest area are defined by the Metro Park, residential subdivisions with large setbacks, farm fields and large lot development. Preservation of this rural character should be continued through the use of conservation design, large setbacks and naturalized landscape areas that are compatible with the Metro Park and existing uses. Stream corridors and wooded areas contribute significantly to the scenic character and rural nature of the northwest area and should be preserved.

### ***Create high quality residential areas with a mix of housing types***

The area should contain residential development that strives to provide a mix of residential choices within the natural context. The implementation of high quality residences should incorporate the use of cluster housing to conserve open space and natural amenities, and housing should be oriented toward parks and open space to take advantage of the amenity.

New residential areas should maximize open space and landscaping that blends and coordinates with the natural feel of the area, and where necessary, a transition of unit types should be provided for existing neighborhoods.

### ***Create employment opportunities adjacent to the highway***

The location of the northwest area adjacent to the U.S. 33 corridor presents a defined opportunity to provide employment opportunity for the area. With interchange access and freeway visibility, its location adjacent to the metro park affords the chance to create high profile architecture at a major gateway, as well as the ability to blend development in a campus feel within the context of adjacent, protected natural areas and wetlands.

## *Planning Goals*

...To protect the rural and natural character of the area and the Glacier Ridge Metro Park by encouraging residential conservation development near the park and maintaining high quality employment uses near the Post Road interchange.

*Woods and wetland of the Metro Park define the area's visual character.*





*Future interchange improvements at U.S. 33 and Post Road will help alleviate congestion.*

## Design Recommendations

### Northwest/Glacier Ridge Area Recommendations:

#### *Northwest/Glacier Ridge Plan*

- ① Future north-south connection to Brock Road
- ② Implementation of residential conservation developments to maximize open space and views
- ③ New McKittrick Road extension to future interchange
- ④ Future interchange improvements at U.S. 33 and Mitchell-Dewitt Road (As noted on Union County Thoroughfare Plan and I-270 MIS)

#### *General Notes:*

Consolidation of existing low density single-family lots and proposed redevelopments are to utilize residential conservation design throughout the planning area.

#### *Post and Hyland-Croy Detail*

- ⑤ Utilization of Conservation Design principles to preserve wooded area and desired 150- to 200-foot setback along Hyland-Croy Road
- ⑥ Integration of existing woodland as park
- ⑦ Creation of visual corridor between woods and Hyland-Croy Road
- ⑧ Low-impact architecture along U.S. 33 adjacent to metro park (one- to two-story)
- ⑨ Transitional architecture along Hyland-Croy Road adjacent to neighborhoods (two-story)
- ⑩ Variable median to provide additional landscaping and rural character
- ⑪ Preservation of stream corridor
- ⑫ Implementation of curvilinear streets to provide residential character
- ⑬ High quality, signature architecture adjacent to interchange (2 to 3+ stories)

- ⑭ 100- to 200-foot setback along Hyland-Croy Road to vary with median
- ⑮ Future interchange improvements
- ⑯ Future roundabout construction and potential public art location and gateway feature
- ⑰ 150-foot setback along Post Road/SR 161
- ⑱ Single-family lots to provide transition for existing neighborhood
- ⑲ Entrance road removed as part of interchange design requirements for limited access rights-of-way

#### *General Notes:*

Focus to be provided on safe pedestrian access to school and Metro Park.

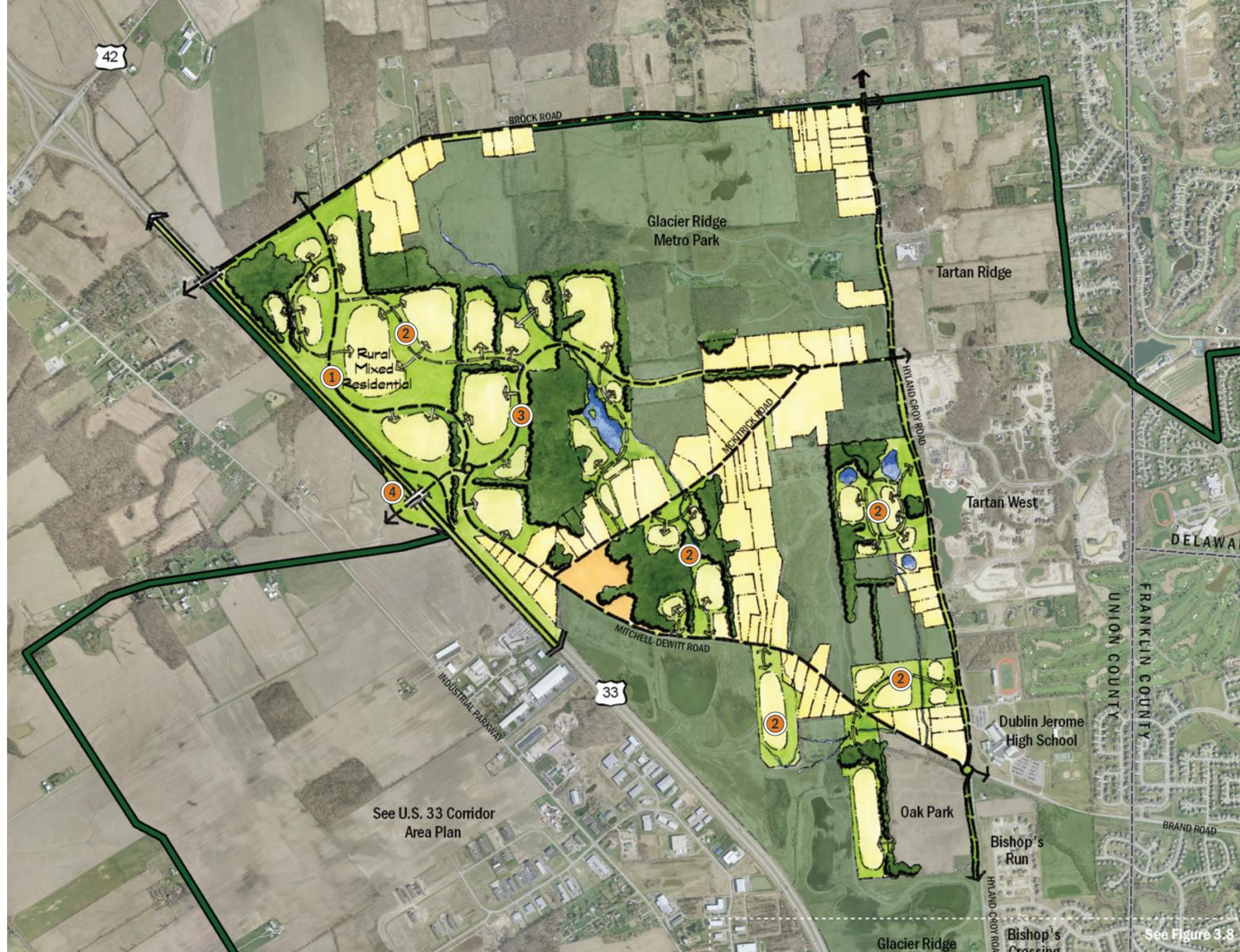


Figure 3.7  
Northwest/Glacier Ridge Plan

0 1,000 2,000 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.



Figure 3.8  
Post and Hyland-Croy Detail

0 400 800 Feet

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*Opportunities for walking, bird watching and wetland education can be found in the Northwest/Glacier Ridge Area.*



NORTHWEST/GLACIER RIDGE AREA PLAN  
(FOLDOUT)



Land Use

Residential infill along Hyland-Croy Road

Conceptual Interchange Office Development

