CITY OF NEW ALBANY
MINK ROAD AREA PLAN
ADDENDUM TO THE 2014 STRATEGIC PLAN

ACKNOWLEDGEMENTS

CITY OF NEW ALBANY STAFF

Nancy Ferguson, Mayor
Dr. Glyde Marsh, President Pro Tempore
Colleen Briscoe
Chip Fellows
Mike Mott
Stephen Pleasnick
Sloan Spalding

CITY OF NEW ALBANY STAFF

Joseph Stefanov, City Manager
Debra Mecozzi, Deputy City Manager
Jennifer Chrysler, Community Development, Director
Adrienne Joly, Community Development, Deputy Director
Stephen Mayer, Community Development, Planner

MKSK STAFF

Chris Hermann, Principal
Aron Fraizer, Associate
Danielle Myers, Planner

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INTRODUCTION

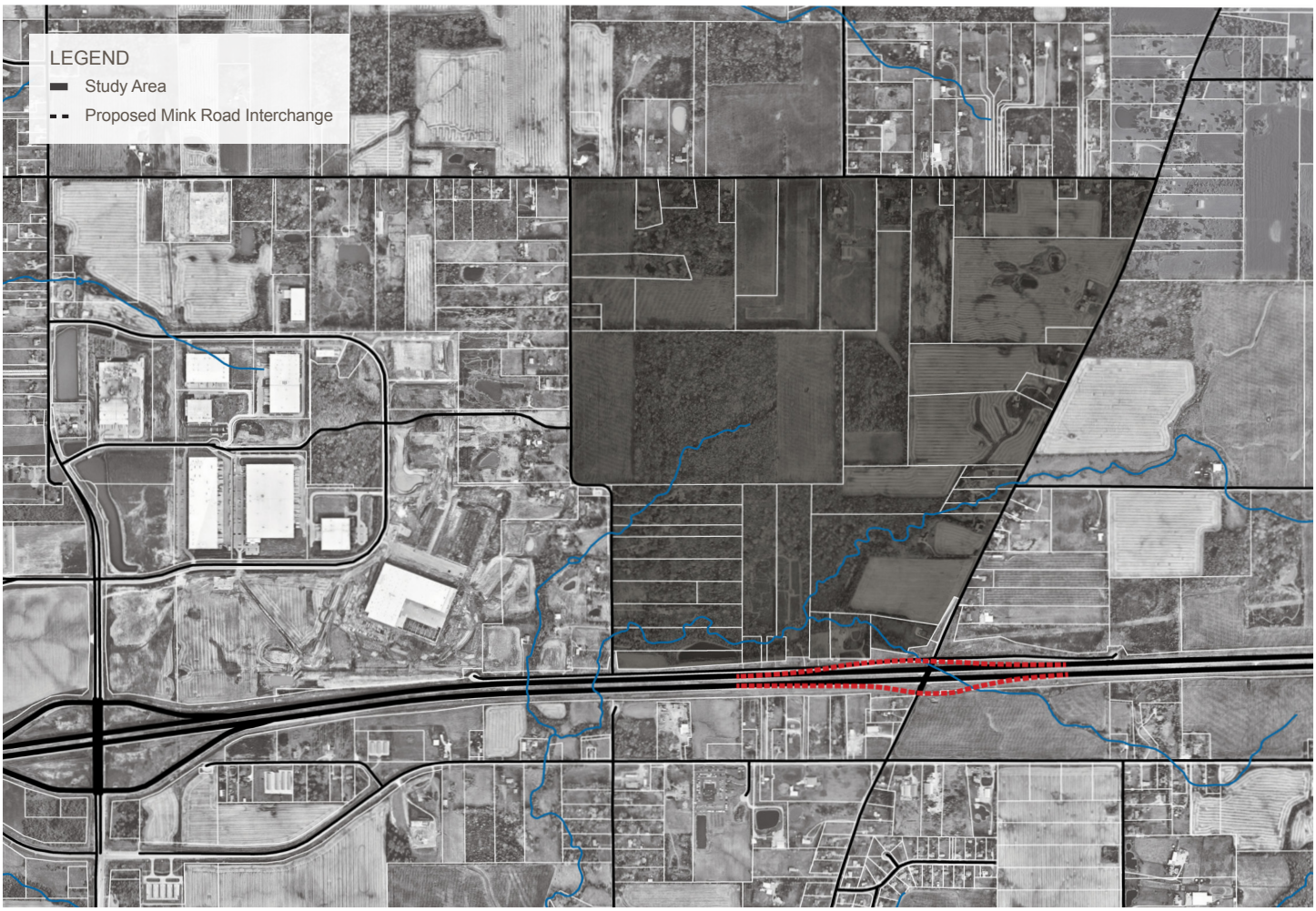
In 2014 the city of New Albany completed the most recent update to its Strategic Plan. This document is important because it identifies the desired future land use patterns and transportation recommendations for the City and its future expansion areas. Having a Strategic Plan allows the City to identify how areas should continue to develop and grow in a way that best serves the greater New Albany community. This document establishes density and transportation standards, road corridor characters, and bicycle and pedestrian facility expectations. The Plan is created prior to development in an area so that it may serve as a tool to help the City guide new development, and ensure that it upholds the established character and high standard of design synonymous with New Albany.

Since the completion of the 2014 Strategic Plan, continued talks with the City of Columbus have extended New Albany's water and sewer service areas east. Specifically, the City may incorporate 595 acres east of Harrison Road, south of Jug Street, north of State Route 161, and west of Mink Road, into its expansion area. This, along with the Ohio Department of Transportation's planned construction of an interchange at Mink Road and State Route 161, have increased development interests in this area, referred to here as the Mink Road study area. To responsibly plan for the future of the Mink Road study area and its possible future incorporation into New Albany, it is necessary to integrate it into the 2014 Strategic Plan. The Mink Road Area Plan serves as an addendum to the Strategic Plan, applying the Plan's strategies and recommendations to the Mink Road study area.

Plan Components & Uses

The Mink Road Area Plan serves as an addendum to the 2014 Strategic Plan. As such, the recommendations presented in this document build upon the land use, transportation, and corridor recommendations in the Strategic Plan, which should be consulted for additional details on these matters.

The Mink Road Area Plan consists of five topics:



MINK ROAD STUDY AREA

- Land Use: which identifies the desired use for the Mink Road study area should it be incorporated into the City.
- Thoroughfare Plan: which identifies potential road connections to support development and integrate the study area into New Albany's street network.
- Bicycle Facilities: which identify the appropriate types of on-street and off-street bicycle facilities within the study area. This section also identifies important regional bike connections.
- Natural Features: which speaks to New Albany's tradition of incorporating existing natural features to enhance site design of future development.
- Corridor Strategies: which identify strategies to enhance the Mink Road study area road corridors to speak to the character and high quality of design present in New Albany.

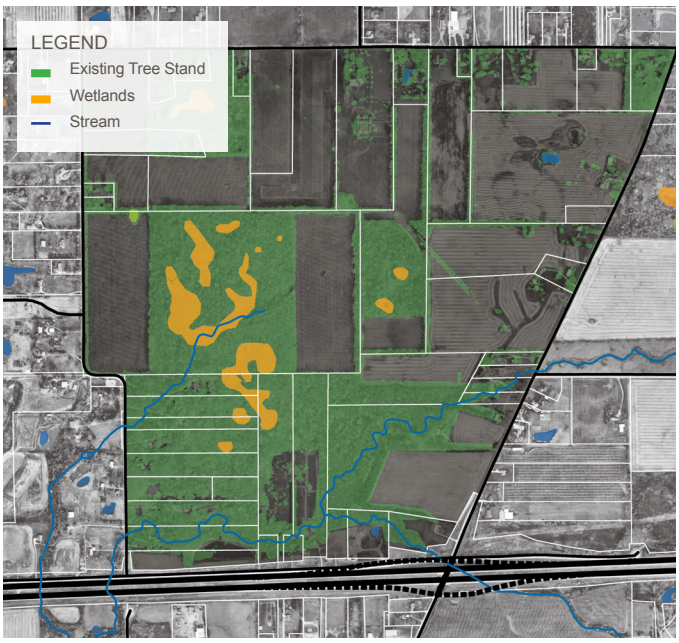
Together, these recommendations establish preferred future land patterns, and identifies appropriate roadway networks that will serve as the backbone for development in the Mink Road study area, allowing it to be integrated into the City's Strategic Plan.

Existing Conditions

Today, the Mink Road area consists of mostly low-density rural residential and agricultural uses. The roads are narrow, two lane roads, often with deteriorating pavement conditions. Mink Road, the largest of these corridors, is an important regional connection between Johnstown and I-70. With the planned construction of an interchange at Mink Road and State Route 161, the projected traffic and character of this corridor will change.

The Mink Road area's rural character includes several natural features. The South Fork Licking River and two tributary streams are located along the southern and eastern edge of the study area. These contribute to existing wetlands in the study area.

An important component of the Mink Road Area Plan's study area is its proximity to New Albany's Personal Care and Beauty Campus, which is located directly adjacent to the Mink Road study area. The Campus has seen a significant amount of growth in recent years, with new construction and the expansion of existing tenants. To accommodate this growth, Innovation Campus Way, the primary road corridor through the Personal Care and Beauty Campus, is planned to expand east, to Harrison Road. This extension creates additional development frontage in the Campus, which will result in new construction on the outside edge of the Smiths Mill Road loop. This development will be directly adjacent to the Mink Road study area.



THERE ARE SEVERAL EXISTING WETLANDS WITHIN THE STUDY AREA


THE STUDY AREA CURRENTLY CONSISTS OF AGRICULTURAL AND RURAL USES

LAND USE

The Future Land Use Map identifies desired future land use patterns for the city of New Albany and its future expansion areas, as well as development strategies for each type of land use. Because of the Mink Road study area's close proximity to the Personal Care and Beauty Campus, existing freeway frontage along State Route 161, and future freeway access from the proposed Mink Road interchange, the Office Land Use District is identified as the appropriate future land use for this area.

The Strategic Plan's Office Land Use Category is intended to provide for a number of employment intensive uses. An adequate amount of land in this district is important for the overall fiscal health of the city. The office district accommodates several different types of revenue producing uses to allow for flexibility and diversification of business that seek to locate in the New Albany Business Park.

This area plan adheres to the planning principles of connectivity and context sensitive development already practiced throughout the community. Office uses within the Mink Road study area should comply with the Office Development Standards outlined in the 2014 Strategic Plan, and should promote the high standard of design established in the New Albany Business Park, which include:

- creating campus-style office developments that are walkable and allow for the integration of the leisure trail system,
- strategically locating parking to create shared-parking opportunities where applicable,
- identifying opportunities for combined stormwater services,
- creating centralized, common open spaces that unify office developments.

This will ensure development that is consistent with existing office uses in the New Albany Business Park, and uphold the high standard of office development the Park has established.

Standards related to residential adjacencies and site design are of particular importance to ensure compatibility between new development and the existing rural character of the Mink Road area. This is particularly important along the Harrison Road corridor, where existing residential uses are located. Appropriate landscaping, buffering, and setbacks should be applied between office and residential uses located along this corridor, in order to preserve the quality of life of residents living along Harrison Road.

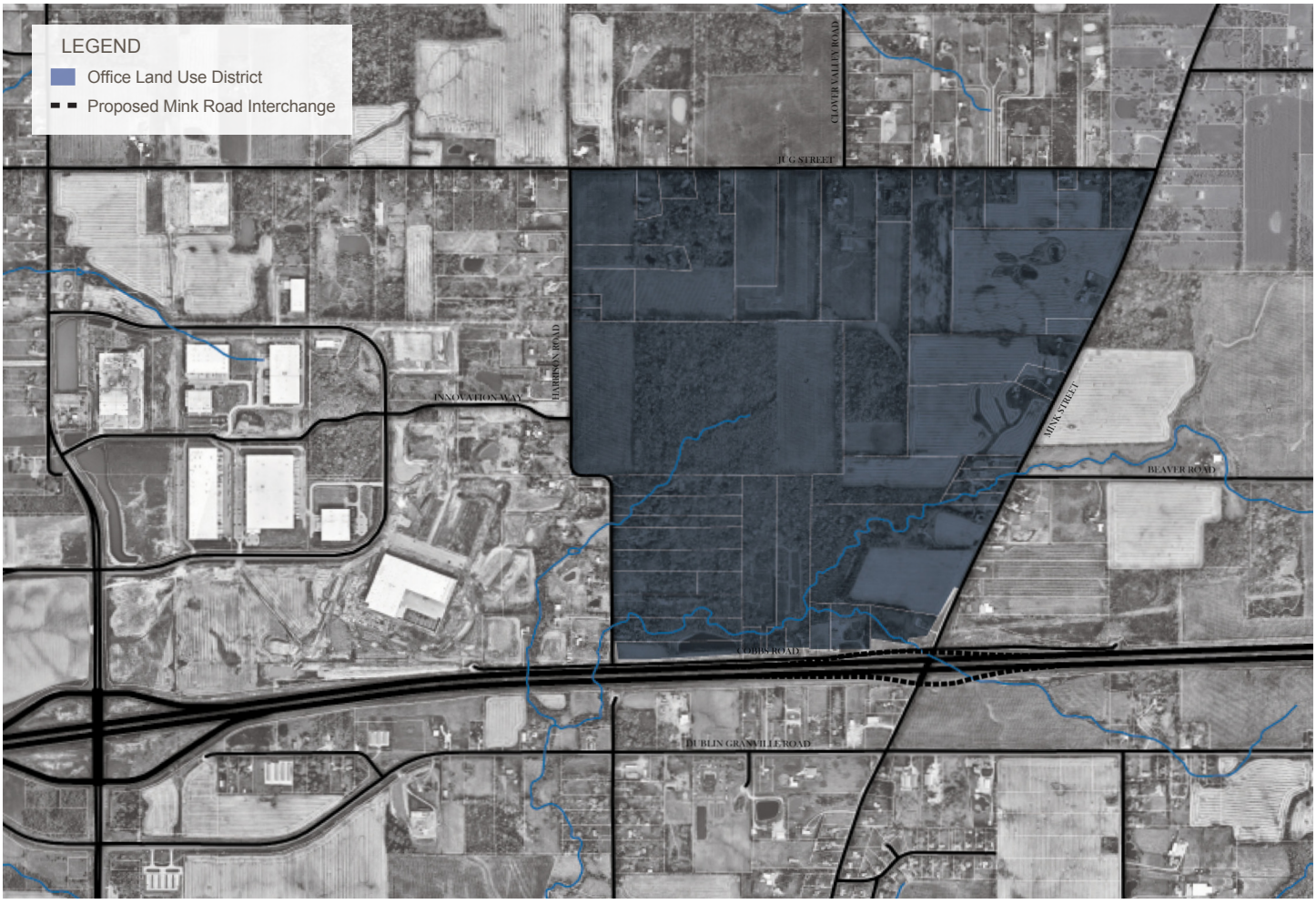
Finally, New Albany has been very deliberate about the amount of retail uses within its borders. The city has also been realistic about the need for uses that serve employees in the expanding business park. As the Beech Road area is built out, the city will need to monitor the demand for additional auto-oriented retail uses in or around the Mink Road interchange.

OFFICE DEVELOPMENT STANDARDS

- All development standards of the Office District shall still apply.
- Loading areas should be designed so they are not visible from the public right-of-way, or adjacent properties.
- Common open spaces or greens are encouraged and should be framed by buildings to create a "campus like" environment.
- Appropriate screening should be installed as a buffer between the office district and adjacent residential. If mounding is necessary to achieve this the "reverse slope" type with the gradual slope side toward the right-of-way is preferred.
- No freeway/pole signs are allowed.
- Heavy landscaping is necessary to buffer these uses from adjacent residential areas.
- A 200 ft buffer should be provided along State Route 161.

EXISTING DEVELOPMENT IN THE OFFICE LAND USE DISTRICT

EXISTING DEVELOPMENT IN THE OFFICE LAND USE DISTRICT



LAND USE MAP MINK ROAD AREA

THOROUGHFARE

In addition to identifying the desired future land use for the Mink Road study area, it is important to plan for a road network that will support development in this area. The existing and proposed road corridors must handle the increased amount of traffic that will be created by the Mink Road interchange, while preserving the rural, pastoral character that is synonymous with New Albany's road corridors.

The Thoroughfare Plan Map identifies road connection and street typologies that will support the type of office land use desired for the Mink Road study area. It is important to note that any new roads shown in this section are intended to illustrate connections between two points and not an exact road alignment. The exact alignment of any new roads in this area will require an additional level of study.

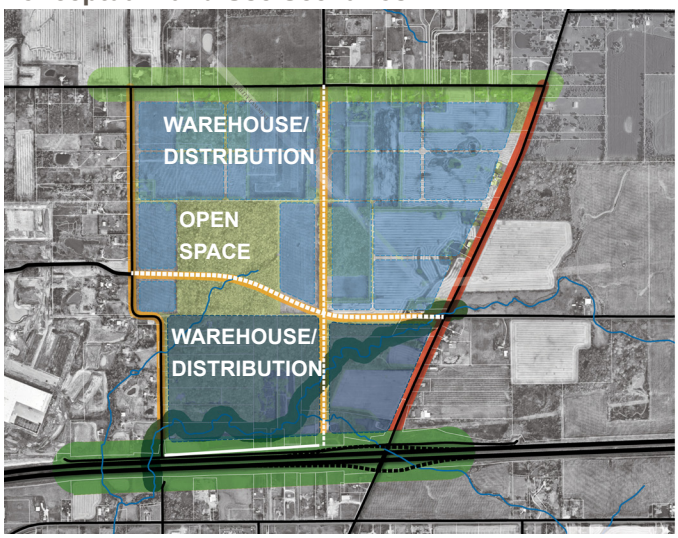
Potential Road Connections

While the exact number of roads and their alignment will be determined by how the Mink Road Study Area develops with office uses, the Mink Road Thoroughfare Plan identifies important connections to be made with primary roads in this area. Additional, secondary roads will be studied as their need is identified with the development of the Mink Road study area. To create a viable street network, it is important to have both an east-west primary road connection and a north-south primary road connection through the site. This will integrate the Mink Road Study Area into the existing road network surrounding it, and will also ensure connectivity for future uses.

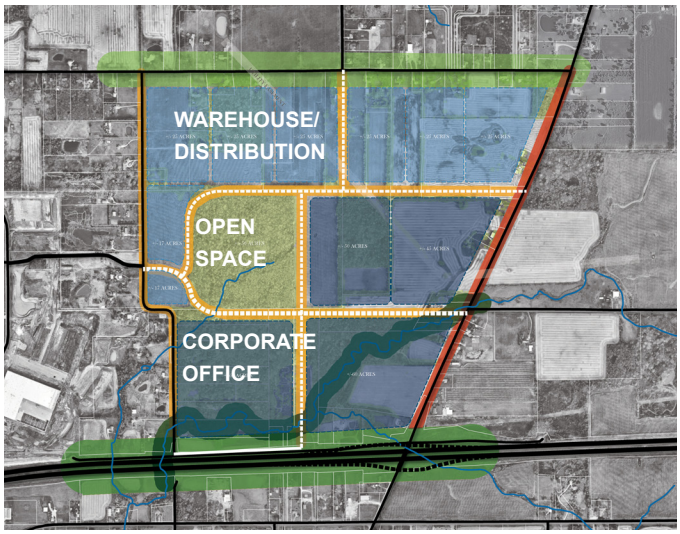
As part of the planning process, different potential connections for primary streets in this area were studied. This exercise helped identify how these connections could impact development sites and the types of office developments that would be supported/ attracted to the Mink Road area. The development concepts shown on page 8 illustrate two potential road connections, and what types of development they lend themselves toward. Both concept A and concept B have several consistent characteristics that are important to note. They both preserve the natural features, and they both create north-south and east-west connections through the Mink Road Study area. These design considerations should be implemented into any future road network developed for this area.

Concept B proposes more road connections. In this plan, Innovation Campus Way is extended east, where it divides at a fork, similar to the New Albany Road fork. Both legs then connect to Mink Road, with the southern leg aligning with Beaver Road. Clover Valley Road is also extended south to the northern leg of the Innovation Campus Way fork. A new north-south road connection is proposed along the eastern edge of the open space, down to Cobbs Road. This creates public frontage along all sides of the greenspace, helping identify it as a public space. This network lends itself to more corporate office uses along the southern portion of the Mink Road study area. This is because the proposed road connections create smaller development sites, located within areas the Land Use Plan recognizes as having significant natural features.

Conceptual Land Use Scenarios



CONCEPT A: BASIC ROADWAY NETWORK



DEVELOPMENT SCENARIO B: THE SECOND POTENTIAL ROAD NETWORK SCENARIO

Concept A creates a basic road network that will serve as the backbone to development as it is established over the next several years. It is important to note that this option identifies a minimum number of road connections in the Mink Road study area. In this concept, Clover Valley Road is extended south to Cobbs Road, and Innovation Campus Way is extended east from Harrison Road to Mink Road, aligning with Beaver Road. These proposed connections lend themselves to a number of land uses. This concept is seen as the preferred road connection scenario because it allows the greatest amount of flexibility for future office development of the Mink Road study area. Secondary roads can be introduced in a number of ways within this network to further delineate development sites and uses in the future.

An important consideration in both concepts is the planned interchange at Mink Road. The interchange is an Ohio Department of Transportation project that is currently being designed. Its final design will impact the exact location, size and number of roads appropriate for the Mink Road area. Connections shown in this plan should serve as a guide to development but will require some flexibility in their implementation.

Street Typologies

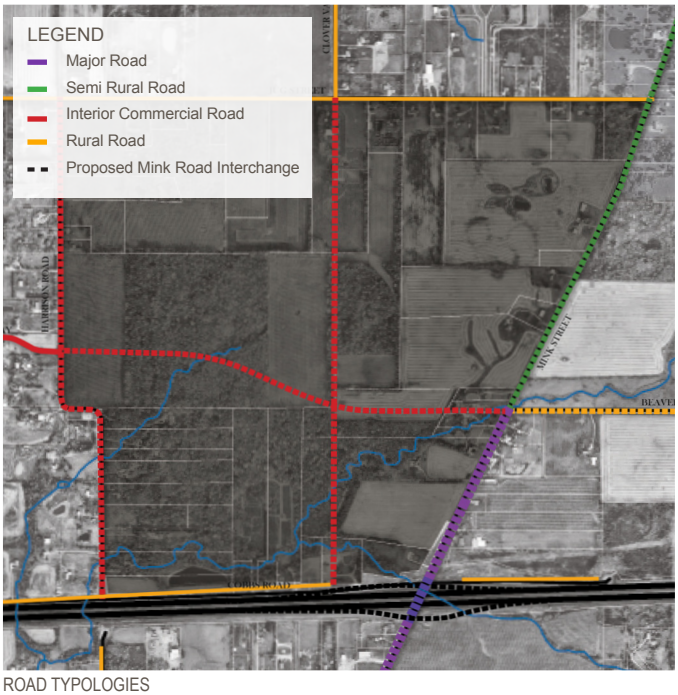
The typologies assigned to each road corridor within the Mink Road area build upon the Strategic Plan's Thoroughfare Plan - Street Typologies Map. This allows the character of any future corridors to blend with those of the existing road corridors.

Generally speaking there are four road typologies applied to the Mink Road area. First, Harrison Road, the Clover Valley Road Extension, and Innovation Campus Way are all seen as interior commercial streets. These are streets that create local connections within the New Albany Business Park. The interior commercial street typology is a new typology introduced in the Mink Road Area Plan, however it is applicable to future roads within New Albany. This type of street is located in commercial or business park areas, similar to the commercial street typology, however their primary purpose is to provide interior access to sites within the New Albany Business Park. Additional information on this typology can be found on page 10.

Cobbs Road and Jug Street remain rural, which is consistent with their existing character. Cobbs Road will be impacted by the final design of the Mink Road interchange. Depending on how this area develops, there is the potential this road will become an access road. Jug Street is seen as a rural road because it serves as the transition point between the rural, agricultural uses north of the road corridor, and the more developed office uses to the south.

Finally, Mink Road is the corridor that is likely to see the most amount of change. The construction of the Mink Road/State Route 161 interchange and the future office uses in this area will increase traffic along this corridor. To accommodate this, the area south of the proposed Innovation Campus Way extension is recommended to be a major road typology. North of the interstate, a center median is proposed. This will provide the number of lanes necessary to facilitate the amount of traffic expected near the interchange, while creating a vehicular gateway. North of Innovation Campus Way, semi-rural typology is recommended. This will help preserve the rural character of the corridor, while planning for a middle turn lane to accommodate traffic entering and exiting the office uses in the Mink Road area.

More detailed information on each of these typologies can be found on pages 10 and 11 of this report. Because these proposed connections will be affected by the final design of the interchange at Mink Road, the cross sections shown on the following pages may change. However, they can still serve as a guide to the character that the city would like to achieve along these corridors.

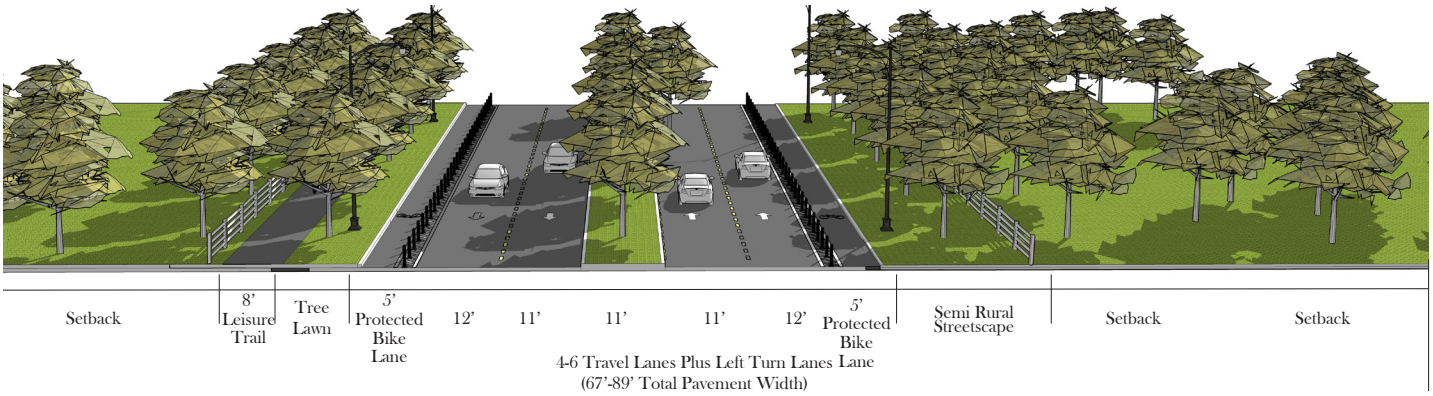


ROAD TYPOLOGIES

Major Roadway

Major roadway typologies are portions of New Albany's road corridors which pass under State Route 161. These areas are wider to accommodate the increased amount of traffic exiting and entering the interstate. Within the Mink Road study area, this road typology applies to the portion of Mink Road which passes under State Route 161. Major roadways include four to six lanes of traffic with a turn lane. Bicycle accommodations include a potential leisure trail and/or protected bike lane. An important design component unique to the Mink Road Area Plan, is the recommendation for a landscaped median within the center lane of the major road typology. This is to create an inviting and identifiable gateway into the Mink Road area. Additional information can be found in the 2014 Strategic Plan. the streetscape should consist of street trees. The trees can be regularly spaced or grouped in naturalized plantings depending on the character of the surrounding area.

Major Roadway with protected bike lane

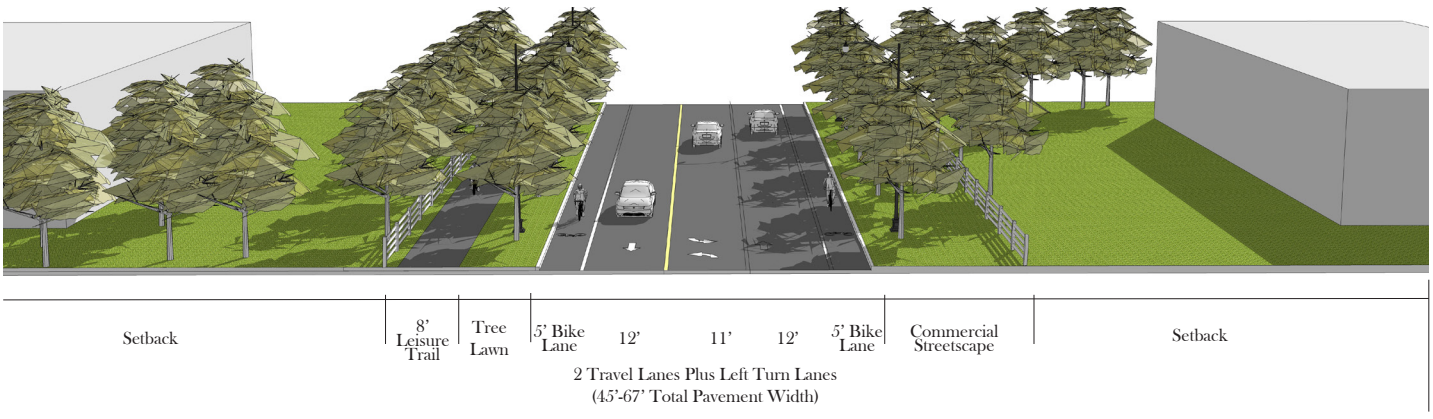


Interior Commercial Roads

Although newly identified, the interior commercial road typology has already been implemented in portions of the Personal Care and Beauty Campus, particularly along Innovation Campus Way. Interior commercial roads are similar to the commercial typology, however they are smaller in scale because their primary purpose to provide interior connections within the Business Park. This typology is applied to Harrison Road, Innovation Campus Way, and the proposed Clover valley extension.

Interior commercial streets includes two travel lanes with a center turn lane (as needed), a semi rural streetscape, and a 50' building setback. The streetscape should consist of regularly spaced street trees in a tree lawn. Careful consideration should be given to the design of the Innovation Campus Way corridor. This road will serve as the primary truck entrance to both the Mink Road area and the Personal Care and Beauty Campus. Therefore it is important to balance this function with the recommended design aesthetic of the corridor.

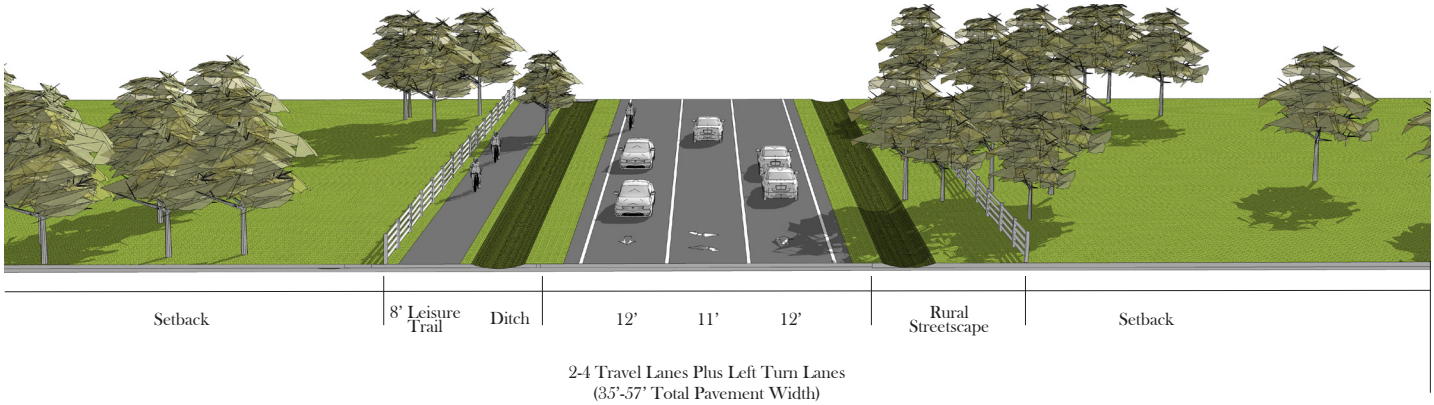
Interior Commercial Roadway



Semi Rural Roadway

Semi-rural road corridors provide a transition from the built areas of New Albany into the more rural areas. These corridors are also important because they help preserve the rural character of the area, while being able to accommodate more traffic. Semi-rural road corridors have two to four travel lanes with a center turn lane (as needed). The presence of swales and natural tree clustering within the streetscape create a more rural aesthetic. Leisure trails should be included along these corridors, and on-street bicycle facilities or shared road conditions may be appropriate, depending on traffic volumes. Within the Mink Road study area, this street typology is applicable to Mink Road north of the proposed Innovation Campus Way extension. This will provide a transition from the more built area around the Mink Road interchange into the more rural areas north of Jug Street. If the character of the corridor changes over time, the City should consider a median for access management purposes.

Semi Rural Roadway

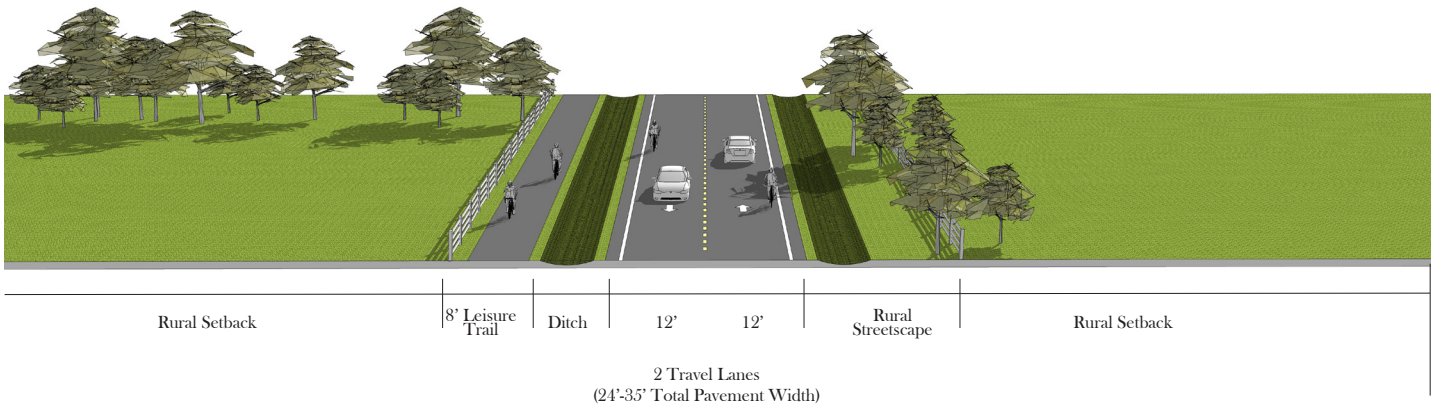


2-4 Travel Lanes Plus Left Turn Lanes
(35'-57' Total Pavement Width)

Rural Roadway

New Albany's preservation of its rural road corridors is important to portraying the character of the area. Rural road corridors include narrow two-lane roads. The presence of swales and irregularly spaced trees create a rural streetscape character. Leisure trails may be provided, where available right-of-way permits. On-street bicycle facilities should be limited to shared road conditions in order to preserve the narrow nature of the corridors. This typology is applicable to Cobbs Road and Jug Street.

Rural Roadway



2 Travel Lanes
(24'-35' Total Pavement Width)

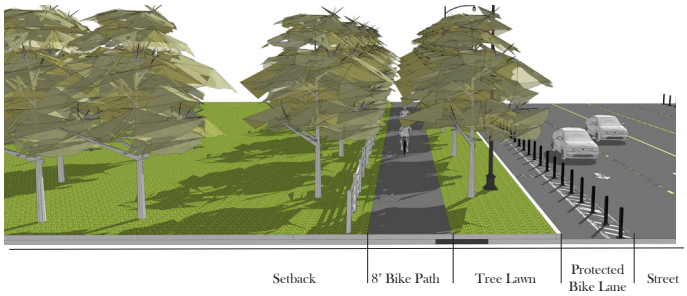
LEISURE TRAILS/BIKE FACILITIES

Bike facilities should be incorporated in the Mink Road study area through both on-street and off-street facilities. Leisure trails should be included along Innovation Campus Way, the proposed Clover Valley extension, Mink Road, and Jug Street. This will help continue to develop New Albany's existing trail system, and will encourage increased bicycle comminuting, while strengthening connections between the more developed areas of New Albany and this new addition to the Business Park. The trails should be 8' wide, and conform to the recommendations for each street typology, as established in the 2014 Strategic Plan.

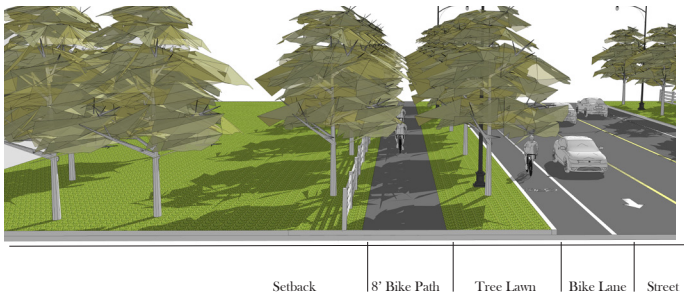
Additionally, leisure trails should be considered along the southern tributary creek within the Mink Road study area. This creek is located within the mature tree canopy, and runs east to southwest through the study area. A greenway trail in this location should be considered as part of a development proposal if it can be created as part of an overall trail network that connects to other trails and/or sidewalks in the area. The 2014 Strategic Plan identified stream corridors, such as this, as opportunities for new green corridor trails that connect residents and employees to the natural features within New Albany.

Finally, on-street bike facilities should also be integrated into the existing and future roads within the Mink Road study area. The construction of the new interchange, and the increased development in the area, will increase traffic volumes along these corridors. This will necessitate designated bicycle facilities to make these roads comfortable for cyclists. The street typologies identified for each new road connection within this area also identify the appropriate type of on-street bicycle facility that should be considered for that corridors. These recommendations are based on the expected amount of vehicular traffic and speeds. Incorporating on-street bicycle facilities in the Mink Road area will promote the goal of creating city-wide bicycle network. Future traffic engineering studies will help to determine whether bike lanes can be built along these connections.

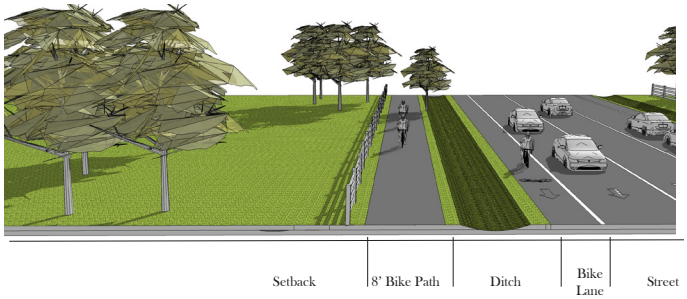
Major Corridor



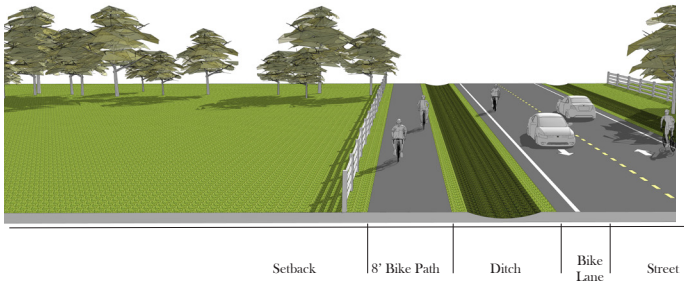
Interior Commercial Corridor



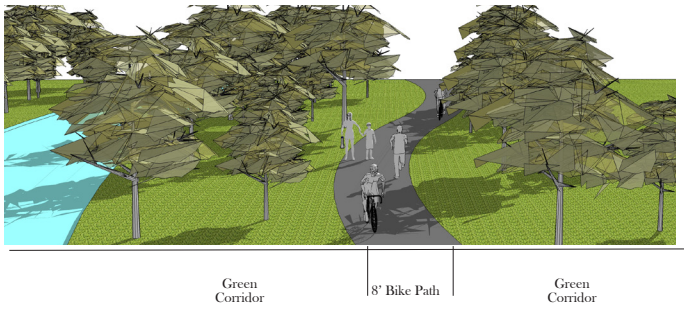
Semi Rural Corridor



Rural Corridor



Greenways Trail



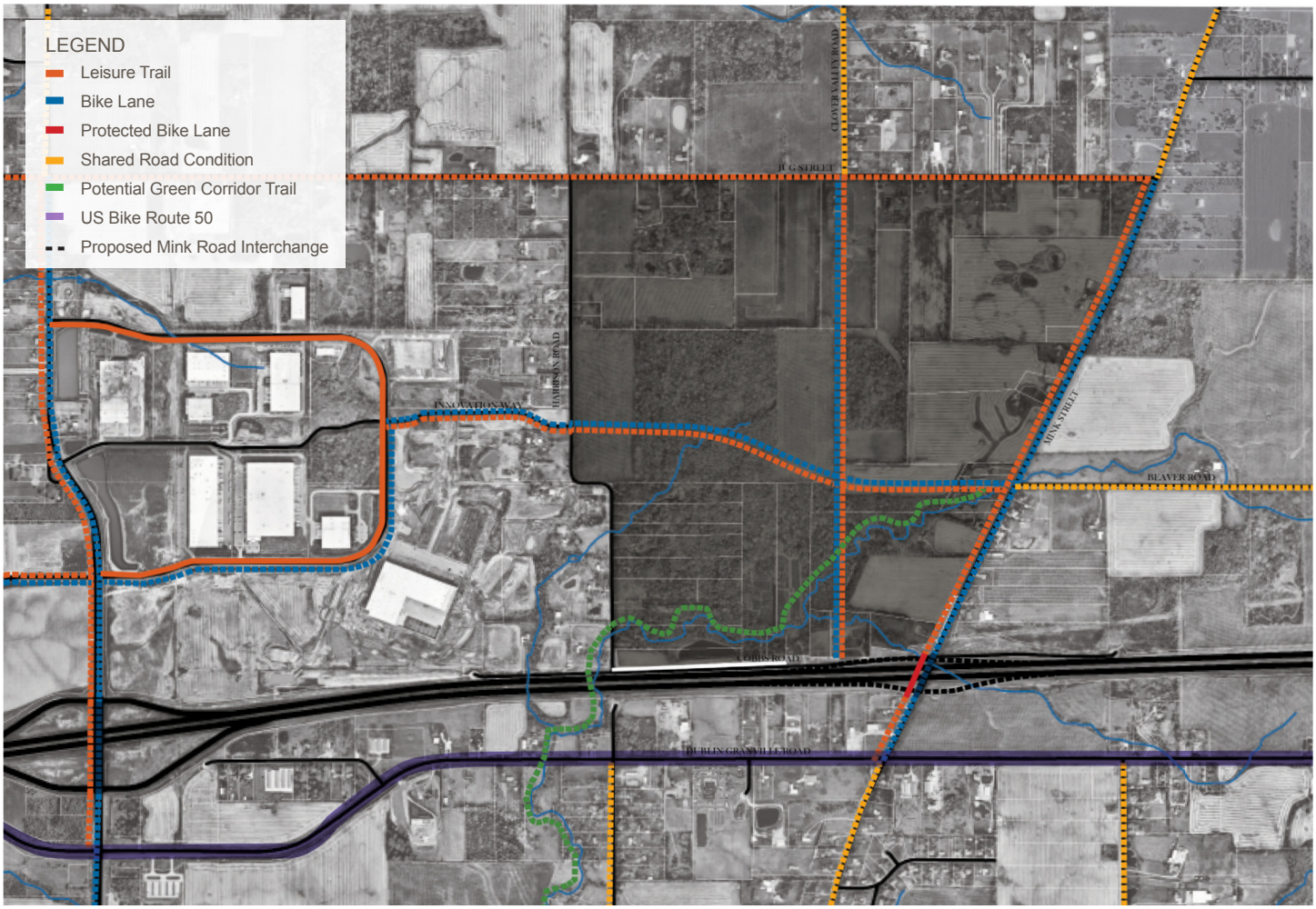
Regional Bike Connections

Providing bicycle facilities within the Mink Road study area creates several opportunities for regional bicycle connections. South of the study area, on the south side of State Route 161, US Bike Route 50 is designated to run along Dublin Granville Road. This bikeway will connect cyclists from the east coast to the west coast, and will run directly through New Albany. This is an important cycling and economic development opportunity for the City. The Bike New Albany plan recommends emphasizing amenities and connection opportunities along the bike route as it travels through New Albany.

Mink Road intersects US Bike Route 50 south of State Route 161. Creating a connection to the Bike Route will create access to the US Bike Route for areas north of State Route 161. Because US 50 runs directly through New Albany, this also creates a connection to the City and Village Center for areas north State Route 161. In addition to the Mink Road connection, consideration should also be given to identifying a primarily-bicycle connection across State Route 161. While Mink Road will provide an important connection, the heavy vehicular traffic may be intimidating to some cyclists. Therefore, it is important to identify an alternative connection specifically for cyclists.

East-west bicycle connections should also be provided in the Mink Road Study area. East of the study area is the T.J. Evans trail, which runs between Johnstown and Newark. Providing east-west connections in this area can initiate efforts to eventually create a connection to the T.J. Evans trail. This would be a great amenity for New Albany residents, and strengthen the City's regional trail network.

In addition to on-street facilities, leisure trails are expected to be built along all roads in the area.



BIKE FACILITIES MINK ROAD AREA

NATURAL FEATURES & CORRIDOR STRATEGIES

Natural Features

There are two general areas within the Mink Road study area which include notable natural features. First, a preservation area is identified toward the center of the study area, east of Harrison Road. This location, labeled as “open space” below on the map, includes significant established tree stands and possible wetlands. Additionally, the southern portion of the study area includes the majority of the tree stands within the Mink Road study area, and the South Fork Licking River.

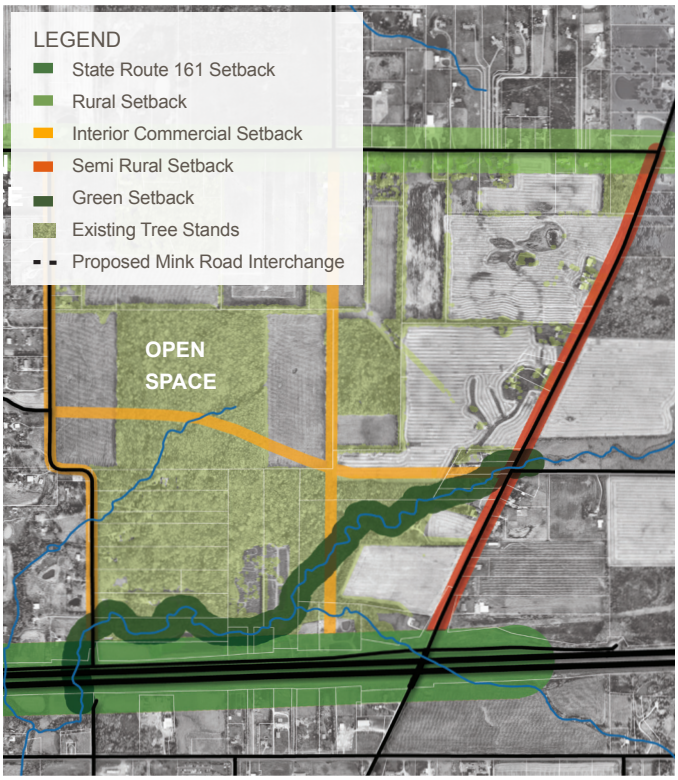
Preservation of these areas provides several benefits for the future development of the Mink Road study area. First, it allows the open space to act as an organizational greenspace for the creation of future development sites in this area. As the potential development scenarios on page 14 illustrate, there are several different ways this area could be developed. Preserving this area creates a stationary point around which development sites can be identified. The preservation of mature trees has had a positive impact on the overall character of the Personal Care and Beauty Campus and should be continued in the Mink Road area.

Second, these features can serve as unique amenities for employees in the New Albany Business Park. Introducing walking paths and pedestrian and bicycle connections through the Mink Road study area, with an emphasis on creating connections to the Preserve, will allow employees in this area to enjoy the rural character of this area. National trends show a growing desire by businesses to provide recreational amenities for their employees near the office. Having walking trails within the preserve creates a unique feature for the Business Park that speaks to the rural character of the area.

Additionally, the natural features in the Mink Road Area will also serve as buffers between existing residential uses and future office uses. While Office Land Use District uses are seen as the desired future use for the area, it is important to respect the existing residences located in the area, the majority of which are located along Harrison Road. Promoting the preservation of existing tree stands in this area will help buffer these homes from future office development introduced into the area.

It is important to note that while the preservation of the aforementioned features should be prioritized, should this not be possible, mitigation efforts should be implemented. Although this addendum identifies the desired future land use for the Mink Road study area, how the area will develop with office uses is unknown.

SOUTH FORK LICKING RIVER



NATURAL FEATURES

TYPOLOGY	SETBACK REQUIREMENT
MAJOR COMMUTER STREET	185 FEET
COMMERCIAL STREET	185 FEET
INTERIOR COMMERCIAL *From edge of right-of-way	50 FEET
SEMI-RURAL STREET	185 FEET
RURAL STREET	250 FEET
VILLAGE CENTER STREET	0 FEET
STREAM CORRIDOR	150 FOOT MINIMUM PER SIDE

SETBACK REQUIREMENT CHART

Green Corridors

Along with the identified natural features, it is important New Albany continue to prioritize the preservation of the green corridors within the Mink Road Study Area. This is accomplished in part by applying the city's setback requirements identified in the 2014 Strategic Plan. The Setback Requirement Chart on page 15 of the Mink Road Area Plan summarizes these setback recommendations with the addition of Interior Commercial Street Typologies. This interior business park road is recommended to have a 50 ft setback, which is consistent with the zoning requirement established for interior roads in the New Albany Business Park.

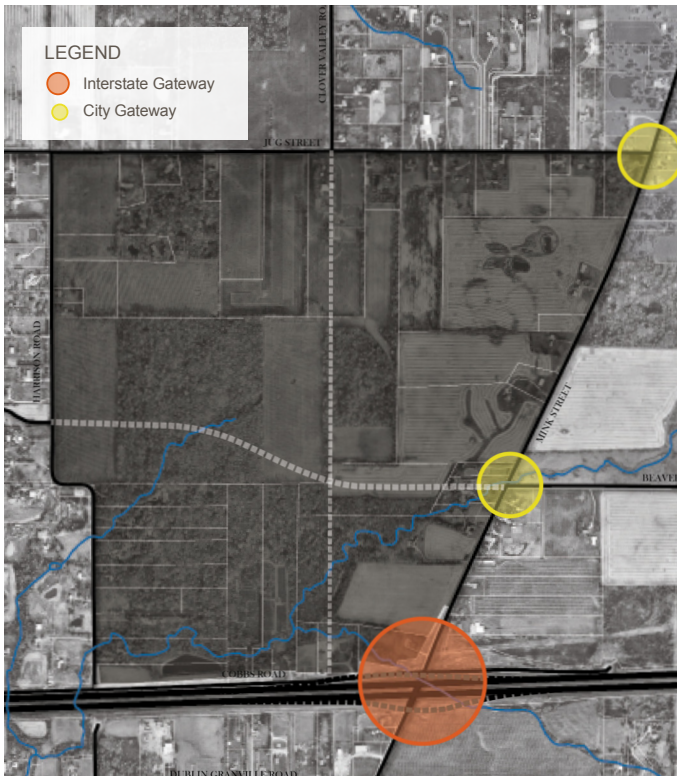
The setback requirements apply to building construction, but may allow pavement. This is important to preserving the rural character of New Albany's corridors. Introducing buildings closer to the street implements a vertical element that makes the corridor feel more developed than is desired in the areas where setbacks are applied. With the approval of City Staff, pavement may be permitted in the setback to allow for uses such as parking. When this occurs, appropriate landscaping and mounding should also be applied to screen parking from the streets, and preserve the rural character of the corridors.

Gateways

The Mink Road study area will be the point of entry into New Albany from the east. As such, visual cues should be provided to indicate the transition into New Albany. The 2014 Strategic Plan identifies these transitions as moments or gateways, experiences that subtly inform a motorist, cyclist, or pedestrian when they has entered into New Albany.

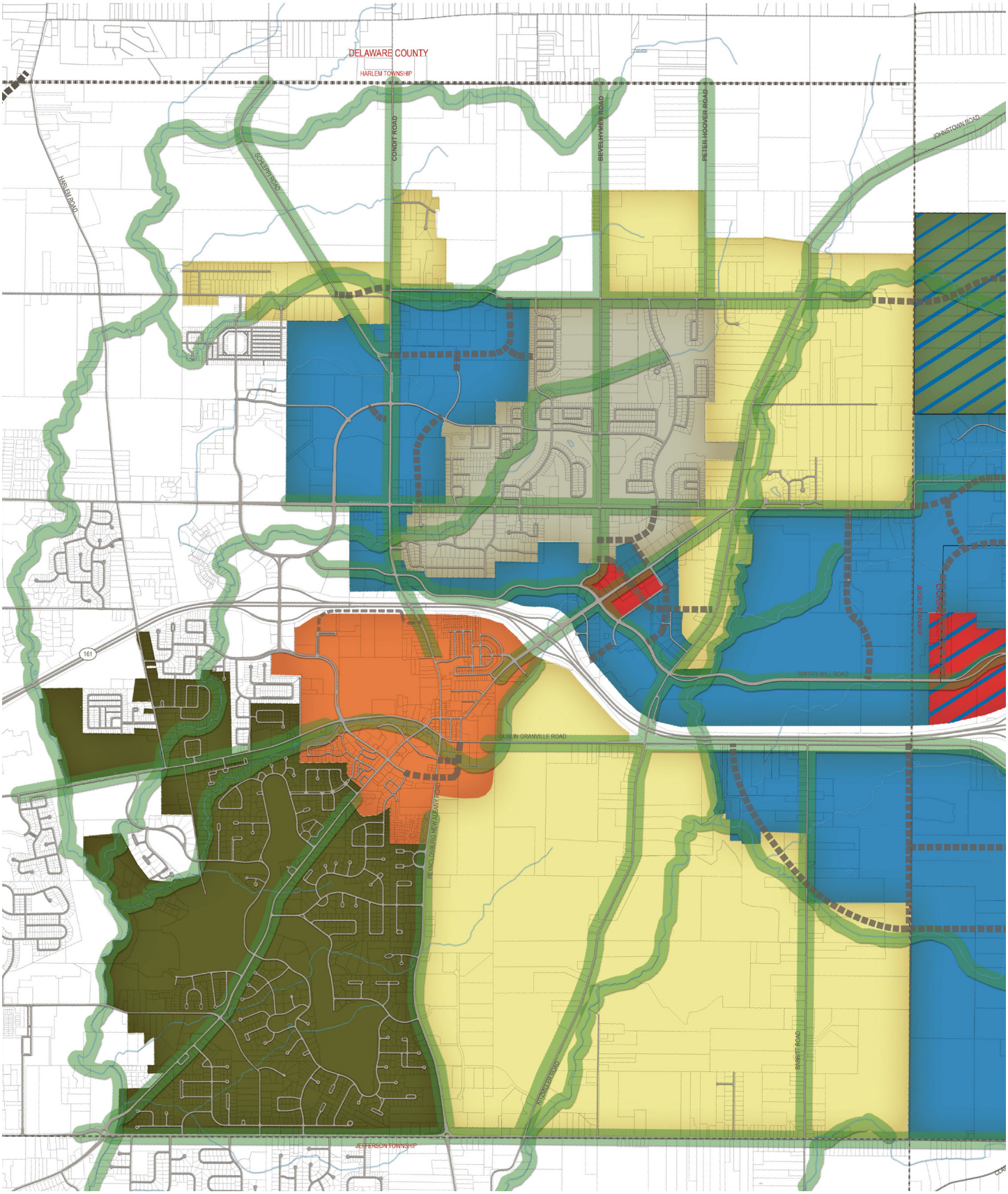
Specifically, there are two types of gateways identified for the Mink Road study area. First, there will be an interstate gateway created at the Mink Road/State Route 161 interchange. Because this is a vehicular gateway, the scale of any design elements need to be appropriately scaled to allow them to be visible from a moving vehicle.

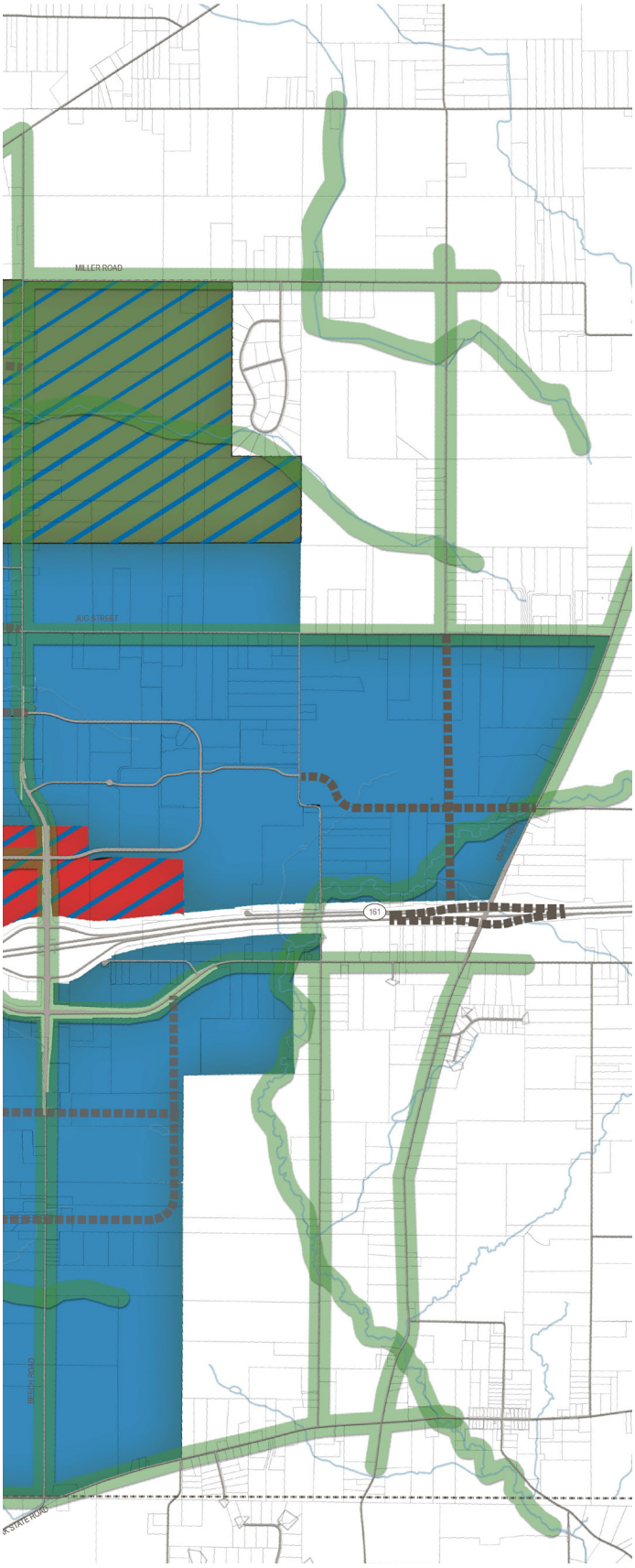
Additionally, Village Gateways are identified at the intersection of Mink Road and Jug Street and the proposed extension of Innovation Campus Way and Mink Road. These types of gateways are smaller in scale, and can be designed to be site-specific for the location they are being implemented. These two types of gateways work together to create a gateway experience to the Mink Road study area and New Albany. Gateways can be open spaces or contain built features as appropriate for the area.



GATEWAY TYPES AND LOCATIONS

FUTURE LAND USE PLAN





KEY

- RURAL RESIDENTIAL
- NEIGHBORHOOD RESIDENTIAL
- TOWN RESIDENTIAL
- VILLAGE CENTER MIXED USE
- OFFICE CAMPUS
- RETAIL COMMERCIAL
- RETAIL/OFFICE MIXED USE
- OFFICE CAMPUS/TRANSITIONAL AGRICULTURE
- TRANSITIONAL AGRICULTURE
- EXISTING PARK/OPEN SPACE
- RURAL/GREEN SETBACK
- ROCKY FORK METRO PARK
- COMMITTED CONNECTION
- FUTURE CONNECTIONS
- LIMITED USE CONNECTION

0’ 1500’

PROPOSED LAND USE

DISTRICT	AC	% TOTAL
RESIDENTIAL		
RURAL ESTATE	3,965.5	28.4%
NEIGHBORHOOD	1,866.0	13.4%
TOWN	954.7	6.8%
SUB TOTAL	6,786.2	48.6%
OFFICE		
OFFICE	4,115.2	29.5%
OFFICE (MINK RD STUDY AREA)	595.4	4.3%
R AND I	628.3	4.5%
SUB TOTAL	5,338.9	38.2%
RETAIL		
NEIGHBORHOOD RETAIL	39.7	0.3%
MIXED USE COMMERCIAL	320.6	2.3%
SUB TOTAL	360.3	2.6%
VILLAGE CENTER		
SUB TOTAL	605.0	4.3%
OFFICE CAMPUS/TRANSITIONAL AGRICULTURE		
SUB TOTAL	877.7	6.3%
TOTAL	13968.1	100.0%