



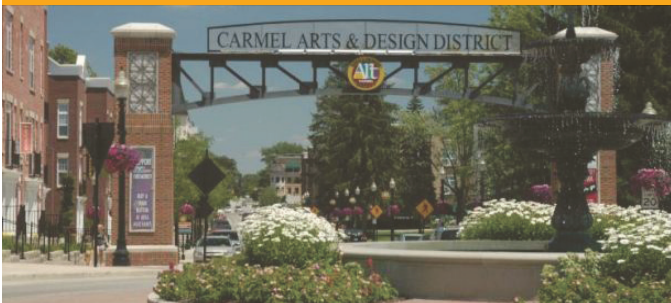
CITY OF NEW ALBANY 2014 STRATEGIC PLAN

EXECUTIVE SUMMARY

SECTION 1: LAND USE



SECTION 2: TRANSPORTATION



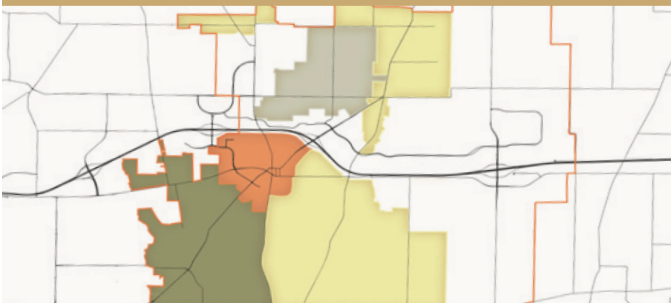
SECTION 3: PEDESTRIAN & CYCLISTS



SECTION 4: CORRIDORS



SECTION 5: RECOMMENDATIONS



2014 STRATEGIC PLAN COMPENDIUM

The 2014 New Albany Strategic Plan is an update of the 2006 strategic planning effort and report. It builds upon the foundation of thoughtful, forward-thinking city planning in the New Albany community. The Strategic Plan serves several purposes for New Albany. It guides policy, directs change for the future, influences the allocation of resources, and informs development review by the staff, boards and commissions, and New Albany City Council. It also prescribes the expectations for aesthetics, site planning, architecture and the overall quality of the development. The plan allows the members of the community to continue to exercise influence on the city's evolving development pattern.

To guide the development of the Strategic Plan, the planning team worked with the Strategic Plan Steering Committee to update the planning principles established in the 2006 Strategic Plan. The resulting document, the Ten Cornerstones (right), represents New Albany residents' commitment to a vibrant city, a high quality of design, and an engaging and welcoming community. The Cornerstones were fundamental in the creation of the 2014 Strategic Plan update. They provided a framework from which recommendations could be constructed that protect the assets of the community, while continuing to allow it grow and thrive. Two steering committee members, Ray Silverstein and Derek Ungless led this effort to capture community ideals and ambitions.

In an effort to make the 2014 Strategic Plan more accessible to all members of the New Albany community, the Plan was condensed into this Executive Summary compendium. The compendium highlights general recommendations of the Strategic Plan, beginning with Future Land Use, followed by Transportation, Pedestrian and Cyclists strategies, Corridors strategies, and Recommendations.

Also included throughout the document are significant Planning Legacy Stories. These stories capture important planning events that have had a direct impact on the development of New Albany. They document foundational planning efforts and institutional knowledge to prevent it from being lost over time. The Planning Legacy Stories demonstrate the deep planning history rooted in the city of New Albany, and provide examples of how important past planning efforts have been in crafting the unique character so apparent in the city today.

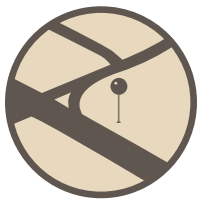


THE TEN CORNERSTONES



I. A COMPELLING ENVIRONMENT

Forge a distinctive, attractive, and thriving community; that is a compelling environment for residents, institutions, small businesses, and corporations.



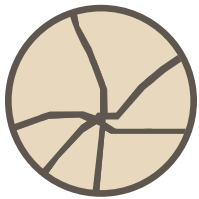
II. AN EXCITING DESTINATION

Foster a vibrant Village Center that acts as the heart for the community, attracting residents, those who work in the area, and visitors to New Albany.



III. PEOPLE TAKE PRECEDENCE

Ensure that development is pedestrian-friendly and focuses on human interaction.



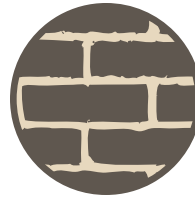
IV. CONNECTED COMMUNITY

Bring together residents physically by linking all parts of New Albany with interconnected networks of streets, paths, and leisure trails; and socially by supporting and encouraging community events and institutions such as schools.



V. CAREFULLY CONSIDERED DESIGN

Integrate a diversity of uses, forms, and styles of buildings, spaces, and byways to provide rich experiences. Preserve, re-purpose, and reference 'historic' buildings and materials.



VI. A COMMITMENT TO QUALITY

Use authentic and high quality materials combined with careful design to reflect and nurture our quality of life, which includes similarly positioned services and offerings.



VII. RECOGNIZABLE COMMUNITY

Craft unmistakable cues that define New Albany when entering and within its boundaries.



VIII. COMPREHENSIVE SUSTAINABILITY

Strive to make the community economically and environmentally sustainable.



IX. COLLABORATIVE GROWTH

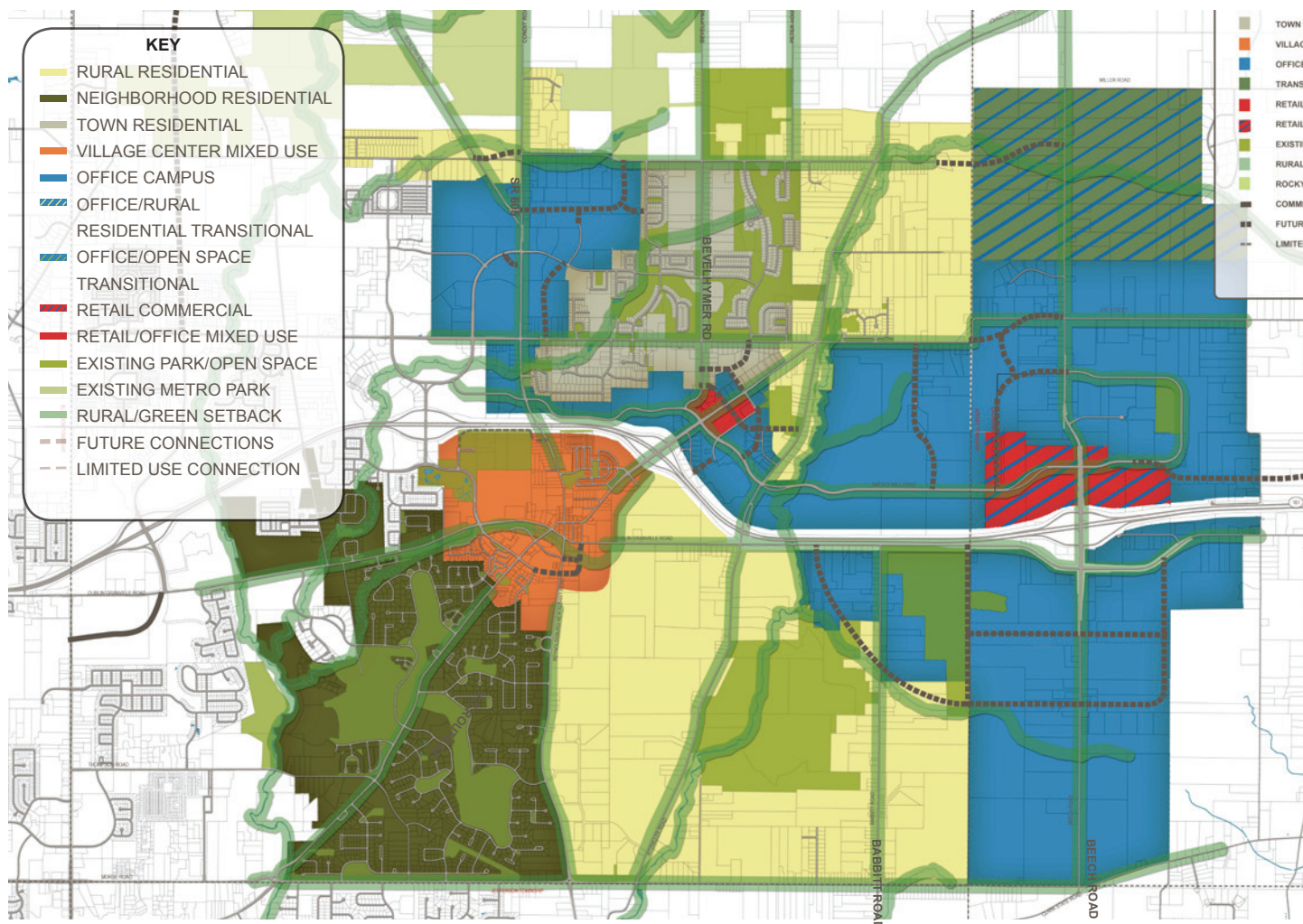
Collaborate to create great places through partnership between owners, neighbors, institutions, schools, businesses, and government.



X. ACCESSIBLE PARTICIPATION

Attract potential residents and businesses by making entry prescriptive, precise, and clear yet designed to welcome and encourage participation and involvement.

FUTURE LAND USE PLAN

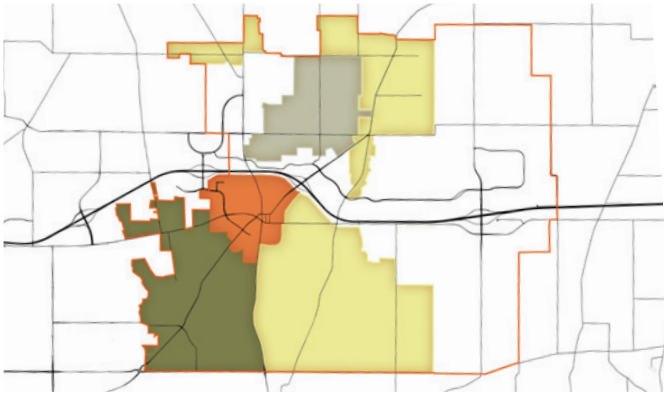


LAND USE PLANNING

An important component of the 2014 New Albany Strategic Plan is the Future Land Use Plan. The Future Land Use Map above summarizes the Plan and illustrates the community's desired use for the land within both its corporate boundary and its expansion area. This map does not represent the current legal use for the land (i.e zoning), but instead suggests what each parcel should eventually be used for if rezoned or annexed in order to best benefit the New Albany community. The purpose of the land use map is to act as a tool for city officials and land owners to help guide future development in and around New Albany in a cohesive and purposeful manner. In addition to the Future Land Use Map above, development strategies specific to each type of land use are also included in the Land Use chapter of the strategic plan, and summarized on page 5. These strategies are intended to guide development within each land use to ensure the preservation and enhancement of the unique New Albany character as the city continues to grow.

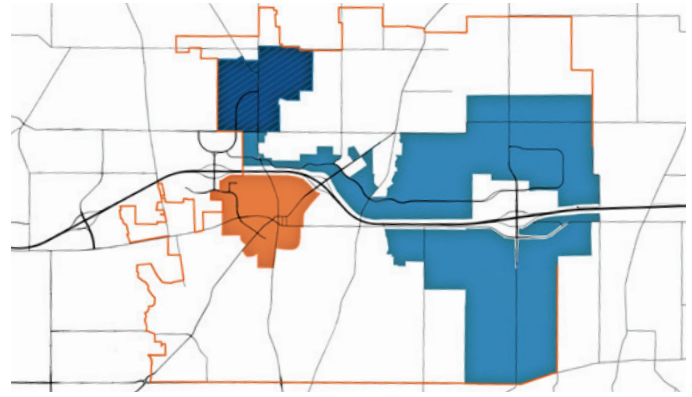
PROPOSED LAND USE

DISTRICT	ACRES	% TOTAL
RESIDENTIAL		
RURAL ESTATE	3,965.5	29.7%
NEIGHBORHOOD	1,866.0	14.0%
TOWN	954.7	7.1%
SUB TOTAL	6,786.2	50.8%
OFFICE		
OFFICE	4,115.2	30.8%
RESEARCH AND INFORMATION	628.3	4.7%
SUB TOTAL	4,743.5	35.5%
RETAIL		
NEIGHBORHOOD RETAIL	39.7	0.3%
MIXED USE COMMERCIAL	320.6	2.4%
SUB TOTAL	360.3	2.7%
VILLAGE CENTER		
SUB TOTAL	605.0	4.5%
OFFICE CAMPUS/TRANSITIONAL AGRICULTURE		
SUB TOTAL	877.7	6.6%
TOTAL	13372.7	100.0%



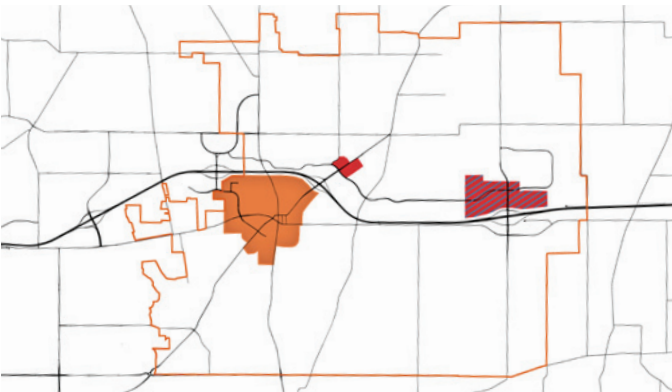
RESIDENTIAL DISTRICTS STRATEGY

- Preserve and contribute to the pastoral character of the community.
- Provide open spaces and other amenities.
- Utilize cluster development patterns.
- Encourage innovation and high quality design.
- Capitalize and protect natural features of a site.
- Use quality architecture and design.
- Create established neighborhoods that will continue to be invested in over time.
- With the exception of the Village Center, densities in residential areas may be reduced if appropriate.
- Consider alternative growth strategies to reduce the number of residential units in the outlying residential areas of the community.
- Allow aggregate density calculations within same planning district.
- Encourage higher density housing within the Village Center.



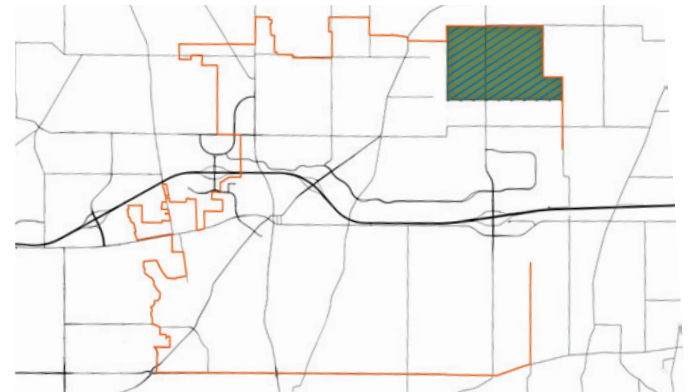
OFFICE DISTRICTS STRATEGY

- Office development should preserve and contribute to the pastoral character of the area.
- Utilize a campus style pattern so as to capitalize on amenities and provide organized sites that are not isolated from each other.
- Preserve open spaces and other amenities.
- Utilize innovative architecture and design.
- Use progressive techniques to reduce impacts on the environment.
- Reserve area north of Central College Road for use as research and development, clean production data centers and technology incubators.
- Foster growth and retain technology start-ups as they expand and continue to invest in New Albany.
- Maintain high architectural standards for non-customary commercial office buildings.
- Continue office strategies as appropriate within R&I Sub-District.



RETAIL DISTRICTS STRATEGY

- No additional retail should be considered in New Albany.
- Retail development should be focused in the Village Center and key Business Park locations.
- Encourage retail to be neighborhood scale in design with quality site design and architecture.



TRANSITIONAL AGRICULTURE STRATEGY

- Appropriately transition land uses within the city corporate boundary and the expansion area.
- Promote the preservation of the agricultural heritage of New Albany and its existing presence adjacent to the city.
- Minimize the cost of extending infrastructure to transitional agriculture areas.
- Preserve the existing rural aesthetic around the New Albany Community.
- Encourage coordination on regional planning efforts such as trails, transportation, and land use.
- Build upon the support for farm-to-table and local foods movement.

NEW ALBANY BUSINESS PARK

Office is one of the most important forms of land use for the fiscal health of New Albany. New Albany, like most Ohio cities, generates the majority of its revenue, 51%, from income tax revenue. The amount of income tax collected is dependent upon the number of employees within a company and the employees' salaries. The higher the salaries and the greater the number of employees, the larger the income tax that office development generates. This directly impacts the level and amount of services a city can provide its residents and businesses. Therefore, it is important to utilize the amount of land available for office in New Albany strategically and attract businesses that enable the continued delivery of high quality amenities and services.

New Albany has had a large amount of growth and success in the development of its office land use through the targeted efforts of the community. Between 2006 and 2012, the City saw a 75% increase in office/commercial/industrial land use. The majority of this growth was located in the New Albany Business Park, which reached over 12,000 employees at the end of 2013. In order to continue this trend, the City's approach to office development needs to respond to existing trends and project the future need of office space.

In order to continue to promote a successful business park, office development should focus on an office campus layout that preserves open spaces, wooded lots and natural features. The Bob Evans corporate headquarters is an example of a company that implements such a successful design in the New Albany Business Park. The Bob Evans site consists of several buildings that are designed to imitate rural barn with a modern and sustainable twist. The site design is based upon the existing pastoral character of the site, and exemplifies this as part of the company's brand. This is in contrast to the typical suburban office buildings which are surrounded by parking lots. This campus form could attract corporate users as well as be applied to smaller scale office development. It preserves the character of New Albany and offers an office product that no other community in Central Ohio is offering.

It is imperative that office development in New Albany reflect long-term, high-quality building and site design to avoid having a product that becomes outdated quickly. Isolated individual office building sites that typify traditional office development will not provide this long-term tenancy. New Albany needs a product that continues to be relevant and will not be replaced by the next new set of office buildings elsewhere in the city. By providing a better office product and an environment with amenities that are not offered elsewhere, office users will be more likely to remain in New Albany.





PLANNING LEGACY STORY: THE NEW ALBANY BUSINESS PARK

An important land use component for the city of New Albany is the New Albany Business Park. Because the City generates the majority of its revenue, 51%, from income taxes, the Business Park provides an important economic base that enables it to provide a high quality of life for its residents. Currently the Business Park includes over 3,000 acres, with more than 4 million square feet of fully developed office space, and more than 12,000 employees. The City and community leaders recognized early on the importance of supporting office development within New Albany, and it was with that foresight and strategic planning that they were able to attract the first large business to the city and begin the development of the New Albany Business Park.

In 1998 Discover Financial Services visited New Albany while on a nationwide location hunt to build a 325,000 square foot flagship facility. At that time, the New Albany Business Park was no more than cornfields with a master plan that envisioned the future potential of the area. In order to support the development proposed in the Business Park's master plan, the then Village of New Albany needed to build approximately \$16 million worth of infrastructure. This presented a significant risk. It meant the Village would be building roads and infrastructure for businesses and offices that did not yet exist. However City Council and local community leaders recognized that such risk was necessary, allowing the Village to secure the funds needed to begin the development of the New Albany Business Park.

The risk paid off when the Village secured Discover, introducing the first 1,500 jobs to the Business Park. Since that time, the City has continued to use its foresight and the vision originally proposed in the Business Park master plan to attract other high-quality companies. The unique design elements of the Business Park, including promoting pastoral settings that are ideal for corporate office campuses, high quality of life, outstanding natural amenities, innovative and significant built environments, close proximity to sports, entertainment and cultural venues within the community and the region, available financial incentives, access to regional and national transportation networks, creation of business incubator program and continued investment in high-tech infrastructure, allows it to differentiate itself from other business parks in Central Ohio. Providing unique features such as these enable the City to continue to attract businesses such as Discover and other corporate offices to the New Albany Business Park.

**“NEW ALBANY IS A
GREAT ENVIRONMENT
FOR STARTING
AND GROWING A
COMPANY”**

- PUBLIC COMMENT



PLANNING LEGACY STORY: THE VILLAGE CENTER

The unique charm and aesthetics of New Albany are due in large part to the important role planning has played in the city's history. One has only to look at the Village Center as a testimony to this. The vibrant, mixed-use town center is the social and civic core of the community. Shops and boutiques, along with the New Albany Public Library and the close proximity of the School Campus, draws in residents on a daily basis as well as for community events and festivals. However the Village Center would not be what it is today without the City's and community's endorsement of the importance of planning in New Albany.

In the early 1990s, New Albany was a much smaller village with a historic downtown area located along High Street. Johnstown Road along with Dublin Granville Road were the two main roads through town, connecting New Albany to Columbus and Johnstown. While development interests in the Village Center were beginning to rise with the desire to create a vibrant community core, the potential of what the Village Center could become was still only a vision. Around this time, a building permit was submitted to Village Staff for the lot at the corner of Main Street and Dublin-Granville Road, a key site in the Village Center. The permit proposed a McDonald's fast-food restaurant, including a drive-thru, which, along with the parking lot, would be constructed over a creek located on the site.

This raised several issues for the staff, community leaders, business owners, and residents. Environmentally, there was great concern for how the development would impact the creek located on the site, which was a component of the Rose Run Corridor and prone to flooding. From a community standpoint, the site was important because of its proximity to the schools and its location directly within the historic context of the Village Center. It was recognized that this type of commercial use was not compatible with the existing historic downtown area, nor would it encourage further civic and community engagement in the core of the village.

Therefore an effort was initiated to create the first Village Center Study. The Village recognized the importance of establishing a high standard for the area that would become the heart of the community. The creation of this plan represented an important event in the development of New Albany. This planning effort actively engaged and educated residents on the importance of planning. The support of the

community was an integral part in the ability of the city to prioritize the importance of planning for the future of the Village Center over the development of the potential fast food site. With this community support and the consent of existing Village Center businesses, New Albany Village Council instituted a moratorium to pause any and all construction in the Village Center for 120 days while the Village Center Study was being completed.

The 1992 Village Center Study was completed within the 120 days, and created a strong foundation for the further growth and development of New Albany's civic core. The goal of the plan was to establish and preserve the characteristics that now distinguish the existing Village Center, such as encouraging higher density retail and office uses, acquiring key open spaces to preserve the rural character of the city, and create a streetscape that encourages pedestrians to venture throughout the Village Center.

An important recommendation within the plan was to create Architectural Design Guidelines to maintain the image of existing historical buildings in the Village Center and to ensure new buildings fit into the existing historical context. As part of this recommendation, the Plan proposed prohibiting drive-thrus in the Village Center, which were not conducive to the historical, pedestrian-oriented atmosphere this area was to become. The Plan was adopted in 1992 by the Village, and its recommendations were upheld by the Architectural Review Board and later codified in the Village Form Based Code. With the adoption of the plan, the McDonalds Corporation was not allowed to construct a building with a drive-thru on the proposed site. This greatly diminished the profit the restaurant would be able to generate, causing the restaurant to consider a new location outside of New Albany.

**“I LOVE THE SMALL
TOWN FEEL OF THE
VILLAGE CENTER”**

- PUBLIC COMMENT



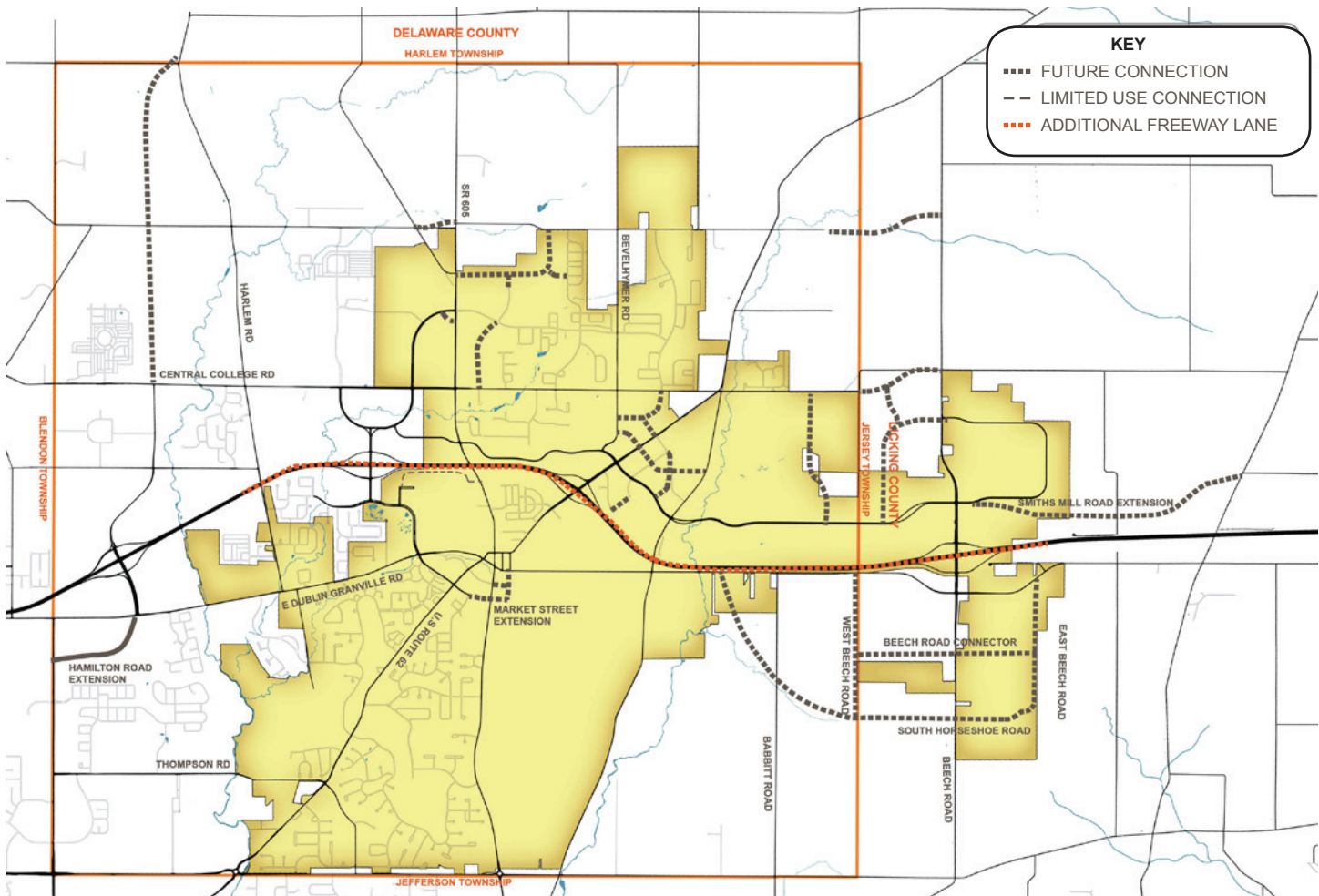
BUILD OUT ESTIMATIONS

The following calculations represent the total development potential within the city of New Albany based upon the Land Use Plan. For population projections, this investigates what the potential population of New Albany could be if each type of land use were completely built out at a density of 2.7 persons/household or at a density of 3.1 persons/household. It is important to examine the following calculations in perspective. If a land use were to reach its build out estimation, it would take years to happen, and there is the potential that it will not ever reach its full build out. However consideration of these numbers is still very important. They help indicate what type of growth is possible within the different areas of the city. This helps the City project what the demand will be for future services such as roads, infrastructure, and sewer and water among others. It helps show how and where the city might grow, and what other implications this growth may have. For these reasons the build out estimations are an integral part of the 2014 Strategic Plan.



BUILD OUT ESTIMATIONS

DISTRICT	ACRES	DENSITY	# OF UNITS	SQ. FOOTAGE	POPULATION	POPULATION
					2.7 PERSONS/ HOUSEHOLD	3.1 PERSONS/ HOUSEHOLD
RESIDENTIAL						
RURAL ESTATE	3,965.5	0.1	396		1,069	1,227
NEIGHBORHOOD	1,866.0	1.0	1,866		5,038	5,784
TOWN	954.7	1.3				
SENIOR (2.1 PERSONS/HOUSEHOLD)			508		1,067	1,067
OTHER			736		1,987	2,282
SUB TOTAL	6,786.2		3,506		9,161	10,360
OFFICE						
OFFICE	4,115.2	12,000		49,382,400		
R AND I	628.3	12,000		7,539,600		
SUB TOTAL	4,743.5			56,922,000		
RETAIL						
NEIGHBORHOOD COMMERCIAL	39.7	10,000		397,000		
MIXED USE COMMERCIAL	320.6	10,000		3,206,000		
SUB TOTAL	360.3			3,603,000		
VILLAGE CENTER						
MIXED USE				340,000		
MULTI-FAMILY RESIDENTIAL (2.5 PERSONS/HOUSEHOLD)			700		1,750	1,750
SINGLE-FAMILY RESIDENTIAL (2.5 PERSONS/HOUSEHOLD)			800		2,000	2,000
SUB TOTAL	605.0		1,500		3,750	3,750
OFFICE CAMPUS/TRANSITIONAL AGRICULTURE						
SUB TOTAL	877.7	.05	43		116	133
TOTAL	13372.7		5,049	60,865,000	13,027	14,243



PROPOSED STREET CONNECTIONS

Since New Albany's previous Thoroughfare Plan in 2001, the City has undergone an extensive amount of change. Continued growth of the New Albany Business Park, further residential development within both the city limits and the adjacent areas, and continued expansion of the Village Center have all led to increased traffic along New Albany's roadways. This traffic can cause congestion issues during peak times and in specific locations within the city. It can also lead to the need to widen New Albany's roads in order to accommodate the increased traffic. Both these issues contradict the narrow, rural character and aesthetic the City has traditionally prioritized for its roads. The 2014 Transportation Plan must therefore address the growth that will inevitably impact New Albany's roadways in a way that preserves the pastoral character of the City.

One way the City has traditionally addressed increased traffic volumes is to evaluate where new road connections will be needed in the future. New Albany has historically embraced the idea of creating multiple road connections within the city. Previous planning efforts have discouraged cul-de-sacs and dead-end streets,

instead requiring that neighborhoods and developments include multiple connections to adjacent streets. This is an important policy to continue with the 2014 Transportation Plan. Creating multiple connections helps to alleviate congestion by providing multiple routes and dispersing traffic. As such, the newly proposed connections for the Transportation Plan are strategically located to help better connect existing neighborhoods and development areas, and to address existing and future traffic pressures. These connections are displayed on the diagram above. They do not represent exact road alignments, but instead illustrate the conceptual connection that should be made. Further surveying, planning, and design will be required to determine the exact location of all future roads.



PLANNING LEGACY STORY: OGDEN WOODS CONNECTION

In addition to the emphasis on the character of the road corridors, the connections made by the city's roads has always been a high priority for New Albany. A well-connected city helps promote a sense of community. It is also important for the vitality of local shops and restaurants such as those within the Village Center. Easy access to the Village Center from the residential neighborhoods encourages pedestrian activity in this area and makes the Village Center a destination to all residents.

An example of the importance of such connections within New Albany can be seen in the Village Center along Ogden Woods Boulevard. Originally the idea of connecting Ogden Woods Boulevard through to Market Street was not popular with New Albany residents. The fear was that traffic would speed through the residential North of Woods area on its way to the Village Center. Recognizing the importance of connecting the neighborhood to the Village Center, the City and residents agreed to make Ogden Woods Boulevard connect to Market Street through a one-way street. However, it wasn't long before New Albany residents were naturally trying to drive down the road going the opposite direction. As a result, residents asked the City to make the road two-way. This road is now an important vehicular and pedestrian connection for those living in the neighborhoods to the south of the Village Center to access Market Square. It allows for easy access without having to use the busier Interstate 62.

Creating multiple connections within New Albany and between the neighborhoods continues to be a priority for the 2014 Transportation Plan. Strategically locating these connections to provide congestion relief and promote an interconnected community will help advance the city's priorities of road corridor aesthetics and a well-connected community.

Complaints prompt connector meeting

By MOLLY WILLOW

New Albany News Reporter

Frustrated with a perceived lack of notification on village issues, a small group of North of Woods residents attended last night's Village Council meeting to once again voice their disapproval of proposed road connectors to Market Street.

In response to their concerns, council voted to hold a workshop at 7 p.m. Tuesday for the sole purpose of presenting the village's strategic plan to the public and soliciting comment.

The proposed connector roads, between the Market Square development and Ogden Woods Boulevard and Ackerly Farms, are included in the plan, designed by planning firm Myers Schmalenberger.

An updated version of the plan is available on the firm's Web site at www.msidesign.com.

Residents have spoken out against the connector road at previous council and planning commission meetings.

Councilman Michael Mott noted the proposed roads were included in a previous draft of the plan approved unanimously by council in 1998.

The roads fall within the New Albany Company's planned unit development and the area would need to be rezoned if they are

not built, according to NACO Director of Development Tom Rubey.

Councilwoman Nancy Ivers Ferguson characterized the strategic plan as a "goal" for the village, noting it is not up to the village to effect all aspects of the design.

Residents objected to the idea that the road would help thin traffic from nearby state Route 62. "It seems inappropriate that we take highway traffic and put it through a neighborhood," said one resident.

"I'm not convinced there's a need," said

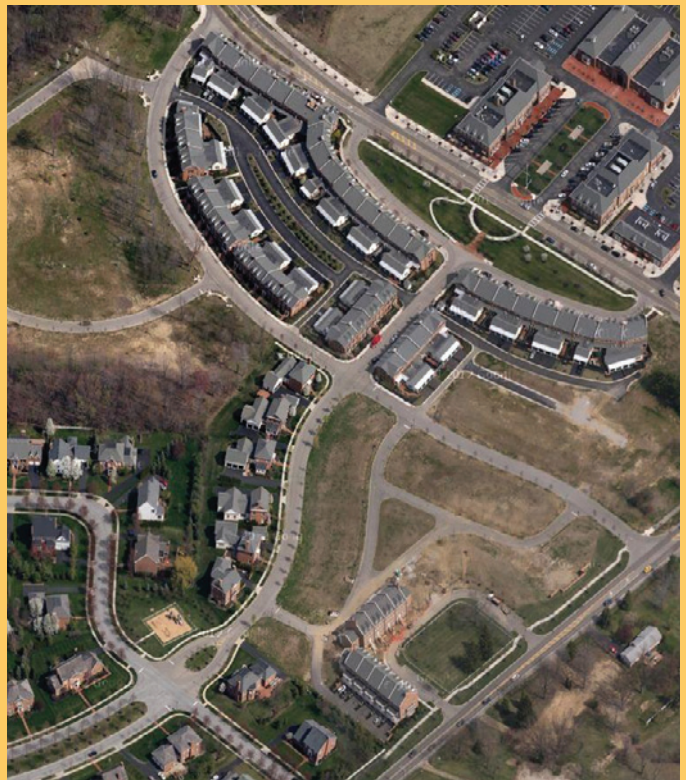
■ Council considers curfew extension, Page 2

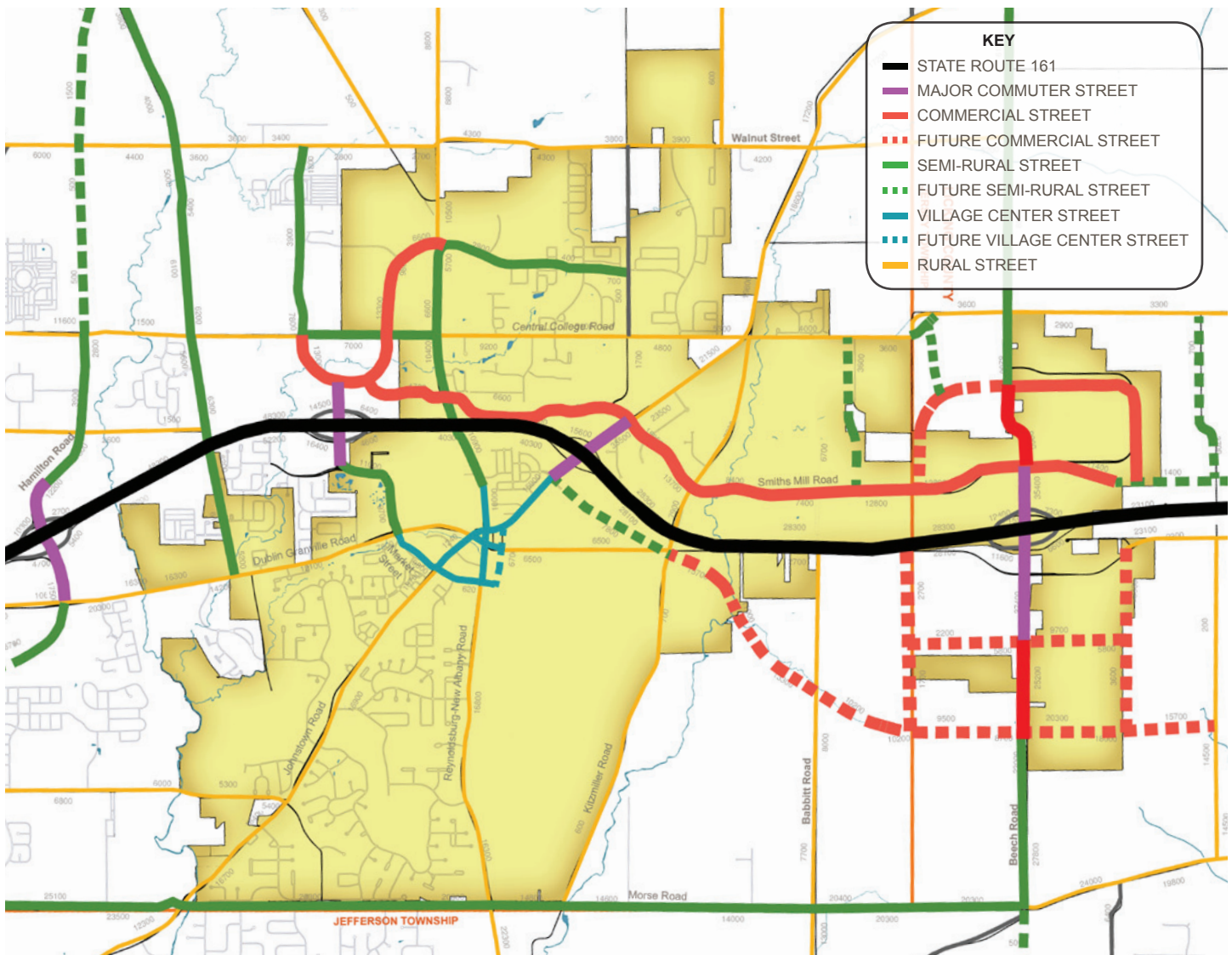
another. "Whether it's needed or not, it's not wanted."

Councilman Tom Taneff voiced his disapproval of the proposed road, stating an "overwhelming" majority of residents in the area opposed it.

Village Planner Jason Sudy defended the road, saying it was "paramount to the continued success of the neighborhood." He said his firm has seen repeatedly the importance of connectivity plans in the success of a municipality.

See COMPLAINTS, Page 2

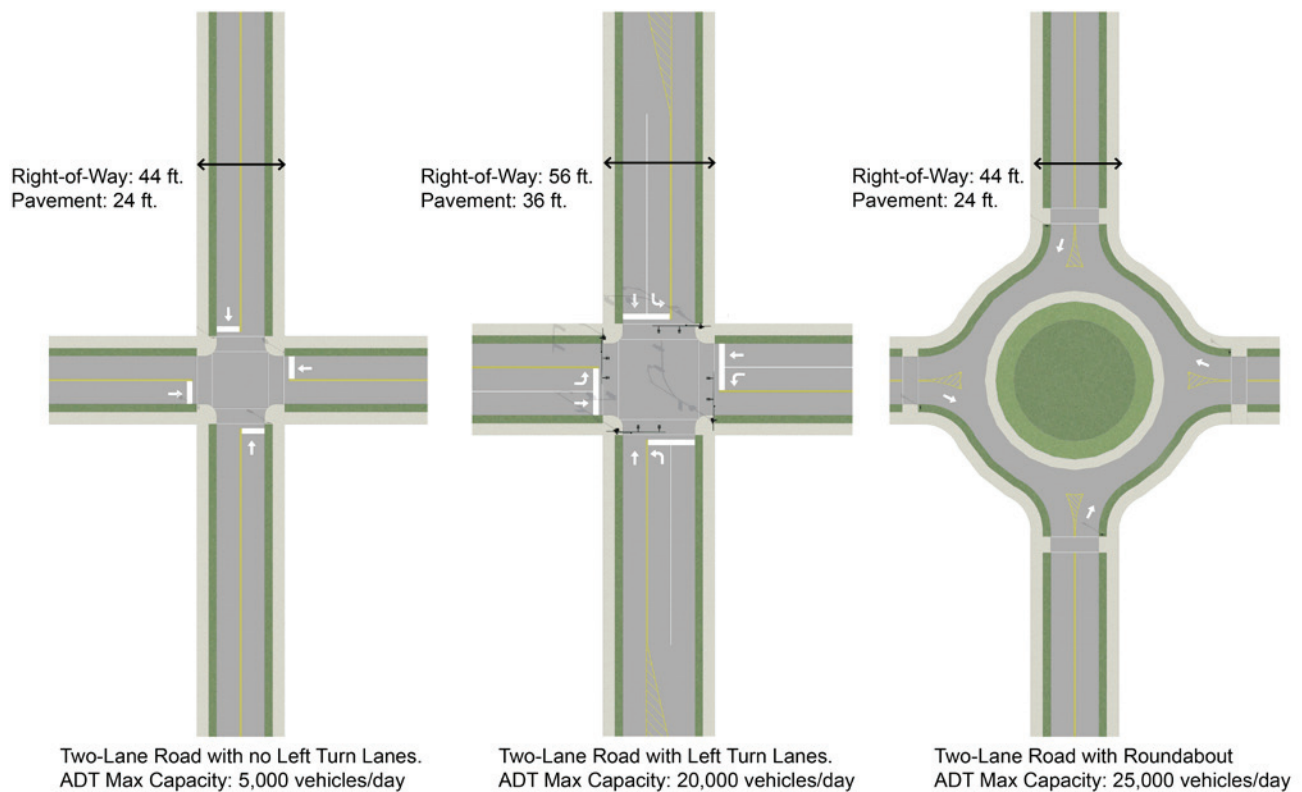




THOROUGHFARE PLAN - STREET TYPOLOGIES

To preserve the character of New Albany's streets, the 2014 Thoroughfare Map includes a Street Typology Classification. These typologies help to designate what the character of roads within the city of New Albany should be. They transition between a rural setting that includes natural, unlandscaped features to commercial corridors with more manicured appearances, to Village Center streets which include more developed, pedestrian oriented streetscapes. While the street character of these typologies may vary slightly between arterial and collector roads, the general features remain similar. The New Albany Thoroughfare Plan -Street Typologies map should be used as a standard of development when creating new road connections or when any construction is proposed along existing corridors. When these different typologies are used together, they create a cohesive corridor identity for the city of New Albany.





ROUNABOUT POTENTIAL

The projected increase in traffic in New Albany by 2035 creates the need for modifications to be made to existing road corridors. Particularly, traffic models used to project the future traffic counts showed that intersections within the city boundary will need to be modified to properly accommodate more cars. These updates are most commonly done by adding a left turn lane at the intersection. This allows an intersection with two-lane roads to increase its capacity from 5,000 vehicles per day to 20,000 vehicles per day.

Despite the improvement in the ability of an intersection to manage more traffic, the addition of a turn lane at city intersections has several repercussions. First, it increases the amount of right-of-way and pavement required within the road corridor. Using the assumption that a typical traffic lane measures 12 feet in width, the diagram above shows how a typical two-lane New Albany road will be widened to accommodate these new turn lanes. As illustrated, the width of pavement increases from 24 feet to 36 feet, and the right-of-way required for the corridor increases from 44 feet to 56 feet. Increasing the amount of pavement and right-of-way jeopardizes existing trees and landscape along New Albany's rural roads, diminishing the rural aesthetic. The addition of this pavement also creates a longer crossing for pedestrians trying to cross at intersections. This can deter pedestrian activity by making an intimidating crossing atmosphere.

Because wider streets are not conducive to the New Albany character that is so important to the community, the city began evaluating

potential solutions that would allow the roads to be effective, yet aesthetically appropriate. From this criteria came the idea of roundabouts.

A roundabout is a circular intersection in which traffic enters and travels counterclockwise around an island. The number of roundabouts in the United States has been growing exponentially over the past several decades. After extensive research into the applicability of roundabouts, the city of New Albany has determined the benefits associated with roundabouts make them a potential intersection option that may be implemented in New Albany. This is due to their

- Ability to maintain narrow corridors
- Improved safety statistics
- Ability to move larger amounts of traffic more efficiently
- Improved aesthetics that create potential gateways for the city

Roundabouts should be an option that the City evaluates when intersections are to be improved because of the safety statistics and ability of roundabouts to preserve the rural character of New Albany's roads.

ROUNABOUT TYPES

In general three types of roundabouts are recognized by the Federal Highway Administration. These are mini roundabouts, single-lane roundabouts and multilane roundabouts. The following explores the three types of roundabouts generally installed in the United States.

Mini Roundabouts

The smallest type of roundabout are mini roundabouts. These are often located in areas that are not too heavily congested. They also include:

- 15 to 20 mph entry speeds
- One entry lane per approach
- 45 to 90 foot inscribed circle diameter
- Fully traversable or raised center island
- Typical daily service volumes of up to approximately 15,000 veh/day

Single-Lane Roundabouts

Single-lane roundabouts are smaller roundabouts which are often appropriate in pedestrian settings because of their size and their slow vehicular entry speeds. Single-lane roundabouts generally include:

- 20 to 25 mph entry speeds
- One entry lane per approach
- 90 to 180 foot inscribed circle diameter
- Raised center island
- Typical daily service volumes of up to approximately 25,000 veh/day

Multi-Lane Roundabout

The largest type of roundabout is the multilane roundabout. These move a large amount of traffic at an efficient rate. These roundabouts may vary in size, but generally include the following standards:

- 25 to 30 mph entry speeds
- Two plus entry lane per approach
- 150 to 300 foot inscribed circle diameter
- Raised center island
- Typical daily service volumes of up to approximately 45,000 veh/day

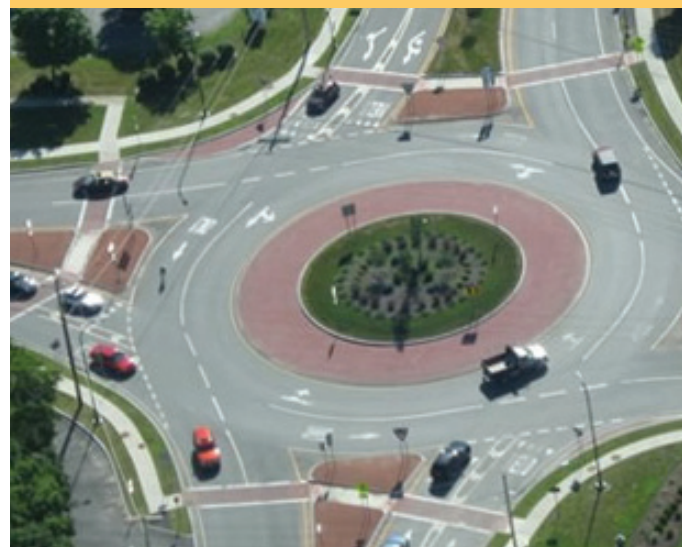
Because of the differences between roundabout styles, it is important to study the context in which any future roundabouts will be installed in New Albany to ensure the proper type is used. When a roundabout is proposed for an intersection, consideration should be given to existing and future traffic demands, aesthetics, and the type of pedestrian activity expected around this area. Applying too large of a roundabout in an inappropriate setting may deter pedestrian activity, while installing too small a roundabout in an inappropriate place may prevent the roundabout from acting as efficiently as it should. When done properly, roundabouts may improve challenges an intersection currently faces and may help contribute to the strong identity of New Albany.



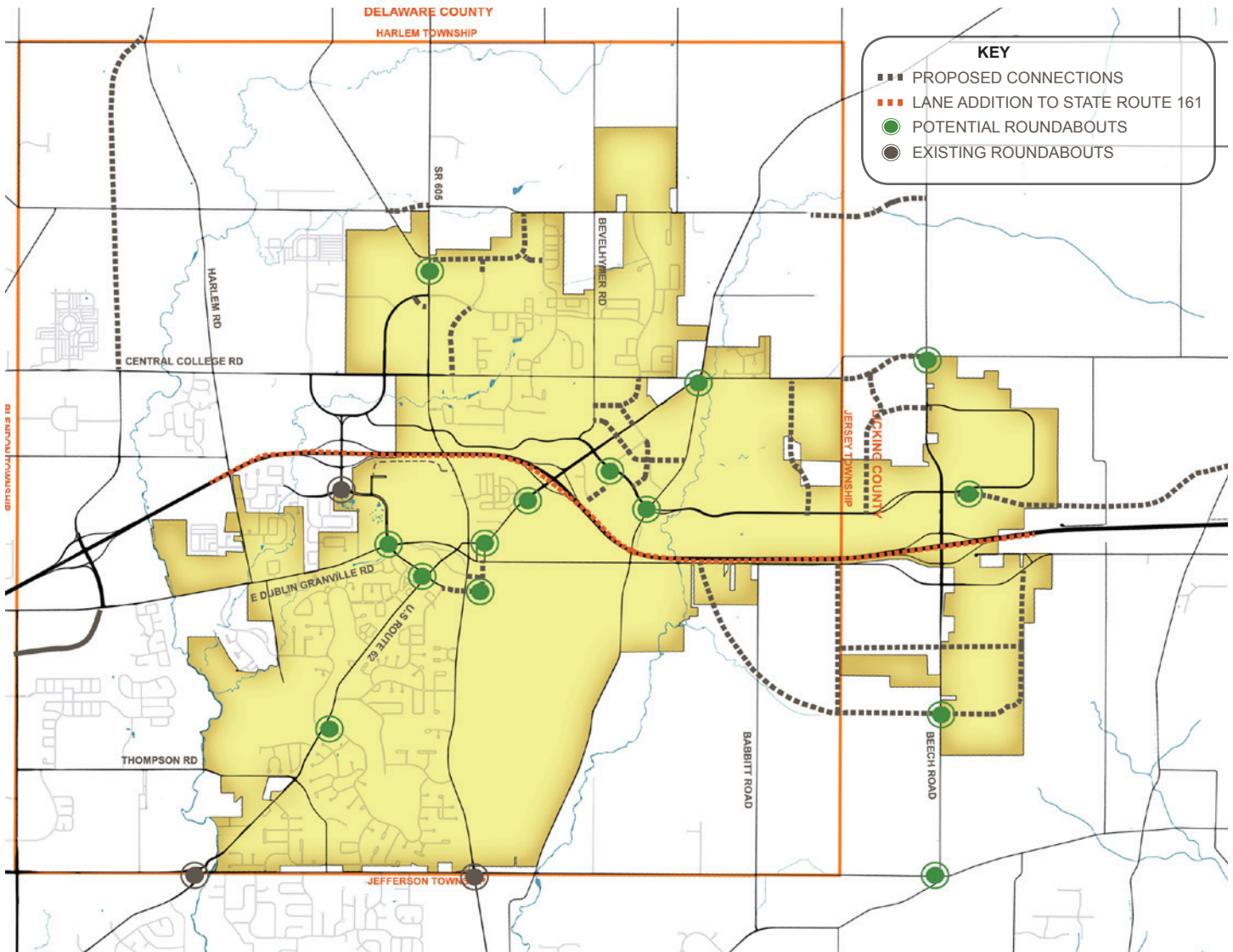
MINI ROUNDABOUT



SINGLE - LANE ROUNDABOUT



MULTI - LANE ROUNDABOUT

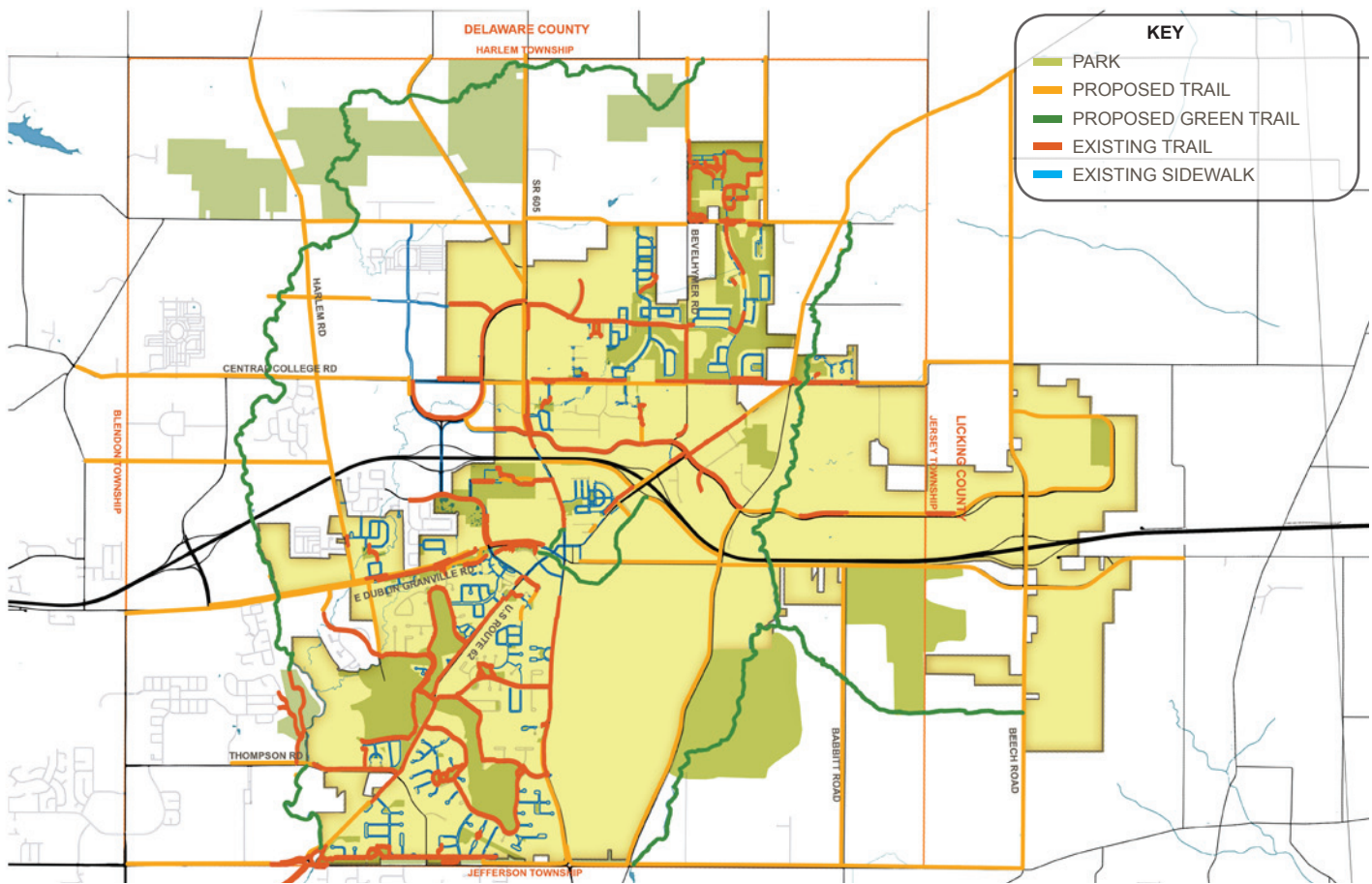


ROUNDABOUT RECOMMENDATIONS

The benefits and aesthetic landscaping of roundabouts make them a strong potential intersection treatment for the city of New Albany. This map illustrates intersections that should be prioritized as potential roundabout sites. Further studies should be conducted to determine the appropriate type and design of the roundabout to be implemented. In general roundabouts in the city of New Albany should follow the following requirements:

- Conduct studies to determine if a roundabout is appropriate
- Determine which type of roundabout should be used
- Prioritize potential future roundabout locations
- Encourage the creation of a system of roundabouts
- Utilize roundabouts as gateway features for the city of New Albany





FUTURE LEISURE TRAILS IN NEW ALBANY AND ADJACENT AREAS

The leisure trail system reflects the high priority of livability within New Albany, as well as the growing popularity of running, walking and bicycling in the community. The existing trails are part of a larger planned system that connects users within New Albany as well as to the growing regional trail networks around Central Ohio.

The existing 27 miles of leisure trails are a defining feature of the New Albany community. The system consists of a community-wide structure with a series of smaller internal loops and connections to the neighborhood sidewalk systems. These various connections allow trail users to travel easily throughout New Albany and represents the strong interest of the city to create a walkable, interconnected community.

While the city traditionally has located leisure trails alongside its roadways, there is also an opportunity to create more nature-based trails. This type of leisure trail will take advantage of and run along New Albany's natural features and stream corridors. Throughout the planning process, residents repeatedly expressed the desire to be more removed from the bustle of the streets in favor of a more nature-based trail experience. This idea was supported in the Leisure Trail Master Plan which recommended creating trails

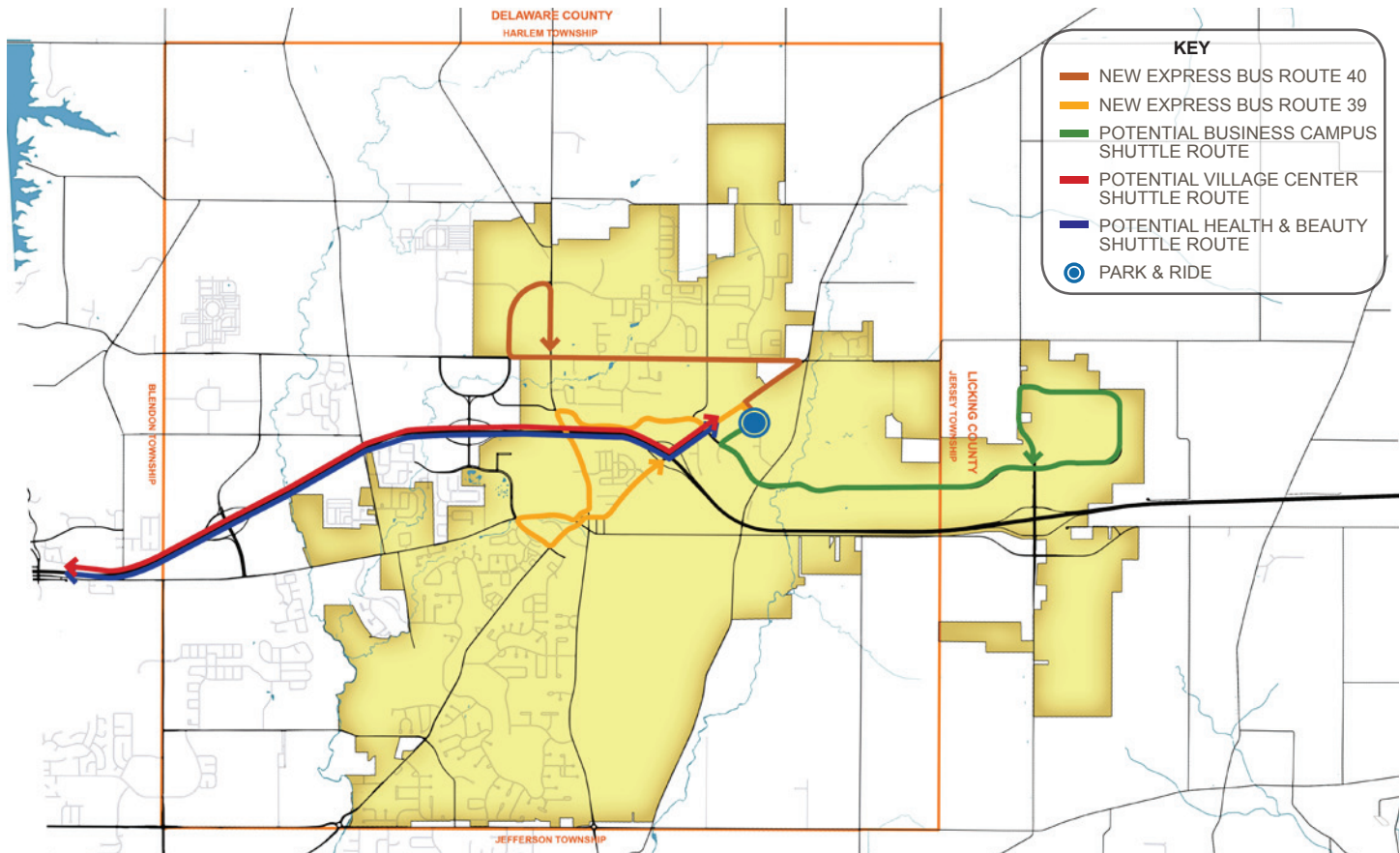
within the City's green corridors and stream corridors. Alternative pavement options, such as crushed stone, may be used for this type of trail.

Consideration should also be given to improving the amenities along the trails. Potential larger scale amenities may include circuit training stations and trail heads when appropriate. Further consideration should also be given to other features such as watering stations, benches, lighting and creating areas immediately adjacent to the trail where trail users can gather to linger, socialize, or rest. Adding such trail amenities will help improve the usability of the trail system and foster community interactions.

In addition to leisure trail connections, additional studies are needed to understand how to accommodate bicyclists on its roadways as well. Because of its location and numerous rural corridors, New Albany has become a hub for road cycling. The 2014 Strategic Plan recommends the city of New Albany undertake a Bikes Master Plan study. This study will help understand existing road cycling conditions and establish goals and potential projects the city can implement to enhance its role as a cycling hub.



FUTURE PARK & RIDE FACILITY BEING CONSTRUCTED



ALTERNATIVE TRANSPORTATION

The 2014 Transportation Plan recognizes the importance of meeting the need for alternative transportation in New Albany. As employment within the Business Park continues to grow, the need to provide public commuting options to the different campuses increases. Additionally, the demand for public transit between Downtown Columbus and New Albany, which already exists, will continue to grow.

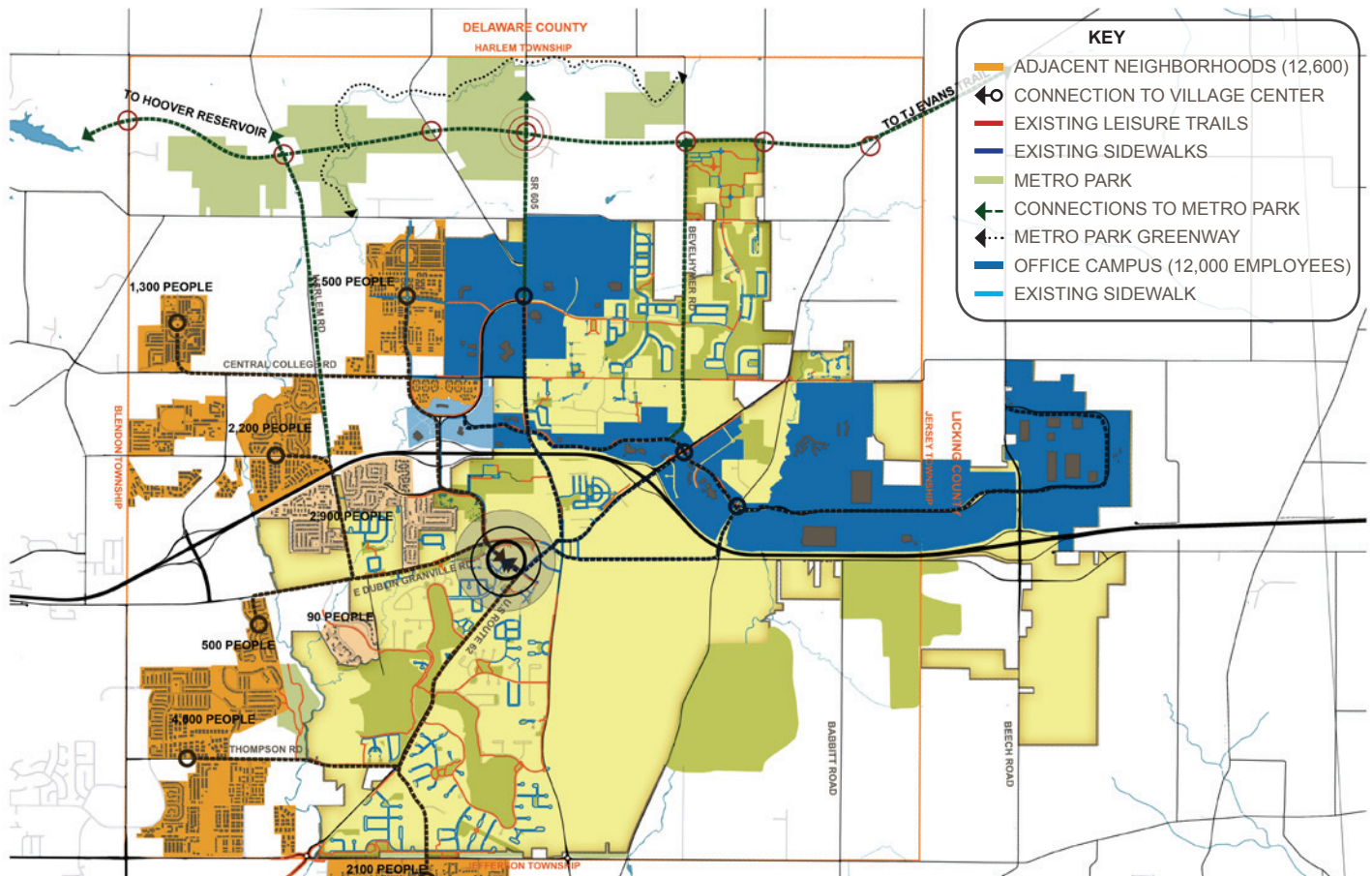
In the fall of 2013 the city of New Albany announced the construction of a new park and ride facility that would be located along Forest Drive, just north of Smith's Mill Road. The 2.5 acre site will host a total of 176 parking spaces, 87 of which will be built in the first phase. Construction is planned to be complete in August 2014 with service beginning in September. The new park and ride facility creates multiple opportunities for New Albany to enhance transit within the city as well.

The flexible design for the new space should encourage further development of the facility to accommodate additional transit amenities. For example, the park and ride could also be used as a shuttle stop for New Albany Business Park employees as well. Creating shuttle routes that would depart from the facility and take employees to the different campuses within the Business Park

would greatly reduce the amount of traffic around the Business Park during peak hours, decreasing congestion. A potential shuttle route should also be considered between the Village Center and the park and ride. This would help encourage transit riders to go to the Village Center for shopping, dining and entertainment, further helping the local businesses and strengthening the connection between the employees and the city they work in.

**“GIVEN THE OFFICE
COMPLEXES, I FEEL
LIKE BUSING WOULD
BE BENEFICIAL.”**

- PUBLIC COMMENT



COMMUNITY CONNECTIONS TO THE VILLAGE CENTER

As New Albany continues to grow so does the opportunity for its leisure trails to create connections not only within the city, but to adjacent communities, businesses and areas outside the city as well. Specifically, consideration should be given to connecting trails to the neighborhoods adjacent to New Albany, the campuses within the Office Park, and to the new Rocky Fork Metro Park located directly north of the city. Creating these connections will help draw people from these currently under-connected areas to New Albany's local shops, businesses and restaurants.

New Albany has a unique opportunity to connect the developing Metro Park to the city's neighborhoods and Village Center by way of bicycle connections. The Metro Park is located directly north of the city, and to date has acquired over 1,000 acres. Once complete the Park will be a unique amenity for the New Albany community and will act as a regional attraction to the area.

Another opportunity is to connect to the neighborhoods adjacent to New Albany. Currently there are approximately 15,600 residents living in the neighborhoods immediately west and south of New Albany. A lack of alternative connections to these areas forces residents to drive to the nearest restaurants, shops, and

entertainment. As a result, they may be more likely to travel farther to other commercial developments such as those along Hamilton Road and within Easton Town Center. Stronger connections increase the opportunity for these residents to travel to the Village Center for their shopping, dining and entertainment needs, which would bring 15,600 potential new customers to the Village Center.

Strengthening leisure trail connections to the New Albany Business Park is another opportunity for the Village Center. New Albany's Business Park is home to numerous corporate headquarters and offices. Currently, there are more than 12,000 employees within the Park. While there are existing trails within the four campuses of the Business Park, they are not well connected to either outside destinations or within the Park itself. Completing these trails within the Park, and creating connections between the Business Park and the Village Center, provides an appealing amenity to both employers and employees, and bringing the 12,000+ employees to the restaurants and shops at Market Square during their lunch breaks, after work, or for business meetings.



PLANNING LEGACY STORY: ROCKY FORK METRO PARK

While the growth of a city is seen as an indication of the success of the community, the city of New Albany has always approached its expansion in a strategic manner. Both city leadership and the residents have historically recognized that while growth is beneficial, it must be done carefully in order to preserve important community attributes, including the rural pastoral character of the area, the strong sense of community, and a high quality of life for its residents. The preservation of these attributes directly contributed to the development of the still-growing Rocky Fork Metro Park.

In the early 2000s, there was talk of the City of Columbus extending water and sewer services to their North Growth Corridor, a portion of the city's expansion area which is located north of Walnut Street. This was a great concern to New Albany because it would enable a large amount of residential development just north of the city's corporate boundary. This would have several repercussions on New Albany. It would result in higher traffic along the city's corridors, and would affect the rural character of the area. These issues would greatly impact the quality of life of the New Albany community.

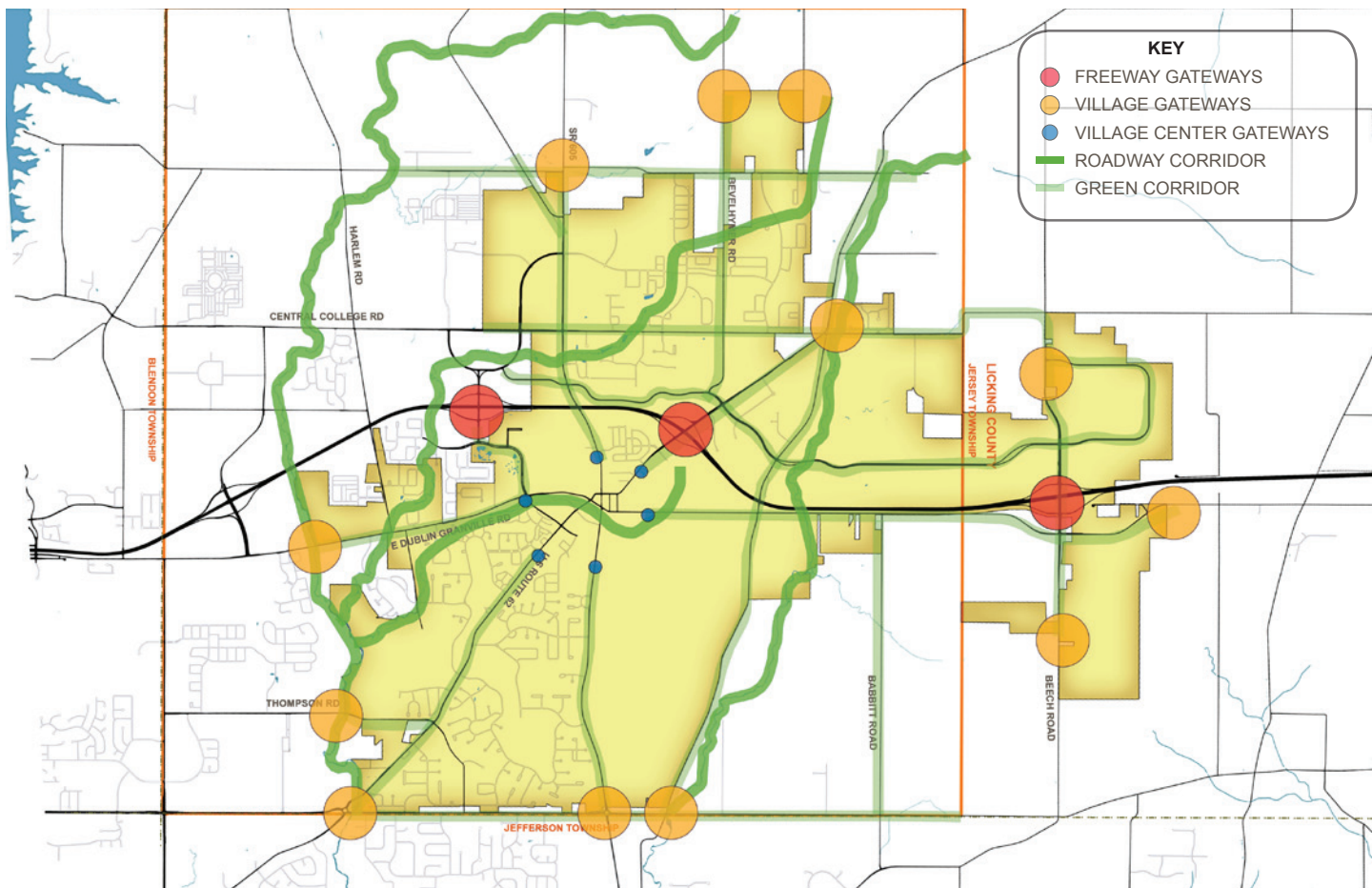
As developers struggled to find a way to service this area, New Albany officials and community members worked to find a way to curb the impact such large development would have on the then Village. One proposed solution was to develop a Metro Park that would help act as a green buffer to the north of the city. The Village recognized that a new Metro Park would be great asset to the community, creating both a local and regional destination place for hiking, horseback riding, and other activities. It would preserve vital open space as New Albany and the surrounding areas continued to develop, and would help promote the natural, rural aesthetic the village desired. Finally, a Metro Park also provided a long-term solution to safeguard New Albany against northern development outside the city's control. Land owners in the township adjacent to New Albany could sell their land, if they desired, to the Metro Park, rather than private developers, and that land would not be able to be developed for residential use. This would prevent development at this time and serve as an important buffer as development from

different municipalities continued around New Albany in the future.

The New Albany residents, recognizing the benefits, began supporting and advocating for the creation of the Metro Park. Working in coordination with the Plain Local Township, the City of Columbus and Metro Parks, New Albany donated the first 107 acres towards the creation of the Rocky Fork Metro Park in 2007. Since that time, the City has continued to prioritize the creation of the park, which today consists of just over 1,000 acres with plans to grow to over 1,600 acres. The creation of the Rocky Fork Metro Park represents the city of New Albany's dedication to a high quality of life for its residents, and the ability of the city to recognize the importance of planning to preserving this quality of life as the city and adjacent areas continue to develop.



GATEWAY TYPOLOGIES AND GREEN CORRIDORS



CORRIDORS PLAN

New Albany's corridors have many different uses in addition to their roadways. They help define the aesthetics of the community, offer opportunities for gateways, contribute to the character, and determine the usability of the community for residents and visitors. In order to promote the unique character and identity of New Albany, it is important to approach the design and planning of these corridors in a strategic manner that allows the corridors to portray the rural, pastoral character of the area.

One potential component of the City's corridors are gateways, which are important in defining the arrival into New Albany from the surrounding communities. Whether they are signs, landscaping, a transition in streetscape, roundabouts, or monument features, gateways set the tone for the community. There are three different types of gateways in New Albany. These are Freeway Gateways to announce a motorist's arrival off the interstate, Village Gateways located at the city's municipal boundary, and Village Center which signal the transition from the rural or semi-rural conditions to the Village Center condition. While these three types of gateways may differ, they should resemble a similar character. This will allow them to work together to create a type of systematic transition as visitors travel through New Albany.

An important corridor strategy for the city of New Albany has been its green corridor strategies. These are one of the most effective ways to preserve the rural, pastoral aesthetics of the city. Green corridors are pre-established setback requirements along New Albany's roads and streams that are intended to preserve open space and soften the environmental impact development in the city inflicts. The following chart highlights the setbacks for each type of road in New Albany. In addition to these, the stream corridor setbacks should be a minimum of 150' per side for a total of no less than a 300' riparian preservation zone. Preserving and promoting the Green Corridors are essential to preserving the character of New Albany's corridors.

ROAD TYPOLOGY	SETBACK REQUIREMENT
MAJOR COMMUTER STREET	185 FEET
COMMERCIAL STREET	185 FEET
SEMI-RURAL STREET	185 FEET
RURAL STREET	250 FEET
VILLAGE CENTER STREET	0 FEET



PLANNING LEGACY STORY: WETLAND AND NATURE PRESERVE

Shortly after the 1992 Village Center Study, the city of New Albany implemented a Natural Features Study in an effort to educate Planning Commission and Village Council on the existing environmental conditions in which the city was beginning to develop. This important plan created a precedence to allow natural features of a site to impact the type and intensity of development that occurs. At the time, before environmental awareness was as prevalent a consideration in planning and design as it is today, this environmental awareness was a relatively new approach. Since the adoption of the Natural Features Plan, the City has embraced the importance of preserving its natural features and incorporating them to the design of the community. This approach directly contributed to the formation of the New Albany Wetland and Nature Preserve, one of the most valuable environmental features in New Albany.

In the early 1990s, the Ohio Department of Transportation (ODOT) released plans to create the “New Albany By-Pass,” now commonly known as State Route 161. As part of the construction of the by-pass, several wetlands in New Albany had to be disrupted. At the time, ODOT participated in a wetland mitigation program in which for every wetland they damaged in road construction, they would buy into an existing wetland bank to help mitigate the impact. However the wetland bank was located in another county, not the county in which the wetland had been impacted. Because of previous planning efforts, such as the Natural Features Study, the City recognized the importance of trying to protect its natural features, including wetlands, against destructive development. When wetlands did have to be mitigated, the Natural Features Study recommended that the then Village replace the wetland in an area where it continues to benefit New Albany. The existing ODOT mitigation program did not comply with this recommendation.

Recognizing the importance of mitigating environmental damage in the area the construction is taking place, New Albany leveed ODOT to mitigate wetlands within the city. City leadership worked with the New Albany Plain Local Schools and The Ohio State University to promote the potential educational benefits and programs that could be created by creating a Nature Preserve from the wetlands mitigated from the by-pass

construction. At that time, the New Albany Plain Local School District was on its way to becoming the highly acclaimed school district it is today. Incorporating unique, hands-on educational programs such as those that could take place in a Nature Preserve would help further improve the school’s curriculum.

New Albany successfully lobbied ODOT to fund \$1,200,000 in wetland design, creation, restoration and construction within 30 acres near to the School Campus. This area, referred to at the time as the Wetland Conservation Area, was an important achievement for the community. Building upon this initial Wetland Conservation Area, New Albany has since been able to acquire over 86 acres of land leading to the creation of the New Albany Wetlands and Nature Preserve. Consisting of several corridors, wetlands, meadows, and nature areas, the Nature Preserve locations are strategically situated within walking distance of the New Albany School Campus in order to encourage educational opportunities and programming. The Wetlands and Nature Preserve provided a now award-winning curriculum for the New Albany Plain Local Schools, created valuable greenspace for the community, and reinforced the community’s environmental awareness created in the first Natural Features Study.



PLANNING LEGACY STORY: SWICKARD WOODS

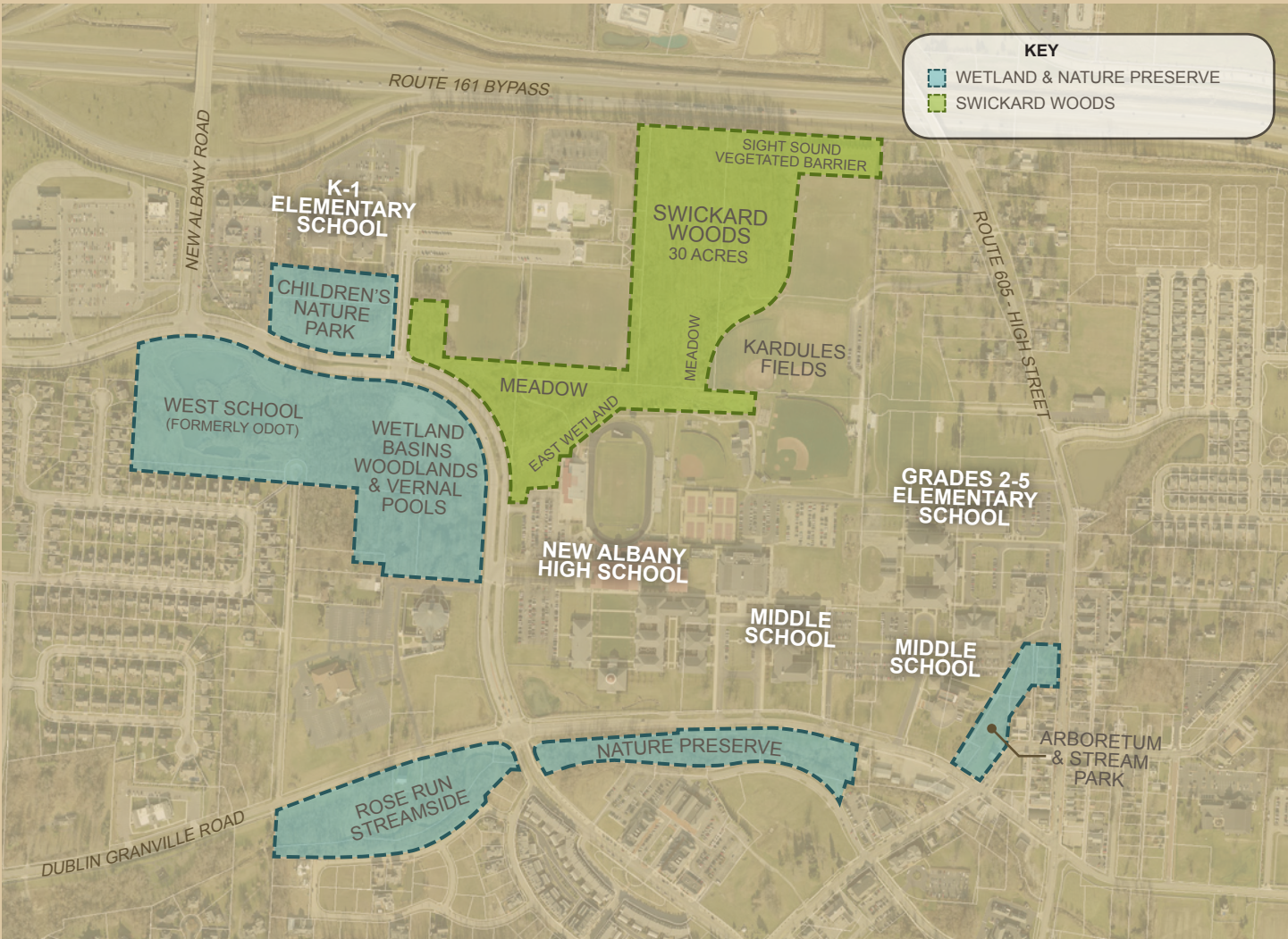
Greenspace in the city of New Albany comes in many different forms. Wetlands, meadows, open space, and preserved woods all contribute to the rural aesthetic that has become symbolic with the city. Preservation of open space, particularly naturally landscaped greenspace, as the city continues to develop has been prioritized throughout New Albany's history through the use of green corridor setbacks, wetland mitigation, and planning studies. Within the Village Center, there are several significant greenspaces which contribute to the community recreationally, educationally, and environmentally. As previously mentioned, the New Albany Wetlands and Nature Preserve are an example of such space. When discussing the Nature Preserve in the Village Center and School Campus, it is important to recognize the role the 30 acre Swickard Woods plays in the vitality of these wetlands. The dedication of the woods, which derives from a federally funded grant, represent the importance in preserving strategic open space as the city of New Albany continues to develop.

In 1994 the Village of New Albany worked in collaboration with consultants and the Mid Ohio Regional Planning Commission (MORPC) to apply for a Federal Highway Administration Transportation Enhancement Grant through the Ohio Department of Transportation's Scenic and Environmental Acquisition Program to preserve an important 30 acres of land, referred to as the Swickard Woods/Recreation Fields, located adjacent to School Campus. The Schools had recently acquired the Wetland Conservation Area, as part of the State Route 161 construction. The area of the Swickard Woods/Recreational Fields were an important component of this because they provided necessary watershed protection for the wetlands. An existing stream running northeast through the Woods provided 100% of the surface water sustaining the wetlands located on the School's property, and the entire 30 acres proposed in the grant comprised a third of the watershed supporting the whole Wetland Conservation Area. According to the Grant, "the addition of the Swickard Woods to the Wetland Conservation Area will create functional community nature preserve of sufficient size, complexity and diversity of habitat." It was environmentally integral to the success of the newly mitigated wetlands that the

Swickard Woods be preserved from future development. The Village was successful in obtaining \$1,500,000 through the grant, and with the collaboration of the New Albany Plain Local Schools and private developers were able to obtain the 30 acres which are now the Swickard Woods. The Grant cited the environmental importance of the Woods to the Wetland Conservation Area, as well as the support shown for such open space preservation in previous planning studies conducted through the City, including the Natural Features Study and the 1992 Village Center Study. Since this time, the New Albany Plain Local Schools and community have come together to help plant trees, maintain the quality of the Woods, and capitalize on their unique educational opportunities for students. The Woods are an important component of the School Campus and learning community. Their development under the grant protects the 30 acres from future development, preserving not only the Woods, but the quality of the School's Wetland and Nature Preserve. These unique open spaces greatly contribute to the character of the School Campus, the Village Center, and the city. Their continued preservation demonstrate the ability of the City to prioritize and recognize the importance of open space.

**“ATTEMPTS SHOULD
BE MADE TO
INTEGRATE THE
PRESERVATION
OF PASSIVE SPACE
WITH AN ACTIVE
COMMUNITY.”**

- PUBLIC COMMENT



VILLAGE CENTER RECOMMENDATIONS

BUILD ON THE SUCCESS OF MARKET SQUARE

- Capitalize on Market Square's role as a gathering place for families by introducing new mixed-use development that complements the New Albany community.
- Follow the high standard of design that has been established by the existing development in Market Square.
- Continue to encourage new projects, such as Healthy New Albany, that will encourage additional private and public investment in the area.
- Recognize Rose Run as a primary organizing feature.
- Study and evaluate the future need for parking structures.
- Reinforce the urban form of the Village Center through short, dense blocks.



MAKE THE VILLAGE CENTER A GATHERING PLACE FOR ALL AGES

- Improve public space in Market Square to allow it act as an informal gathering place for the community.
- Enhance the amenities in Market Square to include attractions for both adults and children.
- Emphasize design features such as the pedestrian zone, mass and scale consideration, site design, etc. as outlined in the 2006 Village Center Plan.
- Improve the existing green space in the Village Center to enable to be a community amenity.
- Reinforce connections between Market Square and other parts of the Village Center to create a greater community core.



FOSTER INTERACTION, PARTICIPATION, AND COMMUNITY

- Encourage the Village Center to continue to be the site of community events such as the Farmers Market.
- Consideration should be given to creating spaces in the Village Center that allows for gathering of residents and visitors.



BUILD UPON SUCCESSFUL COMMUNITY EVENTS

- Continue to encourage the Village Center to be the location for local events such as the New Albany Walking Classic.
- Encourage regional events, such as Pelotonia, to occur in the Village Center.
- Create an identifying event unique to New Albany that allows the Village Center to act as a regional destination.





INTEGRATE ALL AREAS OF THE VILLAGE CENTER

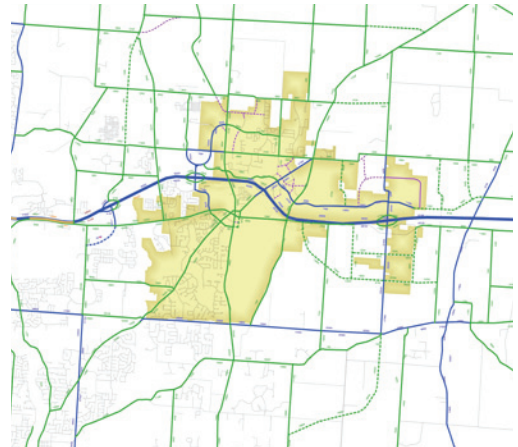
- Market Square should be recognized as the center of the Village Center
- Multiple connections should be made within the district by expanding upon the existing street network
- Development within the Village Center should be done incrementally over time upholding the existing character and meet the planning guidelines and design standards established in the Village Center Code.
- The Rose Run Greenway Corridor is an important natural link that runs through the Village Center and should be emphasized in order to integrate all areas of the Village Center.



TRANSPORTATION PLAN

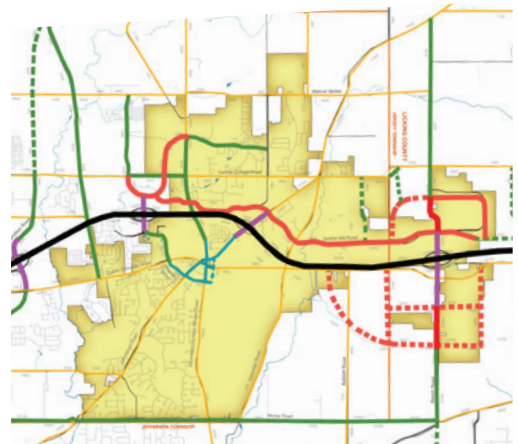
REGIONAL PLANNING

- Collaborate with regional partners through the Mid-Ohio Regional Planning Commission.
- Study the regional economic impact of trails Coordinate trail user count data with MORPC's regional trail count system.
- Perform long range land use and transportation study of areas to the north and east of the existing annexation area.
- Protect the regional corridors, greenways and scenic byways.



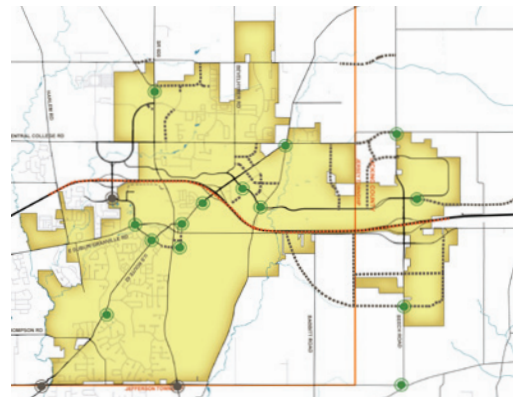
THOROUGHFARE PLAN

- Address the City's traffic pressure points.
- Create new connections.
- Develop Roundabout first policy.
- Preserve and enhance the City's rural corridors.



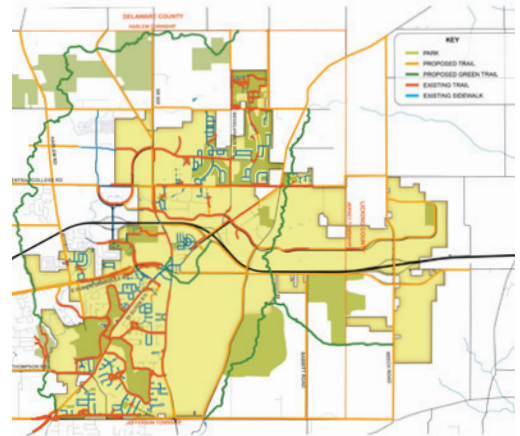
ROUNDBABOUTS FIRST PLAN

- Conduct studies to determine if a roundabout is appropriate.
- Determine which type of roundabout should be used.
- Prioritize potential future roundabout locations.
- Encourage the creation of a system of roundabouts.
- Utilize roundabouts as gateway features for the city of New Albany.



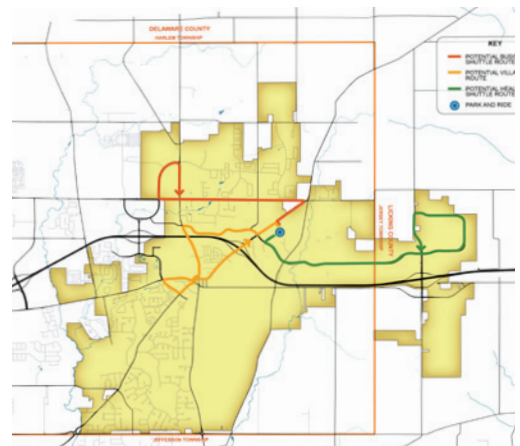
PEDESTRIAN AND CYCLIST PLAN

- Continue implementing the Leisure Master Trail Plan.
- Make connections to the Rocky Fork Metro Park.
- Make connections to adjacent neighborhoods.
- Make connections to the business park.
- Make connections to the Village Center.
- Develop on street cyclist accommodations.
- Establish a system to systematically monitor trail users to understand patterns of use and improve trail planning efforts.
- Perform preliminary engineering on desired trail segments to assist in capital planning decisions and maximize responsiveness to grant programs.



TRANSIT PLAN

- Encourage the development of the new COTA Park and Ride.
- Creating shuttle routes that would connect from the park and ride with employment centers in the Business Campus.
- Introduce bike accommodation and amenities to the park and ride site.
- Building upon the environmental benefits of public transit, the park and ride could incorporate sustainability practices into its future design.



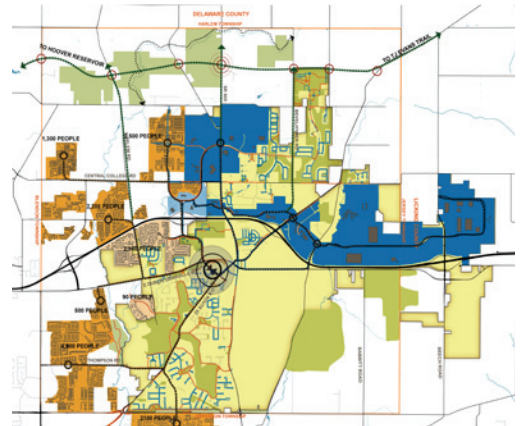
ENHANCE CONNECTIVITY IN THE CITY

- Make addressing gaps within the existing leisure trail system a priority.
- Utilize financing options listed in the 2006 Leisure Trail Master Plan to fill in missing links and continue to expand the trail system.
- Expand the leisure trail system to follow natural features, streams, and green corridors.
- Add pedestrian amenities throughout leisure trail system such as benches, water fountains, circuit training etc.
- Create places for users to pull of the trails and gather.



CONNECT THE VILLAGE CENTER TO THE BUSINESS PARK AND ADJACENT NEIGHBORHOODS

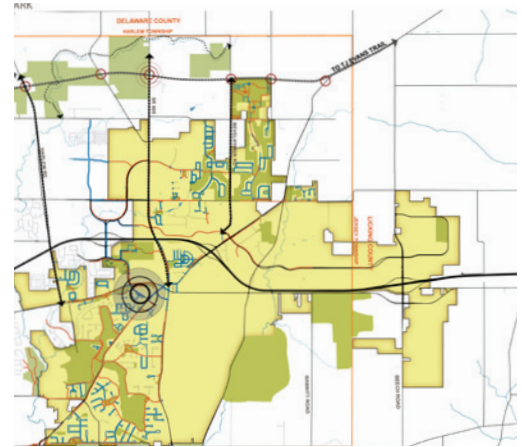
- Expand the leisure trail system to the adjacent neighborhoods east of New Albany in order to connect the 15,600 residents in the adjacent neighborhoods to the Village Center.
- Increase leisure trail connections within the Business park for business park employees.
- Create connections from the Business Park to the Village Center to encourage its 12,000 employees to patronize the retail and restaurants in the Village Center.





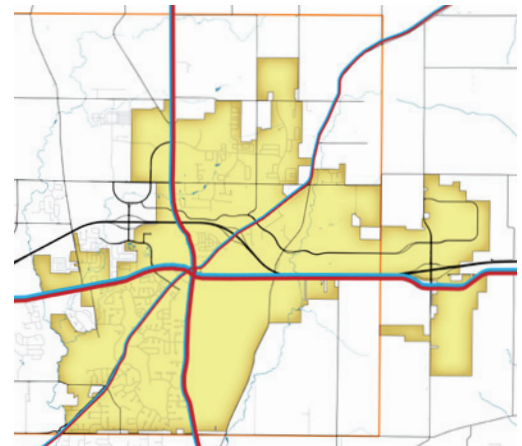
METRO PARK CONNECTIONS

- Encourage east-west bicycle connections from the Metro Park to other regional trails and cities in order to help make the park a regional cyclist destination.
- Create leisure trail connections from the Metro Park to the Village Center to encourage visitors to patronize Market Square.
- Create leisure trail connections to other parks, specifically Bevelhimer Park.



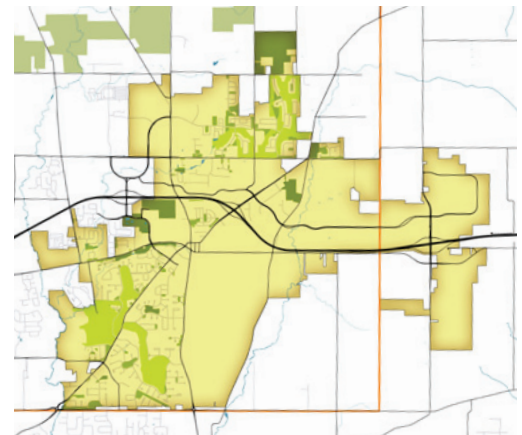
ON STREET REGIONAL CYCLING

- Encourage on street cycling by developing a New Albany Bike Master Plan
- Use on street lanes as a way to connect the New Albany bike system into the bike system of Central Ohio.



PARKS & GREENSPACE

- Every neighborhood in New Albany should have a high quality park that is within an easy walking distance.
- Continue coordinating with Franklin County Metro Parks to grow, enhance, and program the Rocky Fork Metro Park.
- Consider the addition of a Public Parks and Greenspace chapter to the city of New Albany's Design Guideline Regulations to chronicle the institutional knowledge and requirements related to New Albany's preserved parks, open spaces, and natural features, as well as provide guidance for future preservation.



REGIONAL COORDINATION

- Continue to develop relationships and explore partnerships with nearby municipalities and jurisdictions such as Franklin, Licking, and Delaware Counties, the cities of Columbus, Gahanna, Pataskala, and Johnstown, the townships of Plain, Jersey, Jefferson, Monroe, and Licking Heights School District.
- Coordinate regionally on matters of land use, utilities, transportation, schools, parks, and environmental protection.
- Form a transportation study committee for regional transportation matters.
- Explore partnerships to extend leisure trails to adjacent neighborhoods
- Advance bicycle connections to regional trail networks around Central Ohio.

