

# THE TRIANGLE AREA PLAN

*Addendum to the 2001 New Albany Strategic Plan*

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*Prepared for the Village of New Albany by MSI*

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## Introduction

As the Village has continued to grow and evolve, there are several areas that have not been targeted in previous planning efforts and, as such, have lacked a cohesive vision. The “triangle area” has been one of those areas. As an addendum to the 2001 VNA Strategic Plan this plan will analyze and provide a specific plan for the “triangle area”. It is postulated that the “triangle area” will serve as a development lynch pin between previously planned portions of northeast New Albany and warrants special consideration a major influence on the future of the northern US 62 corridor. This area plan looks at the current status of land use in the triangle and its immediate surroundings in an effort to achieve two objectives. The first is to create a workable land use plan that adheres to the planning principles of connectivity and context sensitive development already practiced throughout the community. The second is to plan for a basic roadway network that will serve as the backbone to development as it is established over the next several years.

## Study Area

The “triangle area” is the zone bounded by US 62, Central College Road and Bevelhymer Road. This 87 +/- acre area (shown in red) is the primary focus of this study. In order to integrate the development of this site with the surrounding area and establish a consistent land use pattern, a secondary 49 +/- acre area across US 62 (known as the “TrustCorp” land and shown in yellow) is included in the overall study as well. The area surrounding the triangle includes a number of uses:

**North:** Across Central College Road to the north is a single family residential golf course subdivision. This neighborhood, The Links, has two roadway connections to Central College Road across from the triangle study area.

**West:** On the west side of Bevelhymer Road, the northern two-thirds of the land consists of large rural lots which have been unchanged by the surrounding new development. Directly south of the rural lots on either side of Walton Parkway, this land has been zoned for commercial office uses. Additional office and residential zonings have occurred farther west, and will likely influence development within the large rural lots in the near future.



Aerial View of The Triangle : 2002



South/East: Across US 62 is the Trust Corp portion of the 1998 NACo PUD. This area permits a variety of uses, both commercial and residential. Also across US 62 is the entrance to the 27 +/- acre wetland park created as part of the Abercrombie and Fitch office rezoning. The park will be improved for public access and use after its dedication to the Village.

US 62 and Walton Parkway: At this intersection, existing zoning allows five parcels for auto-oriented development. This will likely consist of a gas station and chain restaurant locations.

US 62 and Central College: This intersection is currently located within the unincorporated area of Plain Township, but is within the future annexation area of the Village. This area consists of several businesses with no cohesive development pattern or vehicular access.

The triangle area itself consists of remnant rural residential parcels ringing the exterior. Many of these lots have been converted to commercial uses along US 62, but the overall parcel pattern has remained unchanged. Parcels within the interior of the triangle are most likely long-time remnants of larger tracts of land that predate the individual lots along the roadways. In most cases, these internal parcels have maintained access to the roadways through a narrow opening relative to the larger parcel.

## Area Challenges & Opportunities

The triangle area presents several difficulties in developing an effective planning approach due to its shape, the surrounding influences (location, roadways, uses), and the number of individual parcels involved.

The first challenge is in the nature of the area as it is positioned between larger planned areas but has never been included as a part of them. It is not considered a part of the residential district to the north, the commercial area to the south, or the rural corridor of US 62 to the north. The goal for the triangle area is to develop rational land use boundaries within the triangle in order to make sense of the future development pattern for this portion of New Albany.

The opportunity exists for the triangle study area to become the lynch pin for redevelopment in this portion of the Village. Additional opportunities exist to find a rational end point for commercial uses on US 62, to develop a rural corridor transition along US 62 to the more rural areas to the north, and to create an inviting gateway to the Village. The conceptual plan options strive to capitalize on these opportunities.

The second challenge concerns the redevelopment of the rural residential parcels along the major roadways. Their individual ownership will create difficulty in establishing cohesive development patterns. Incentives encouraging amalgamation of these parcels must be established to allow higher density development for well-designed



*Existing Commercial along US 62 at the intersection of Central College Road.*



*Typical view of the US 62 Corridor.*





multi-parcel development incorporating quality design standards and coordinated vehicular access points.

The third challenge involves the potential for US 62 to transform into a commercial corridor. This portion of the roadway is in danger of being “stripped out”, a condition that would be defined as the development of numerous individual commercial uses along the street, disjointed in their function and access, and detracting from the overall strength of the established commercial nodes. In order to avoid this land use pattern, a rational endpoint for the commercial portion of the corridor should be established. Land near the intersection of US 62 and Central College has previously been zoned for commercial use in Plain Township. This plan strongly advises against creating commercial zoning for this area in the Village should annexation occur. A transition into residential uses and full rural corridor setbacks proceeding north should be planned. This objective will require adherence to this prescribed land use for future zonings and annexations along the corridor as well as strong cooperation with NACo involving the preferred development scheme for the Trust Corp area.



*Typical view of the Kitzmiller Road Corridor*

## Mandatory Plan Elements

- Public roadway connections must be established with new developments. Connections should be made through the internal portions of the triangle study area between US 62 and Central College Road and also providing access from Bevelhymer Road to US 62. The configuration of internal parcels already allows access onto Central College and Bevelhymer and this should be exploited to create an internal roadway network as the framework for development. While the exact location of roads may not match those indicated here, the overall principle of interconnectivity must be upheld in all development.
- Commercial development should be limited to the southern portion of the area. A rational breakpoint for commercial development should be established, ideally ending with commercial development of the existing zonings at Walton Parkway/US 62 and the Trust Corp. While exact land use boundaries may differ somewhat from those indicated, the intent to limit commercial uses in the area near US 62 and Walton Parkway should be upheld. In particular, the “stripping out” of US 62 with retail uses should not be allowed to occur.
- Rural corridor setbacks should be established along major roadways. On US 62 in particular, this location allows a transition from retail uses with smaller setbacks to residential and park uses with full corridor setbacks.



*Photo looking south from New Albany Links Drive into the triangle area.*



*Typical view of the Central College Road Corridor looking west with The Links on the right.*



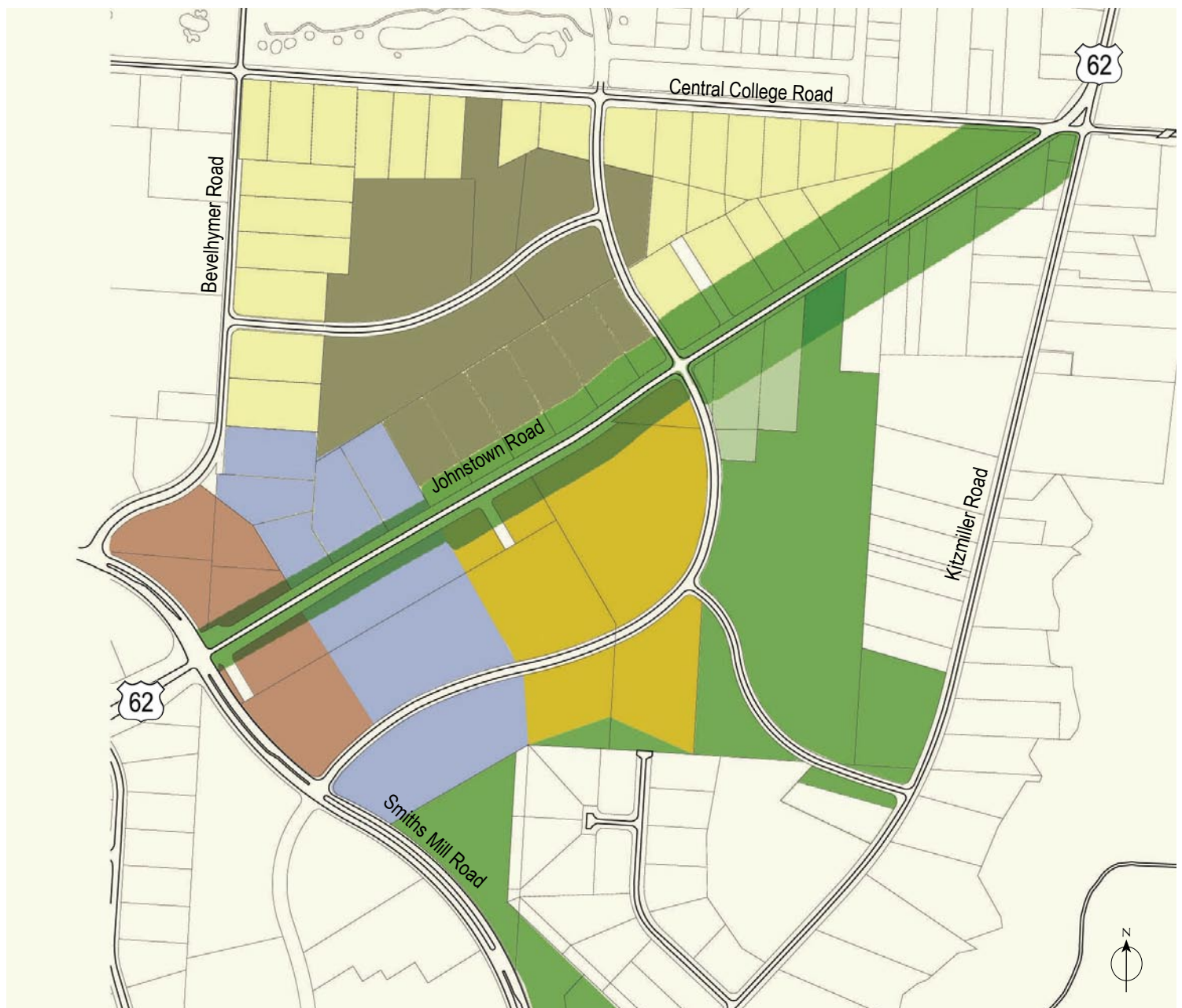
## Conceptual Land Use Options

The following land use designations will serve as the basis for development in this area. As an amendment to the Strategic Plan, application of the concepts should serve as a strong guide to development but will require some flexibility in their application. The conceptual land use plan consists of several key elements:

The external triangle parcels (light yellow) are the existing **rural residential** parcels. Those along Bevelhymmer and Central College remain largely residential, but many of those along US 62 have been converted to commercial use. These commercial uses can be characterized as having poor site designs, multiple and large curb cuts, and generally do not meet current Village standards.

### Legend

|  |                                     |
|--|-------------------------------------|
|  | Current Rural Residential-Type Lots |
|  | Future Residential                  |
|  | Zoned Commercial                    |
|  | Medical Office                      |
|  | Specialty Residential               |
|  | Open Space                          |
|  | Potential Open Space                |



Conceptual Land Use Plan Option A





This commercial usage should not be continued outside of designated or planned commercial areas. Throughout these parcels, combining lots for redevelopment should be strongly encouraged in order to facilitate a more comprehensive approach to development that would strategically determine land uses among several parcels and locate vehicular access in centralized locations.

The parcels located in the center of the triangle on the north side of Johnstown Road (dark green) are the remaining **transitional rural parcels** with greater potential for immediate development. Again, combining these separate parcels into a unified development would have a number of planning advantages, but developing all the parcels together is not necessary if the development is properly executed. In particular, the roadway system should be constructed as development occurs even if it means leaving stub streets at the development edge awaiting extension by later development of the adjacent land.

The Walton Parkway / US 62 corner **commercial node** (brown) is the location where retail and restaurant uses are appropriate. The proximity to the SR 161 off-ramp and the business campus make this location suitable for the needed auto-oriented uses in the Village. This would include daily convenience uses like a dry cleaner, coffee shop, convenience store or gasoline sales. This type of auto-oriented development should be strictly limited to this location. Approved zonings already reflect these types of uses for both these sites.

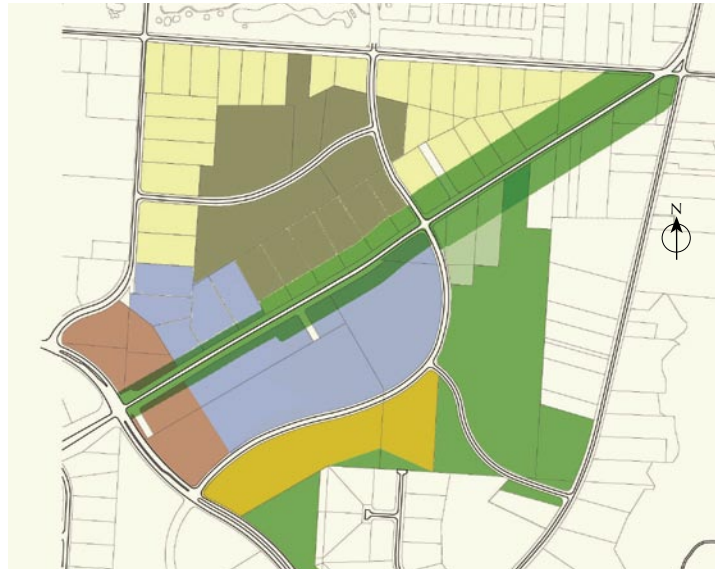
The **medical office / office condominium** (blue) node is located adjacent to the corner commercial node. This location could be utilized in support of the medical and business campuses to provide office space for ancillary and support services. As shown in option "A" this office component is in its preferred location immediately north of the commercial node. It could, however, be located as shown in option "A.1" which places the office along US 62 frontage. This is not preferred, however, because it stretches the commercial uses further north along US 62 and creates less of a buffer to the auto-oriented retail uses at the corner commercial node.

The **specialty residential node** (orange) indicates a transitional residential use such as an assisted living facility. This area makes up the remainder of the "Trust Corp" portion of the 1998 NACo PUD. By locating this north of the office uses, significant buffering is provided from the intense auto-oriented retail uses while having proximity to the wetlands park adjacent to the north. As shown in option "A" this specialty residential component is in its preferred location immediately north of the office node. It could, however, be located as shown in option "A.1" which places the residential to the rear of the office component. This is not preferred as it stretches the commercial uses further along US 62 and creates less of a buffer for residential uses adjacent to the auto-oriented retail uses at the commercial node.

The **wetlands park** (green) is currently an unimproved park created as part of the Abercrombie and Fitch office zoning. This city park could serve as an excellent transition point from higher density development patterns to the south to the true rural corridor nature of US 62 further to the north. The neighboring parcels to the north of the park (light green) should also be strongly considered for

into the park as a true park "front door" and as a means of lengthening the land use transition along US 62.

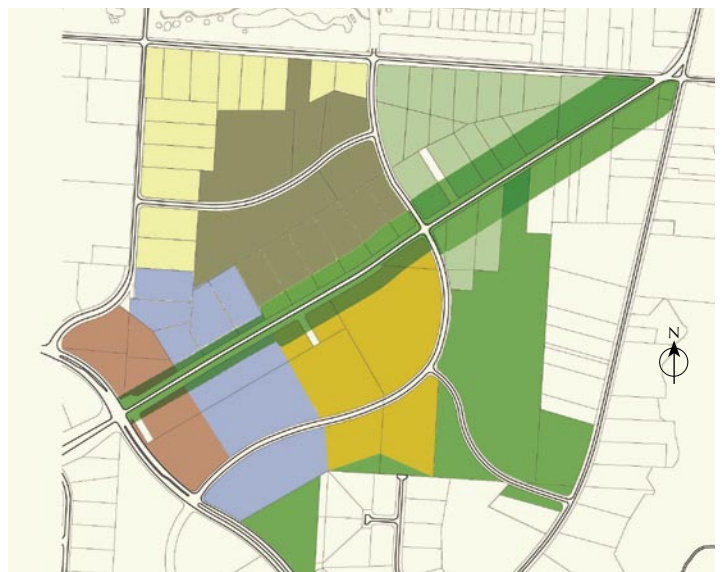
The indicated **rural corridor setback** should be applied along the US 62 corridor. The setback should grow in depth as it moves northward beginning with the smallest setbacks starting at the retail node. At Central College Road, the setback should reach a minimum rural corridor setback standard of 250 feet measured from the centerline of US 62.



Conceptual Land Use Plan Option A.1

### Option B

An additional option for the triangle is indicated in Option B. This illustrates the potential for developing of a gateway open space at Central College Road and US 62. By converting the tip of the triangle into open space, several things would be accomplished. The US 62 corridor would have an excellent gateway into the Village, the rural corridor nature of northern US 62 is reinforced, and commercial uses along the corridor would be further limited to the appropriate location further to the south. This would likely be accomplished through a future financial commitment by the Village to this concept.









Conceptual Land Use Plan Option B

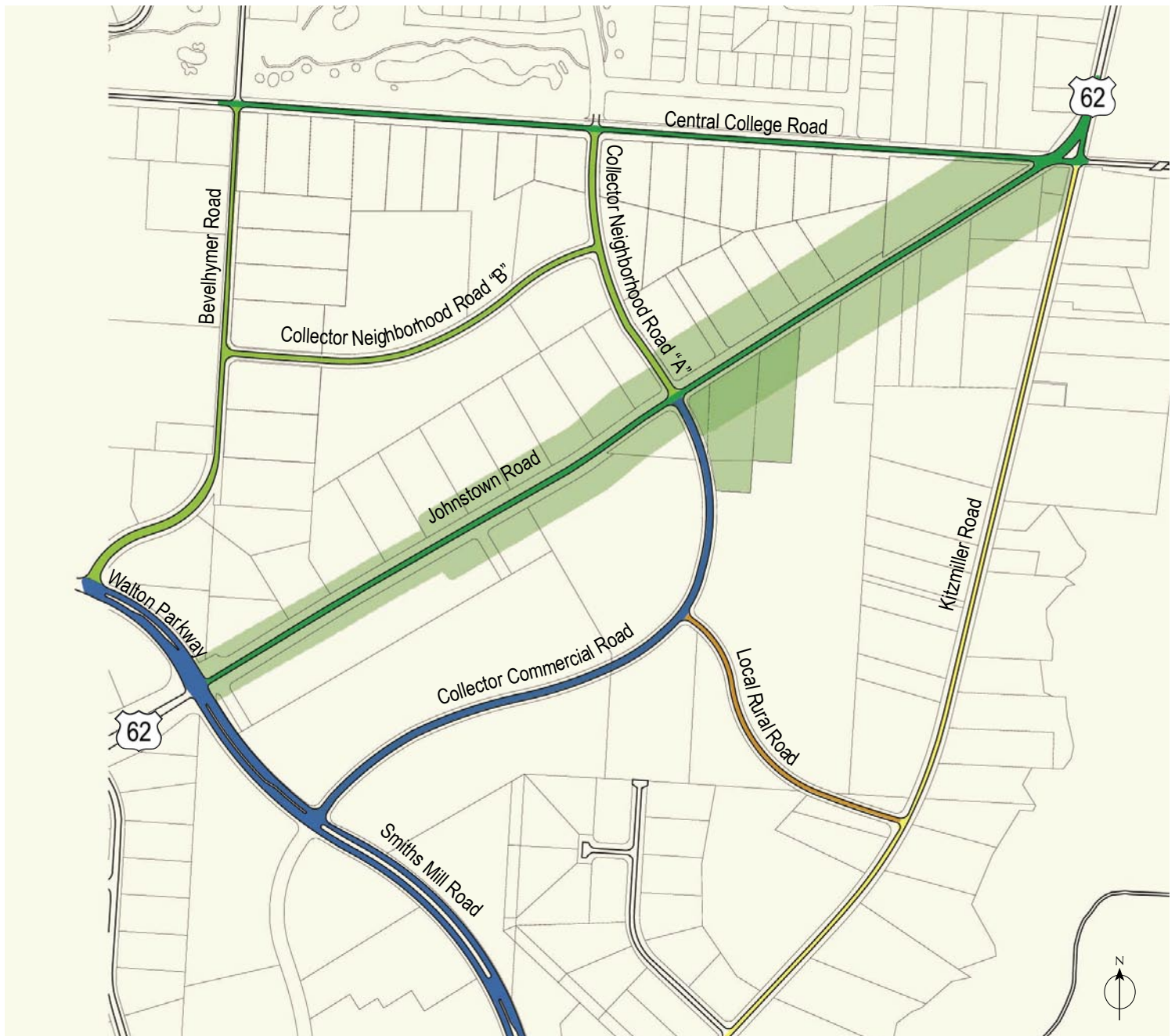


## Street Classifications


The existing roads surrounding and within the Triangle Plan area have functional classifications already established by the 2001 New Albany Strategic Plan. Reference to these classifications are found in the Thoroughfare Plan section of the Strategic Plan which provides a description of each road type as well as design standards. The Triangle Area Plan works off these established classifications for the existing roads within the area as well as establishing proper classifications for the proposed connecting roads between the existing road network. The existing roads (Central College Road, Bevelhymmer Road, Walton Parkway, Smiths Mill Road, Kitzmiller Road, and US 62) maintain the classifications as stated in the Strategic Plan.


### Legend


|  |                        |
|--|------------------------|
|  | Arterial Rural         |
|  | Collector Neighborhood |
|  | Collector Commercial   |
|  | Collector Rural        |
|  | Local Rural            |
|  | Rural Corridor Setback |







 Central College Road and US 62 have been classified as an **arterial rural roadway** (dark green). These roads help link activity centers within the village and also provide links to other major arterials and freeway roads. The design classification of both these roads is rural. This is characterized by two lane roads with the option of a third left turn lane at curb cuts. The pavement width is between 24 to 36 feet with a ROW between 60 and 80 feet. An 8 foot wide leisure trail should be provided on one side of the road according to the Leisure Trail Master Plan in the Strategic Plan. Access to these roads should be controlled, limiting curb cuts to every 750 to 1,000 feet especially along the commercial portions of the road.

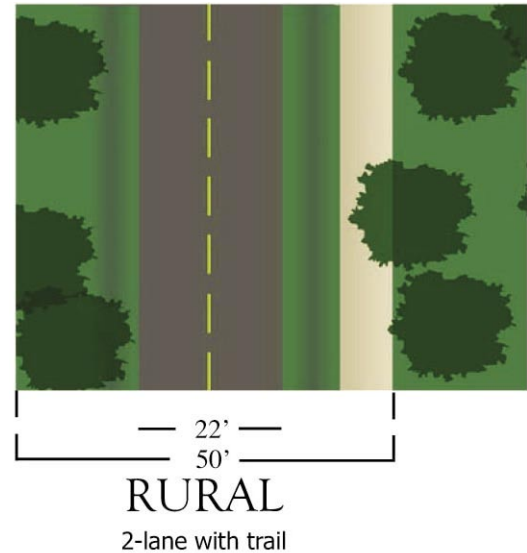
 Kitzmiller Road has been designated a **collector rural road** (yellow) in the Strategic Plan and will retain this designation as a part of this addendum. Collector rural roads should have a pavement width of 22 feet and a minimum of 50 feet for the ROW. The 2001 New Albany Strategic Plan shows a leisure trail path along Blacklick Creek adjacent to Kitzmiller Road.

 A **local rural road** (orange) is indicated to connect the Collector Commercial Road and Kitzmiller Road. The purpose of this road is to provide access to the wetland park when it becomes improved. Neighborhood access to this park is important. The road will be characterized by a narrow pavement width between 20 and 24 feet with a minimum ROW of 50 feet and limited speeds. An 8 foot leisure trail connection should be provided along this road to link the park to with the greater trail system.

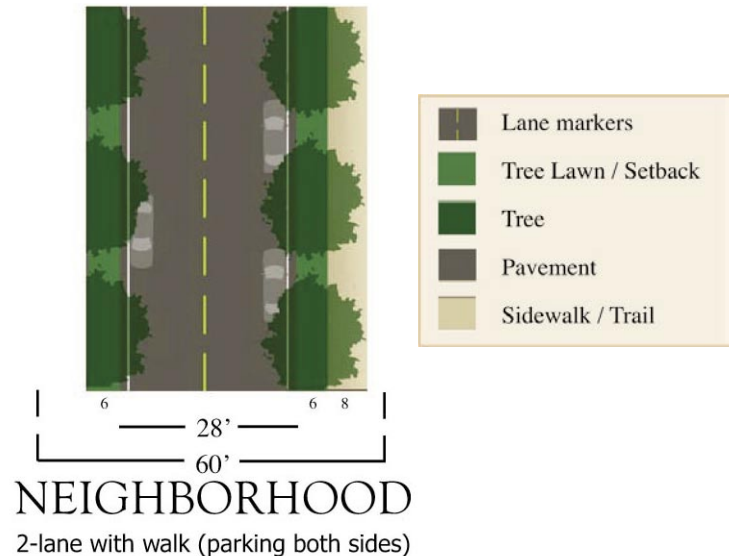
 **Collector neighborhood roads** (light green) are through streets designed to service the older rural residential lots as well as providing access to new planned development streets. Bevelhimer Road is an example of an older road which provides access to a number of rural residential lots between Walton Parkway and Central College Road. Two additional collector neighborhood roads are included in the Triangle Area Plan and are located north of US 62 and south of Central College Road. Collector Neighborhood Road "A" provides an important connection between these two roads. Access to the internal parcels of the Triangle Area is provided by Collector Neighborhood Road "B" that connects Bevelhimer Road and Collector Neighborhood Road "A". These streets are classified as neighborhood in design and are characterized by two lanes with a third left turn lane where necessary. The pavement width is between 26 and 32 feet with a minimum ROW of 60 feet. An 8 foot wide leisure trail path should be provided. Access to these roads is controlled, limiting the number of curb cuts and providing ample space between intersections. Medians can be featured on these roads to enhance the neighborhood environment.

 The **Collector commercial road** (blue) should be used to provide the major access to uses found at the corner commercial node and the specialty residential. Access to the commercial parcels should be located on the Collector Commercial Road and not US 62. These commercial roads are characterized by a minimum of two lanes with center left turn lane. Pavement width should be at least 36 feet with a minimum ROW of 60 feet. A minimum 6 foot sidewalk should be provided on both sides of the road. Portions of the road can include a leisure trail connection in order to provide access to the proposed parkland located east of the road

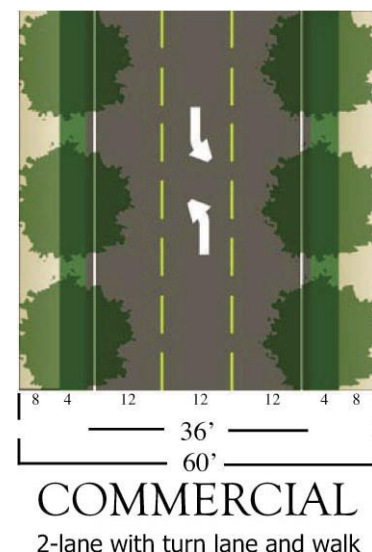
## Arterial Rural, Collector Rural and Local Rural



## Collector Neighborhood



## Commercial Collector



## Implementation

### **Provide Development Incentives**

- Create incentives for development of amalgamated parcels, particularly for the rural residential parcels along roadways.

### **Require Roadway Connections**

- Require public internal roadway connections for all developments that provide connections between the existing external roads.

### **Limit Curb Cuts**

- Limit curb-cuts along US 62 and coordinate locations with development on both sides of US 62. The number of curb cuts should be limited to 1 for every 750-1,000 feet. Development of the Trust Corp area should be serviced from internal roads rather than multiple curb-cuts along US 62.

### **Limit Commercial Uses**

- Limit commercial uses outside of the planned areas along US 62 and in future Village annexation areas

### **Locate Trust Corp Commercial**

- Encourage commercial uses in the Trust Corp area to locate at the southern corners of the site as indicated in the plan.

### **Create US 62 Overlay**

- Create overlay for US 62 including standards for development size, siting, and access.



