

ENGAGE NEW ALBANY

You're part of the plan

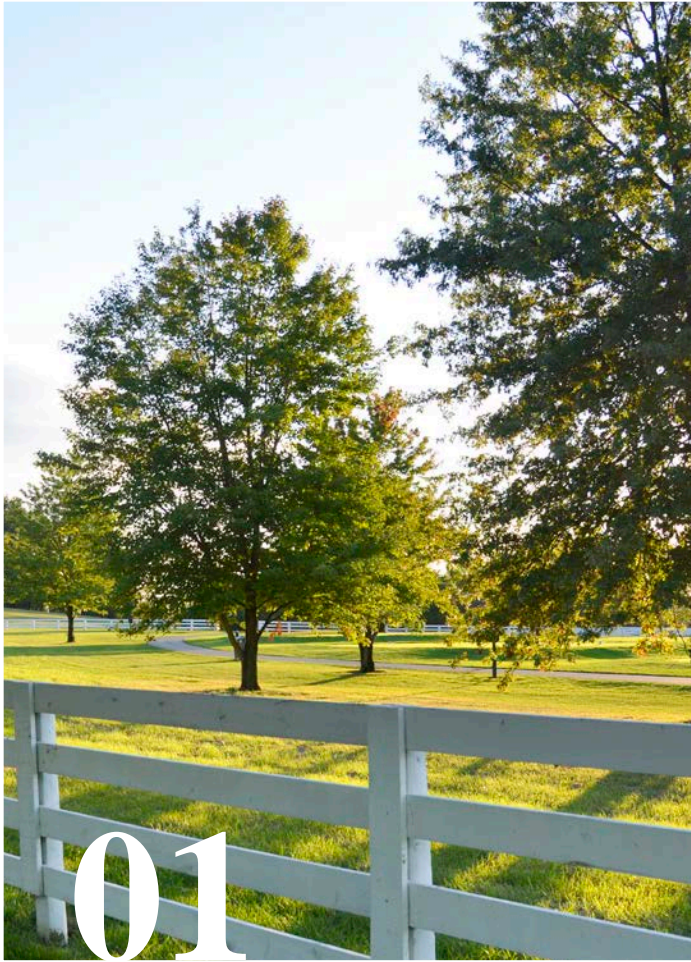


2020 Strategic Plan

Amended August 2022

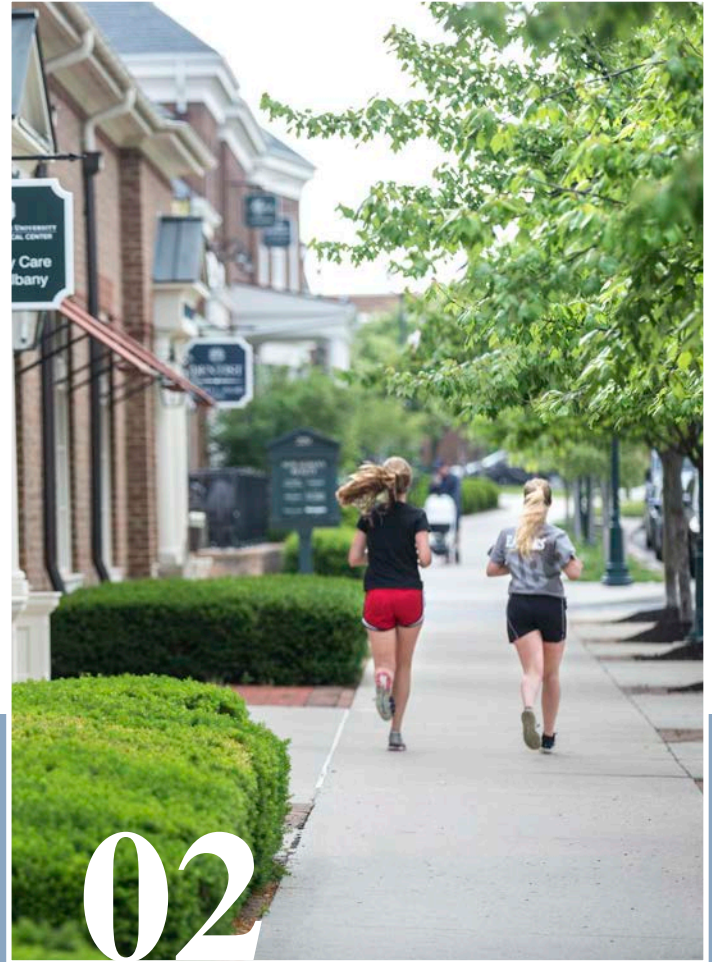


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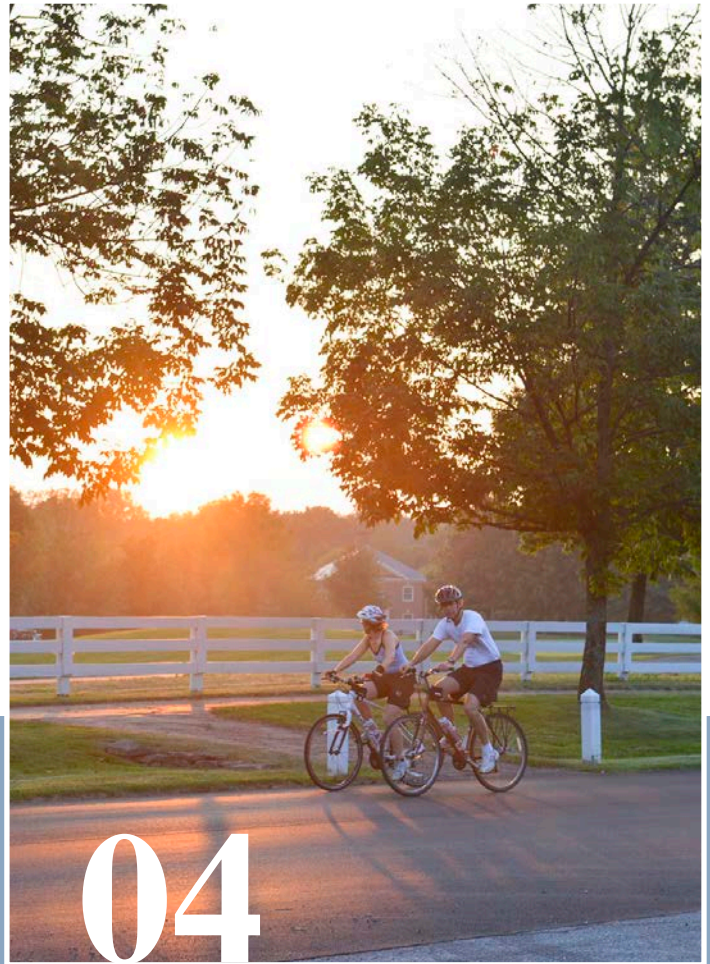
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INTRODUCTION



ACKNOWLEDGMENTS

Thank you to all who participated in the creation of the Engage New Albany Strategic Plan through community engagement—your input was invaluable. We would also like to specifically thank the following individuals for their support, guidance and direction throughout the planning process.

Mayor & City Council

Sloan Spalding, *Mayor*
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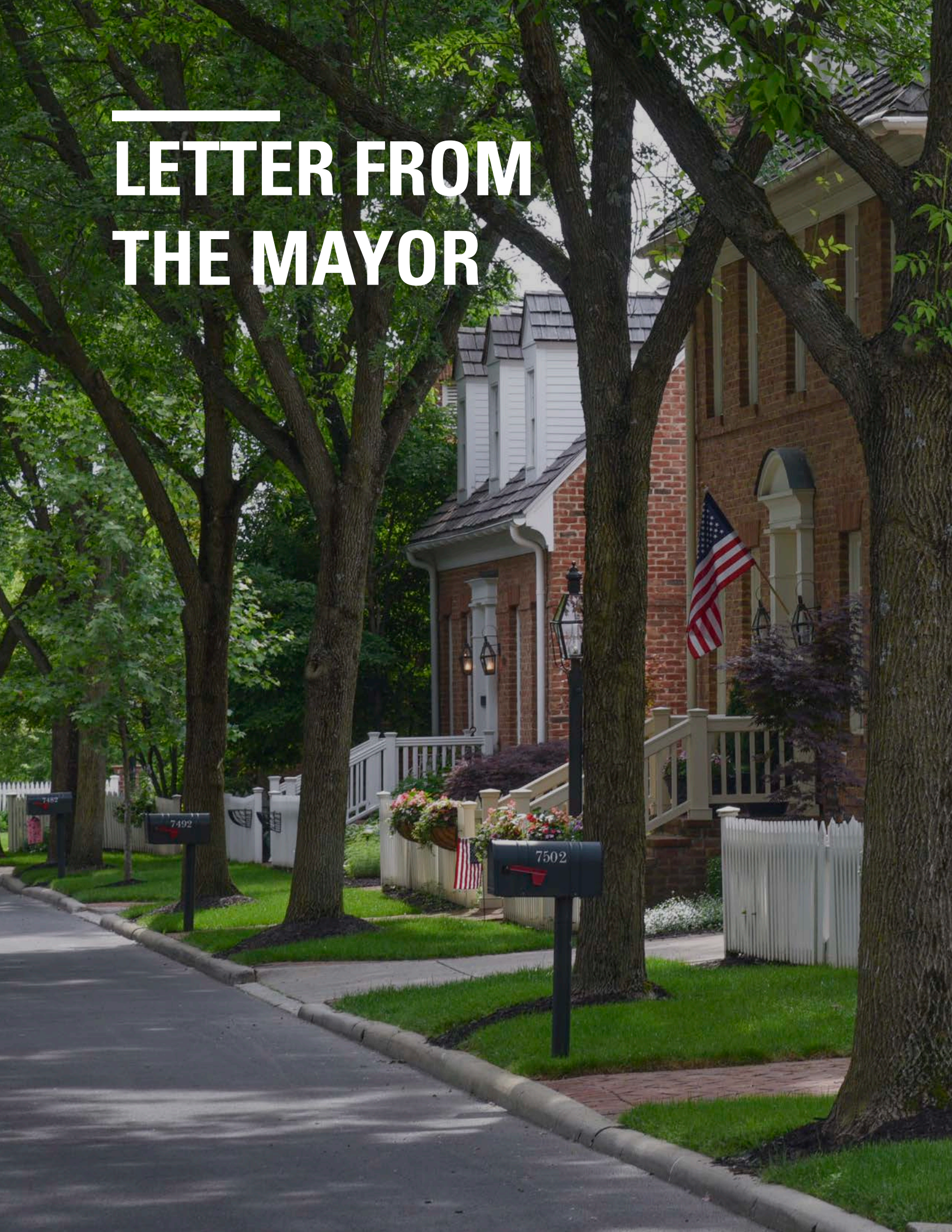
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LETTER FROM THE MAYOR





On behalf of New Albany City Council and staff, I want to thank the more than 1,300 residents, visitors and business partners who participated in surveys, community roundtables, neighborhood meetings and steering committee meetings to make this *Engage New Albany Strategic Plan* a reality. Never before have so many been a part of our plan.

This is an exciting time to serve this great community. This plan builds upon our past planning efforts, which began more than two decades ago, and lays the foundation for our future. We will continue our nationally recognized residential and commercial development efforts, address important future road and trail networks, and create new community gathering places that will simultaneously improve our quality of life and prove catalytic to our local economy.

As a member of the steering committee and an observer of the data that was collected in so many ways during these past eighteen months, even in the midst of a pandemic, I am proud to state that this plan reflects the ideals we hold dear and the importance we place on engagement. We like to say that community connects us, and through this planning process, those connections inspired us to think intentionally and innovatively about New Albany's future.

Sloan Spalding, Mayor
City of New Albany

PLAN PURPOSE

New Albany's first strategic plan was adopted in 1998. Since that time, it has been updated approximately every five years to respond to changing conditions and priorities that resulted from the city's continued growth. Each time, the planning effort was based on community input and sound planning principles designed to improve quality of life, address community needs, and protect investment for the long term.

The strategic plan allows for collaboration between the city, residents, and businesses in proactively planning for an outstanding community of choice. This includes planning for pedestrian and bike-friendly amenities, community connectivity, dynamic mixed-use environments, parks and open space, timeless architecture, traditional neighborhoods, versatile residential choices, robust economic development, environmental sustainability, and a vibrant Village Center.

The strategic plan is the key policy guide for City Council, boards, commissions, and staff as they evaluate land use, development, annexation, and infrastructure decisions. It serves as a reference guide to evaluate the extent

of public investments as well as the character, appropriateness, and overall quality of private development proposals.

The foundation of the New Albany community is rooted in four pillars: lifelong learning, health and wellness, arts and culture, and environment and sustainability. In addition to the four community pillars, this plan also pulls forward the ten cornerstones that were established in the 2014 *Strategic Plan* (see page 12). This plan ensures that the community pillars and ten cornerstones are reflected and prioritized in the future vision for the city. They are the guiding structure behind all of the recommendations put forth in this plan.

Over the past two decades, the City of New Albany has experienced continued growth and development. By planning strategically, the city can anticipate, direct, and shape growth rather than react to it. This strategic plan allows New Albany to prioritize community needs, prudently allocate city resources, guide private development, and generate revenue to support services and infrastructure needs while fulfilling the community's shared vision for the future.

Lifelong Learning



Health & Wellness



Arts & Culture



Environment & Sustainability



HOW TO USE THIS PLAN

This plan is comprised of four chapters, which are briefly described below:

01 - Introduction

This first chapter provides background information, explains what a strategic plan is, and describes the plan process, schedule, and approach.

02 - Planning Context

This chapter establishes some of the essential context for the plan including existing conditions and observations about the city. It also summarizes the wide-reaching and robust community engagement that was conducted as part of this planning process. Some high-level findings from the community engagement process are described in this chapter as well.

03 - Recommendations

This chapter is organized into six major sections: land use, mobility, sustainability, parks and recreation, community wellbeing, and focus areas. Each section summarizes relevant community engagement findings and detailed analysis for that topic. The primary purpose of this chapter is to introduce the recommended strategies and objectives for the city to implement.

04 - Implementation

Executing the plan recommendations requires diligence, focus, collaboration, time, and resources. The implementation chapter summarizes the strategies outlined in the plan and how the city will achieve them, including the timeframe and potential partners for each recommendation. All of the plan recommendations are presented in a complete summary matrix to aid the city and its partners in easily prioritizing and focusing efforts.



PLANNING PRINCIPLES

In addition to the four community pillars, this plan also pulls forward the ten cornerstones that were established by the community in the *2014 Strategic Plan*.



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



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.



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



Bring together residents physically by creating an interconnected networks of streets, paths, and leisure trails; and socially by supporting and encouraging community events and institutions.



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.

These planning principles helped to shape the focus and recommendations of this strategic plan and serve as a filter for future community decision making. They provide a framework to protect the assets and character that define New Albany while encouraging it to improve and thrive.



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



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



Strive to make the community economically and environmentally sustainable.



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



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

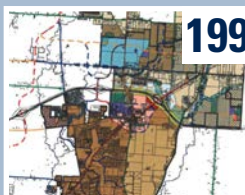
NEW ALBANY PLANNING TIMELINE

New Albany has a strong legacy as a master-planned community guided by carefully considered planning initiatives. These efforts have helped shape the dynamic and beloved community it is today, including establishing the foundation for many pivotal projects that have come to define the community. Some key planning and implementation milestones over the past 25 years are illustrated below.

Rocky Fork
Blacklick Accord

1996

Village of New Albany
Strategic Plan



1998

Village of New Albany
Strategic Plan Updates

Rocky Fork Blacklick Accord
Update

2001

Rocky Fork Blacklick
Accord Update

Rose Run Greenway
Corridor Study



2003

New Albany
Strategic Plan
Update

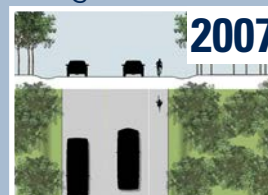
Village Center Plan



2006

Leisure Trails
Master Plan

New Albany
Design Standards



2007

1996



Learning Campus

2001



CML New Albany
Branch

1999

Village
Hall

1997

SR 161
Expressway

2004



New Albany Nature
Preserve

2008



McCoy Community
Center for the Arts

Stormwater Mitigation Strategy
Urban Center Code
NAPLSD Campus Master Plan

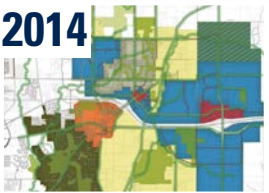
2010

Village Center Strategy



2011

New Albany Strategic Plan Update



2014

Bike New Albany Plan

2015

Rose Run Phase I Master Plan



2016

Western Licking County Accord

2017

Rose Run Phase II Master Plan



2018

Leisure Trails Master Plan Update

2019



2015

Philip Heit Center for Healthy New Albany



Rocky Fork Metro Park



2017

Market & Main Apartments



2019

Rose Run Phase I

PROCESS

This plan was shaped by robust community engagement that invited all New Albany residents, employees, and stakeholders to help shape the future of the city.

The 18-month Engage New Albany process to update the city's strategic plan was led by a planning team in close coordination with the client team comprised of key city staff and guided by a steering committee of appointed community members. The planning process combined analysis with community engagement that gathered ideas and feedback from more than 1,300 community members.

The steering committee was comprised of 41 community and business leaders, representing a diverse cross section of the city. The committee was formed to oversee and guide the planning process. Committee members shared their thoughts, reviewed plan deliverables, and provided valuable feedback. The committee was further subdivided into the transportation and sustainability subcommittees, to focus on and advance those respective topics.

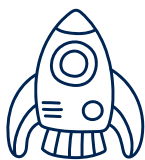
The plan was shaped by robust community engagement that invited all New Albany residents, employees, and stakeholders to help shape the future of the city. Community members were

engaged in the following ways:

- Interactive mobile displays at community events;
- Focus group roundtable discussions;
- Neighborhood gatherings in various locations across the community;
- Community presentations and workshops; and
- Online interaction and surveys at the dedicated project webpage.

Analysis tasks included demographics and trends, examination of previous plans, GIS and mapping, future growth projections, future traffic modeling, a land use study, and case study research.

The plan compiled these layers of analysis with the community engagement to craft detailed recommendations that are visionary, attainable, and respond to the current needs of the New Albany community.



PROJECT LAUNCH

June 2019



INITIAL COMMUNITY INPUT

June - September 2019

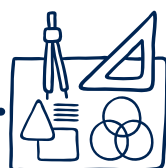
IDEA TESTING

September - December 2019



ANALYSIS

June - October 2019



DRAFT RECOMMENDATIONS

January - March 2020



PLAN DEVELOPMENT

April - June 2020



COMMUNITY APPROVAL

July 2020



PLAN ADOPTION

March 2021



FINAL PLAN & IMPLEMENTATION STRATEGY

August 2020 - December 2020

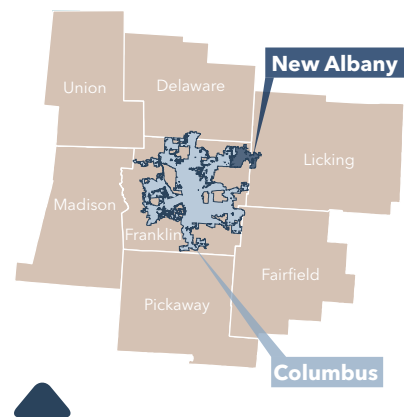
02

PLANNING CONTEXT

INTRODUCTION

To understand the challenges and opportunities that exist today and impact the future of New Albany, the planning team conducted an in-depth analysis of existing conditions coupled with robust community engagement. The findings from this analysis and community listening sessions formed the basis for the strategic plan recommendations. The following pages of this chapter introduce some of the essential context for this plan, including existing conditions that describe some key geographies associated with this plan and a high-level community summary.

This section also summarizes the substantial community engagement that was conducted as part of this planning process. The community engagement process was the most extensive of any New Albany strategic plan effort to-date and this plan was heavily influenced by the broad feedback received through this process. Detailed analysis and community engagement findings related to a particular topic can be found in those respective sections of Chapter 3: Analysis & Recommendations.



New Albany is located northeast of Columbus and is situated in both Franklin and Licking Counties.

EXISTING CONDITIONS

It is valuable to regularly update the city's strategic plan as New Albany continues to experience significant growth in geography, population, and employment. It provides an opportunity to assess the city's current condition, trends affecting it, and needed areas of focus moving forward.

In the *2014 Strategic Plan*, 2012 was the baseline year for much of the data presented. This plan captures what has occurred since then. Between 2012 and 2019, New Albany's population increased nearly 24% from 8,682 to 10,745 residents. At the same time, the city expanded to the east into Licking County as property owners annexed to New Albany. It is worth noting that prior to the 2010 U.S. Census, New Albany was still considered a village as it had a population below the 5,000 person threshold for city status. This highlights how much New Albany has grown and changed over the past two decades.

Population is not the only area of growth since the last strategic plan was conducted. Guided by the plan, the city's business park has continued to develop, especially in the eastern portion of the city in western Licking County. Continued development of the business park has led to the creation of more than 5,000 jobs and approximately \$3.2 billion in new private investment since 2012. This balance between residential and commercial growth is vitally important for New Albany. It is the commercial and employment tax base that generates the funds which allow the city to provide the high quality services and lifestyle the community values.

GROWTH SINCE 2012

24%

increase in New Albany's population between 2012 and 2019

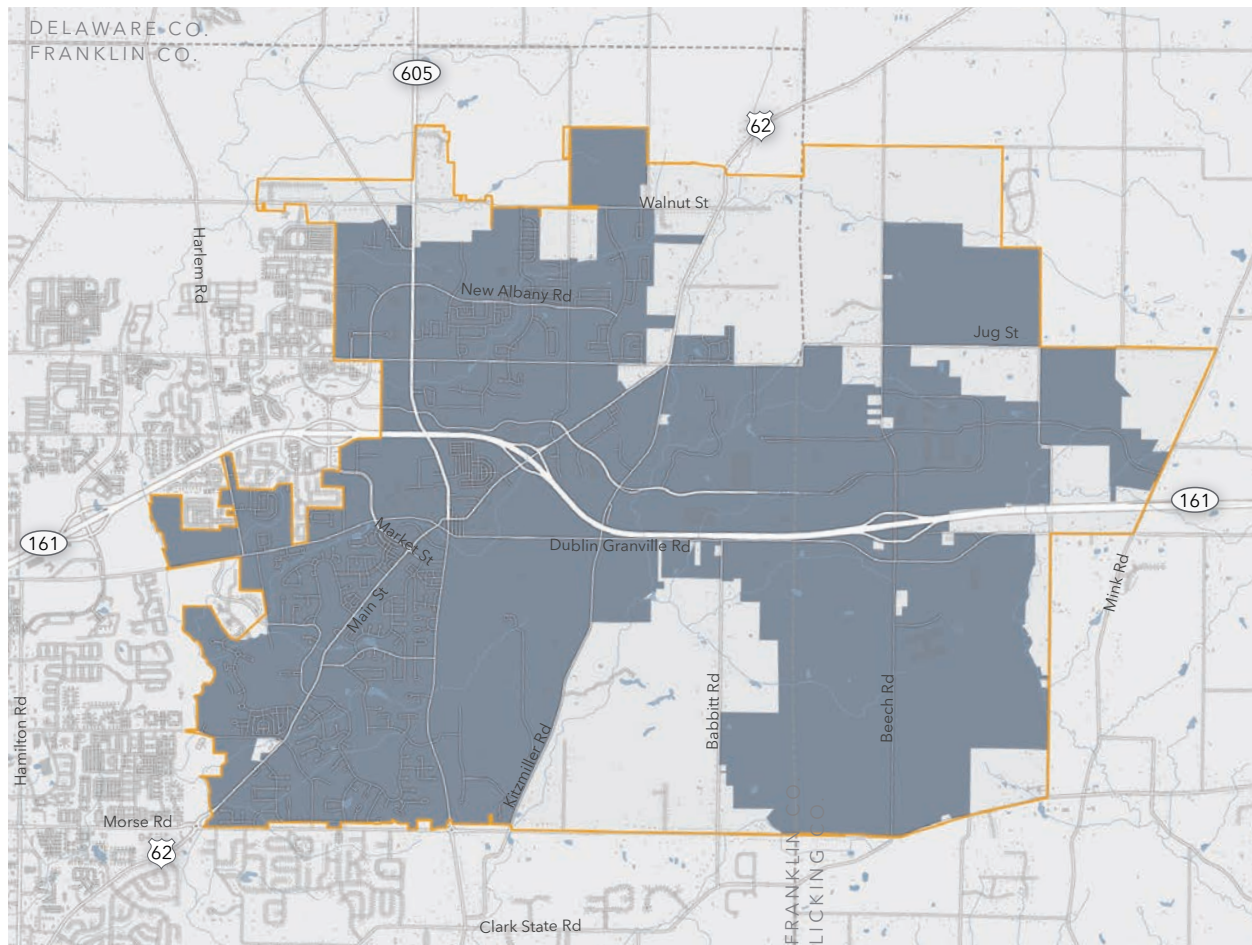
5,000+

jobs created in the business park since 2012

\$3.2B

of new private investment in the business park since 2012

Figure 2.1 | Strategic Plan Study Area Map



Strategic Plan Study Area

This strategic plan focuses on the city of New Albany as it exists today, while also considering the potential for physical expansion of the city in the future. The strategic plan study area captures this potential.

On the map above, the study area boundary is highlighted in orange. The blue area is the present-day extent of the City of New Albany. Everything else in grey bounded by the study area line is unincorporated land within Plain Township or Jersey Township that sits within New Albany's exclusive service area.

This service area is based upon existing central water and sanitary sewer service agreements and reflects the extent to which parcels could be annexed to the city under the current agreement. For this reason, it was selected as the limits of this plan.

The city currently spans 16.71 square miles and the study area covers 23.09 square miles.

Legend



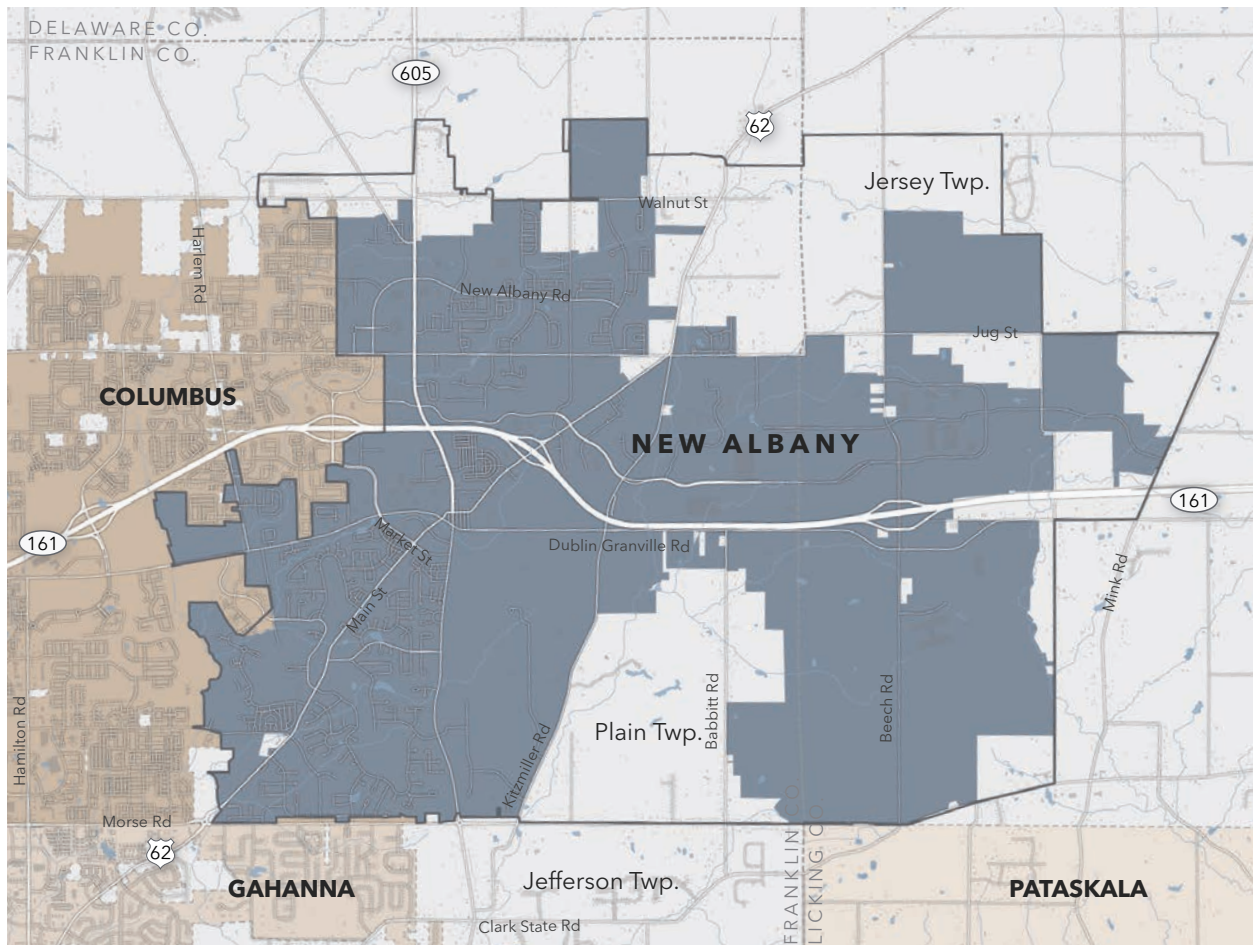
- Study Area 
- New Albany 

Figure 2.2 | Neighboring Jurisdictions Map



Legend

	New Albany
	Columbus
	Gahanna
	Pataskala
	Study Area

Neighboring Jurisdictions

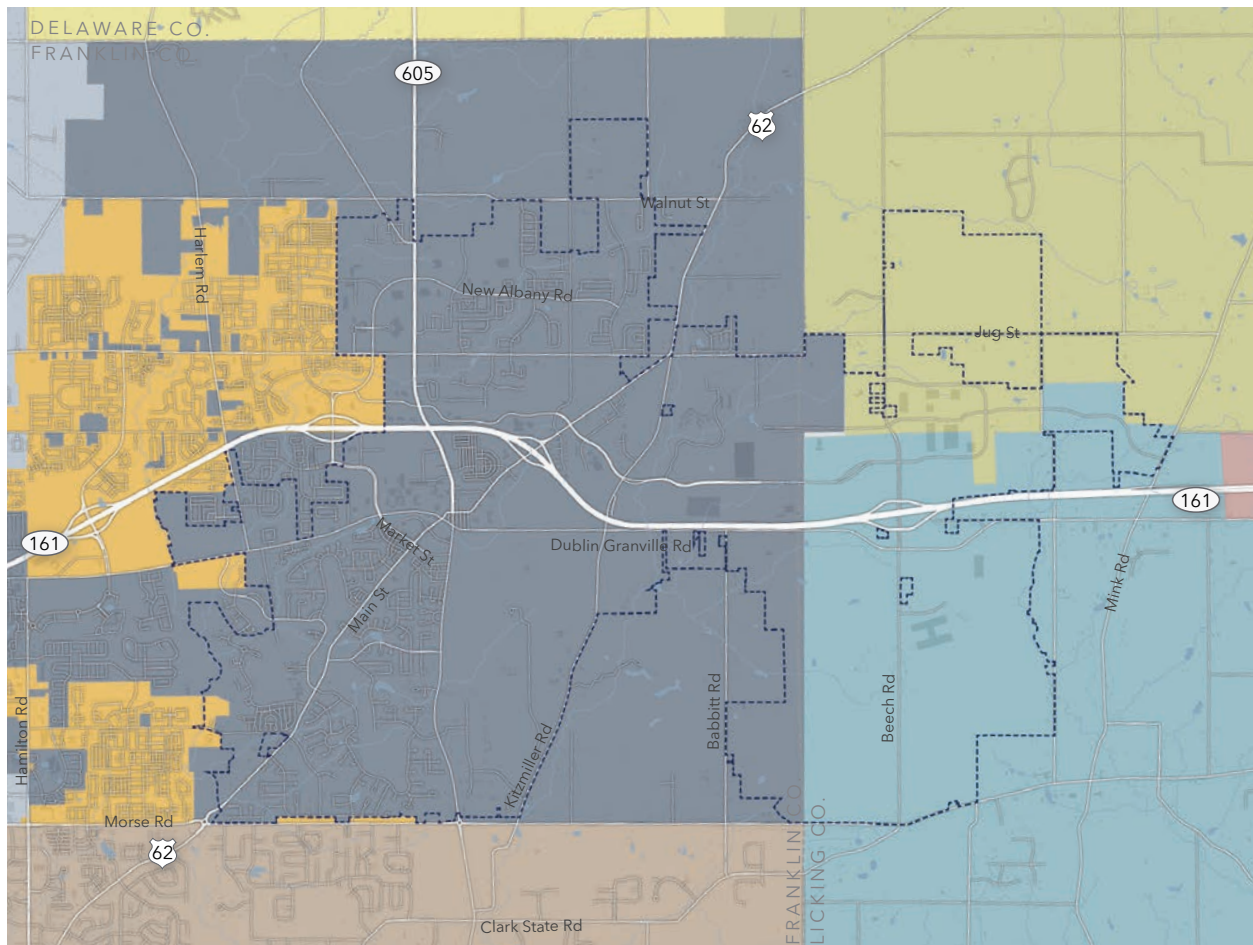
When considering future growth, land uses, transportation systems, services, market demand, and other systems it is important to consider neighboring jurisdictions.

New Albany's western edge is well-established by its boundary with the City of Columbus. This boundary will not change. New Albany's southern boundary is much more understandable following the Morse Road corridor.

It separates New Albany from the cities of Gahanna and Pataskala, as well as Jefferson Township. This boundary is also not likely to change.

The remaining areas in light grey on the map above are all unincorporated areas and governed by townships. The two townships within the strategic plan study area are Plain Township in Franklin County and Jersey Township in Licking County. New Albany's potential physical growth is currently limited to those township areas located within the study area.

Figure 2.3 | School Districts Map



School Districts









Another critical consideration for this strategic plan is school district boundaries. The school system is very important to the residents of New Albany. It is important to note that the primary district, the New Albany-Plain Local School District (NAPLSD), extends north and west beyond the city limits. The boundaries are not coterminous.

Additionally, there are three school districts within New Albany's city limits: New Albany-Plain Local, Johnstown-Monroe, and Licking Heights.

The city land within the latter two school districts, however, is not currently zoned for residential purposes. The city has intentionally pursued commercial development in these districts in order to avoid a situation in which the community's students would be divided among the three school districts.

As of 2020, NAPLSD had a total enrollment of 5,074 students pre-K-12. The school buildings are all centrally located on the Learning Campus, located in the Village Center, which is an intentional feature of New Albany's character and planning.

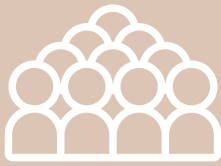
Legend

New Albany-Plain Local	
Columbus	
Licking Heights	
Johstown Monroe	
Northridge Local	
Gahanna-Jefferson	
Westerville	
Big Walnut	
City Boundary	

NEW ALBANY AT-A-GLANCE

The following is a high-level overview of New Albany's current demographics, employment statistics, and land use breakdown for the year 2019. This is a snapshot of the current community conditions, with more detailed demographics and analysis found in Chapter 3 of this plan.

RESIDENTS



10,745

Population



3,412

Households



\$166,580

Median Household
Income

EMPLOYMENT



454

Total Businesses



12,267

Total Employees



85%

White Collar
Workforce

LAND USE



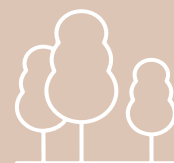
47%

Commercial



31%

Residential



22%

Open Space

Source: ESRI (2019)



5,000

acre International
Business Park

COMMUNITY ENGAGEMENT

A critical component of the strategic plan and its long-term success is engagement of the greater New Albany community. This plan emphasized broad and meaningful input through a variety of formats – from focus group roundtables to informal neighborhood gatherings to online surveys. Most of the community engagement was conducted in-person, but the global COVID-19 pandemic that began in spring 2020 necessitated that remaining community engagement beyond March 2020 be conducted in a digital format. The following pages summarize the community engagement that was conducted and the important community input that was provided throughout this planning process.

ENGAGEMENT APPROACH



Working Group

A team consisting of key city staff/administration that provided the first level of review of all work products.



Steering Committee

A group formed to guide and advise the planning team throughout the process.



Roundtable Discussions

A series of small group discussions with key stakeholders divided into five broad topic areas.



Neighborhood Gatherings

Targeted small group gatherings hosted by community members in four neighborhoods throughout the community.



Mobile Meetings

Conducted at community events and festivals by staff using a mobile meeting kit of materials.



Project Website & Social Media

An Engage New Albany project website and social media were utilized to maximize the project's community input and outreach opportunities.



Community Workshops

Three public workshops were held across the arc of the process to share the work progress and gather community feedback.

ENGAGEMENT HIGHLIGHTS



The graphic on the following page summarizes the community engagement efforts conducted as part of this planning process.

1,300+

People participated in the Engage New Albany process



41

Steering Committee members

706

Online community survey responses

115

Mobile Meeting participants

75+

Neighborhood Gathering attendees



150

Community Update Luncheon participants

50+

Roundtable participants



STEERING COMMITTEE

A forty-one (41) person steering committee was organized to oversee and guide the planning process. The committee shared issues, ideas, and observations and provided feedback to ensure that the plan content reflected the values of stakeholders and the New Albany community.

The steering committee was further divided into two subcommittees: transportation and sustainability. Four overall steering committee meetings were held throughout the process at key project milestones as well as four subcommittee meetings on the following dates:

Steering Committee Meetings:

- June 5, 2019: Steering Committee #1
- September 4, 2019: Steering Committee #2
- January 8, 2020: Steering Committee #3
- July 7, 2020: Steering Committee #4 (held digitally)

Transportation Subcommittee Meetings:

- December 18, 2019: Transportation Subcommittee #1
- May 20, 2020: Transportation Subcommittee #2 (held digitally)

Sustainability Subcommittee Meetings:

- October 16, 2019: Sustainability Subcommittee #1
- April 15, 2020: Sustainability Subcommittee #2 (held digitally)

Initial Plan Component Ranking



Photo from steering committee meeting #1



Photo from steering committee meeting #2



Photo from sustainability subcommittee #1

ROUNDTABLE DISCUSSIONS

Early in the project launch beginning on June 26th, 2019, the planning team conducted a series of roundtable discussions with key stakeholders, who were divided into five topic-based groups. More than 50 stakeholders were interviewed during these roundtables. The following is a high-level summary of what the planning team heard during these discussions.

Transportation

- External factors, like regional growth, are placing a strain on traffic facilities in and around New Albany.
- There is a need to better address cycling as a mode of transportation.
- Exploring an alternate way to bypass the Village Center is of interest.
- There is strong desire to preserve the aesthetics of rural corridors.
- Roundabouts are a good approach, but require more education on use.
- There is interest in building on the success of the COTA Smart Ride program by providing more transit accessibility.

Sustainability

- The city needs to advocate for sustainability legislation at local, regional, and state levels.
- New Albany should be a model community for sustainability initiatives and successes.
- Consider how sustainability technologies, such as solar panels and other alternative energy sources, can be integrated into the built environment while preserving community character.

Village Center

- Parking in the Village Center continues to be a concern.
- There is strong interest in continuing to program the Village Center with events.
- More unique, local restaurant and retail options are desired by the community.
- There is concern for pedestrian and bike safety, especially at street crossings.
- Friction exists between the desire for more amenities and concern over the residential and office density to support it together with resulting traffic.

Community Services, Amenities, and Programs

- There is a need to create better connections among community organizations and resources.
- New Albany should enhance and increase programming in civic and public spaces.
- More programming should be tailored for families with young children as well as older adults.
- There is a need for more cultural programming and making diversity more visible in the community.

Parks and Open Space

- The city should continue to develop parks along riparian corridors.
- There is a need for more sports facilities, including indoor.
- New Albany should continue to preserve trees, woodlands, and other important natural features.
- There is support for adding public art and other placemaking features in public spaces.

NEIGHBORHOOD GATHERINGS

The planning team held four neighborhood gatherings, which were hosted by community members in four subdivisions spread throughout the community. These were informal get-togethers for residents from within or near those neighborhoods to gather place-specific feedback in a relaxed setting. More than 75 residents participated in these neighborhood gatherings.

Attendees participated in a focus group-style discussion based on questions asked via Mentimeter, a real-time web-based survey. The word clouds to the right represent the summarized feedback from the four neighborhood gatherings.

Strengths

- Quality of schools
- Sense of community and small-town feel
- Legacy of master planning
- Safety
- Aesthetics and maintenance

Weaknesses

- Traffic and congestion
- Lack of diversity
- Limited selection of restaurants and retail nearby
- High taxes
- Parking is an issue in Village Center

Priorities

- Enhance diversity and welcoming sense of community
- More entertainment options, especially for families, teens and dates
- Improved playgrounds, parks and open spaces
- Continued mental health and wellbeing support.



Photo from a neighborhood gathering meeting with SOAR parent group

MOBILE MEETINGS

The planning team utilized mobile meetings as an informal way to collect feedback at scheduled community events and independent meetings. They were used by staff, steering committee, and other community members at various events. The planning team attended the following four 2019 community events to collect feedback from a diverse audience:

- June 27 | New Albany Farmers Market
- July 11 | New Albany Farmers Market
- July 28 | Taste of New Albany
- August 17 | Touch-a-Truck

The mobile meeting kit included two map exercises and an optional comment card. Participants were asked to place a dot where they live and place dots on their three favorite places in New Albany. In total, about 115 people participated in the mobile meeting activities.

The maps to the right aggregate the responses from these exercises. The majority of people who participated lived in the city of New Albany, with a large portion of residents living south of SR 161. The top responses to the favorite places were (1) Market Square/Village Center, (2) Bevelhymer Park, (3) the Country Club, (4) Wexner Park, and (5) the Links Golf Club.

Figure 2.4 | Heatmap of Participants' Place of Residence

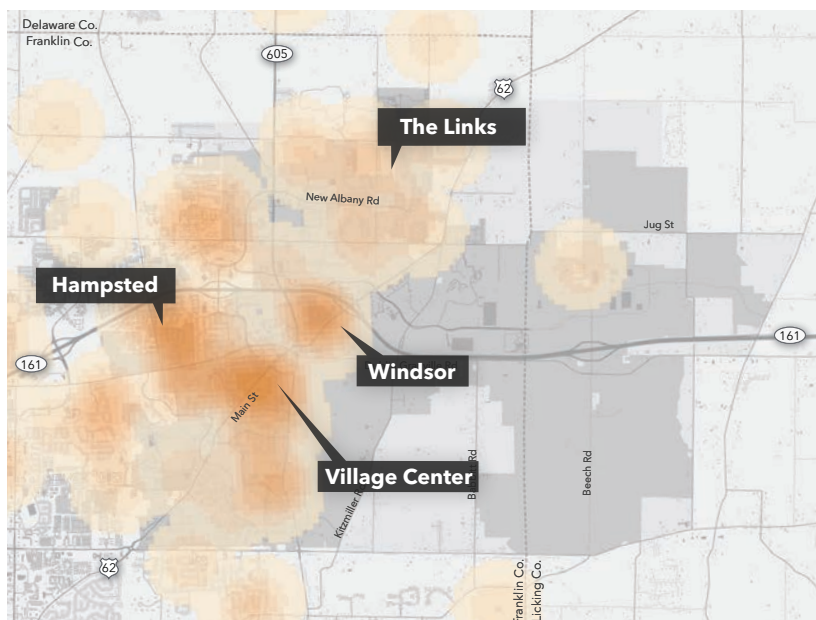


Figure 2.5 | Heatmap of Participants' Favorite Places



3,595

4,123

3:05

310



COMMUNITY UPDATE LUNCHEON

During the first phase of community engagement, an opportunity arose to be a part of the program at the New Albany Chamber of Commerce's annual Community Update Luncheon on September 18, 2019. Chris Hermann from the planning team gave a brief presentation about Engage New Albany, then attendees were asked to answer a couple of questions via Mentimeter. 150 people participated in the real-time activity. This event provided an important opportunity to engage business community leaders in New Albany. Due to the nature of the event and time constraints, only a couple of questions were asked; word clouds of the answers are shown to the right.

What are some of your favorite places you've visited that you think New Albany should emulate?



If the city was to focus on one transformative effort in the next 10 years, what would you recommend?



Photo from Community Update Luncheon

COMMUNITY WORKSHOPS

To reach community members and invite them to attend the community workshops, a number of communication methods were used. These included mail flyers, promotion in e-blasts, social media posts, and posts on the city's website.

Community Workshop #1

Held on July 23, 2019 from 6-8 p.m. at the Heit Center, the first community workshop was aimed at hearing from study area residents about New Albany's strengths, weaknesses, issues, and opportunities. Approximately 50 people attended the event, including residents of New Albany, Plain Township, and Jersey Township. The community workshop included a presentation followed by facilitated breakout discussions. The facilitated discussions resulted in about 40 comments, most of which were a compilation of the each discussion group's feedback, rather than individual comments.

After the in-person community workshop, an online survey was posted to the project website to provide opportunities for community members who were unable to attend the event to review the presentation materials and provide feedback. A total of 180 people answered the survey.

The charts on the following page summarize the top comments received for each of the questions asked at the in-person workshop and on the online survey. The percentages indicate the number of times the theme was mentioned out of the total number of question responses.

* It is worth noting that during this portion of the planning process, a number of road projects were under construction in the Village Center, including the closure and reconstruction of Dublin-Granville Road as part of Rose Run Park. This may have influenced some of the feedback related to traffic.

"Affordable housing that is walkable for people who are empty nesters but still want to stay near the center of New Albany and enjoy all of its benefits."

"Excellence in vision, planning, business development, and community development. Certainly ahead of any city measurement curve."



Photo from community workshop #1

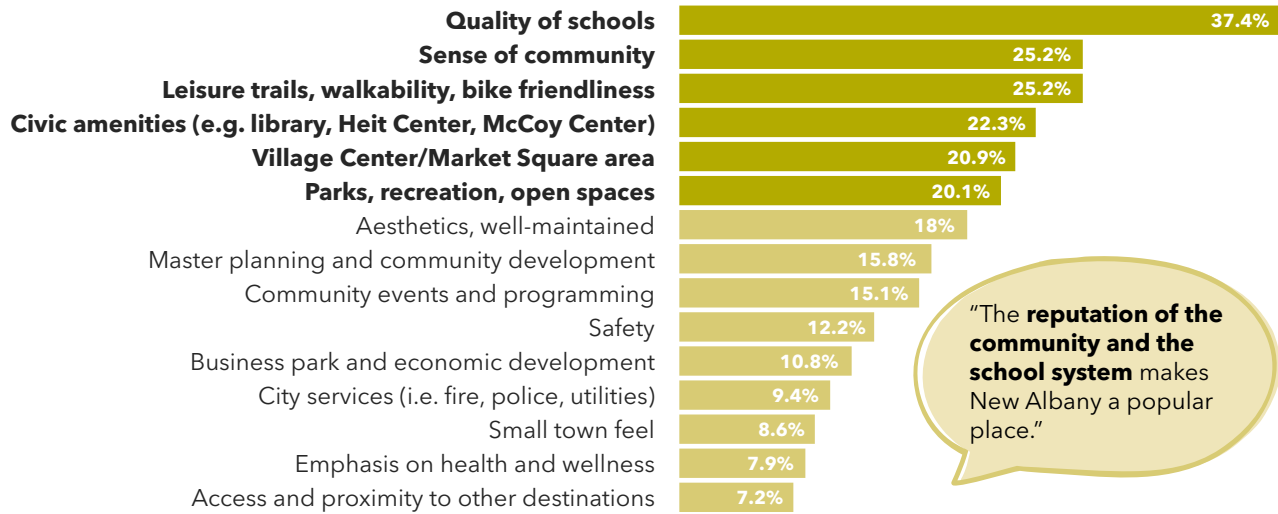


Photo from community workshop #1

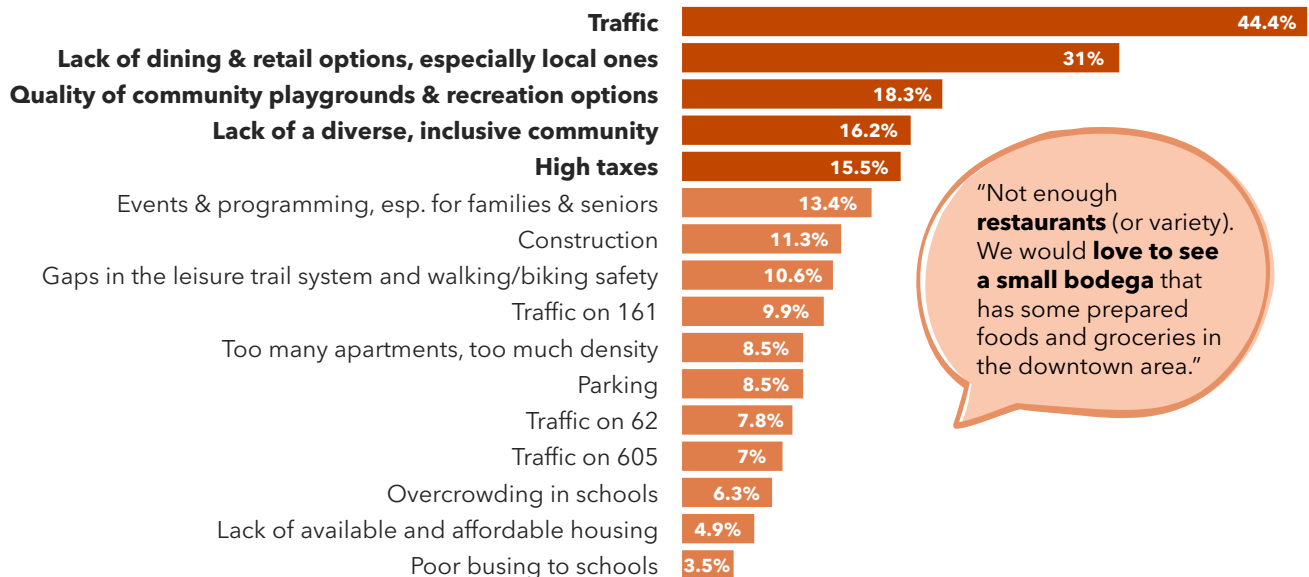


Photo from community workshop #1

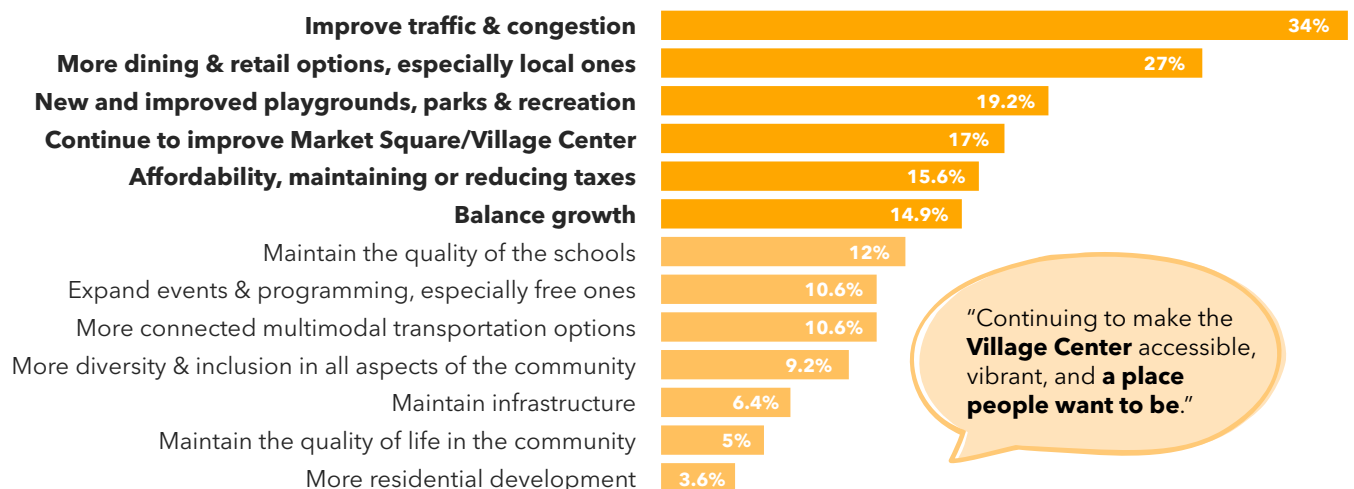
What are New Albany's strengths? What is working well?



What are New Albany's weaknesses? What can be improved?



What are the priorities for New Albany? Where should we focus our efforts?



Community Workshop #2

The goal of the second community workshop was to present the draft strategies and objectives to the general public and gather reaction and feedback from them. The workshop was held on January 16th from 6-8 p.m. at the Columbus Metropolitan Library - New Albany Branch. After a 45-minute presentation, the public was invited to visit seven different stations, each covering a plan topic area. The stations were:

- Land Use
- Mobility
- Village Center
- Sustainability
- Parks & Recreation
- Community Well-Being
- General Comments

A children's activity station was also incorporated into the set-up to encourage families and caretakers of children to attend. The children were provided coloring pages and invited to use their imagination to design a community park, downtown area, and a neighborhood. More than 75 people attended this in-person community workshop. An online survey was posted on the project website for those who could not attend in-person or who wanted to review the materials at their leisure. A total of 180 people responded to that survey.

Community Open House

The global coronavirus pandemic that began in Spring 2020 necessitated that remaining community engagement beyond March 2020 be conducted in a digital meeting format. The final Community Open House was held on July 9, 2020 from 6-7:30 p.m. via Zoom Webinar. The open house was attended by 40 community members. The planning team gave a presentation of the draft plan recommendations, followed by Q&A from the attendees. Following the digital Community Open House, a survey was posted on the project website and included in city communications. This final survey received 36 responses. Below is a brief summary of the results of that survey:

- People expressed appreciation for the opportunity to be involved in the Engage New Albany process.
- Residents are enthusiastic about the sustainability recommendations.
- Many of the parks and playgrounds need updated play equipment in the near future.
- Residents continue to express a desire for some indoor recreation options, such as a community center.
- There are mixed feelings about the land uses in the Northwest Focus Area, with some residents concerned about increased traffic and congestion that could occur with more commercial or residential development.



Photo from community workshop #2



Photo from community workshop #2



Photo from community workshop #2

COMMUNITY ENGAGEMENT THEMES

Based on the first phase of community engagement, which included the first steering committee meeting, roundtable discussions, neighborhood gatherings, mobile meetings and the first community workshop, the planning team summarized the input into nine themes. These themes helped to guide the development of the plan topics and the recommendations within those topics. The nine themes are summarized below:



Maintain a high quality of life for residents. Residents expressed their overall satisfaction living in New Albany for many reasons, including the high caliber school system, safe neighborhoods, responsive city government, and thoughtful design of the built environment. They want to see these and other community qualities upheld.



Balance growth with the preservation of community character. The community expressed a desire to maintain the character of its built environment and small town feel while still allowing for growth to occur in a balanced manner. Balancing growth also relates to the concern about overcrowding in the schools as new residences are built in New Albany and nearby areas.



Connect people with destinations through a multimodal transportation system. Residents and employees rely on a safe and efficient transportation system to get them where they need to go locally and regionally. While many people are still using personal vehicles for travel, they would also like to have multimodal transportation options, especially when going to destinations in the Village Center.



Continue to infill the Village Center and attract new dining and retail options. Community members strongly crave new dining and retail options in the city, especially in the Village Center. There is a desire to focus on attracting unique, local businesses to New Albany and to create more casual dining destinations where people can take their families or go on a date night. This would also allow for the continued development of the Village Center as the main retail destination in the community and attract regional visitors who will spend time in the city.



Foster an inclusive and welcoming community. While the quality of life in New Albany is very high, the community wants to ensure that it feels that way for all residents and that people feel welcome here. There is also a focus on improving diversity in the city through improved representation and inclusion strategies and via outreach with existing communities of diversity in the city, school district, and region.



Develop diverse housing options that cater to people at all life stages. Residents expressed the desire for additional housing options suited for people in different stages of life. For example, parents would like their grown children to be able to move back to New Albany and residents would like the option as they age to downsize to a more compact home that is still connected to the community. Options for people in these two life stages and others are underrepresented.



Embrace wellness through a connected parks and leisure trail system. Community members love the leisure trail network and the parks and open spaces woven through the city. They want continued focus on these amenities with particular focus on updating playgrounds and neighborhood parks as well as adding more leisure trail connections to parks and destinations. This includes creating better, safer connections across SR 161 to knit the community together.



Emphasize sustainability and resiliency throughout the community. Sustainability, and environmental sustainability in particular, was an important topic throughout the community engagement process. People want to see sustainability actions applied comprehensively throughout the community and want to feel supported in their individual sustainability efforts.



Maintain fiscal health through a diversified economy. New Albany places great emphasis on actively maintaining community fiscal health and leading the region in innovative economic development best practices. The community encourages the city to continue these critical efforts balancing land uses and focusing on diversified economic development.

03

RECOMMENDATIONS

INTRODUCTION

This section provides an overview and analysis of the key topic areas of the strategic plan that build to recommended strategies for New Albany to pursue in the short- and long-term.

Based on the robust and engaged community input throughout this process, combined with the analysis findings shared in this chapter, the planning team developed detailed recommendations, which are outlined in the following pages. These recommendations provide guidance to the city and its partners as they continue to advance the quality of life and create an outstanding community of choice.

The analysis and recommendations are organized into six subsections:

- Land use;
- Mobility;
- Sustainability;
- Parks & recreation;
- Community wellbeing; and
- Focus areas.

Each subsection begins with a goal statement, which is the overarching outcome meant to guide the recommendations within that section. Pertinent community feedback and technical analysis help to frame the subject and provide the foundation for the resulting recommendations. The recommendations take the form of strategies and objectives. The strategy is the focused approach used to achieve the goal, while the objective is an actionable step that the city can take to achieve the strategy. The objectives are often specific policies or programs that the city and its partners can operationalize. The focus areas section envisions a future for five areas of the city where change is likely to occur and illustrates how recommendations from the other five sections can be applied in the built environment.



LAND USE



MOBILITY



SUSTAINABILITY



PARKS & RECREATION



COMMUNITY WELLBEING



FOCUS AREAS



LAND USE

Goal: Balance and guide land uses within New Albany to achieve the city's vision.

Land use decisions have fundamental impacts on the form, function, and prosperity of a community. It is for this reason that land use is an essential topic for this plan. One of the most important components of this strategic plan is the future land use map found on page 52, which specifies the land uses expected and desired throughout New Albany and its service area as the city continues to grow.

A substantial number of factors must be understood, evaluated, and factored into land use recommendations. Fundamentally, the community's vision for its desired built environment should be balanced with a number of other factors.

Other factors include, but are not limited to: demographic trends, market trends, school considerations, infrastructure needs, mobility and traffic impacts, annexation impacts, regional plans, community needs, housing needs, retail needs, employment opportunities, fiscal impacts, service impacts, and environmental considerations.

Additionally, important questions need to be considered such as: How big does New Albany want to be in terms of size and population? Should the city remain a community centered around one school district? What do the community's edges look like? What does it take to maintain the level of services residents all enjoy? What areas of the community are working well and what areas are not?

What does the city need to do to become a life-span community? How can a more walkable and connected community be created? What will it take to support the retail services the community desires? What form should the Village Center take? How and where should the city guide development and what form should it take? How does the city remain successful and a community of choice?

This plan, and this section in particular, endeavors to provide thoughtful direction on these issues framed around the vision expressed by the community and the continued success of New Albany.



“I am impressed that
New Albany can **mingle**
residential and industry
next to each other.”

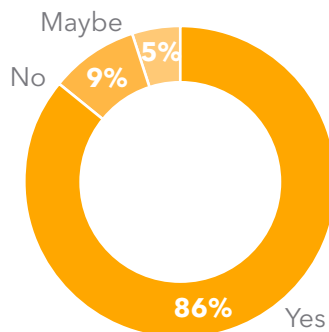
- Community member

WHAT WE HEARD

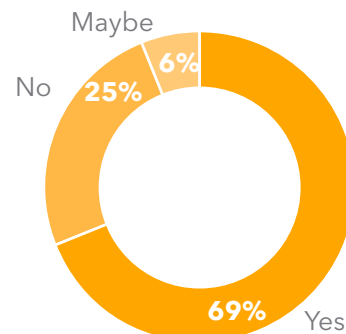
Throughout the community engagement process, topics arose such as: continuing to advance the strong tradition of planning; properly managing growth; attracting unique local businesses to New Albany; creating walkable, mixed-use environments; guiding development to allow aging-in-place; considering traffic impacts of land uses; understanding the fiscal impacts of land uses; and balancing growth while maintaining a high-quality school district.

To gather more concrete feedback on these land-use related topics, specific questions were asked at the second community workshop to gather ideas from the public. The charts and graphs below summarize that feedback.

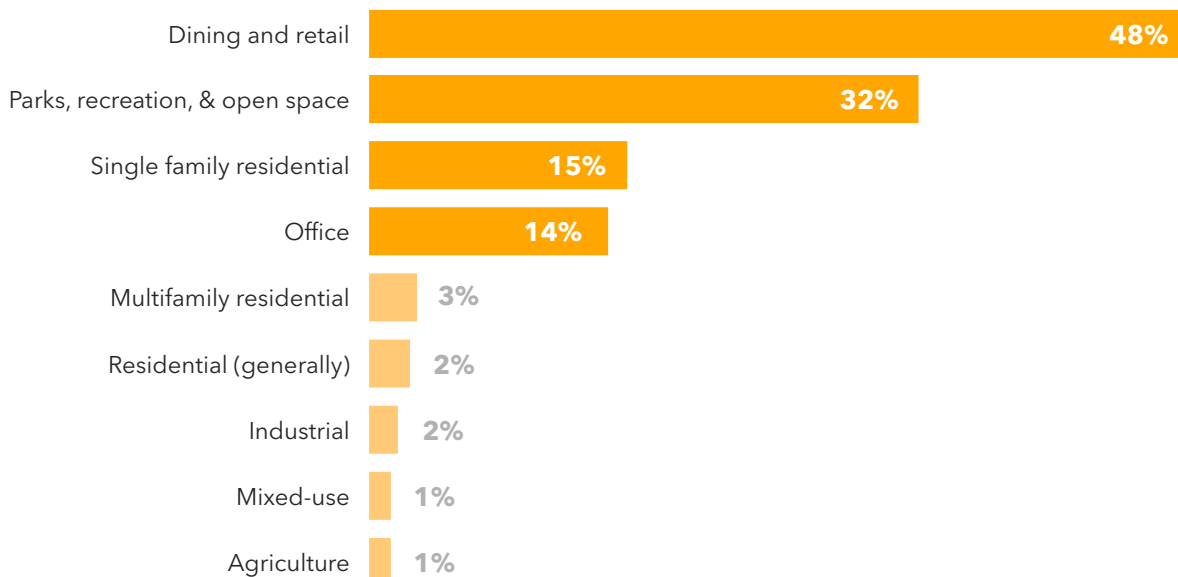
Should New Albany strive to be a life-span community where people can live their entire lives within the city if they so desire and provide the housing types to make this possible? (n=159)




Should New Albany add retail areas within the city, but outside of the Village Center if they are limited in geography and designed to serve the adjoining neighborhoods and/or employment centers? (n=174)



*What type of land uses would you like to see more of in New Albany? (n=179)**





"I would like to be able **to shop, eat, and participate in entertainment right in my community**. It would be nice to walk or bike ride to reduce the number of cars on the road."

"**Office typologies will increase the tax dollars received** without adding additional demands to our schools and lesser demands on city services."

NEW ALBANY'S GROWTH

New Albany is a growing city. Trends that existed during the last strategic plan largely continue today. The population has grown by more than 3,000 people and the city has continued to grow geographically. Today, the city is 16.72 square miles in size with almost 11,000 residents (30% increase) and 15,500 employees.

Founded as a small agricultural village in 1837, and then transforming into a planned community in the 1980's, New Albany was growing east into Licking County during the 2014 strategic planning process. Today that physical growth has continued and the

business park now extends east to Mink Street with a new interchange at SR 161, north almost to Miller Road, and south to Morse Road along a substantially improved Beech Road corridor.

This expansion added employment, industrial, and data center uses in conformance with the guidance of the last strategic plan. It has also added to the city's tax base while supporting the various school districts. According to the Mid-Ohio Regional Planning Commission (MORPC) projections, regional growth is expected to continue, adding demand for housing, jobs, and businesses as well as the infrastructure to support them.

While the population, work force, and physical size of New Albany is expected to increase, it is bounded.

The city cannot grow west or south past Morse Road because it borders Columbus, Gahanna, Jefferson Township, and the City of Pataskala in Licking County. New Albany could grow to the north and east, but the extent of that growth is constrained by central water and sanitary sewer service agreements with the City of Columbus that are supported by the State of Ohio. This city and service area boundaries are represented by the black line on the map (figure 3.6).

Figure 3.5 | New Albany Residential Population Growth

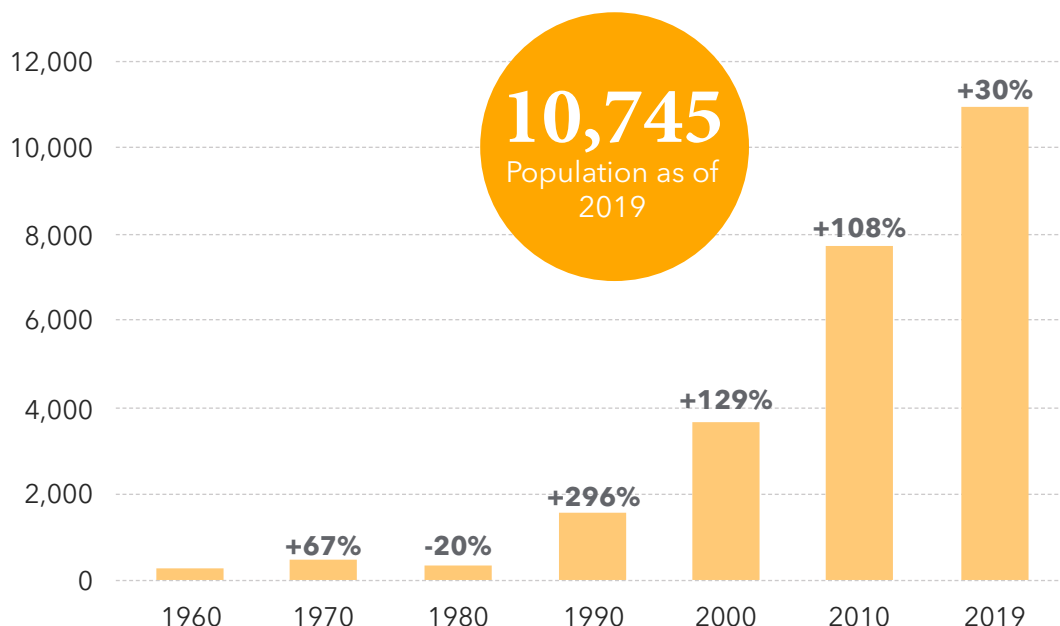
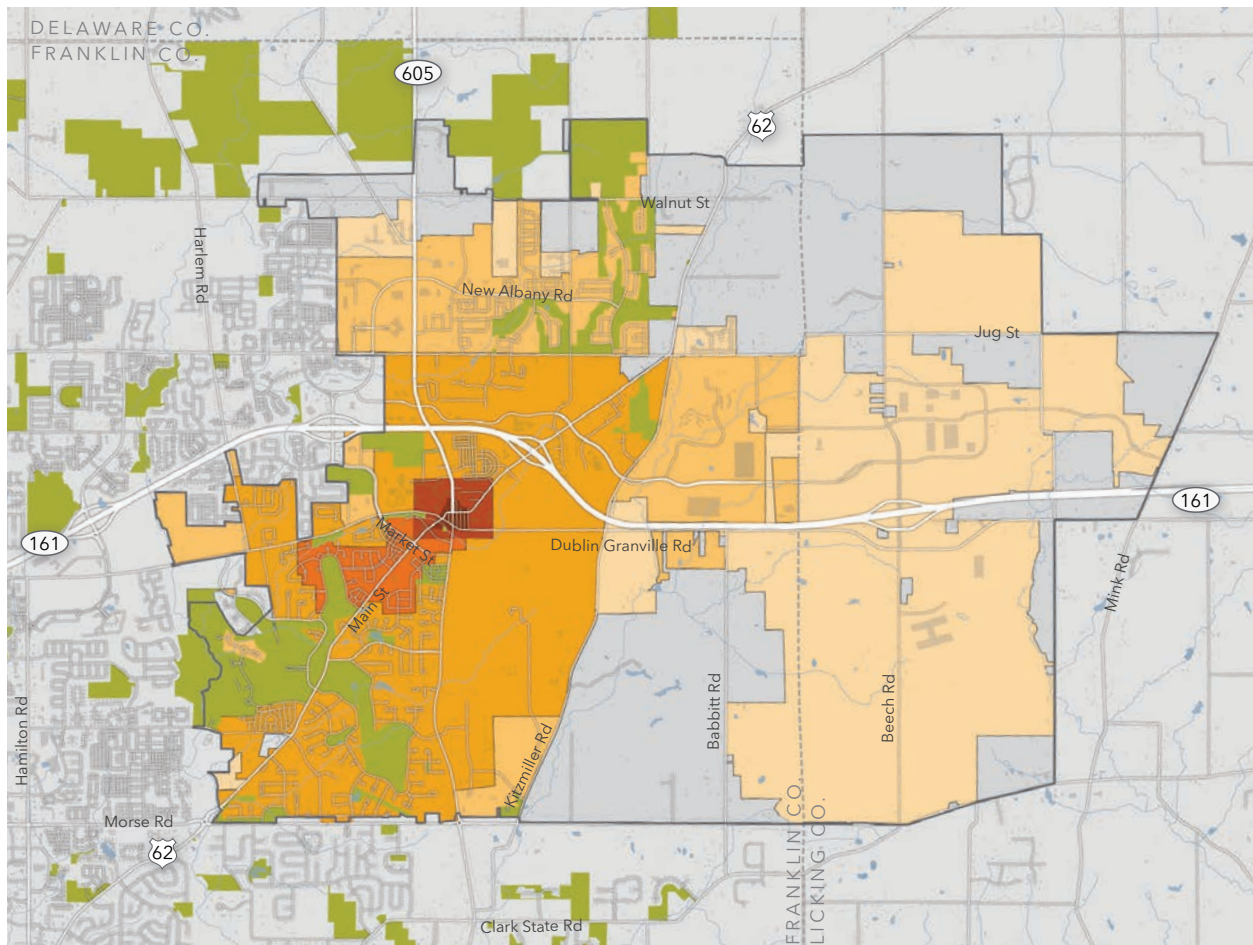


Figure 3.6 | New Albany Historic Growth Map



The areas in which land owners could petition to annex into the City of New Albany are shown in grey within this boundary on the map. This consists of unincorporated land in Plain Township in Franklin County and Jersey Township in Licking County.

While it could be possible to renegotiate the water and sewer service agreements in the future, the current service area boundary line is expected to generally represent the long-term boundary of the City of New Albany.

This represents a physical size of 23.09 square miles. Based upon projected future land uses, this would equate to an approximate total population of 20,000 - 23,000 residents and $\pm 32,000$ employees at build-out. While supporting controlled growth, the community has expressed a strong desire to remain a manageable size, meaning that the city should be approachable in scale and that city government can continue to be responsive to resident and business needs. At the scale described here that should be achievable.

Legend

Founding (1837-1849)	
Turn of the Century (1900-1949)	
Growing Village (1950-1989)	
First Master Plan (1990-1999)	
New Millenium (2000-2020)	
Parks and Open Spaces	
Study Area/Service Area Boundary	

DELAWARE CO.
FRANKLIN CO.

605

62

Walnut St

New Albany Rd

Jug St

161

Dublin Granville Rd

Market St

Main St

Kyan Miller Rd

Babbitt Rd

Beech Rd

Mink Rd

Morse Rd

62

Clark State Rd

FRANKLIN CO.
LICKING CO.

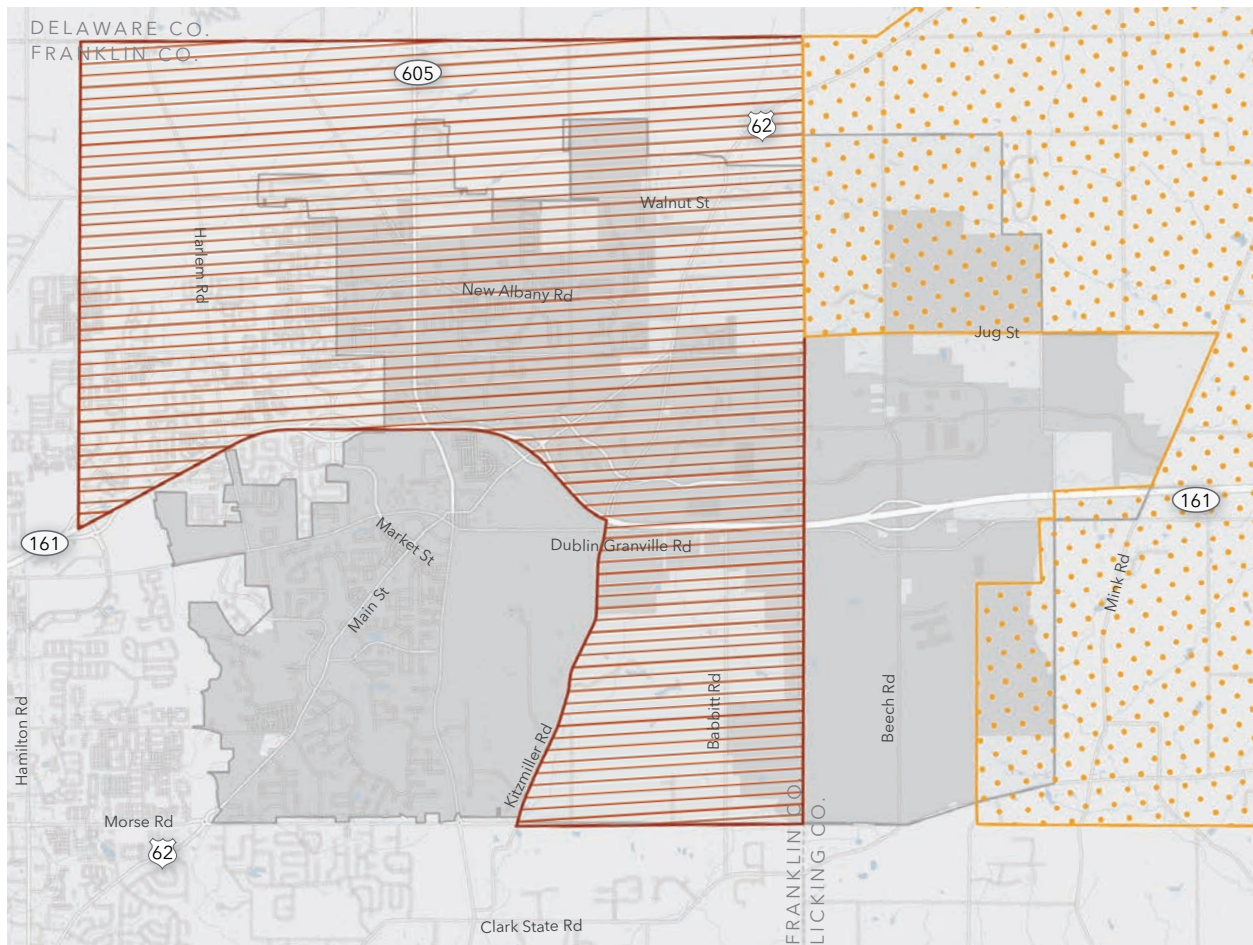
- New Albany-Plain Local
- Columbus
- Licking Heights
- Johstown Monroe
- Northridge Local
- Gahanna-Jefferson
- Westerville
- Big Walnut
- City Boundary

School District Considerations

The New Albany Plain Local School District (NAPLSD) is incredibly important to residents and a fundamental part of the community's identity. As pointed out in Chapter 2, the NAPLSD is larger than the city, encompassing much of Plain Township and portions of the City of Columbus. Similarly, with the growth of New Albany east into Licking County, the city now covers two additional school districts.

In an effort to ensure that New Albany students remain in one school district historically, development in Licking County has been restricted to commercial uses. Facing growth pressures over the past thirty years, the city and community partners have actively worked to keep residential densities lower to protect the NAPLSD from rapid growth.

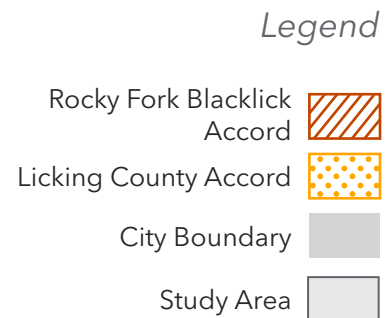
Figure 3.8 | Land Use Accords Map



This has been achieved through zoning that limits single-family development to one unit per acre and rezoning of residential ground to commercial uses within the NAPLSD, including in Columbus. The city has also worked with partners such as the the New Albany-Plain Local Joint Parks District and Columbus and Franklin County Metro Parks to purchase and convert land to parks and open space. This strategy has generally been effective for the district, but residential development in the Columbus portions has occurred at greater densities.

Land Use Accords

The extension of water and sewer service and by plans for the new SR 161 expressway that together were expected to increase development pressure. It was anticipated that development would likely take a different form in Columbus. That expectation combined with concerns about protecting the natural environment and quality of development in the area led to a multijurisdictional land use and development accord was created in 1996.



This Rocky Fork Blacklick Accord (RFBA) began as an agreement between the village of New Albany and the City of Columbus. Plain Township has since joined. The accord created common protection and design requirements and a panel to review rezoning applications within the expansion areas. The RFBA panel reviews proposals and plans first and then makes recommendations to the host jurisdiction. The RFBA has been very effective in coordinating planning and development, improving development quality, and protecting and buffering roadways and stream corridors. Still, because of the substantial employment centers in northeast Columbus and this region of Central Ohio, there continues to be a corresponding demand for workforce housing. The areas to the west of New Albany in Columbus have been, and continue to be, built to meet this need. This is important in order to provide housing for employees that work in New Albany and elsewhere, but this residential development has also added to traffic impacts and school demands.

New Albany's eastward growth into Licking County has also sparked area concerns about land uses, development, services, school district impacts, buffering, and preserving the area's rural character.

As a result, the City of New Albany built upon the land use accord model and a Western Licking County Accord (WLCA) was created in 2017-18. This land use and development agreement is between the cities of New Albany and Johnstown and Jersey Township.

As a newer accord, it is still in its infancy, but it establishes guidance to improve communication, guide development, preserve areas of rural character, and better coordinate development review, construction, and infrastructure and service improvements. The city should continue to invest time and resources into this accord and relationships with the various jurisdictions and school districts in Licking County. The RFBA was last updated in 2003 and used the year 2015 as a planning horizon to project population and the area's needs. Due to development, the amount of parkland in the planning area, the construction of the metro park and other factors, the area has seen significant change since the accord was adopted. The city should work with its partner jurisdictions to determine the next evolution of the plan and regional cooperation in the planning area. One of the many important reasons for these accords is to allow the city to influence what occurs around the city's borders (and vice versa) while at the same time using the city's resources to help better the quality of

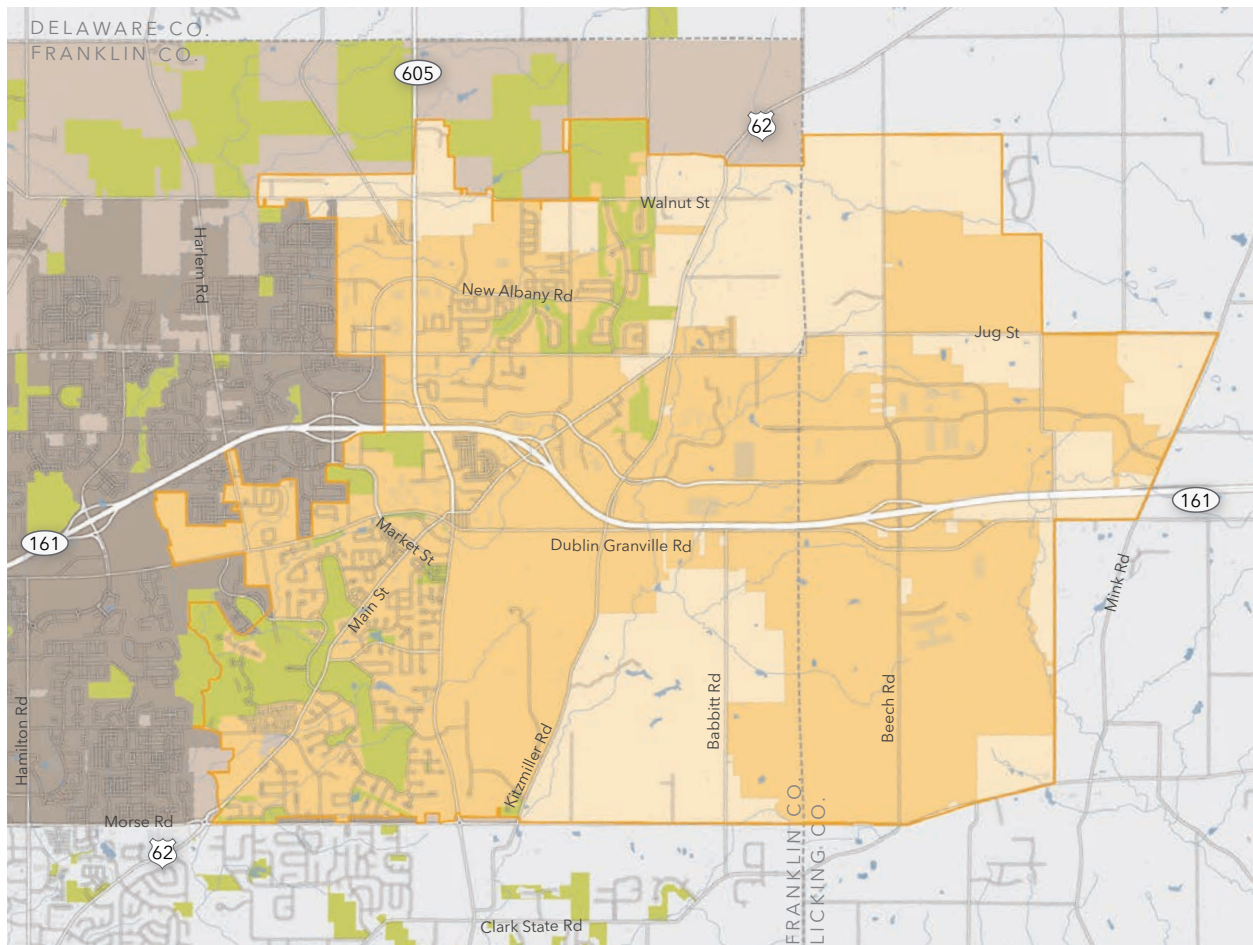
life for not just the city, but people who live and work within the region.

Greenbelt

This brings up a final consideration for New Albany's growth and boundaries. There has been a long-standing desire to create a greenbelt of some form around the city of New Albany. Such a feature would serve as an amenity and defining feature for the community and the region. There were limited opportunities to accomplish this where the cities had already grown together in the west and south. Still, a wide, green park setback of at least 200 feet was created along the north side of Morse Road as a southern greenbelt. A Rocky Fork greenway is gradually being created along the western side of the community. It links a potential future park north of the Johnstown/Morse Road roundabout with Thompson Park north to Dublin-Granville Road and a planned Taylor Farm park. It could continue through preserved RFBA stream corridor areas in Columbus to Central College and Harlem roads.

To the north, the city had the opportunity and executed a plan to create this greenbelt. In partnership with the Columbus & Franklin County Metro Parks, the Rocky Fork Metro Park has been created along the north side of Walnut Street in what is both the New Albany and

Figure 3.9 | Service Agreement Map









Columbus future service areas. The metro park is currently 1,003 acres in size, but additional area has been identified for expansion should land owners be willing to sell. It connects to Bevelhymer Park, another of the city's prime recreational parks.

The city should be identifying partners and planning now for what form this greenbelt takes and how to achieve it to the northeast, east, and southeast. It has been challenging to target where this should occur with continued city expansion in these directions, but the

service area boundaries establish a starting point. To the south it likely takes the form of continued park setbacks along Morse Road. To the north and east, this could take the form of park purchases, conservation easements, large setbacks along roadway corridors, or even agricultural protection zones to preserve rural character and local food production. As with the metro park, this land does not have to be in New Albany proper – it could occur along its edges. Regardless, great efforts should be made to realize this vision.

Legend

City of New Albany	
New Albany Exclusive Future Service Area	
City of Columbus	
Columbus Exclusive Future Service Area	
Parks and Open Space	
Study Area	

New Albany Land Uses

The future land use map found on pages 52-53 is one of the primary reference documents of this strategic plan. It highlights the desired future land use patterns for the city and its future expansion areas. Because so much of the city is already developed, the future land use map matches today's current, existing land use in many places. However, this map and plan are most important for providing direction in areas where the land uses are expected or desired to change.

It is important to note that this is not the City of New Albany zoning map. The future land use map and this plan provide the city's council, boards, commissions, and staff with strong guidance when considering development proposals, annexation requests, rezonings, infrastructure investments, and the like. The land use map is a point in time but if any given area begins to develop or change, then any proposal should be considered based on the conditions at that time. Deviations from the land use map should be taken in consideration against this strategic plan's goals, objectives, and recommendations.

The future land use map takes into account the existing land uses and builds upon the framework established by the previous strategic plans. Figure 3.10 shows the existing land uses in the city. It identifies current land uses by broad categories: Village Center, residential, employment center, retail, and parks and green space. It also highlights the existing metro park.

The future land use map uses these same categories and adds mixed-use and a hamlet concept. Proposed roadway connections are also shown on the map. Each land use is described in greater depth starting on page 58, but a high level overview is provided here.

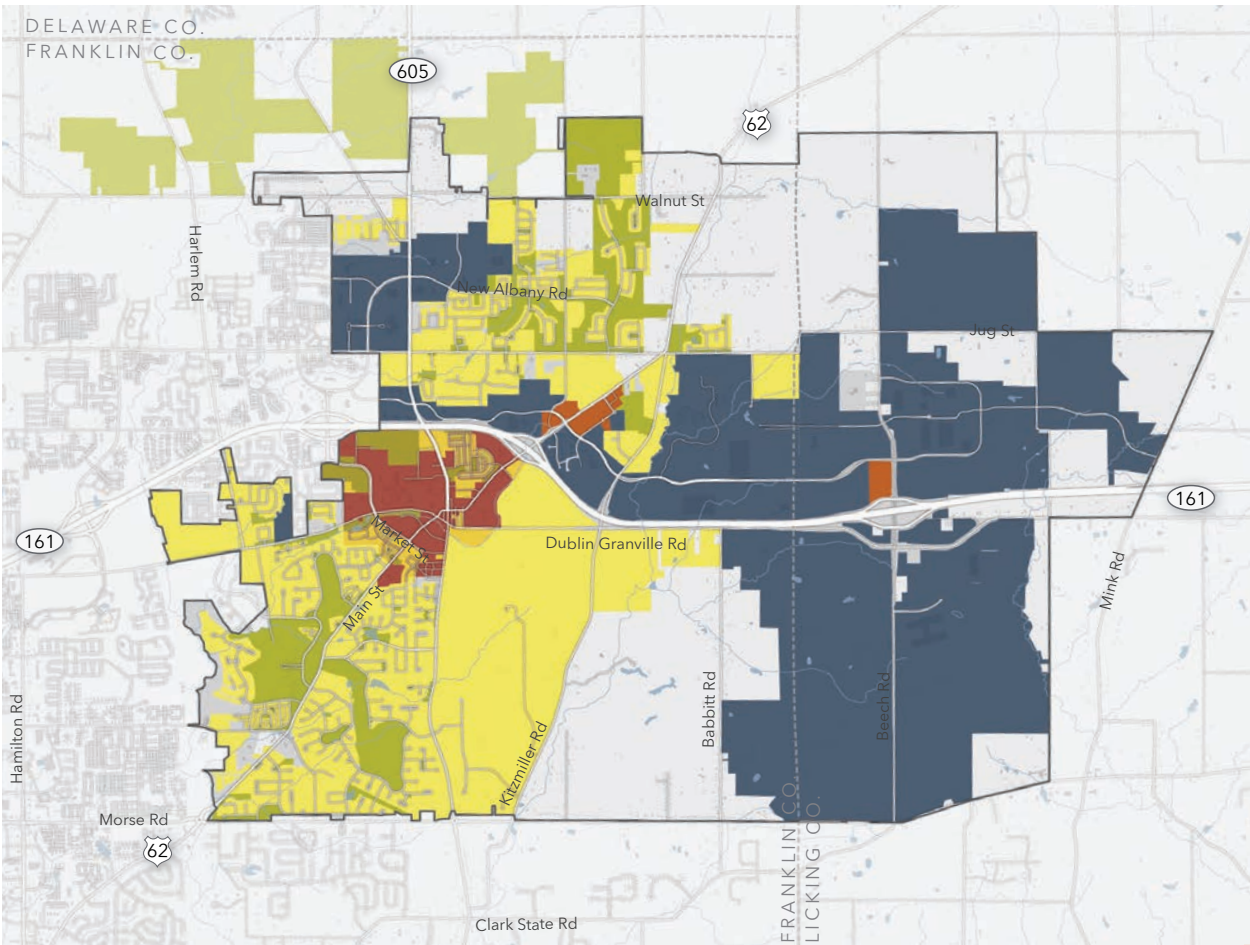
The Village Center is the historic village located at the crossroads of Johnstown Road/US 62, High Street/Reynoldsburg-New Albany Road, and Dublin-Granville Road. From the city's founding, it has consisted of a mix of uses developed at a walkable, small town scale. The Learning Campus, Market Square, and other developments have enriched and anchored its character. Today it is the heart of New Albany with civic, institutional, retail, residential, office, and park uses. The Village Center designation is intended to preserve this character.

Because of this vibrant and compact environment, it is the appropriate location for a mixture of housing options.

The various residential neighborhoods within the city, from original rural residential lots to estate lots and from county club to senior housing, are classified as residential. This category consolidates the previous plan's various single-family residential categories into one category for this plan. Employment center uses include the corporate office, manufacturing, warehouse, and data center developments throughout the city. These uses generally straddle SR 161 for visibility and access. They also extend throughout the majority of the Licking County portion of the city. These areas are essential to the tax base of New Albany and allow the city to continue high quality service provision.

Retail uses have traditionally been restricted to the Village Center in order to create a center of gravity there. As the business park expanded, a need was recognized to allow a cluster of limited service retail north of SR 161 on US 62, and now at the Beech Road and Mink Road interchanges as well. These areas contain typical auto-oriented retail uses, though executed at a higher level of design.

Figure 3.10 | Existing Land Use Map

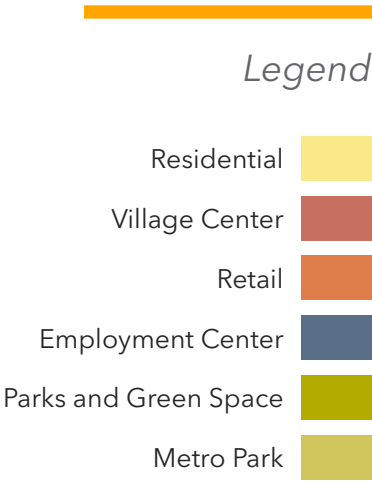


As the city has physically grown and neighborhoods spread farther apart, residents have expressed an interest in creating small, walkable neighborhood retail locations. Residents also expressed interest in adding some housing types to help New Albany become a life-span community with housing for young professionals and empty-nesters. Outside of the Village Center, the hamlet concept is designed to meet this need.











Parks and green space is shown where it exists throughout the community.

It consists of dedicated park space, recreation areas, open space preserves, and golf course land. It is predominantly concentrated around and within the residential areas. Many developments have required setbacks and landscape easements which add to the green and natural character of the city, though they are not represented on this map. The future land use map includes the metro park zone, which is the identified future expansion area for Rocky Fork Metro Park.

The proposed roadway connections are detailed in the mobility section of this plan.



FUTURE LAND USE

-  Residential
-  Village Center
-  Retail
-  Mixed Use
-  Employment Center
-  Parks and Green Space
-  Metro Park Zone
-  Village Center Boundary
-  Hamlet
-  Proposed Roadway

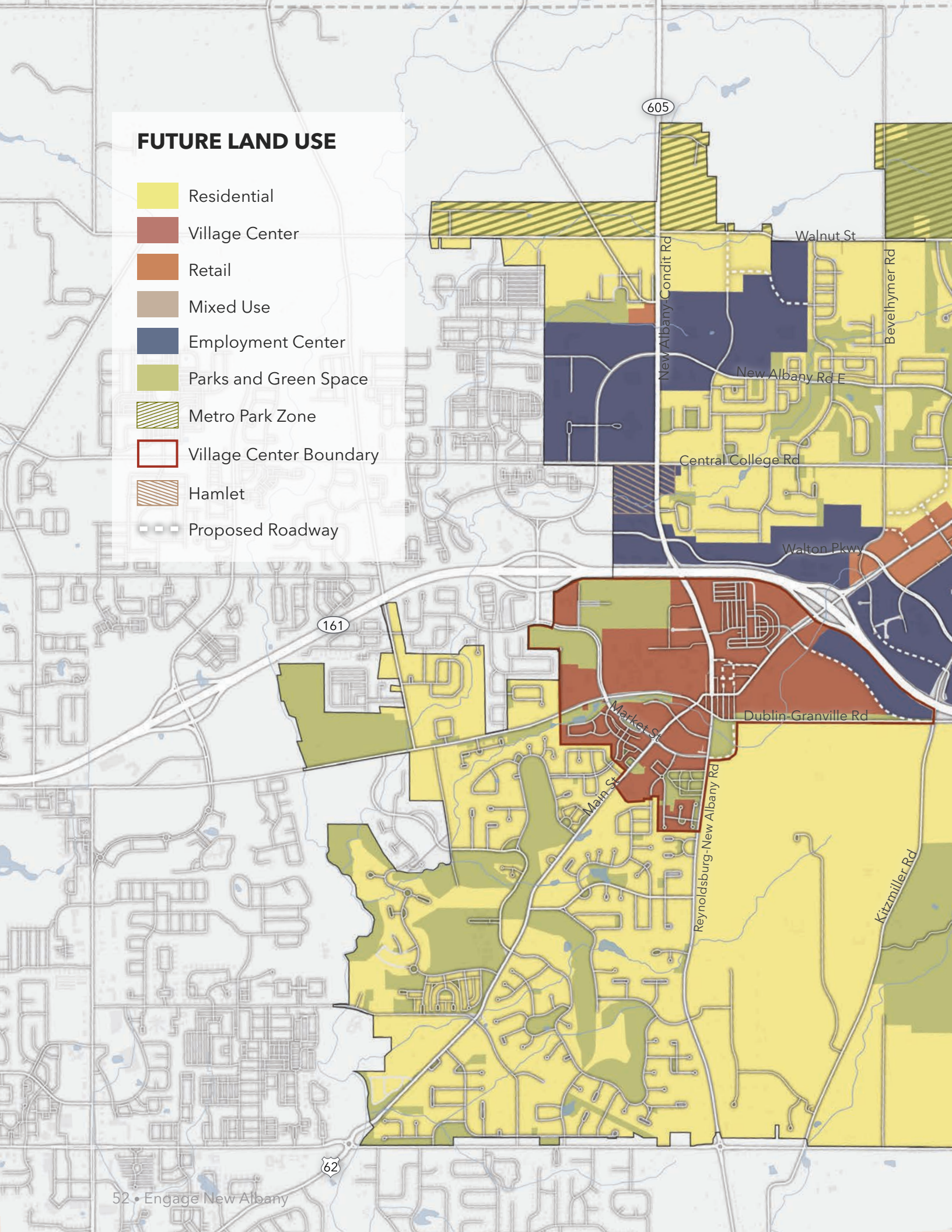


Figure 3.11 | Future Land Use Map

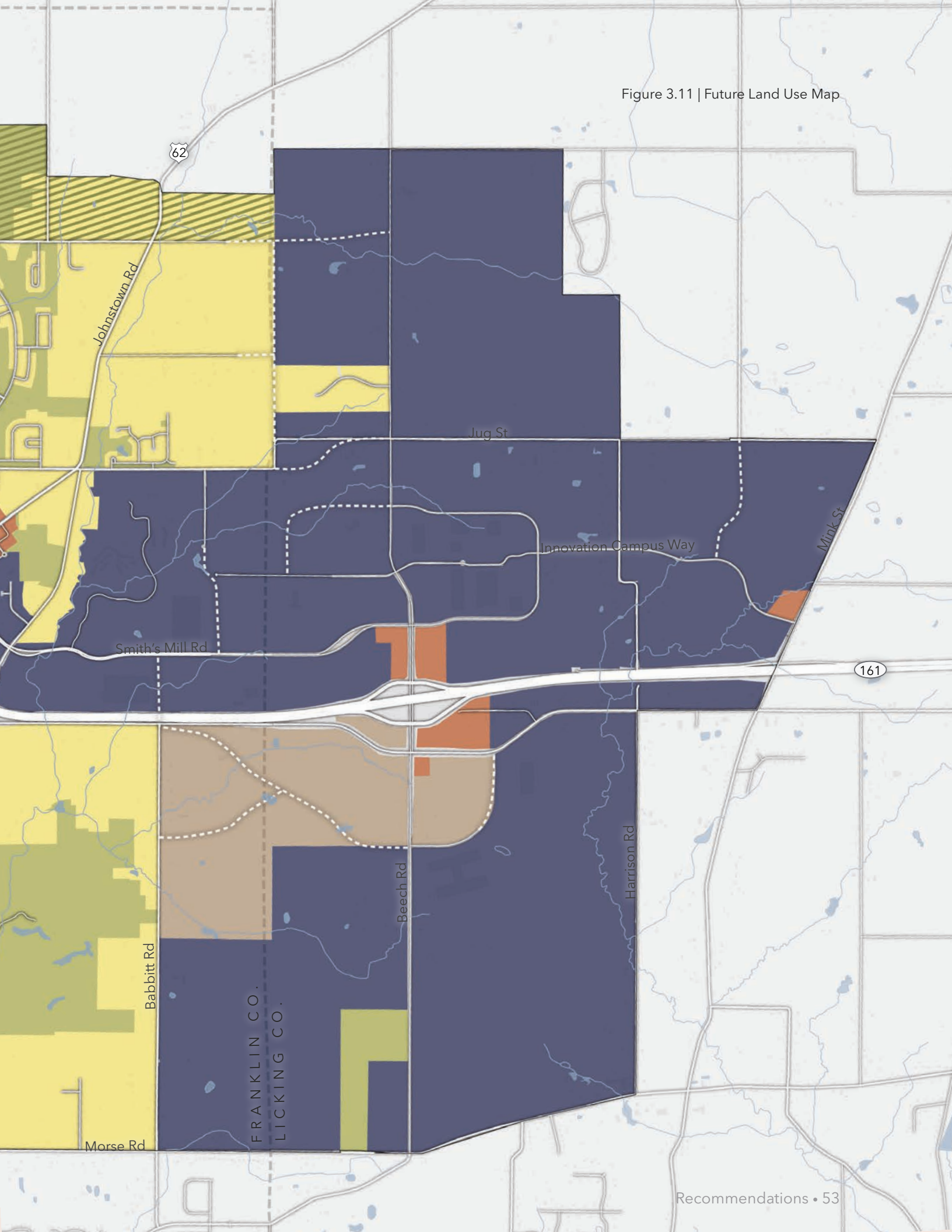
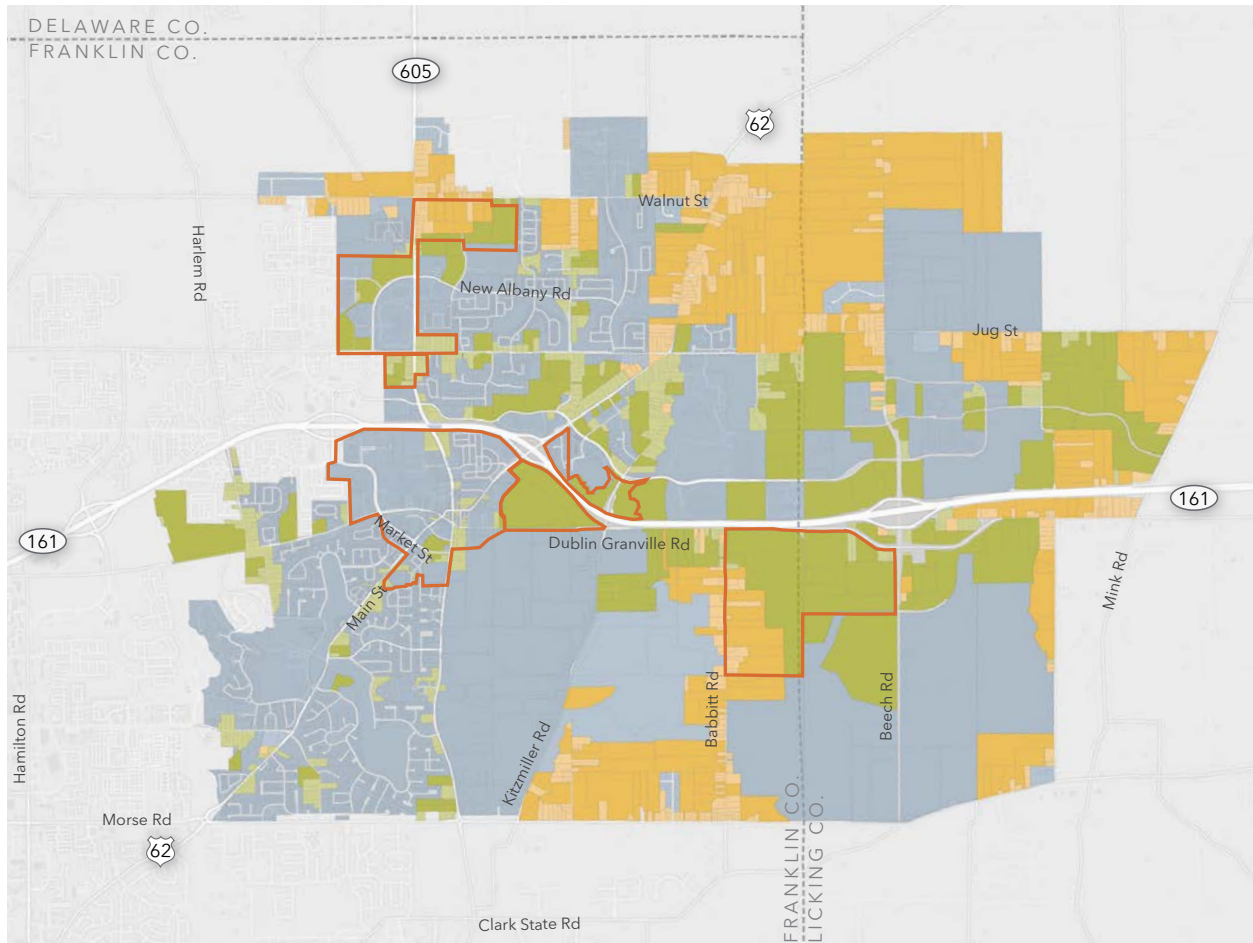


Figure 3.12 | Developed, Undeveloped, and Rural Parcels Map



Legend

- Developed or planned developed arcels
- Undeveloped or rural parcels within city, >5 acres
- Undeveloped or rural parcels within city, <5 acres
- Undeveloped or rural parcels outside city, >5 acres
- Undeveloped or rural parcels outside city, <5 acres
- Strategic Plan Focus Area

Future land uses are most important for areas of change. Figure 3.12 above classifies parcels within city limits and within the unincorporated parts of the study area based upon their size and potential to develop. It generally classifies areas that are not expected to change in the next ten years (blue). The remaining parcels are those where development could occur. The map highlights parcels that are larger and smaller than five acres. Generally parcels larger than five acres are easier to develop and can support more intense development.

Areas in orange and light orange must first be annexed to the city in order to develop more intensely. This map also highlights the strategic plan focus areas. These are areas where the most change is expected or desired within the next five to ten years. The focus areas section beginning on page 178 describes these areas in more detail. By examining existing development, combined with anticipated future land uses and their expected development patterns, it is possible to make projections for the buildout of New Albany.

The resulting study area build-out projections are shown below. It is important to note that the time frame for build-out is undetermined, although it will likely take decades to reach full build-out of the study area. Build-out is contingent on many variables, including land owners requesting annexation to the city, service capacity existing to serve development, development approval by the city, and expected development occurring. Specific policy decisions regarding land use, annexation, and open space

conservation will impact the overall size and rate of growth the community will experience. Historically the city has issued an average of 100 residential building permits annually. The city and school district should convene a facilities team to cooperatively look at enrollment projections and school campus capacity.

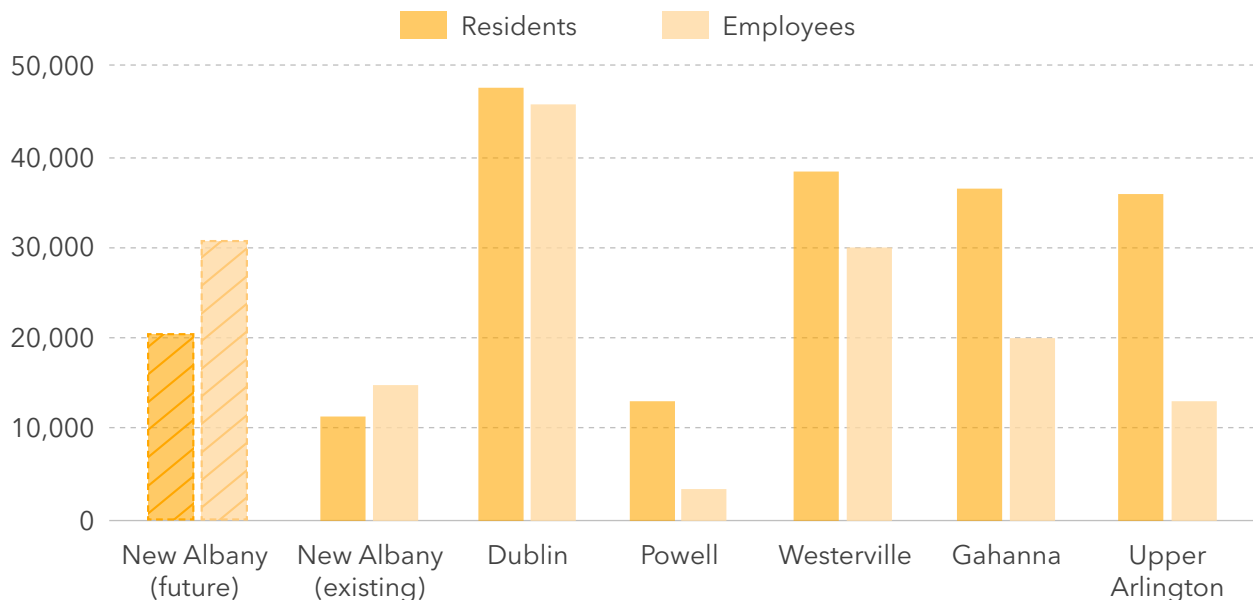
The current number of residents and employees is shown in the graph below and compared to peer cities on the following page. These projections indicate the at build-out

the city will be much less than the size of present-day Dublin, Gahanna, and Upper Arlington. Meanwhile, New Albany will have twice as many people working in the city as today. More importantly, it will have about one and a half times the number of employees than residents—something no peer city achieves even today. This is a fundamental trait of the ability of a city to provide high-quality services and amenities to the community over the long-term.

Study Area Build-Out Projections

FACTOR	2019	AT BUILD-OUT
Geographic Size	16.72 square miles	23.09 square miles
Residents	10,745	20,000-23,000
Employees	15,470	32,000+

Residential and Employee Populations of New Albany and Peer Cities



Fiscal Impacts of Land Use

Balancing land uses is critical for the city's fiscal sustainability and its ability to provide high quality services and amenities for the community. This is because in Ohio, municipal budgets are primarily funded through income taxes. These are payroll taxes collected from employees who work in New Albany.

As demonstrated in the chart to the right, 82% of the city's total general fund revenue was derived from income taxes. It also highlights that property taxes only support <5% of the general fund. The 2019 Property Tax table highlights that the majority (60%) of property taxes go to the New Albany-Plain Local School District. The city receives only 2%. For the City of New Albany, planning for and attracting employment-based land uses is a key strategy.

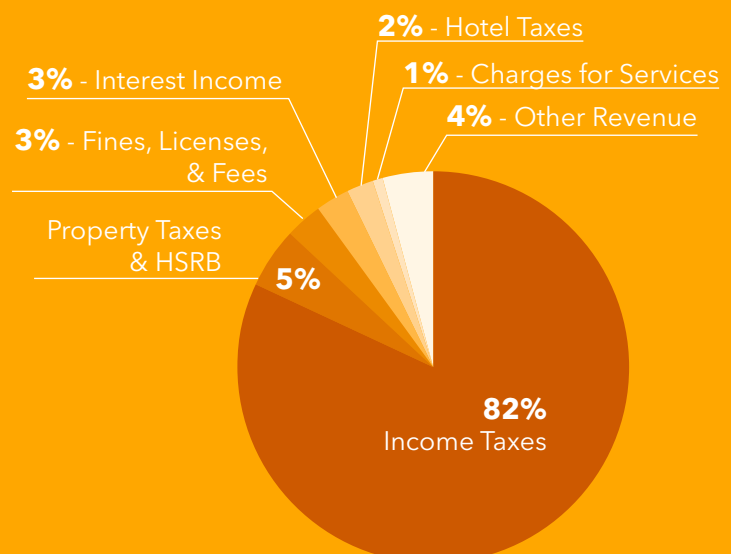
2019 NEW ALBANY FISCAL SUMMARY

2019 Property Taxes

Item	Tax Paid Per \$100,000 of Value	%
New Albany-Plain Local School District	\$1,659.73	60.8%
Plain Township	\$294.03	10.8%
Franklin Co. BDD	\$190.45	7%
Franklin Co. Children Services	\$132.17	4.8%
Columbus Public Library	\$76.50	2.8%
Franklin Co. ADMH	\$59.86	2.2%
Eastland Joint Vocational School	\$61.25	2.2%
City of New Albany	\$59.41	2.2%
Franklin Co. Senior Options	\$49.40	1.8%
New Albany Joint Parks District	\$48.31	1.8%
Franklin Co. General Fund	\$45.02	1.7%
Metro Parks	\$33.17	1.2%
Zoo	\$18.98	0.7%
Total	\$2,728.28	

2019 General Fund Revenue

Total: \$26,178,912



Source: City of New Albany (2020)

FUTURE LAND USE PLAN

The following pages describe the six land use districts for the future land use plan, as well as the hamlet concept. Development standards are provided for each district, but it is important to note that other city documents and guidelines should be referenced for development proposals. This strategic plan is meant to guide the overall vision for land use and development in New Albany.

Broadly, the following standards are prerequisites for all development proposals in New Albany:

- Development should meet setback recommendations contained in strategic plan.
- Streets must be public and not gated. Culs-de-sac are strongly discouraged.
- Parks and open spaces should be provided, publicly dedicated and meet the quantity requirements established in the city's subdivision regulations (i.e. 20% gross open space and 2,400 sf of parkland dedication for each lot).
 - » All or adequate amounts of open space and parkland is strongly encouraged to be provided on-site. If it cannot be provided on-site, purchasing and publicly dedicating land to expand the Rocky Fork Metro Park or park space for the Joint Parks District is an acceptable alternative.
- The *New Albany Design Guidelines & Requirements* for residential development must be met.
- Quality streetscape elements, including an amenity zone, street trees, and sidewalks or leisure trails, and should be provided on both sides of all public streets.
- Homes should front streets, parks and open spaces.
- A residential density of 1 dwelling unit (du) per acre is required for single-family residential and a density of 3 du per acre for age restricted housing.
 - » Higher density may be allowed if additional land is purchased and deed restricted. This type of density "offset" ensures that the gross density of the community will not be greater than 1 unit per acre. Any land purchased for use as an offset, should be within the NAPLS district or within the metro park zone.
 - » 3 du/acre is only acceptable if 100% age restricted. Otherwise, the federal regulations and criteria for subdivisions to qualify as age-restricted must be accounted for when calculating density (i.e. 80% age restricted and 20% non-age restricted).
 - » Age restriction must be recorded as a deed restriction and included as a requirement in the subdivision's zoning text.



RESIDENTIAL DISTRICT

Overview

New Albany's neighborhoods are one of its most defining features. The high-quality Georgian and farmstead architecture, the emphasis on lot arrangement, their interconnectivity and walkability, their lush landscaping and embedded green spaces are all defining characteristics that are a vital part of New Albany's success. Residents are highly satisfied with their neighborhoods and the community. Still, there remains room for strategic improvement.

Data & Trends

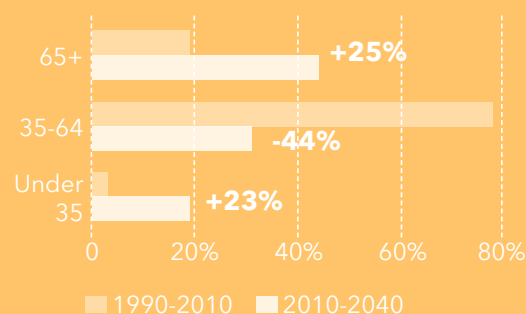
When examining the city's demographics over the past decade, several trends are clear. First, the city is adding about 100 new housing units each year. This is an appropriately steady pace that is manageable for the city and school district. New Albany has grown from just over 2,600 households to just over 3,500, with a population of almost 11,000 residents. At the same time, the city's median age has increased by 10%, from 36.9 in 2010 to 40.3 in 2018, as the city's neighborhoods mature. A vast majority of the city's housing product consists of single family homes designed for families who enjoy the city's strong school district and locale.

Insight 2050, a demographic study of the Central Ohio region conducted by the Mid-Ohio Regional Planning Commission (MORPC) projected that between 2010 and 2040, the population of age 65 and older would grow by 25% and the population under 35 would grow by 23%, while the population between 35-64 would decline by 47%. This study also showed that there would be increasing market demand for different types of housing products - ones that are highly amenitized, compact, walkable, and proximate to restaurants, retail, entertainment, and parks. This would include housing like townhomes, flats, cluster housing, and mixed-use development. Such housing is attractive to young professionals, empty nesters, and single people living alone - all growing demographics.

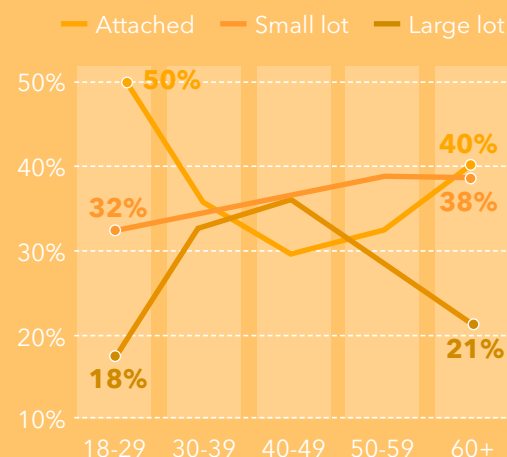
Statistics also show that at least 32% of the population living in New Albany is not driving. This includes children not yet old enough to drive, people with disabilities unable to drive, and older residents who choose not to or are unable to drive. With a third of the population reliant on others for mobility, the importance of leisure trail and sidewalk connections, alternative transportation modes, and a mix of uses to meet people's needs in close proximity is apparent.

REGIONAL DEMOGRAPHIC TRENDS

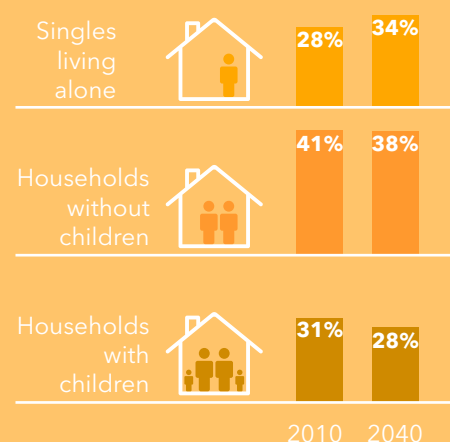
POPULATION GROWTH BY AGE



HOUSING TYPE PREFERENCES BY AGE



HOUSEHOLD GROWTH BY TYPE



Source: *Insight2050* (2014)

Recommendations

Based upon demographics, the planning context, and community input, seven key strategies were identified as being critically important to the vitality of New Albany and its neighborhoods.

Provide housing for all life stages so that residents can age-in-place within the city of New Albany. To address this need, additional cluster neighborhoods, townhomes, and stacked flats should be developed—similar to Ashton, Keswick, Richmond Square, and Ealy Crossing—that attract young professionals, singles, and empty nesters. They should be developed within areas that are easily walkable to services and amenities. In New Albany, this is the Village Center and hamlet concept. See those sections for additional details.

Continue to maintain one, superior community-centered school district. The New Albany-Plain Local School District is synonymous with New Albany. With the growth of the city east into Licking County and other school districts, financial, community, and school district concerns will need to be considered when evaluating any development proposals that include residential uses in Licking County.

Conversely, it is important to work with partners to increase park space, property values, and connectivity to areas within NAPLSD – both within and outside of the city limits.

Address the physical divide that SR 161 represents in splitting the residential community into north and south neighborhoods. While SR 161 provides critical regional access to the city, it physically bifurcates it. There are only four bridge crossings in the residential areas of New Albany (New Albany Road, SR 605, US 62, and Kitzmiller) and they are auto-oriented. The city needs to continue to improve and increase pedestrian and bike connections to bridge this divide. This is further explored in the Mobility section.

Continue to improve the walking and biking connections between neighborhoods and destinations, particularly the recreational parks and Village Center. It is similarly important to continue to address gaps in the leisure trail system to better connect neighborhoods to popular destinations, so they all enjoy a high level of access to amenities.

Improve the quality of neighborhood parks. Address outdated playground equipment, add amenities and recreational options that cater to a broader range of ages, and add unique components to neighborhood parks community-wide. This is further explored in the Parks section.

Consider adding local retail options for neighborhoods farther removed from the Village Center. To address local amenities and services, limited neighborhood-scale restaurants and retail could be built to serve immediately surrounding neighborhoods in certain locations within the city. This is discussed further in the hamlet section.

Continue the high-quality planning and design of new residential development and neighborhoods within the city. As new neighborhoods are proposed within the city, continue to ensure that they provide the distinctive character, park space, connectivity, amenities, and high-quality features of that define New Albany.

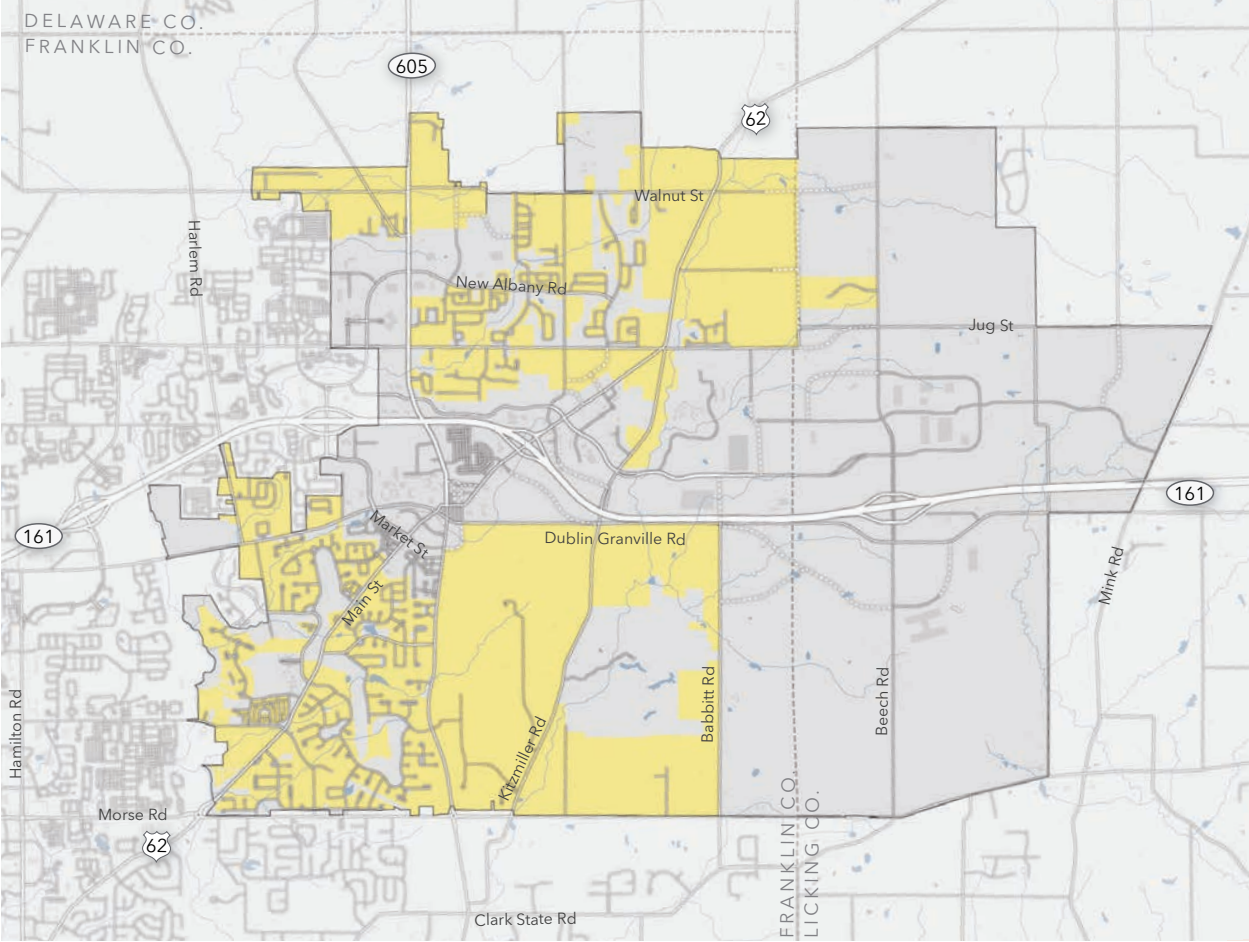
Development Standards

As residential development continues in New Albany, expectations must be clear in order to build upon the city's tradition of quality neighborhoods. The principles of good residential subdivision design and the distinctive features of New Albany's best neighborhoods should be emulated in future development. Generally, these standards include:

- Organically shaped stormwater management ponds and areas should be incorporated into the overall design as natural features and assets to the community.
- A hierarchy of open spaces is encouraged. Each development should have at least one open space located near the center of development. Typically, neighborhood parks range from a half acre to 5 acres. Multiple greens may be necessary in large developments to provide centrally located greens.
- All or adequate amounts of open space and parkland is strongly encouraged to be provided on-site.
- Houses should front onto public open spaces and never back onto public parks or roads.
- Rear or side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage should be set back from the front facade of the house.
- Any proposed residential development outside of the Village Center shall have a base density of 1 dwelling unit per gross acre in order to preserve and protect the community's natural resources and support the overall land conservation goals of the community. A transfer of residential density can be used to achieve a gross density of 1 dwelling unit per acre.
- Private streets are at odds with many of the community's planning principals, such as interconnectivity, a hierarchy of street typologies, and a connected community. Therefore, the streets within residential developments must be public.
- In considering the expansion of residential uses into Licking County, the city will take into consideration factors such as community impacts, financial implications, the adequate delivery of services, and the impact on school districts.



Figure 3.13 | Residential District Map



Residential District Summary Table

Building

Gross Density	1 dwelling unit/acre; 3 du/acre if 100% age restricted
---------------	--

Streetscape

Roadway Character Classification (see p.page 104)	Neighborhood, Village Traditional, Rural
---	--

Parking

Parking Type	On-street and garages/driveways
Parking Location	Rear or side-loaded garages preferred

Open Space

Open Space Type(s)	Pocket playgrounds, parks, preserved open space
Size of Open Space	20% of the site acreage
Location of Open Space	Near the center of development, within 1,200' of all dwellings

Sustainability

LEED Certification Priority	High for LEED ND, Leed Homes
Stormwater Management	Stormwater management ponds required. Native, low maintenance landscaping encouraged

Legend

Residential District	
Study Area	



EMPLOYMENT CENTER DISTRICT

Overview

Employment center uses are one of the most important forms of land use for the fiscal health of New Albany. These include corporate office, hospital, manufacturing, warehouse, and data center development throughout the city. They are so critical to New Albany because they deliver the revenue stream that allows the city to provide the services and amenities residents and businesses value. Like most Ohio cities, New Albany generates the majority of its revenues from income taxes on people who work within the city. In New Albany, this amounts to 82% of the city's entire general fund – and a majority of this is derived from the business park. The amount of income tax collected is dependent upon the number of employees within a company and their salaries. The greater the number of employees and the higher the average employee salary, the more revenue accrues to the city. Likewise, the city has been creative in funding mechanisms that capture the high value of data centers, even though they employ fewer people. This is a major reason the city has pursued employment centered development so aggressively as it has grown. This land use provides the foundation for the others from an economic standpoint.

This strategy has been very effective. Since 2012, more than 5,000 jobs have been created in the business park. This represents 50% growth in the number of jobs in less than ten years. This amounts to 3.4 million square feet of commercial properties under construction and \$3.2 billion in private investment just in the business park since 2012. Today, just over 43% of the land in New Albany is devoted to employment uses. This is higher than the average of peer cities.

The city, state, and region have invested heavily in transportation improvements around the business park, particularly in the Licking County area with the extension of Innovation Campus Way, the reconstruction and widening of Beech Road, and the new interchange at Mink Street. These investments have opened new areas for employment centered uses. They also highlight the opportunity to take better advantage of the SR 161 southern frontage between US 62 and Beech Road.

Data & Trends

There are a number of important trends affecting employment centered development both nationally and within New Albany. One local trend is the demand for a variety of office space sizes and types. There must be small, affordable spaces for small firms and startups, medium-size spaces in individual structures or multi-tenant buildings, and sites for large corporate users like American Regent up to headquarter campuses like Abercrombie and Fitch. New Albany must be able to offer this spectrum of office space types. The city also has a limited amount of speculative office space, such as Water's Edge, for prospective users. Speculative office development requires developers to be confident that tenants are abundant and interested in the area so they can quickly lease their space. In recent years demand has also increased for flexible, multipurpose space for hybrid uses that have production and office operations and also want a retail presence like those found in the Zarley Industrial Park.

A national trend that is reflected regionally is the desire for office and employment uses integrated into walkable, mixed-use settings. This is in addition to typical attributes that are so important to office tenants, such as: 1) central location, 2) proximity to regional transportation system (access for employees), 3) adequate parking, 4) workforce demographics, 5) proximity to a diversity of housing, 6) economic incentives, and 7) building qualities. Employees want to work in vibrant places where they are in close proximity to shopping, restaurants, entertainment, parks, recreation, learning opportunities, and living. Hotels are important for hosting clients. The “third places” are particularly important – the coffee shops, restaurants, bars, etc. that are ideal for off-site meetings, lunch, dinner, or drinks with clients, social interaction, and meeting new people and potential collaborators. The more walkable and interconnected, the better. Retail uses, however, need a large number of customers in close proximity. Speculative office is difficult to finance in the current market but can be helped by combining with residential development. Walkable mixed-use development requires the right setting, design, and density. In New Albany today, the Village Center is that type of setting.

Trends in office building design are leaning toward buildings that reflect a modern image and visibility to the greater community. Tenants are looking for abundant glass, high ceilings, and efficient and flexible floorplans. Robust technology infrastructure and ADA compliance are a must. Creative elements, quality materials, and amenities such as outdoor terraces are appreciated. For mixed-use assembly centers, high bay open space for shop work, materials storage, and enclosed office/retail space at an affordable rent are important features. With data centers, the critical features are large swaths of land for massive buildings, connection to fiber trunk lines, security, and availability of redundant supplies of electric power.

The most immediate trend is the impact of the coronavirus pandemic on advancing the adoption of virtual meeting and work technology. It remains to be seen what the long-term impact will be on employment-based uses, though it will likely spur office users to reevaluate the amount of space they need per employee and add to the pressure for more flexible work spaces and work hours. On the other hand, this has increased the need for, and reliance upon, data centers and technology providers that undergird this increased technological demand.

It should be noted that if state tax laws are challenged or changed to weight income tax assessment for employees working part time or largely from home, there will be impacts to city revenues. For employees who typically work at offices in New Albany, but live and work more from home outside of the city, the city's revenues would decrease. For New Albany residents whose base of employment is outside the city, but who work more from home, city revenues would increase. This is worth continuing to monitor.

In terms of community input, the majority of comments focused on the provision of additional retail amenities such as restaurants and service stations that are more accessible to the business park and the addressing of regional traffic issues, particularly around the western interchanges and SR 161. These opportunities will be addressed in the retail and mobility sections of the plan respectively.

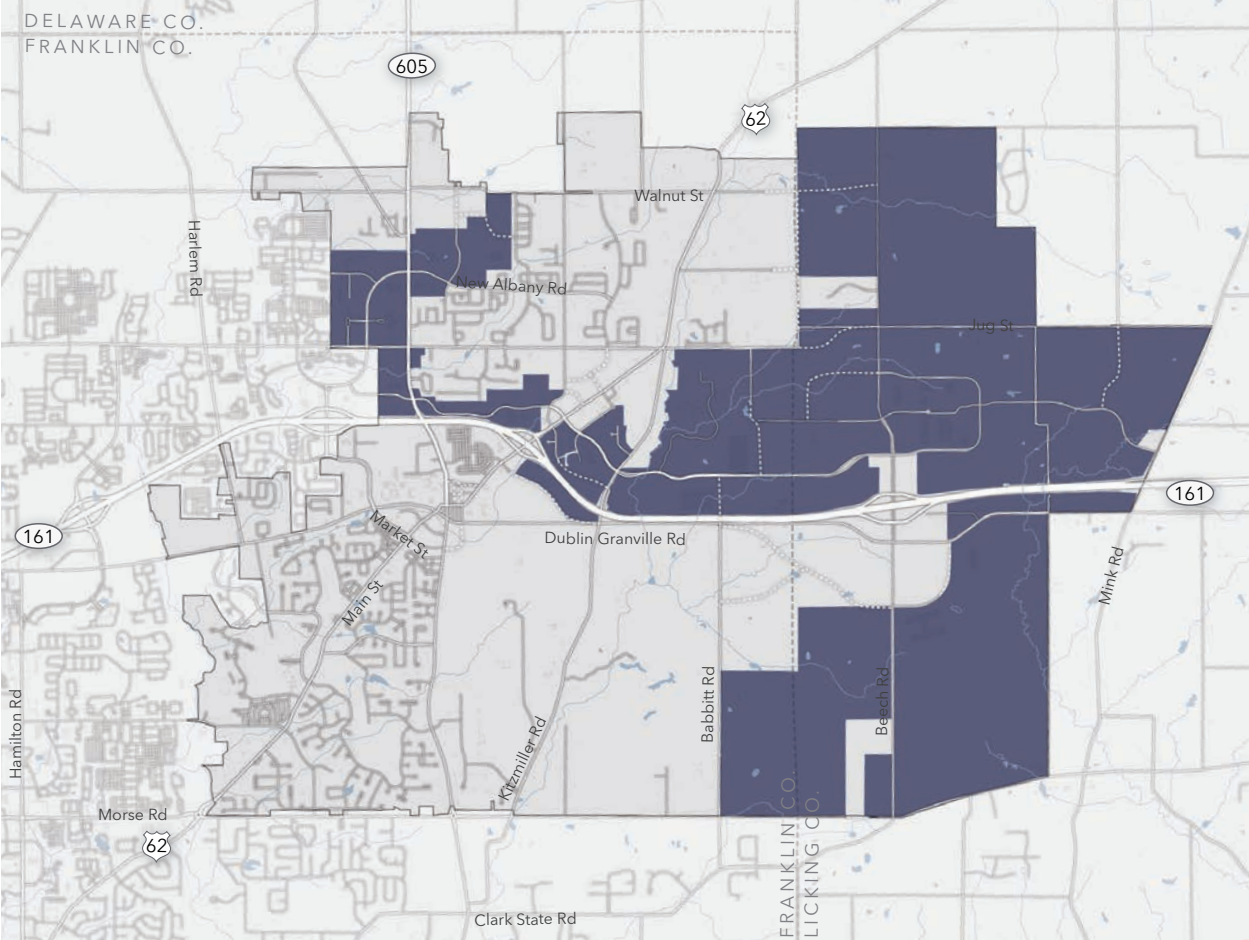
Development Standards

As employment center development continues in New Albany, expectations must be clear in order to build upon the city's character and design. Generally, the standards for employment center development include the following:

- No freeway / pole signs are allowed.
- Heavy landscaping is necessary to buffer these uses from adjacent residential areas.
- Plan office buildings within context of the area, not just the site, including building heights within development parcels.
- Sites with multiple buildings should be well organized and clustered if possible.
- All office developments are encouraged to employ shared parking or be designed to accommodate it.
- All office developments should plan for regional stormwater management.
- All associated mechanical operations should be concealed from the public right-of-way and screened architecturally or with landscape in an appealing manner.
- Any periphery security should integrate with the existing landscape and maintain and enhance the character of road corridor.
- Combined curb cuts and cross-access easements are encouraged.
- The use of materials, colors, and texture to break up large-scale facades is required.



Figure 3.14 | Employment Center District Map



Employment Center District Summary Table	
Building	
Max. Building Height	80'
Streetscape	
Roadway Character Classification (see p.page 104)	Business Park, Business Park Transitional
Parking	
Parking Type	Parking lot
Parking Location	Rear of building for parking lot, shared parking encouraged
Open Space	
Open Space Type(s)	Preserved open space and wetlands
Size of Open Space	Varies
Location of Open Space	Along important natural corridors, wooded areas, wetland areas, along roadway corridors to buffer from adjacent uses
Sustainability	
LEED Certification Priority	High for BD+C, O+M
Stormwater Management	Regional stormwater management required

Legend

Employment Center District

Study Area

RETAIL DISTRICT

Overview

Retail uses provide the services that people rely upon to support their daily lives. They also provide one of the best non-civic, non-work/school environments in which people socially mix. As such, retail is an important component of people's quality of life – and its availability, quality, character, and ease of use are factors in which people judge communities. Retail uses come in many formats including small retail shops embedded in a historic town center, commercial retail centers along roadways, out lots with drive-thrus, regional malls, and outdoor lifestyle centers. With the ubiquity of the internet and massive distribution centers in every region, retail also takes the form of delivery vans dropping off packages at front doors.

Within New Albany, when people think of shopping, restaurants, and services they think of the Village Center. It is part of the identity of the community and its focal point. Historically, New Albany has been dedicated to growing and reinforcing retail uses in the Village Center.

This has taken the form of limiting retail uses outside of the Village Center in an effort to focus offerings there, make them more robust, and reinforce the Village Center as the heart of the community. This has generally been effective. As the city has grown geographically, more of the business park and new neighborhoods are farther from the Village Center or other retail centers outside of the city boundaries. This has led to requests for new retail uses outside of the Village Center.

The *2014 Strategic Plan* recognized two locations for expansion of limited retail uses outside of the Village Center. One was along US 62 at Smith's Mill Road and Forest Drive. The other was planned for Beech Road and Smith's Mill Road to serve the eastern business park areas. These were, and continue to be, locations for auto-oriented, smaller scale retail to serve the immediate needs of those working in or driving past these areas. The gas station and restaurant retail along US 62 also attracted hotel uses to serve the area.



Existing hospitality use



Existing retail use



Existing retail use



Existing retail strip

Data & Trends

When considering retail uses, it is important to understand market trends and the regional market in the context of New Albany. Retail is a use that follows residential and employment-based uses. It must have a large enough customer base, each and every day, to survive. As a rule of thumb, a minimum of 1,000 dwellings are necessary to support a corner store and 8,000 dwellings to support a grocery store. When the number of vehicles passing a store exceeds 15,000 vehicles per day, this can reduce the number of dwellings needed to support a store. Increased disposable income within the market area also helps. When looking at the Village Center today, there are almost 200 units (315+ residents) within a quarter mile walking distance. Within a half-mile, this number increases to almost 480 units and 1,200 residents. At the one-mile radius, there are more than 1,600 units and 4,500 residents. This highlights the importance of being a location that attracts visitors, having enough traffic volume passing by, consolidating stores into a destination, and providing places with enough residents and workers in close proximity.

To be successful, retail needs a substantial customer base within market proximity, traffic and convenient access, visibility, an assemblage of retail uses, distinctive and desirable products and store, ample parking, dynamic and compelling environment and programming, and patronage. Due to New Albany's location in relationship to other retail centers and its relatively low density, this last point is critical. If New Albany residents and businesses want more variety and amount of retail, it must be supported by the community. There is substantial regional competition within close proximity to New Albany, including the Kroger Shopping Center and Giant Eagle Shopping Center along New Albany Road, regional retail uses along Hamilton Road, and the destination retail Easton Town Center. A major new retail center, Hamilton Quarter, began opening in 2020. This adds to the importance of providing a distinctive experience and close convenience to the community.

Brick and mortar retail is under intense pressure in today's environment, particularly with internet supported front door delivery services, but also through continued automation and technology.

It is also under immediate threat due to the coronavirus pandemic. As a result, there is already an oversupply of retail in most markets. Grocery stores are consolidating, outdated malls are closing, and older retail strip centers are emptying and converting to other uses. Retail is moving in six directions: 1) Auto-oriented convenience retail, often stand-alone; 2) consolidated big box retailers; 3) experiential, dynamic shopping experiences like Easton Town Center; 4) "Third places" - restaurants, coffee shops, etc.; 5) well-programmed authentic town centers like the Village Center; and 6) the internet to home delivery.

There is demand for more authentic, walkable town centers. New Albany's Village Center is a great example. This is covered more fully in the Village Center section (see page 76). There is also demand for more "third places" where people can meet and where families can go out together. Outside of the Village Center, these are underrepresented in New Albany. This is covered more fully in the hamlet focus area (see page 218). There continues to be demand for auto-oriented support retail around employment centers. This is where New Albany's retail district applies.

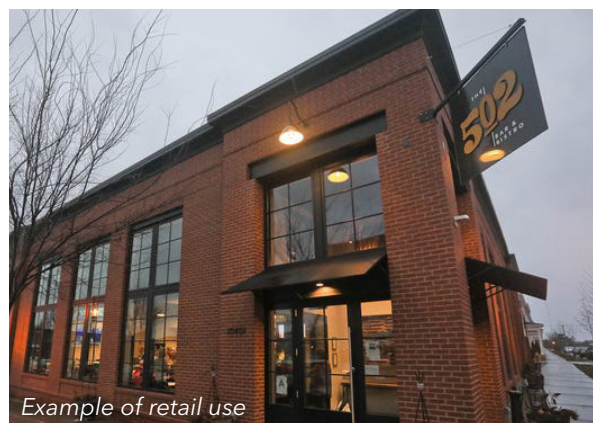
Development Standards

Any retail development should adhere to the high standards for architecture, site design, and landscaping in New Albany. Careful consideration should be given to the design and development of retail outside the Village Center. It should respond to the scale and design that exists in New Albany. Developments should take into account the need for automobile access, but also emphasize the importance of pedestrian access and comfort as well as other modes of transportation. The sites should have a strong street presence and include architectural and landscape features that respond to the existing New Albany character. Generally the standards for retail development in the city include:

- Parking areas should promote pedestrians by including walkways and landscaping to enhance visual aspects of the development.
- Combined curb cuts and cross-access easements are encouraged
- Curb cuts on primary streets should be minimized and well organized connections should be created within and between all retail establishments.
- Combined curb cuts and cross-access easements between parking areas are preferred between individual buildings.
- Retail building entrances should connect with pedestrian network and promote connectivity through the site.
- Integrate outdoor spaces for food related businesses.



Example of retail use



Example of retail use

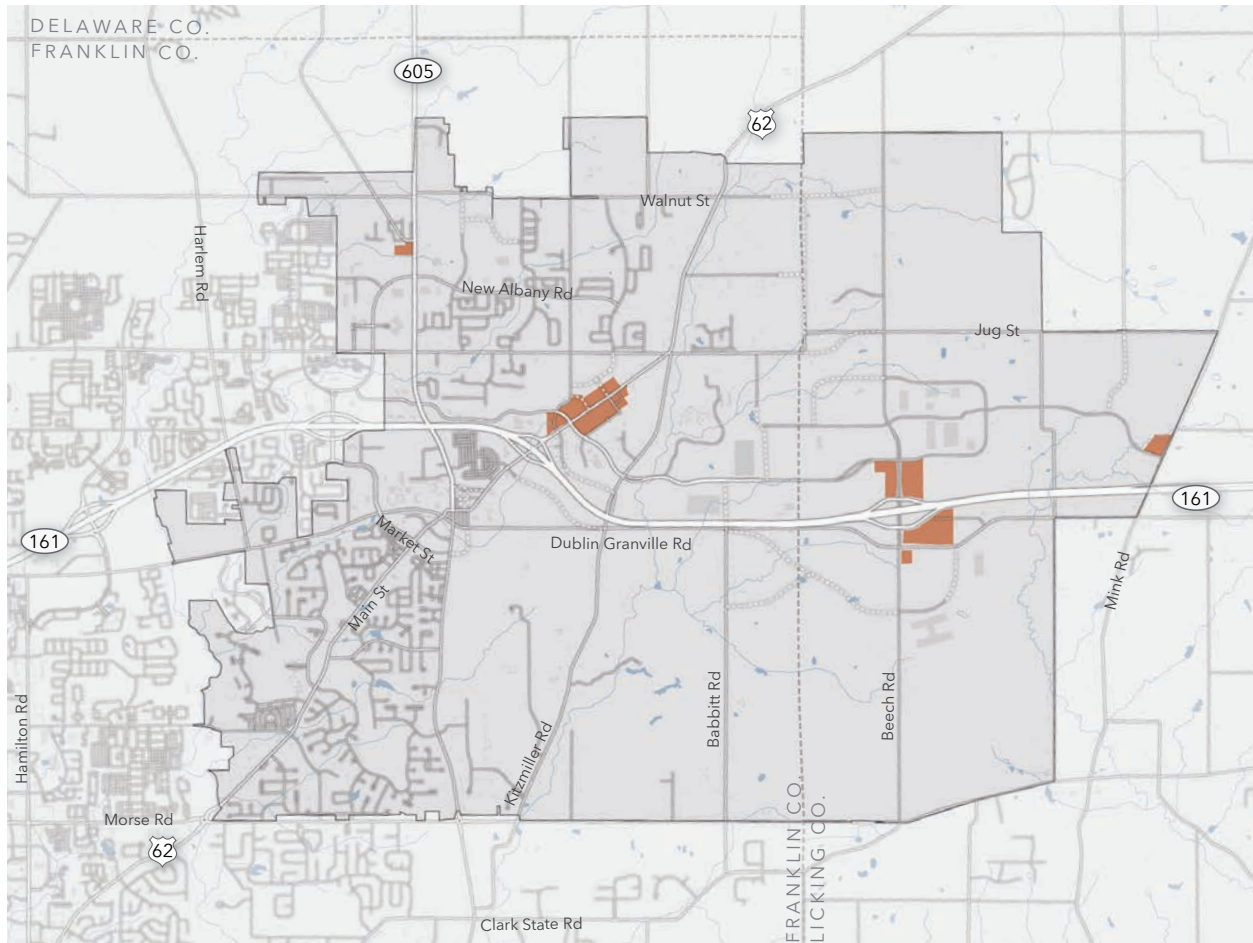


Example of a retail corner store



Example of a retail use

Figure 3.15 | Neighborhood Retail District Map



Retail District Summary Table

Building

Gross Density n/a

Streetscape

Roadway Character Classification (see p. page 104) Commercial Center, Business Park

Parking

Parking Type Parking lot

Parking Location Rear of building for parking lot

Open Space

Open Space Type(s) n/a

Size of Open Space n/a

Location of Open Space n/a

Sustainability

LEED Certification Priority Medium

Stormwater Management Stormwater management ponds required. Native, low maintenance landscaping encouraged

Legend

Retail District
Study Area

MIXED-USE DISTRICT

Overview

As raised in the employment center section, national and regional trends are pointing toward a growing and desired market for walkable, mixed-use environments for office uses. In growing regions like Central Ohio, employers are competing to attract the best employees and those employees are increasingly desiring to work in environments that integrate shopping, restaurants, entertainment, parks, recreation, learning opportunities, and living in close walkable locations. This is a trend away from the office parks of the last 30 years. Mixed-use examples are at varying scales and locally include newer developments such as Easton, the Arena District, Grandview Yard, and Dublin Bridge Park; denser urban environments like Downtown Columbus and the Short North; and authentic town centers like Uptown Westerville, Old Hilliard, and New Albany's Village Center. While the city has its business park, it does not have enough mixed-use sites beyond the Village Center to meet this growing demand.

As previously described, employment-centered uses are critical to the financial health of New Albany, so this is an important long-term issue. It is also important because retail trends are also favoring mixed-use development.

There is a growing retail segment that desires to be located in walkable town centers. This is due to many factors that include the experience of place, the density of day-time customers and residents, the agglomeration of multiple retailers, and the pedestrian-oriented nature. With the increased popularity and importance of "third places" (restaurants, coffee houses, bars, entertainment), these walkable urban-styled places are great locations.

Further, speculative office development and new, desired mixed-use retail development is challenging to finance. This is particularly true in the COVID environment. Adding multifamily residential development into the mix, which is in high demand regionally, enables developers to obtain bank underwriting which they are often otherwise unable to secure. With housing, banks will provide similar credit for mixed-use development as if the commercial development were pre-leased. Residents living in the district make it more dynamic and add to the customer base for the retailers, creating a balance with the day-time workers. Providing a mix of uses also facilitates the construction of parking decks, which can be financed for the same reasons and which can park employees during the day and residents at night.

Development Standards

Walkable mixed-use development requires the right setting, design, and density. In New Albany, such development should not directly compete with the Village Center. For this reason, a mixed-use site needs to be physically distant from the Village Center and of a different style and smaller geographic scale. Because of the uses (office and retail), new mixed-use development needs proximity and access to a major transportation network, and ideally be visible from such. To be effective, mixed-use development must be accomplished at a larger scale, though it can be built in phases. For these reasons and with the growth of the city around the Beech Road interchange, the area south of SR 161 is the appropriate location for consideration.

There are several very important requirements for any proposed development within the mixed-use district:

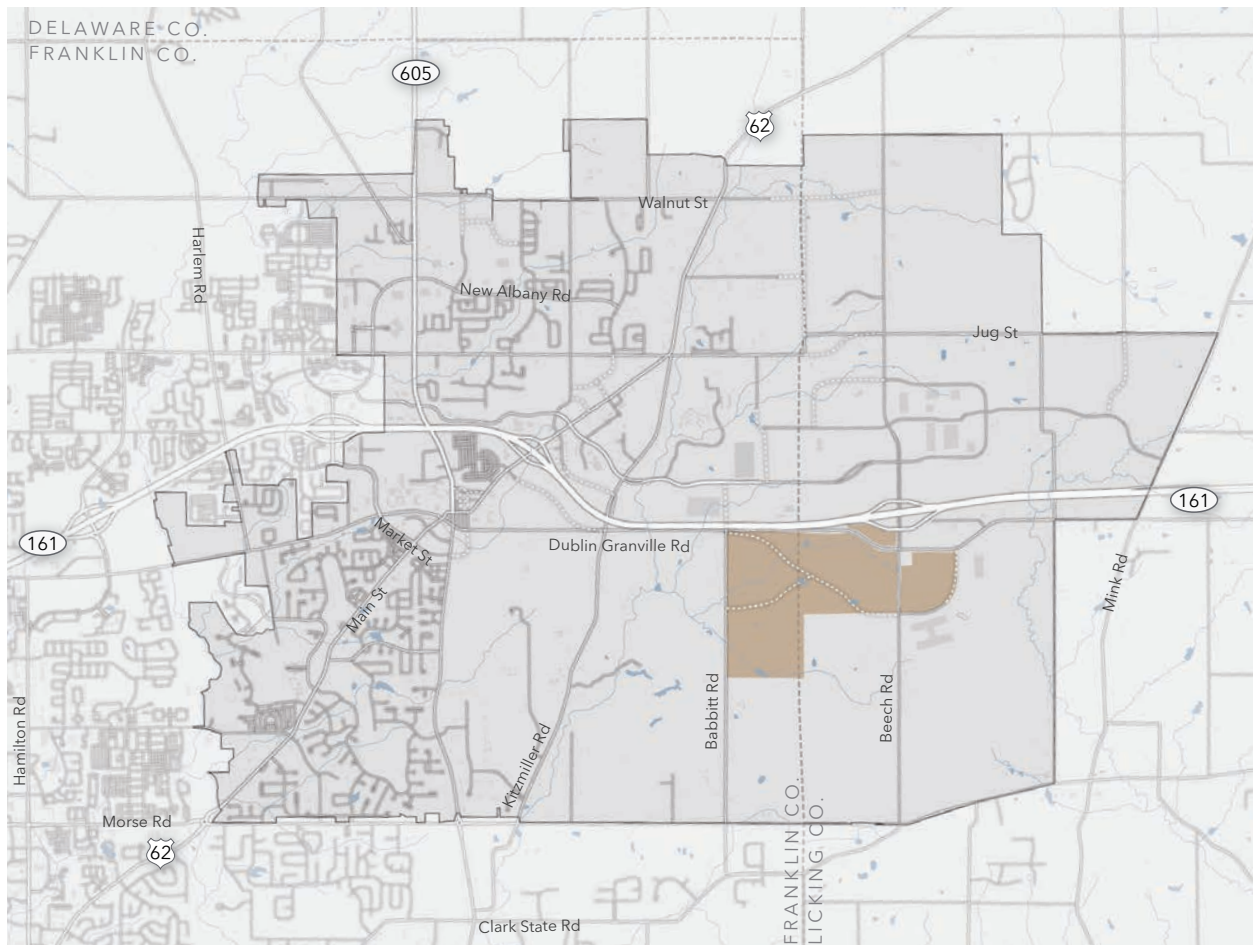
- Commercial uses should be a substantial part of any development.
- Residential land uses will not be considered in isolation. Any proposed residential use should be part of a development proposal that blends commercial, retail, cultural and/or industrial uses. Any mixed-use proposal

that includes residential uses in Licking County will be evaluated on the goals, strategies and development standards of the strategic plan, but also on its impacts on city services, city finances, school districts, and the overall sense of community.

- Development proposals within the mixed-use area should submit an overall master plan for the area showing how it fits together appropriately in terms of mobility, site layout, uses, and aesthetics.
- Traditional zoning regulations cannot adequately address urban design or achieve the desired development pattern in this district. Therefore, development in this area is expected to go through the Planned Unit Development rezoning process.
- Mixed Use development proposals will be evaluated on their ability to 1) provide a mixture of revenue producing uses, 2) foster integration, density and compatibility of land uses and 3) create a walkable community with uninterrupted pedestrian connections. (*Mixed-use Development Handbook*, ULI)
- Mixed-use development must meet the highest of development standards within the city.
- Mixed-use development is expected to propose an architectural style that is both distinctive and complementary to New Albany's character and brand.
- If mixed-use development is not desired or possible, development that meets the employment center future land use requirements is acceptable.
- Alternate street typologies and reduced setbacks may be appropriate based on the pattern of development.
- Discourage residential development within 300 feet of the SR 161 in order to be sensitive to noise.
- City staff should explore code changes and updates to the Design Guidelines and Requirements (DGR) to allow the Architectural Review Board (ARB) to review developments in the mixed-use areas and establish standards for review.



Figure 3.16 | Mixed-Use District Map



Legend

- Mixed-Use District
- Study Area

* This summary table only applies to the mixed-use district. Hamlet development standards can be found on page 227.

** The density of a project may exceed this gross density, if a density "offset" is used to ensure that the overall density of the community remains at 1 unit per acre.

Mixed-Use District Summary Table*

Building

Gross Density	1 dwelling unit (du)/acre**
---------------	-----------------------------

Streetscape

Roadway Character Classification (see p.page 104)	Business Park, Business Park Transitional
---	---

Parking

Parking Type	On-street and parking lot/structure
Parking Location	Rear of building for parking lot/structure

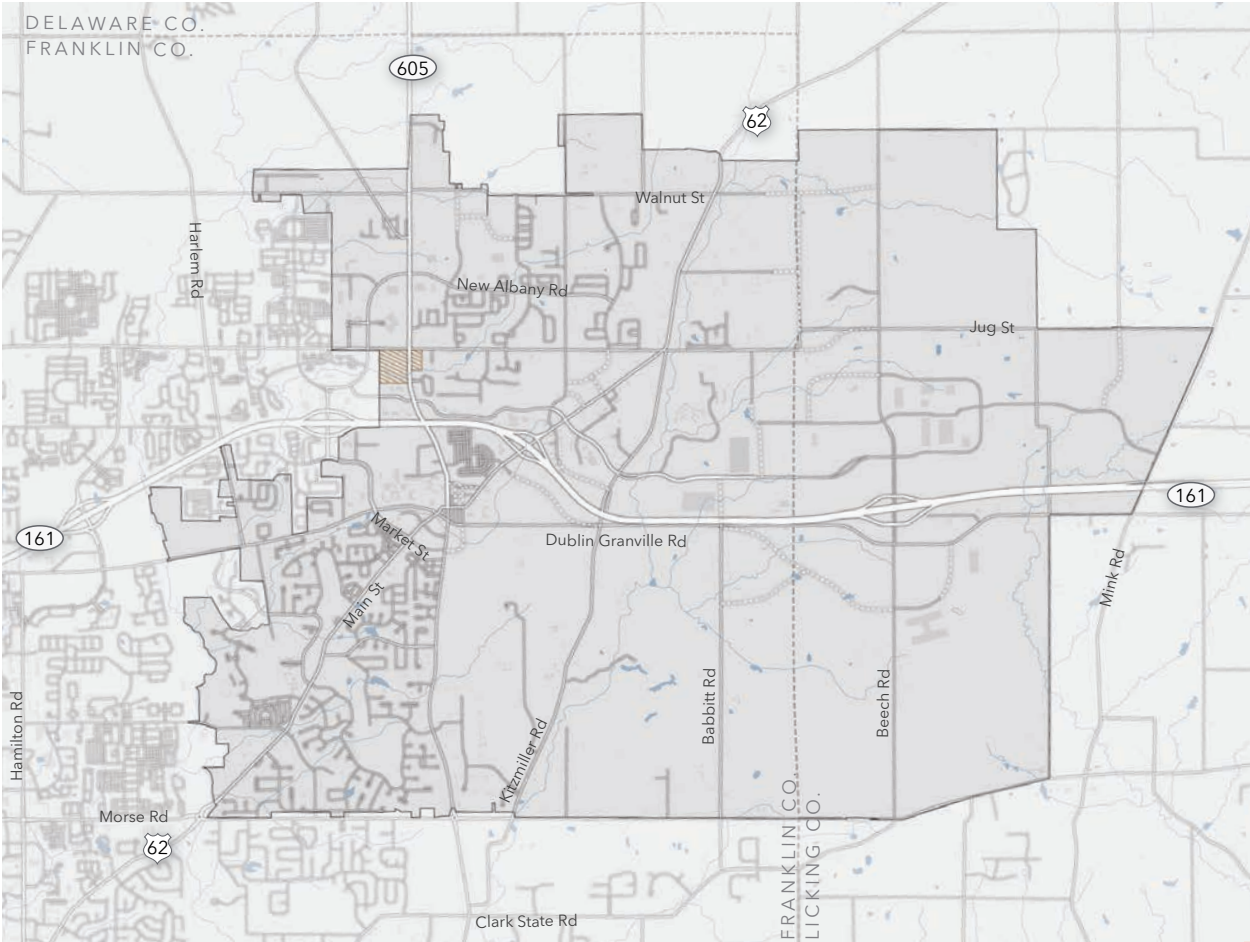
Open Space

Open Space Type(s)	Preserved open space, wetlands
Size of Open Space	0.5 - 10 acres
Location of Open Space	Near the center of each development as an organizing element, within 1,200' of all dwellings

Sustainability

LEED Certification Priority	High for BD+C, ND
Stormwater Management	Regional stormwater management required. Native, low maintenance landscaping encouraged

Figure 3.17 | Hamlet Concept Area Map



Hamlet Concept

One type of mixed-use development is the hamlet concept. The reintroduction of this concept is appropriate given the evolution of the community and the need for continued balanced and responsible growth.

This concept identifies an opportunity to introduce walkable retail and commercial uses that are integrated with residential areas. A hamlet will typically not be a single site development and it is anticipated that land assemblage will be required to successfully execute it.

The concept differs from the retail land use district in its scale, design and pedestrian orientation.

The location identified on the future land use map for the New Albany hamlet is the immediate vicinity of SR 605 and Central College. The hamlet provides walkable connectivity to the Enclave, Cedar Brook, and Wolcott Manor neighborhoods. Hamlet development is not required in this area. It can be developed under the underlying land use. If a hamlet is developed, it should meet the standards listed on page 227.

Legend

Mixed-Use District

Study Area

VILLAGE CENTER DISTRICT

Overview

The Village Center is the focal point and heart of the community. It is where all of the previously discussed uses come together, including civic and institutional uses. The Village Hall, Heit Center, Library, US Post Office, McCoy Community Center, Learning Campus, Wexner Community Park, Plain Township, Aquatic Center, Bevelhimer Woods, the Research Wetlands, Rose Run Park, Police Department, Plain Township Fire Department, Maplewood Cemetery, and multiple community churches are located. It is also where retail, office, assisted living, apartments, and live-work developments are located.

The Village Center has grown from the original farm village at the crossroads of Dublin-Granville, Reynoldsburg-New Albany, and Johnstown Roads. That growth includes the development of the NAPLSD Learning Campus to the west of the original village. It also includes the addition of Market Square, townhomes, apartments, and compact residential development south to the Country Club, and the Windsor neighborhood development north to the edge of SR 161.

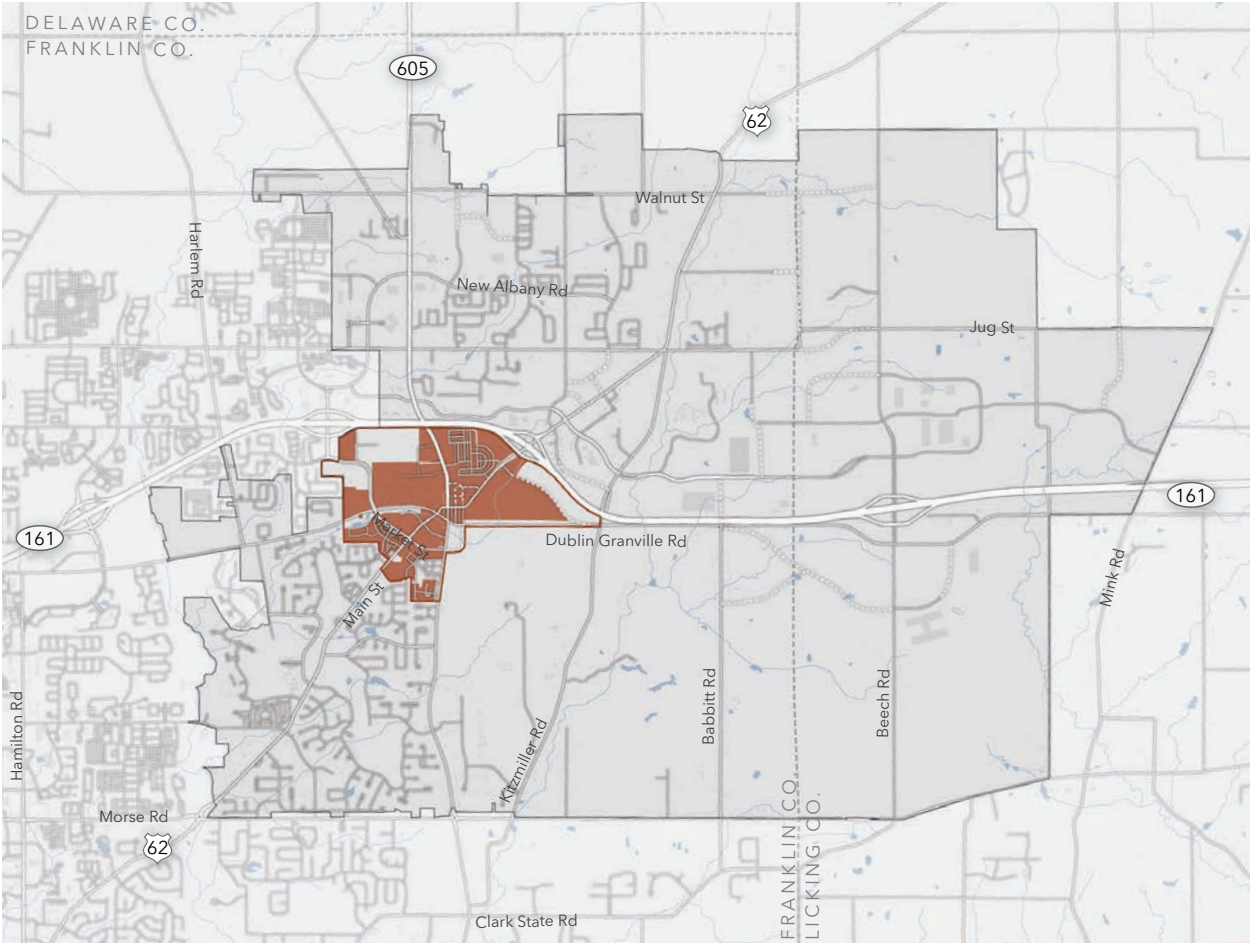
One of the important needs of the overall Village Center is the improved connection of the Market Square, Learning Campus, and historic Village Center areas. The Rose Run Park and bridge is the first phase of this effort, better knitting Market Square and the Learning Campus. Similar efforts to encourage seamless connectivity between Market Square and the historic center are also needed. These are reflected in part by the Rose Run 2 concept plans. As discussed in the Mobility section, another on-going challenge is the increasing level of traffic on US 62 and SR 605 that cross in the heart of the Village Center. Adding road connections within the Village Center to better distribute traffic is a goal.

Strategy

Community input revealed additional issues and opportunities. With the success of the Market Square area, parking challenges are occurring that need to be addressed. Conversely, additional infill development is desired to increase the vibrancy of the historic Village Center. Community members expressed a desire for expanded dining and retail opportunities in the Village Center, particularly more family restaurants, date-night locations, and bodega-type and specialty grocers.

As discussed in the retail section, increasing retail options requires more rooftops and more workers in close proximity. Appropriately, the active mixed-use Village Center is the type of authentic, walkable environment that office users are seeking. There should be opportunities to incorporate new and infill office development. Likewise, the city stakeholders want to continue to advance New Albany as an age-in-place community. The dynamic, walkable, and amenity-rich Village Center is the appropriate place to add residential density and the missing, but desired, housing types. Because of this demand, this plan recommends adding the Ganton tract back (see page 196) into the Village Center boundary (it was removed in 2014) to enable the addition of these connected uses. All told, this interest emphasizes both the amazing success of the community's efforts to invest in the Village Center and its continued significant potential in the future. Detailed analysis and recommendations are provided in the Village Center section of the focus areas chapter (see page 206).

Figure 3.18 | Village Center District Map



Village Center District Summary Table	
Streetscape	
Roadway Character Classification (see p.page 104)	Village Center, Village Traditional
Parking	
Parking Type	On-street and parking lot/structure
Parking Location	Rear of building for parking lot/structure
Open Space	
Open Space Type(s)	Civic spaces, parks, preserved open space
Size of Open Space	1-10 acres
Location of Open Space	Along the Rose Run stream corridor and as an organizing element for development
Sustainability	
LEED Certification Priority	Medium
Stormwater Management	Regional stormwater management required

Legend

Village Center District

Village Center Boundary

Study Area

PARKS AND GREEN SPACE DISTRICT

Parks and green space are intrinsic to New Albany's character. These spaces are a visually defining feature of the city with environmental, natural habitat, health and wellness, social, and economic benefits. Green space in New Albany takes many different forms, and consequently serves different purposes. It exists as formal greens, city parks, golf course vistas, tree lined streets, rural corridor setbacks, natural and environmentally sensitive areas, stream corridors, agrarian landscapes, a variety of active recreation spaces, and a metro park. This district encompasses these various types of green spaces. Private open spaces, such as the three golf clubs in the city, are included in this district, although they are not public amenities.

By making greenspace a priority and working with partners such as the New Albany-Plain Local Joint Parks District, Columbus and Franklin County Metro Parks, and developers, the city has been able to increase its existing community park space to over 383 acres and more than 55 miles of leisure trails.

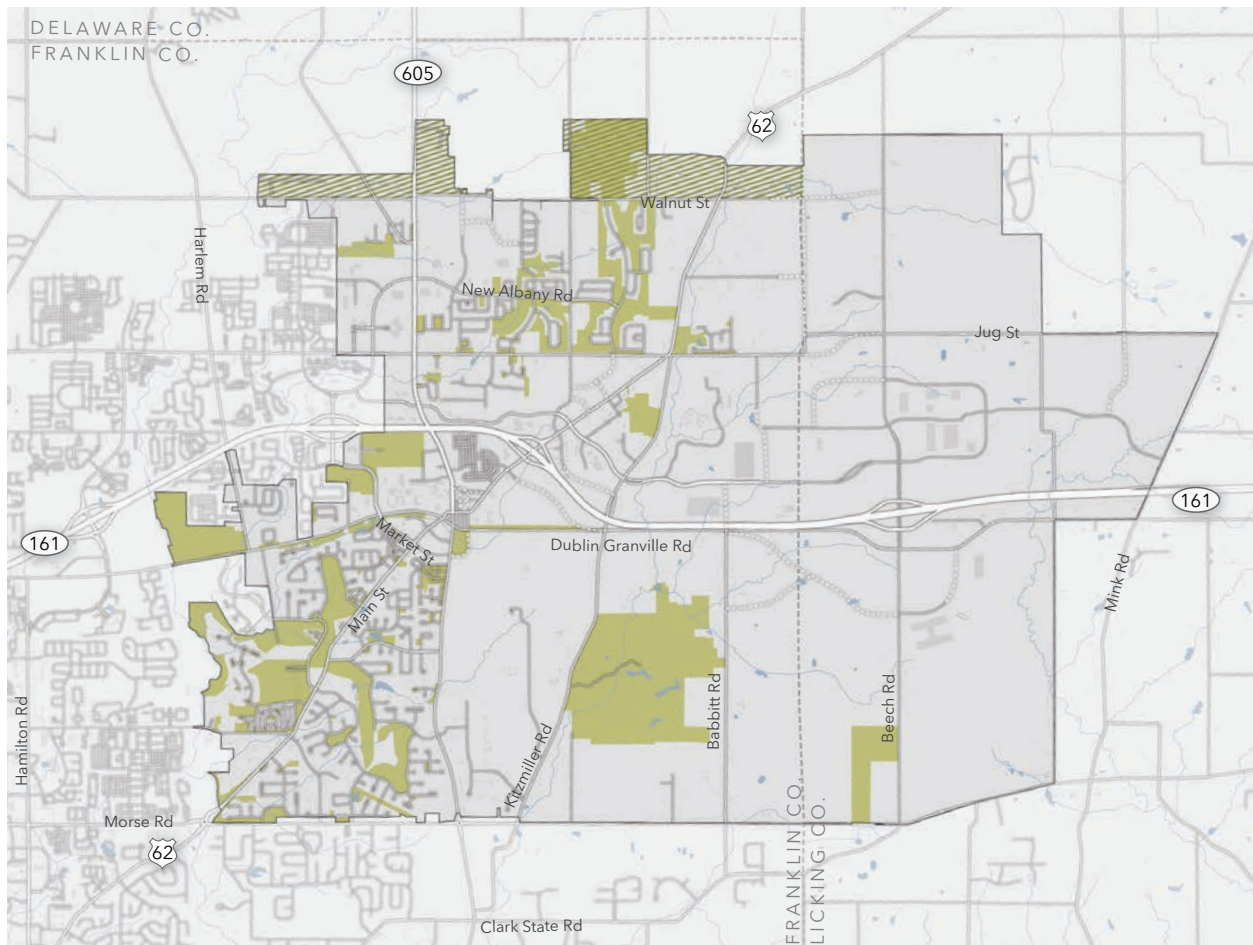
Since the last strategic plan, the 1,000-acre Rocky Fork Metro Park has opened along the city's northern border, and in 2020 the reimagined Rose Run Park opened as a signature community park space. Plans are underway to add a new park at the city's west gateway and to extend the Rose Run Park improvements.

Per the community and stakeholder input, the community loves their parks and leisure trails and values the city's investment in them. At the same time, with 4% of its total land devoted to park space, New Albany is below the national median of 15%. It is important to note that this figure does not include private green spaces, such as the golf courses, privately held open space in easements, nor the metro park, which is not technically within the city limits, but serves the community. The effect of New Albany's significant growth of the business park is also a factor, as that large area is devoid of dedicated park land, in part because commercial development is not required to provide park space like residential development is. Still, this highlights the fact that additional investment in park land is warranted.

In addition to formal parkland, rural corridor and riparian setbacks have played a significant role in defining the character of New Albany and protecting water quality and habitat. Their impact cannot be understated and they should continue to be pursued as part of all new development and capital improvement projects. Large setbacks also present an opportunity to develop a greenbelt around the city and to create greenways with the construction of leisure trails.

Residents expressed a strong desire to have the city reinvest in the neighborhood parks - particularly in terms of updated play equipment and more diverse amenities. Residents also expressed interest in additional recreation facilities, particularly for year-round indoor activity. Because of the community's love of the leisure trails, residents desire expanding the system, infilling gaps, making connections to the major parks, and extending trails along natural corridors. This is covered in more detail in the parks and recreation section of this chapter (see page 154).

Figure 3.19 | Parks and Open Space District Map



Parks and Green Space District Summary Table

Building

Gross Density	1 dwelling unit/acre
---------------	----------------------

Streetscape

Roadway Character Classification (see p. page 104)	Village Traditional, Rural, Neighborhood
--	--

Parking

Parking Type	Surface parking lots and on-street parking
Parking Location	Located on interior of site or setback from road with proper landscape screening

Open Space

Open Space Type(s)	Parks, preserved open space, private golf courses, wetlands
Size of Open Space	Varies
Location of Open Space	Parks/green space should be located in all residential subdivisions, as well as at other prominent locations around the city

Sustainability

LEED Certification Priority	n/a
Stormwater Management	Stormwater management best practices encouraged (i.e. native landscaping, bioswales, preserved wetlands)

Legend

Parks and Green Space District	
Metro Park Zone	
Study Area	

LAND USE STRATEGIES

L1. Balance residential, employment, and retail growth.

As a planned community, the city has continually worked to maintain an appropriate balance between land uses to provide a high quality of life for residents and businesses. To maintain this success the city should continue to implement its plans and policies that balance annexation, growth, and development with the necessary revenues and services to support them. This includes consulting the recommendations of plans such as this, the Western Licking County Accord, and the Rocky Fork Blacklick Accord when evaluating annexation and development proposals within the area. Moving forward, the city should generally maintain a ratio of residents to employees of about 1:1.5 as the city continues to grow. The city should also continue to seek sources of revenue and cooperative financing solutions to offset costs of future capital improvements and ensure new development pays its fair share of growth impacts.

Balancing residential growth is a key goal for the city, with an overall residential density of one gross unit per acre as the benchmark. This figure was determined to keep consistent growth in the student population, conserve open spaces, and to ensure the city is able to continue the level of service provision necessary for a high quality of life for all residents. To achieve this gross residential density of one unit per acre, the city will allow the transfer of residential density by purchasing additional land to offset the density of a proposed residential development. The purchased land shall be restricted from further residential development. The purchased land can be used for parkland, public community amenities, protected stream corridors, greenbelt, or easements for alternative modes of transportation.

The land use, transportation network, and service recommendations of this plan have been carefully considered to meet the goals of the city. For this reason, it is important to adhere to the recommended land development intensities and infrastructure recommendations in this plan.

Similarly, land use policies, infrastructure improvements, and community facility investments should be aligned to maximize efficiency and public benefit. While separate from the city, the New Albany-Plain Local School District is an essential community service and community partner. The city should continue to appropriately support the district to ensure the continued success of the school system.

Based upon community input, market trends, and the principles established in this plan, there is a need to encourage additional walkable, mixed-use development to facilitate opportunities to live, work, shop, learn and play in close proximity. This includes providing a broader range of housing types to support aging-in-place within the city. Where this is recommended outside of the Village Center, such mixed-use development should be carefully sited and designed to complement surrounding uses and city character.

L2. Encourage a broader range of housing options for all life stages to facilitate aging-in-place within the community while preserving the desirability of New Albany's existing neighborhoods.

The community expressed two important goals related to residential living. The first is to continue to preserve and provide high quality neighborhoods for residents. The second is to provide a broader array of housing options to allow residents to live within the city through all of life's stages.

To achieve this, the plan recommends that the city encourage empty-nester, senior, and young professional housing types in the Village Center and in identified hamlet and mixed-use areas. These locations provide walkable amenities and neighborhood services integrated into the development and are appropriate for the housing types suited for these demographics. This includes cluster housing neighborhoods similar to Ashton Grove and Ealy Crossing, townhomes similar to Keswick, and stacked flats similar to Market & Main.

Not all of the housing need can be met within the city limits. As a result, the city should support the creation of additional housing, particularly workforce housing, within New Albany's employment shed.

In order to maintain the quality of life and attractiveness of existing and future neighborhoods, the city should continue to invest in the services, amenities, and placemaking that ensures residents continue to invest and live in New Albany. This includes continuing to require new residential development to be of high quality, focused around community park and natural spaces, and connected to the leisure trail system.





L3. Continue to support and encourage the development of dynamic employment centers in New Albany.

Employment centers are critical to the fiscal health of the city. As such, they must continue to be competitive and desirable locations for businesses to locate.

Based upon market and demographic trends, the city should support the creation of mixed-use, walkable development areas as an environment for new employment-based development. This includes the Village Center, but also includes the potential for new development in the identified mixed-use district.

Where office uses are stand alone and in the business park, the city should ensure they have transportation linkages and supporting amenities. For example, the SmartRide service is an important transportation connection. The addition of the identified retail locations is also designed to help support the business park.

New office development should be part of a defined and amenitized site that is connected into the mobility system of the city and region. New employment center development should be designed to provide a signature appearance and quality that is fitting of the character of New Albany.

New Albany is also an attractive site for uses that require large sites, including data centers. The city should continue identifying potential sites for such uses and their appropriate integration into their surroundings.

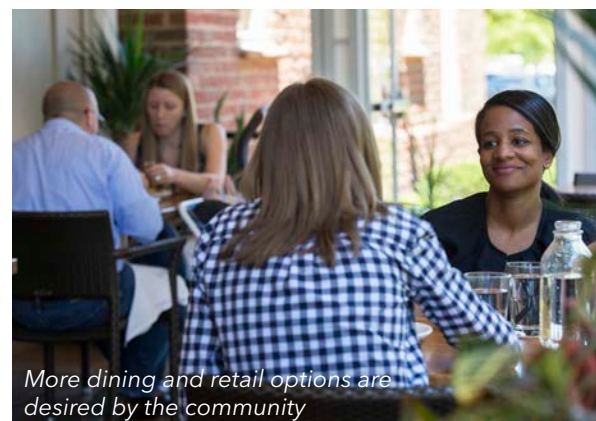
L4. Serve the needs of the residents and workers of New Albany with appropriate retail and service development.

Retail and service uses are critical to meet the needs of the community. Historically, New Albany has been prudent in focusing retail uses in the Village Center to help increase its vibrancy. This should continue, but with the physical growth of the city, it is appropriate to strategically expand retail to limited, targeted sites to support the business park and neighborhoods located farther from the Village Center.

This includes permitting the integration of neighborhood-scale retail in the identified hamlet to provide walkable convenience for New Albany residents as a quality of life factor. It also includes permitting service retail in limited locations to serve the business park. All retail development should be of a neighborhood-scale in design with high quality materials, four-sided architecture, lush landscaping, and connections to the city's leisure trails.

Retail development in the Village Center, hamlet, and proximate to residential neighborhoods should be sited and designed to emphasize the pedestrian experience, including substantial sidewalks, pedestrian scale, and outdoor seating and amenities.

The community expressed a strong desire for a broader array of retail offerings, including family-oriented restaurants, date-night destinations, and a bodega or small grocer and they are particularly interested in local offerings. To this end, the city should study means of attracting and supporting targeted locally-serving retail in the Village Center and encouraging city-wide patronage of existing retail establishments.



L5. Maintain a high standard of the built environment.

One of the defining features of New Albany is the high standard and quality of its built environment – from the Village Center to neighborhoods to the business park.

Maintaining this standard across time and the growth of the city requires diligence and continued focus. Standards that have taken New Albany to this point should continue. They include the following:

- Use four-sided architecture, high quality materials, and Georgian, farmstead, or otherwise complementary-style architecture for residential, civic, and retail buildings. Utilize innovative and iconic architecture and design for office buildings.
- Focus on the design details of public and semi-public spaces to create inviting and comfortable pedestrian-scale places that facilitate congregation and conversation.
- Uses, forms, and styles of buildings, spaces, and byways should complement and enhance the existing character of New Albany.

- Create an environmentally friendly and sustainable development – including districts, sites, buildings, corridors and parks – through the use of innovative building technology and methods such as National Green Building Standard, LEED, etc.

This plan highlights anticipated areas of change, including the focus areas. It is important to emphasize the recommendations of this plan as part of the review process to ensure that development proposals fit within the context of future plans for the surrounding area. Additionally, the city should continue to monitor its regulations and make adjustments as necessary to ensure development meets the character and design expectations of the city and of the recommendations described in this plan. The city should also encourage the construction of the building typologies found in the Urban Center Code. Finally, the city should assess the Design Guidelines and Requirements to determine where updates are needed to accomplish the goals and objectives of the strategic plan.

L6. Invest in the supporting infrastructure of the city to continue to provide high quality services to residents and businesses.

Infrastructure is an extremely important factor when planning for growth and future land uses as it is necessary for development to provide services for residents and businesses. One such example of this is stormwater infrastructure and management. The city should provide for the safe and efficient collection of stormwater and continue to maintain and improve the water quality of New Albany's tributaries. One way of managing stormwater collection and infiltration is through facilities like retention ponds, bioswales, and rain gardens. Any future stormwater management facilities should be designed to blend with surrounding development as an attractive amenity and landscape feature.

Additionally, the city should implement waterline and sanitary sewer extensions to growth areas consistent with this strategic plan. These would be areas within the study area boundary that do not currently receive city utilities.

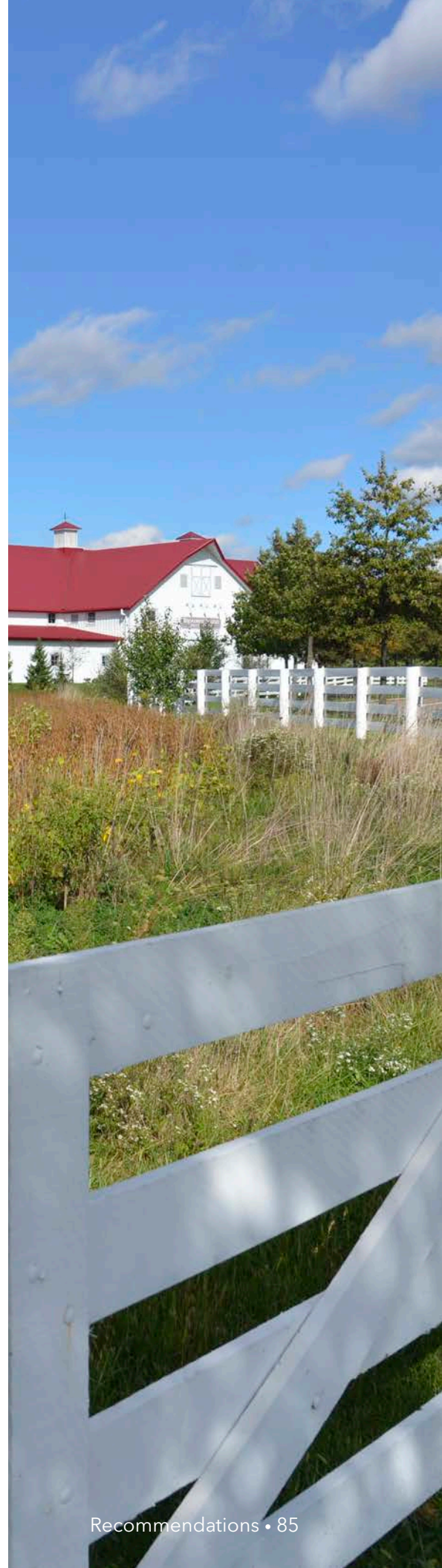
L7. Coordinate with neighboring jurisdictions and regional entities to manage the quality and intensity of growth along New Albany's periphery.

The city has been very proactive in coordinating and collaborating with partners in planning for the regional growth. One example of this collaboration is the Rocky Fork-Blacklick Accord, a multi-jurisdictional land use and development agreement between the City of New Albany, City of Columbus, and Plain Township that was adopted in 1997. The city should work with its partner jurisdictions to determine the next evolution of the plan.

Similarly, in 2017 the city entered into the Western Licking County Accord along with Jersey Township and the Village of Johnstown to plan for and responsibly manage future growth in the west portion of Licking County. The city should continue to advance this work by following the recommendations set forth in the accord. Additionally, the city should consider studying the creation and formalization of a greenbelt along the edges of the community, especially near the city's northeastern, eastern, and southeastern edges.

At a regional scale, the Mid-Ohio Regional Planning Commission (MORPC) is the regional council for Central Ohio communities. New Albany is a member of MORPC and should continue to coordinate and share information with the organization to ensure that they are using the most accurate and up-to-date information when planning for land use, transportation, and sustainability for the entire region.

Through the mechanisms described above and through other partnerships, the city can continue to coordinate regionally on matters of land use, schools, emergency services, parks, transportation, and utilities, all with the goal of improving the lives of residents and community members.



SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the land use recommendations. A more detailed summary matrix can be found starting on page 239.

L. LAND USE	
<i>Goal: Balance land uses within New Albany to achieve the city's vision.</i>	
RECOMMENDATIONS	
L1. Balance residential, employment, and retail growth.	
a.	Continue to implement city policies related to balancing growth and annexation with needed revenues and necessary services.
b.	Maintain a ratio of city residents to employees of about 1:1.5 as the city continues to grow.
c.	Seek sources of revenue and cooperative financing solutions to offset costs of future capital improvements and to ensure new development pays its fair share of growth impacts.
d.	Allow the transfer of residential density in order to maintain a gross residential density across the city of 1 dwelling unit per acre.
e.	Maintain land development intensities sensitive to both the capacity of the transportation network and established land use policies.
f.	Follow the recommendations of the Western Licking County Accord with annexation and development in this area.
g.	Encourage walkable, mixed-use development as designated in this plan to allow people to live, work, shop, learn and play in close proximity while minimizing conflicts between land uses.
h.	Align land use policies, infrastructure implementation, and community facility investments to maximize efficiency and public benefit.
i.	Support the school district in a fiscally responsible manner to ensure that it maintains its successful school system.
L2. Encourage a broader range of housing option for all life stages to facilitate aging-in-place within the community while preserving the desirability of New Albany's existing neighborhoods.	
a.	Support the creation of additional "cluster" neighborhoods like Ashton, Keswick, and Ealy Crossing.
b.	Encourage senior and young professional housing types in the Village Center and other identified nodes with walkable amenities.
c.	Support the creation of workforce housing within New Albany's employment shed.
d.	Continue to create residential development focused around community park and natural spaces.
e.	Maintain the quality of life and continue to invest in the services, amenities, and placemaking that ensures residents continue to invest in and live in New Albany.
L3. Continue to support and encourage the development of dynamic employment centers in New Albany.	
a.	Support mixed-use, walkable development for employment-based development.
b.	Focus on employment uses for new development (office, data center, industrial, retail & service amenities).
c.	Where office uses are stand alone, focus them in campuses with supporting amenities and a defined site organization.
d.	Identify land for future employment uses and the necessary infrastructure to support them.
e.	Continue to invest in the city amenities, services, infrastructure, and character that attracts and retains businesses and employment uses.

L. LAND USE

Goal: Balance land uses within New Albany to achieve the city's vision.

RECOMMENDATIONS

L4. Serve the needs of the residents and workers of New Albany with appropriate retail and service development.

- a. Focus retail development in the Village Center and in strategic locations across the city that serve as convenience retail.
- b. Allow the integration of neighborhood-level retail that provides convenience for New Albany residents as a quality of life factor.
- c. Require retail development to be neighborhood-scale in design.
- d. Ensure that retail in the Village Center and proximate to residential neighborhoods is sited and designed to be walkable and designed to emphasize the pedestrian experience.
- e. Encourage and support locally-serving retail.

L5. Maintain a high standard of the built environment.

- a. Monitor regulations and make adjustments as necessary to ensure development meets the character and design expectations of the city and focus/land use areas.
- b. Emphasize focus area and corridor planning as part of the review process to ensure that development proposals fit within the context of future plans for the surrounding area.
- c. Encourage green building, resiliency, and other innovative building technology that will create a more environmentally friendly and sustainable architectural environment.
- d. Integrate a diversity of uses, forms, and styles of buildings, spaces, and byways that compliment and enhance the existing character of New Albany.
- e. Encourage the construction of the building typologies found in the city's Urban Center Code in the defined hamlet area.
- f. Use four-sided architecture, high quality materials, and Georgian, farmstead, or otherwise complementary-style architecture.
- g. Utilize innovative and iconic architecture and design for office buildings.
- h. Focus on the design details of public and semi-public spaces to create comfortable places that will facilitate congregation and conversation.

L6. Invest in the supporting infrastructure of the city to continue to provide high quality services to residents and businesses.

- a. Provide for the safe and efficient collection of stormwater and continue to maintain and improve the water quality of New Albany's tributaries.
- b. Implement waterline and sanitary sewer extensions to growth areas consistent with the strategic plan.
- c. Design future stormwater management facilities to blend with surrounding development as an attractive amenity and landscape feature.

L7. Coordinate with neighboring jurisdictions and regional entities to manage the quality and intensity of growth along New Albany's periphery.

- a. Coordinate with partner jurisdictions to determine the next evolution of the Rocky Fork Blacklick Accord.
- b. Advance the Western Licking County Accord.
- c. Coordinate and share information with the Mid-Ohio Regional Planning Commission.
- d. Continue to coordinate regionally on matters of land use, schools, emergency services, parks, transportation, and utilities.



MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

In past versions of the strategic plan, this section was referred to as transportation. The renaming of this section to mobility indicates a dedication to planning for all modes of transportation and a prioritization of pedestrians, bicyclists, transit users, and people who use wheelchairs or other assistive devices in addition to automobiles throughout New Albany's transportation system.

New Albany has been planning for pedestrians and bicyclists for many years—which has resulted in an extensive leisure trail system and the adoption of the *Bike New Albany* plan.

As a result of recommendations from the *2014 Strategic Plan*, New Albany has recently expanded transit access to and within the city, with the launch of the SmartRide program in partnership with COTA. These are just a couple of examples of how New Albany's mobility focus is about people and their safe movement from place to place. This section provides strategies to further this approach.

In addition to the logistical function of New Albany's transportation system, the design of roadway corridors throughout the city presents an opportunity to reinforce the community's character.

This section provides a detailed character classification of all existing and planned roadways in the city to provide guidance for the city as new roadways are constructed and improvement projects are completed.

This section also describes seven key mobility strategies and their related objectives that are intended to create a safe and effective mobility network that allows people to efficiently travel to and from destinations within New Albany and the region.



“I would **prioritize the use of alternative transportation** throughout the region. If we can make the city more commutable that can **help with less traffic.**”

- Community member

WHAT WE HEARD

Mobility was a major theme throughout the planning process. A transportation subcommittee was formed to guide and review recommendations. Additionally, during the second community workshop, the planning team gathered targeted feedback specifically about mobility. The results from the transportation subcommittee meetings are listed below and feedback from the second community workshop can be found on the following page.

Transportation Subcommittee

What would make you and New Albany residents more likely to use transit?

- More frequent service
- Convenient schedule
- Few transfers
- Easy access to destinations

What would make you and New Albany residents more likely to walk or bike?

- Access to more destinations within walking/ biking distance
- Sense of safety
- A more connected system of pedestrian and bike infrastructure
- Maintain leisure trail system and remove snow in the winter

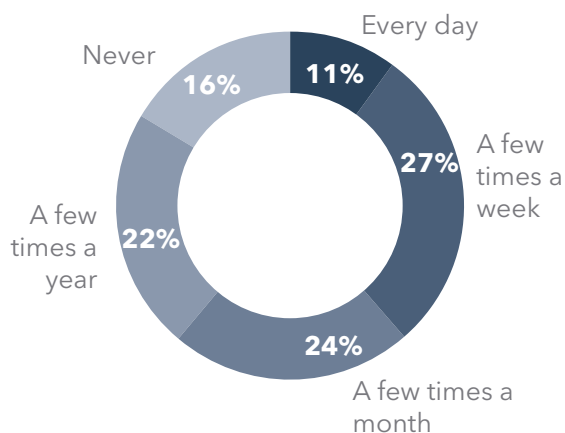


"All neighborhoods should have the ability for **kids to ride bikes to school** and central entertainment locations without being on a street."

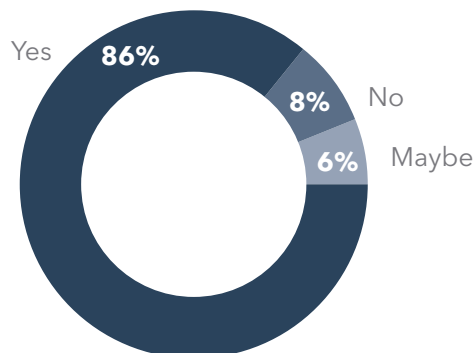
"Using corridors and gateways to **reinforce character**...while simultaneously **improving traffic flow**"

Community Feedback

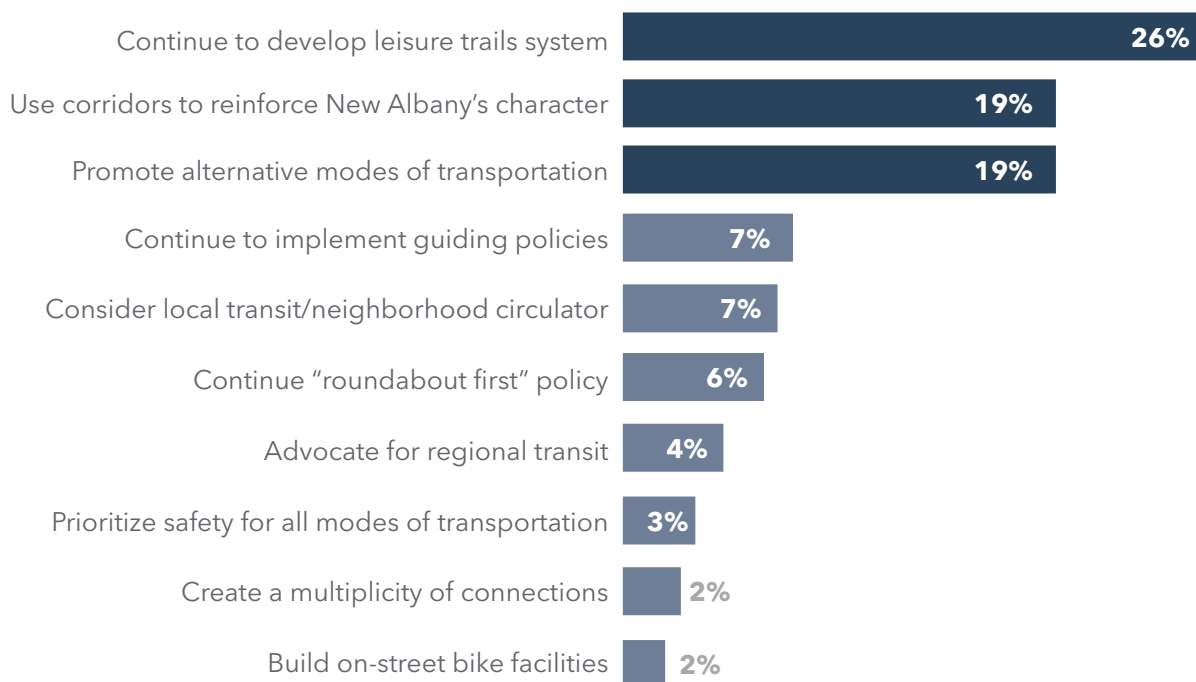
How often do you or your family walk or bike to a destination within New Albany? (n=184)



Do you agree that we should preserve the character of New Albany's corridors in our efforts to improve traffic flow? (n=167)



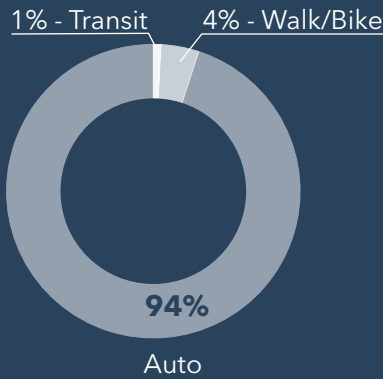
*Which of the mobility strategies for New Albany would you prioritize? (n=164)**



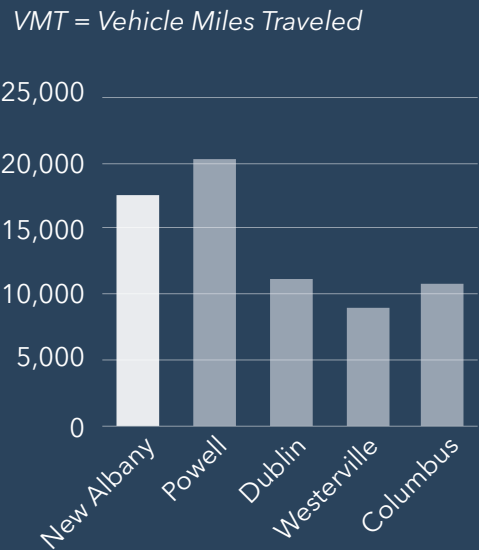
**=percentages don't equal 100 because responses could count for more than 1 theme*

NEW ALBANY TRANSPORTATION OVERVIEW

MODE SHARE IN NEW ALBANY



AVG. ANNUAL VMT PER HOUSEHOLD



AVG. HOUSEHOLD AUTO COSTS

	Fuel	Ownership & Maintenance	Total Costs
New Albany	\$1,999	\$10,593	\$12,592
Powell	\$1,716	\$9,093	\$10,809
Dublin	\$1,374	\$7,281	\$8,655
Westerville	\$1,075	\$5,695	\$6,770

TRANSPORTATION ANALYSIS

As a priority topic for this strategic plan, extensive analysis was conducted to understand New Albany's mobility-related challenges and opportunities. This analysis included a thorough data and mapping analysis as well as an in-depth traffic modeling exercise, completed in collaboration with the Mid-Ohio Regional Planning Commission (MORPC). The traffic modeling was conducted using the most recent annual average daily traffic (AADT) counts as well as 2019 traffic counts in conjunction with assumptions about future land uses to model various impacts on New Albany's roadway system. These impacts were tested with and without improvements to the roadway system.

To the left are a few significant points of data related to transportation in New Albany and its peer cities. The first graph depicts the percentage of trips that originate in New Albany broken down by travel mode. 94% of trips are made with automobiles, while only 4% are made by walking or biking, and only 1% are made using transit services. This indicates a heavy reliance on personal vehicles by residents and employees in New Albany for travel throughout the city and the greater region.

The next chart shows the average annual vehicle miles traveled (VMT) per household for New Albany and four peer cities from across Central Ohio: Powell, Dublin, Westerville, and Columbus. New Albany has the second highest average annual VMT per household, next to Powell at over 20,000 VMT. These results may be indicative of the fact that many residents in these outer suburban communities are driving longer distances to travel to work, such as to and from Downtown Columbus and surrounding suburbs. This is also confirmed in the traffic origin and destination data on the following page. Finally, the average household automobile costs for New Albany and the peer cities are shown in the last chart. This chart breaks down automobile costs by fuel and ownership/maintenance costs. Of the peer cities, New Albany has the highest costs in fuel, in ownership/maintenance and therefore, in total. The higher fuel costs are again indicative of longer driving distances and also likely correlate to the fact that about 45% of New Albany households own three or more vehicles, according to estimates from the American Community Survey (ACS).

Source: Urban Footprint (2019)

Traffic Origins and Destinations

To determine the travel patterns of New Albany's residents and employees, traffic origin and destination data was mapped, the results of which can be seen to the right. Figure 3.19 illustrates the origin or place of residence for New Albany's employees. The darker the color on the map, the higher the concentration of employees that live there. Most of New Albany's employees live outside the city in places like Northwest Columbus, the Shorth North, Downtown Columbus, German Village, Reynoldsburg/East Columbus, and Newark. Figure 3.20 illustrates the destination or place of employment for New Albany's residents. The majority of New Albany residents do not work within the city. A high concentration of residents work in Downtown Columbus, as that is the major regional employment center. Other places of employment include the University District of Columbus near The Ohio State University's main campus, Dublin, Polaris, and Easton. These patterns help to paint a picture of the commute patterns and the sources of heightened traffic regionally and within city limits.

Figure 3.19 | Place of Residence for New Albany Employees

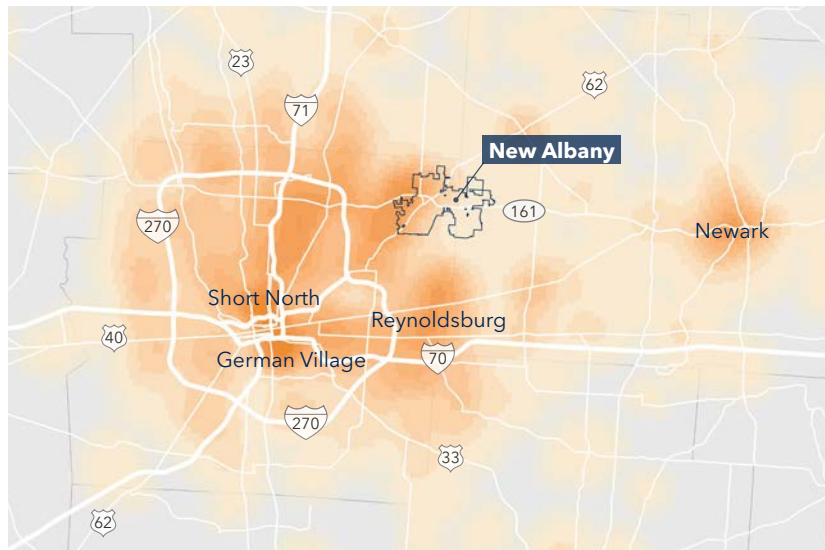
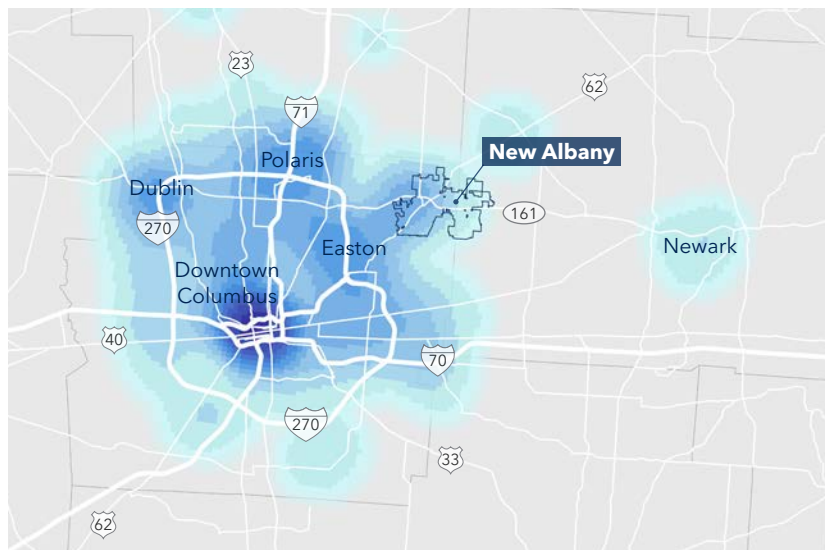


Figure 3.20 | Place of Employment for New Albany Residents



40%

of all trips within New Albany utilize SR 161

4 out of 10

cars in New Albany are through traffic

1 out of 3

trips in New Albany have destinations in New Albany

34%

of all vehicular trips in New Albany originate in New Albany



Traffic Modeling

A component of the transportation analysis conducted as part of this planning process included a detailed transportation demand modeling evaluation. A transportation model is a computerized simulation of the roadway network and traffic volumes, and is used to determine future volumes related to future development, and to evaluate the effectiveness of major roadway improvements. This evaluation was performed in collaboration with the Mid-Ohio Regional Planning Commission (MORPC). It involved multiple inputs and steps; the entire process is outlined as follows:

1. Develop land use assumptions and projections

One of the basic inputs of the transportation demand model is land use. MORPC has a regional inventory of land uses for the existing conditions and they also prepared 2050 land use projections for the entire region. To ensure accuracy for future land uses within the project study area, the planning team provided MORPC with updated traffic counts, the anticipated future land uses (see page 57) as well as the projected number of residents and employees (see page 55) for New Albany. This information was provided to MORPC by traffic analysis zone (TAZ), the geographic zones by which the transportation demand modeling is performed.

2. Validate the transportation demand model for the New Albany study area and establish existing traffic volumes

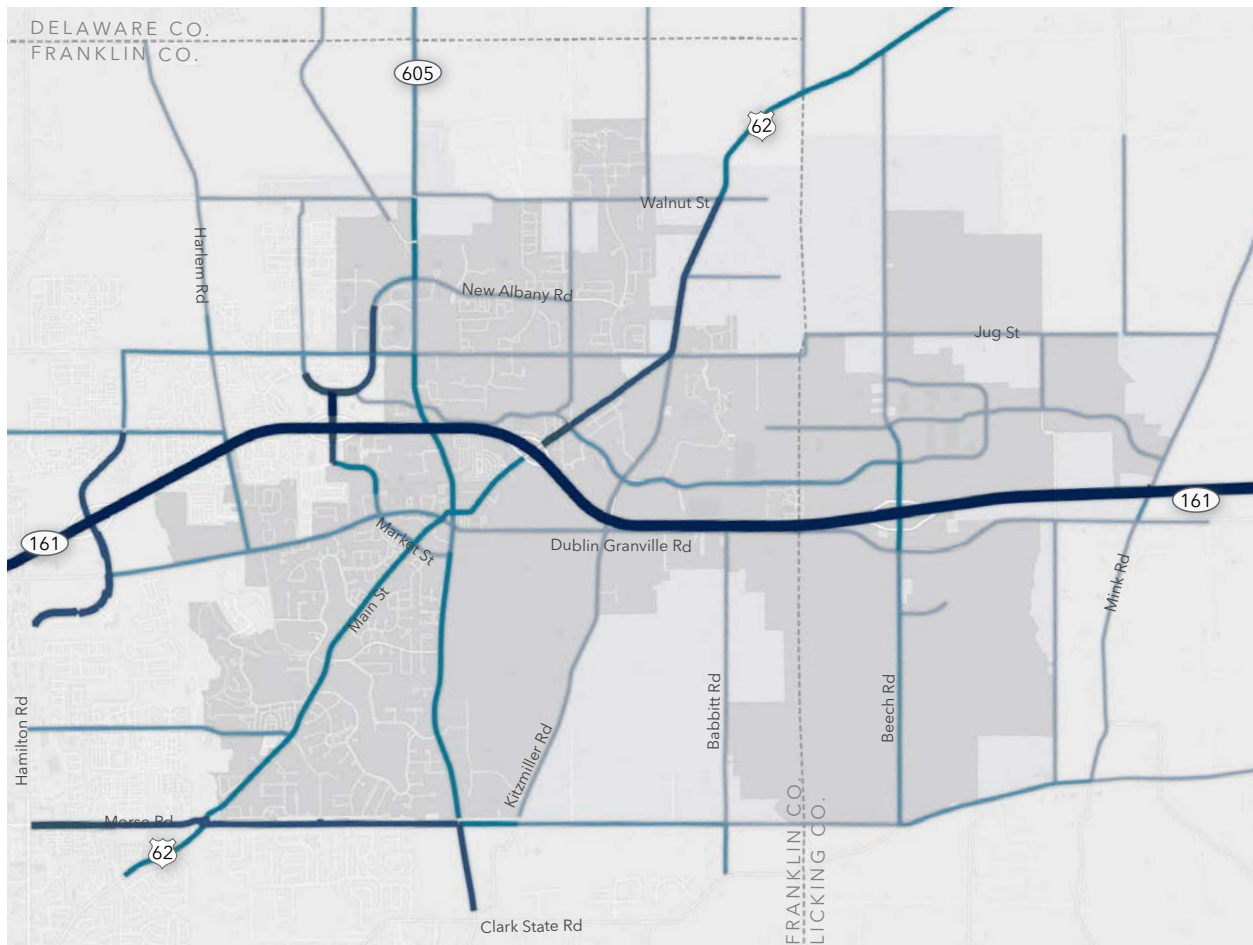
MORPC used their regional land use inventory to develop existing traffic volumes with the regional transportation demand model. They validated these counts against existing traffic counts in the study area to review the accuracy of the model.

3. Establish 2050 New Albany study area transportation network and perform traffic volume projections

Once the model was deemed to be accurate for the New Albany study area, MORPC and the planning team worked together to prepare a 2050 transportation network based on planned and proposed roadway improvements. With this information, MORPC then ran an analysis of the model, which determined the average daily traffic estimates for the year 2050. MORPC also ran several analyses using alternative transportation network improvements, so the planning team could determine which improvement options would be most effective.

The results of this transportation demand modeling analysis can be found on the following pages.

Figure 3.21 | Existing Daily Traffic Volumes



Existing Daily Traffic Volumes

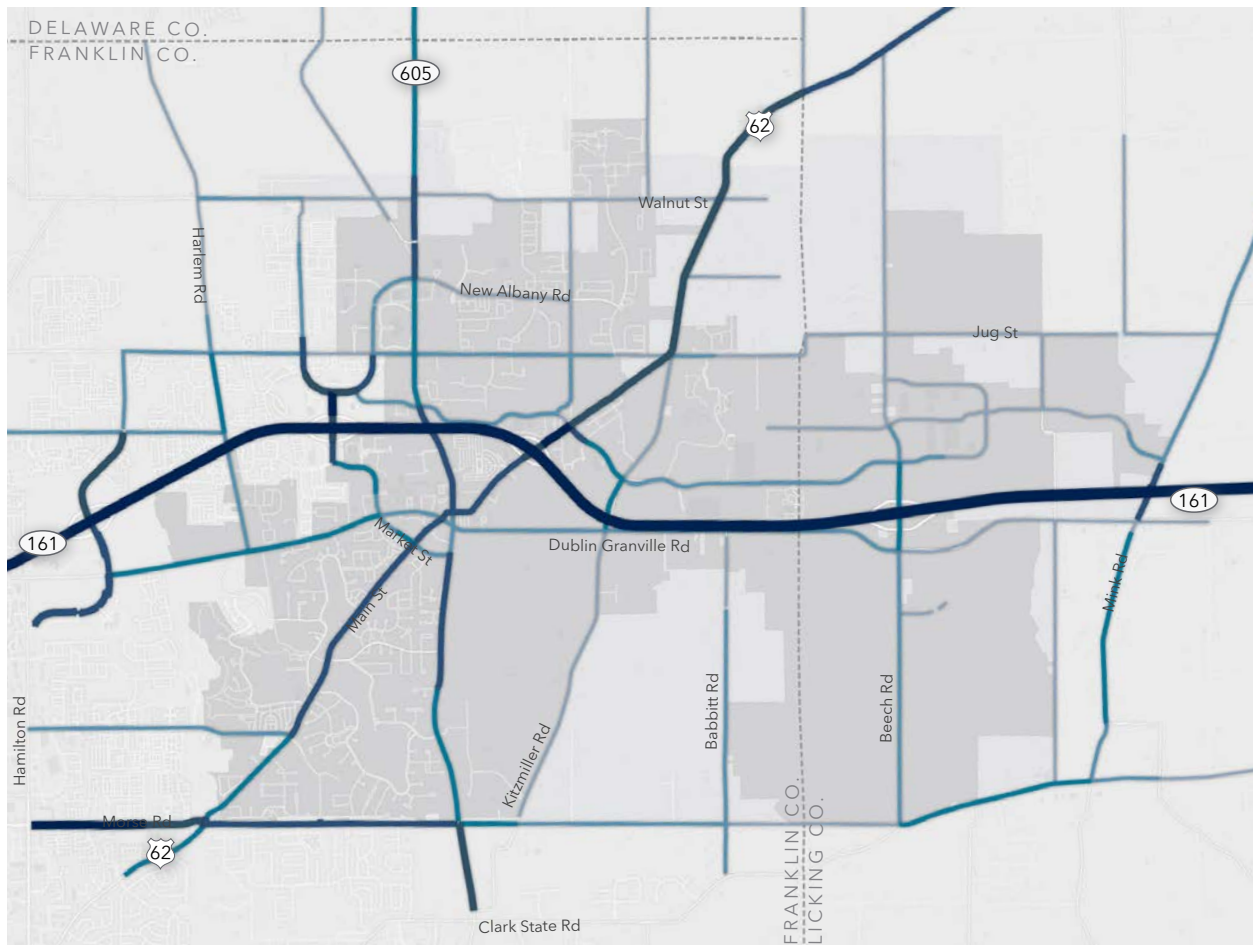
Based upon information prepared by MORPC, volumes on SR 161 range from 37,000 east of Mink Street, to 62,000 west of New Albany Road. Volumes on local city streets are significantly less, typically ranging from 5-15,000 vehicles per day. Of all traffic entering and exiting the city, roughly 40% are through trips, and do not originate or end within the city. These through trips are mainly along SR 161 and key corridors such as US 62 and SR 605. Further, about 40% of all trips in New Albany are oriented to and from SR 161.

This is reflected in the large concentrations of traffic at the SR 161 interchanges at US 62, New Albany Road, Beech Road, and Mink Street. For example, volumes on US 62 are in the range of 16,000 north and south of the city, but increase to 28,000 at SR 161. The volume patterns in the city of local and through trips reflect a roadway network with limited options for alternative routes, where most traffic is funneled to major city corridors, resulting in significant backups at key intersections. This is reflected in traffic conditions in the Village Center, where US 62 and SR 605 intersect with Dublin-Granville Road, causing a focused area of congestion during peak travel periods.

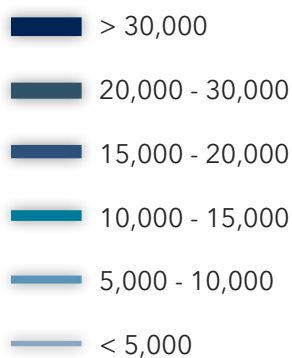
Legend

> 30,000	
20,000 - 30,000	
15,000 - 20,000	
10,000 - 15,000	
5,000 - 10,000	
< 5,000	

Figure 3.22 | 2050 Average Daily Traffic Without Improvements



Legend

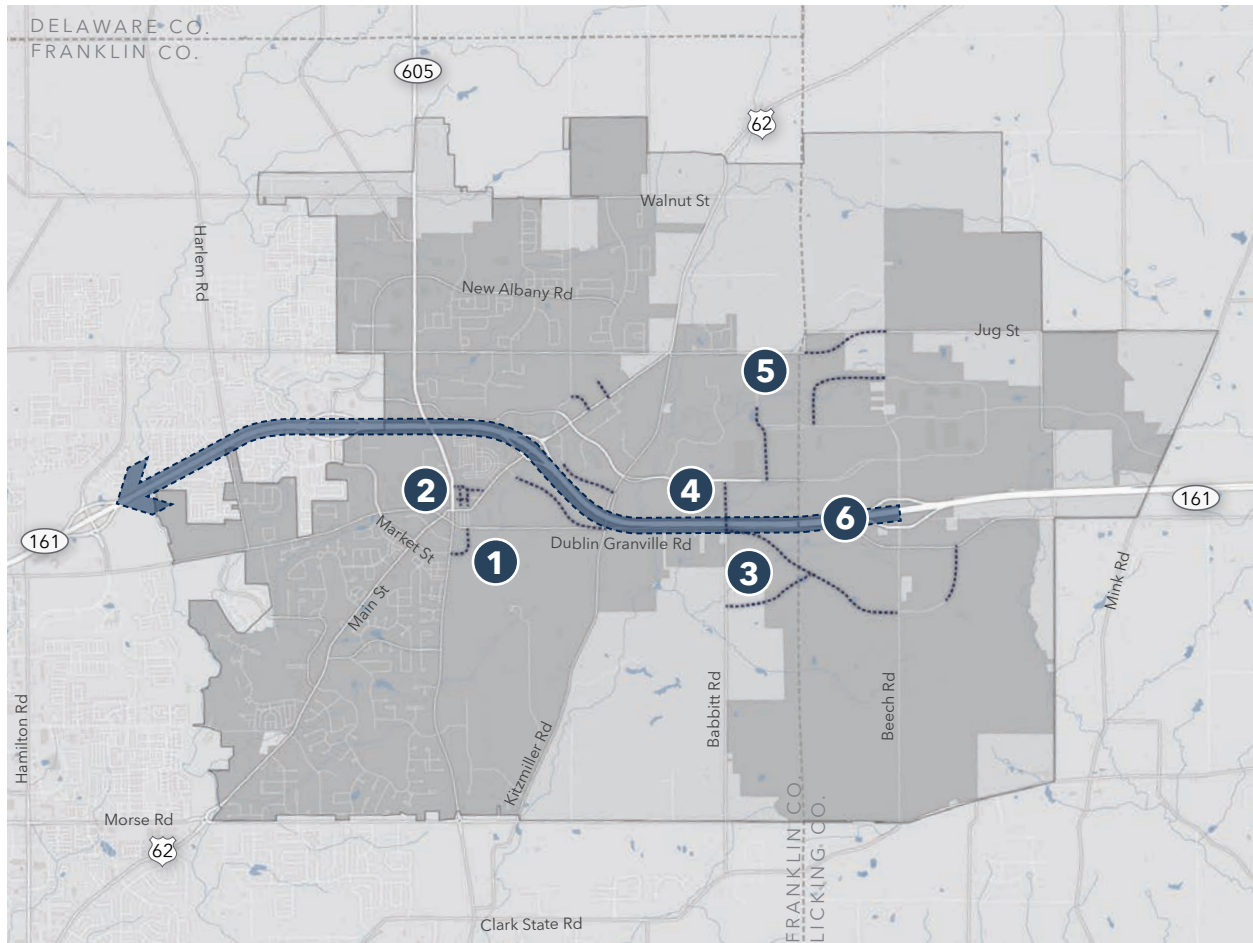


2050 Daily Traffic Volumes without Roadway Improvements

Future development within and around New Albany will be expected to show a general increase in traffic throughout the city of approximately 1.3% per year. This may be considered a medium growth rate, although some roadways will show much higher rates of growth, other roads much less. Although a significant percentage of future traffic will still be oriented to and from the west, more traffic growth will be expected towards the north.

For roads and intersections already experiencing higher levels of congestion, the increased traffic will be expected to amplify those congestion levels, including in the Village Center and at the US 62 interchange with SR 161. There are several methods of addressing future congestion, ranging from encouragement of alternative modes of transportation, improvements at key intersections, and providing alternative travel routes such as new roadways or roadway extensions.

Figure 3.23 | Proposed Roadway Improvements



Proposed Roadway Improvements

To accommodate future development and a slight increase in traffic in New Albany, a few roadway improvements and additional roadway connections were modeled. These include:

1. Extension of Market Street to connect to 3rd Street in the Village Center;
2. Expansion of the historic street grid in the Village Center between SR 605 and US 62;
3. Extension of Ganton Parkway from Beech Road to Babbitt Road and from Kitzmiller Road to US 62 at what is now Thiesen Road;

4. Extension of Babbitt Road north from Worthington Road to Smith's Mill Road over SR 161;
5. Continued roadway connections in the business park; and
6. Widen SR 161 to three lanes in each direction to the Beech Road interchange.

The transportation system with these proposed roadway improvements was modeled to determine their traffic impact. The results of that analysis can be found on the next page.

Legend



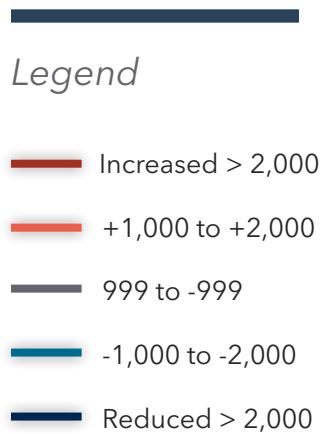
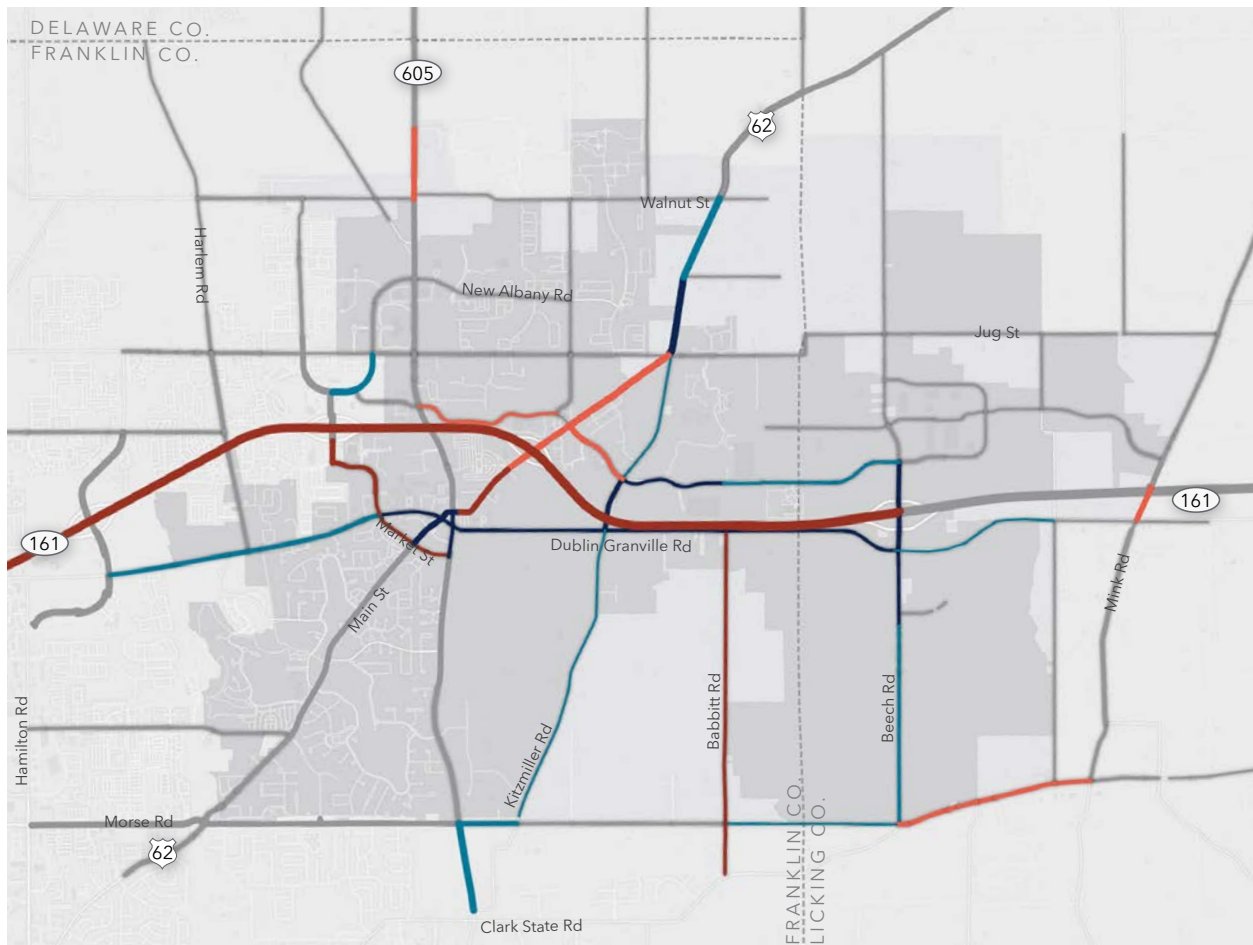
- Proposed Roadways 
- Proposed Roadway Widening 

Figure 3.24 | 2050 Change in Traffic Volumes Due to Proposed Roadway Improvements



Change in Traffic Volumes Due to Proposed Roadway Improvements

The 2050 model projections, with and without the roadway improvement options, show three key findings.

First, with the widening of SR 161, future volumes to the east of New Albany show little change from future volumes without the widening, but there was a slight increase on SR 161 to the west.

Second, providing alternative routes through construction of new roadways in key areas will be expected to benefit traffic flows within those areas, such as in the Village Center.

Third, the construction of alternative routes can be expected to reduce the future traffic grown in the Village Center by 8-12 percent, which may reduce the need for some roadway improvements and reduce the amount of traffic in key areas such as in the Village Center.

Market Street Extension to Third Street

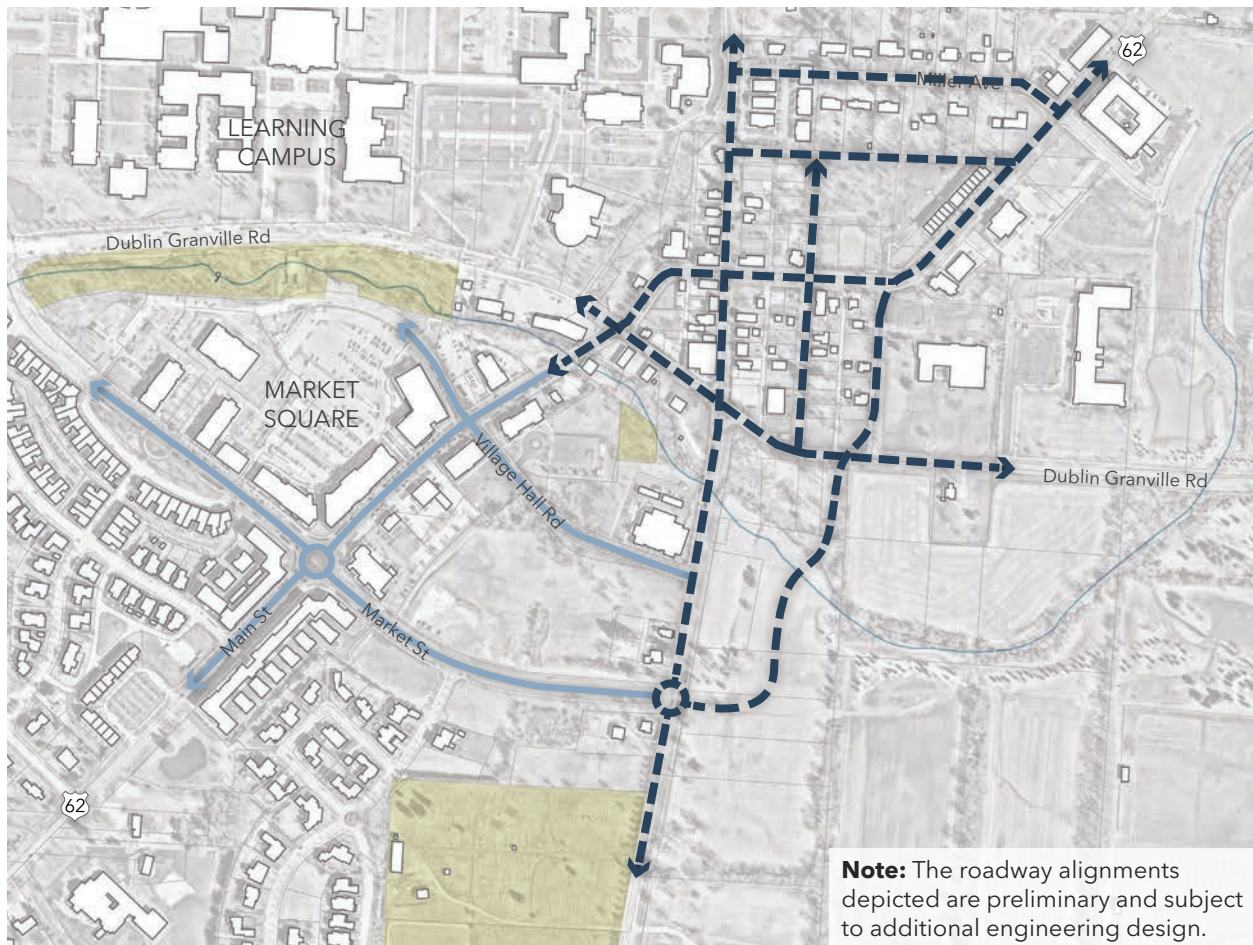
While historic town centers were intuitively and organically designed to accommodate pedestrians, today's development requires deliberate planning to achieve development that is pedestrian friendly and an attractive destination while accommodating the practical necessity of vehicular travel. Traffic in the Village Center has been identified as a critical factor in its development since the Village Center plan was adopted in 2006. To address this, the plan recommends the continued expansion of the Village Center roadway network to ensure that traffic is appropriately managed and dispersed throughout the Village Center.

Congestion within the Village Center was a primary focus of traffic analysis and modeling efforts. This analysis quantifies traffic congestion and movements based on actual traffic counts and data. The Traffic modeling found that 43% of all traffic in New Albany is through traffic, that is, traffic that is simply cutting through the city as a part of daily trips.

Additionally, the two major arterial roadways of US 62 (Main Street in the Village Center) and State Route 605 (High Street in the Village Center) converge in the Village Center where streets are narrowest and on-street parking is provided to support local businesses. Several scenarios were modeled. They determined that the extension of Market Street to Third Street provides meaningful and significant improvements to the overall traffic conditions within the Village Center. The extension of Market Street to Third Street facilitates the flow of through traffic within the Village Center and separates it from local traffic that has the Village Center as its final destination. The extension of Market Street provides additional street capacity to disperse traffic, which in turn improves travel times, having the effect of less traffic delays. Additionally, it has been a longstanding priority to maintain narrower, pedestrian oriented streets and the extension of the road network will accomplish this priority. In doing so, it will maintain the character of the Village Center. The model also confirms that two lane roadways are sufficient for moving traffic within and through the Village Center. This reinforces the city's fundamental design principal that adding connectivity is a more effective means of moving traffic than adding lanes.

The road network in the Village Center has expanded alongside new development to ensure adequate access and capacity. The city has attempted to avoid the scenario wherein excessive retail development triggers the need to widen roads to meet demand and instead has focused on building a robust, yet pedestrian scaled network for vehicles and pedestrians. Market Street was originally constructed along with the first phase of Market Square. Accordingly, the first extension of Market Street to Reynoldsburg-New Albany Road was completed in 2016 in coordination with the Market and Main developments. Since then, through subsequent plans and studies, the continued extension of Market Street has been evaluated and identified as a necessary addition to the roadway network that will better distribute and convey traffic in the Village Center, in a manner that is consistent with the city's planning and design standards to create a vibrant town center.

Figure 3.25 | Proposed Alignment of Market Street Extension



While the extension of Market Street to Third Street provides substantial relief to vehicular traffic within the Village Center, it should be noted that increased benefits can be gained through additional connections locally and through regional street improvements. Future connections between Main Street, Dublin-Granville Road, and Ganton Parkway will further improve vehicular traffic movement by providing an additional variety of connections and travel options.

Due to the large number of through trips within the Village Center and city as a whole, the regional improvements identified and recommended in this plan will aid in their reduction.

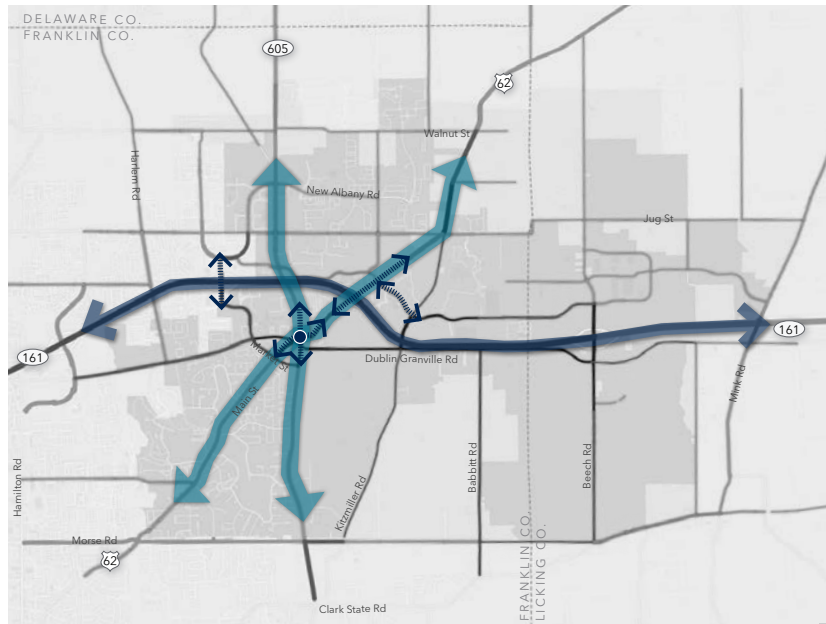
Transportation Analysis Conclusion

The holistic approach toward mobility in this strategic plan outlines the manner in which the city can best address the New Albany's future traffic and mobility needs.

One conclusion to draw from the analysis is that the traffic modeling demonstrates the advantages of alternative routes, which are a crucial step in facilitating targeted development in the core of the city. Alternative routes can help to limit the magnitude of volume growth on existing Village Center streets. This is also demonstrated by the fact that the traffic volumes projected in the 2050 model with proposed roadway improvements were within the same range as existing traffic volumes. This indicates that the planned street network is capable of handling growth. Therefore, the city can continue to grow the business park and the Village Center with negligible increases in traffic.

The traffic modeling also demonstrates that simply widening roads or building new roadway connections will not solve all traffic congestion issues throughout the city. This is because for most roads along developed corridors the roadway capacity remains largely fixed even as traffic volumes grow.

Figure 3.26 | Identified Traffic Problem Spots



This holistic approach also shows the need for roadway improvements outside the Village Center including new roadway alignments, which can allow motorists the option of bypassing congestion points at key locations in the city.

Finally, this approach shows the need to provide for and encourage the use of alternative modes of transportation, such as transit and bicycling, which in turn correspond to other city goals. For example, by encouraging these alternative modes, vehicular traffic may be further reduced, but this can also help to reduce air pollution, and by encouraging walking or bicycling can in turn result in a healthier lifestyle for city residents.

FUTURE THOROUGHFARE PLAN

The future thoroughfare plan establishes the development of a complete roadway network. This plan categorizes existing and planned roadways by functional classification and character classification. The functional classification will be used by city officials to secure federal, state, and local funding for roadway improvement projects and the construction of new roadways. Character classification, explained in more detail on the following pages, relates to the implementation of the desired aesthetics of roadway corridors, which contributes to New Albany's unique community character. When improving or constructing new roadways, this plan serves as a guide for their intended design, anticipated traffic capacity, and character. This plan will also be consulted when development is reviewed to determine if any portions of property need to be set aside for future transportation needs.

Functional Classification

Functional classification involves the grouping of roads and highways in a hierarchy based on the level of transportation service they are intended to provide. Functional classification defines the role that a particular roadway plays in the flow of traffic in a whole network. This classification is especially important when applying for public funding for roadway projects. The functional classifications are based on definitions provided by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT).

Interstates

Interstates are the highest classification of arterials and are designed with the highest levels of mobility and long-distance travel in mind, linking major urban areas. Access is limited and typically provided at interchanges, in order to minimize disruption to through travel.

Principal and Minor Arterials

Principal arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Direct access to adjacent land uses can be served directly but are typically spaced at significant distances to reduce disruption to through travel.

Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher level roadways.

Major and Minor Collectors

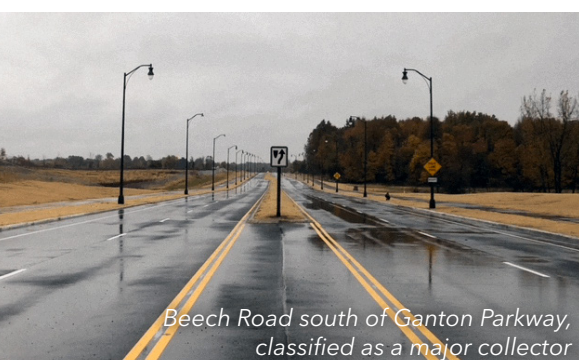
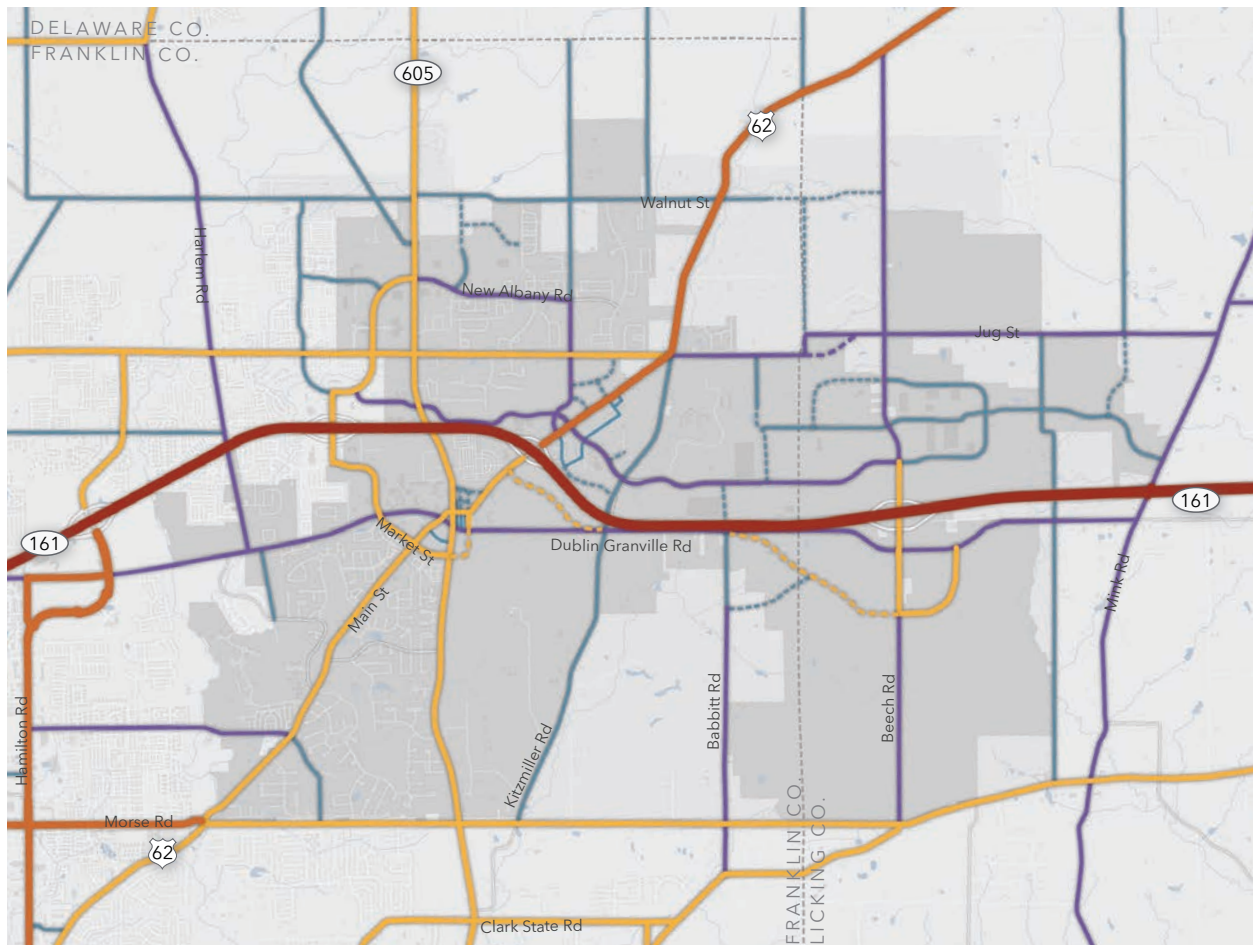
Major collectors gather and channel traffic from local roads to the arterial roadway network.

Minor collectors serve a purpose similar to major collectors, but generally have lower volumes, shorter lengths, fewer lanes, lower speed limits, and provide more access locations.

Local Roads

Local roads represent the largest percentage of all roadways in terms of mileage. They are typically designed for lower speeds and to discourage through traffic, and typically are the primary access to local developments.

Figure 3.27 | Functional Classification Map



The map above depicts the expected functional classifications for all existing and planned roadways in and around the city.

Legend

- Interstates —
- Principal Arterial —
- Minor Arterial —
- Major Collector —
- Minor Collector —
- Local Roads —
- Proposed Roadways ---

Character Classification

This plan proposes a more detailed classification and precise application of defining character elements of New Albany's roadway corridors. Character classification defines the ways in which existing and future roadway corridors in the strategic plan study area can contribute to New Albany's aesthetics and help to further define the character of the community. While functional classification details the intended level of service of roadways in moving traffic safely, character classification describes the design elements that make traveling along a roadway corridor feel comfortable for all modes of transportation. This classification examines elements that are within the public right-of-way, such as on-street bike facilities; on-street parking; street edge conditions; and amenity zones, which are designated areas for streetscape elements, such as street lighting, furnishings, and street trees. Some elements of this classification system can extend beyond the right-of-way, like development setbacks, utilities, and access management.

Existing and future roadway corridors in the strategic plan study area have been assigned to the following seven character classes:

- Business Park
- Business Park Transitional
- Commercial Center
- Village Center
- Village Traditional
- Rural
- Neighborhood

The character classification map on the following page illustrates this proposed system. Detailed information about each of the classes is expanded upon on the following pages.



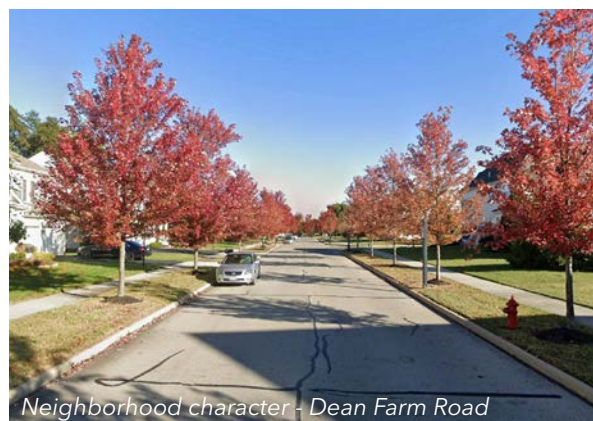
Business Park character - Smith's Mill Road



Village Center character - S High Street

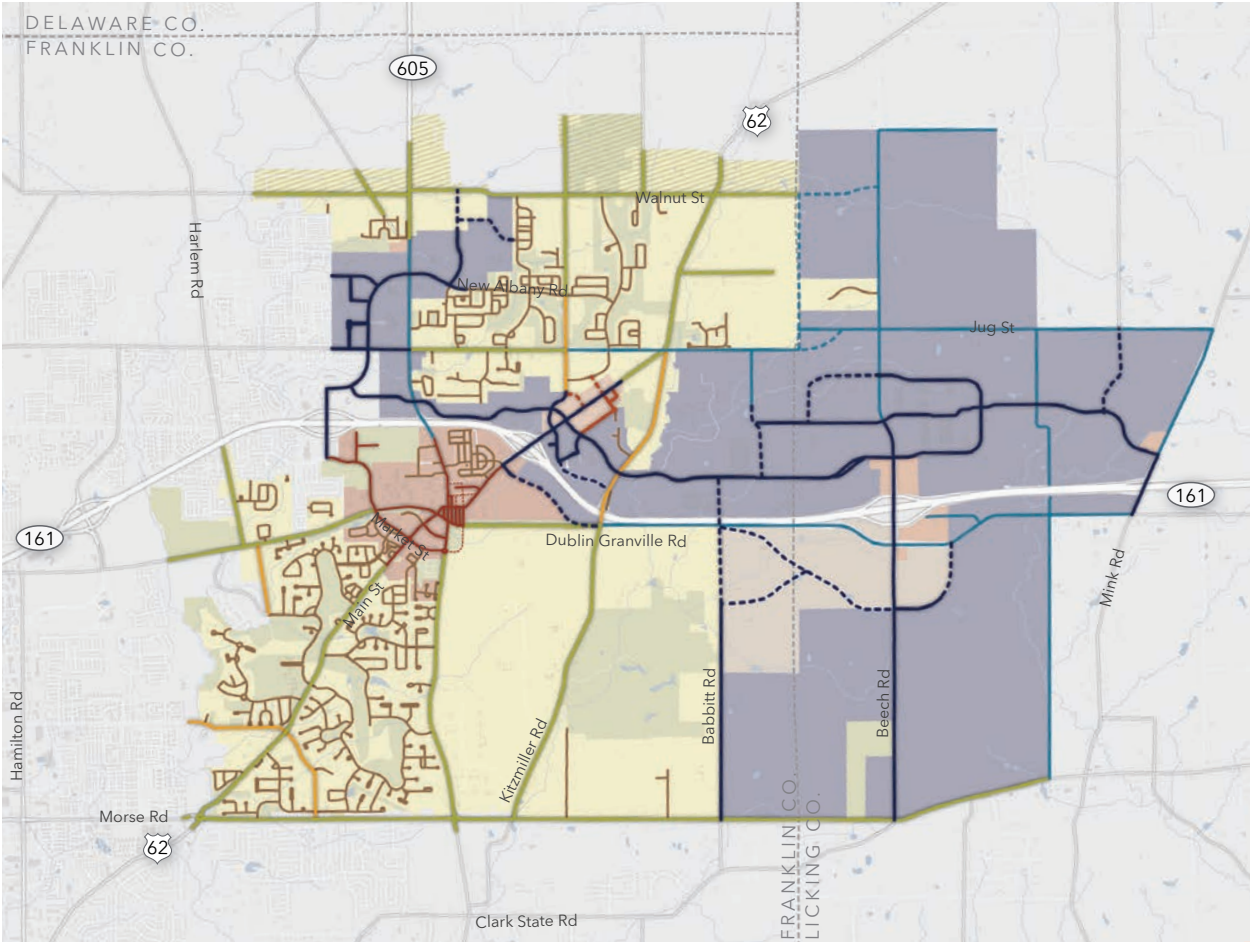


Village Traditional character - Kitzmiller Road



Neighborhood character - Dean Farm Road

Figure 3.28 | Character Classification Map



Future Land Use

Green Space	
Residential	
Village Center	
Retail	
Mixed Use	
Employment Center	

Character Classification

Business Park	
Business Park Transitional	
Commercial Center	
Village Center	
Village Traditional	
Rural	
Neighborhood	
Proposed Roadway	

Business Park

New Albany's Business Park extends from west to east across the city, with more recent expansion south of SR 161 along the Beech Road corridor. With the anticipated continued growth of the Business Park and employment-based land uses, new roadways with this character classification will likely be built over the next several years.

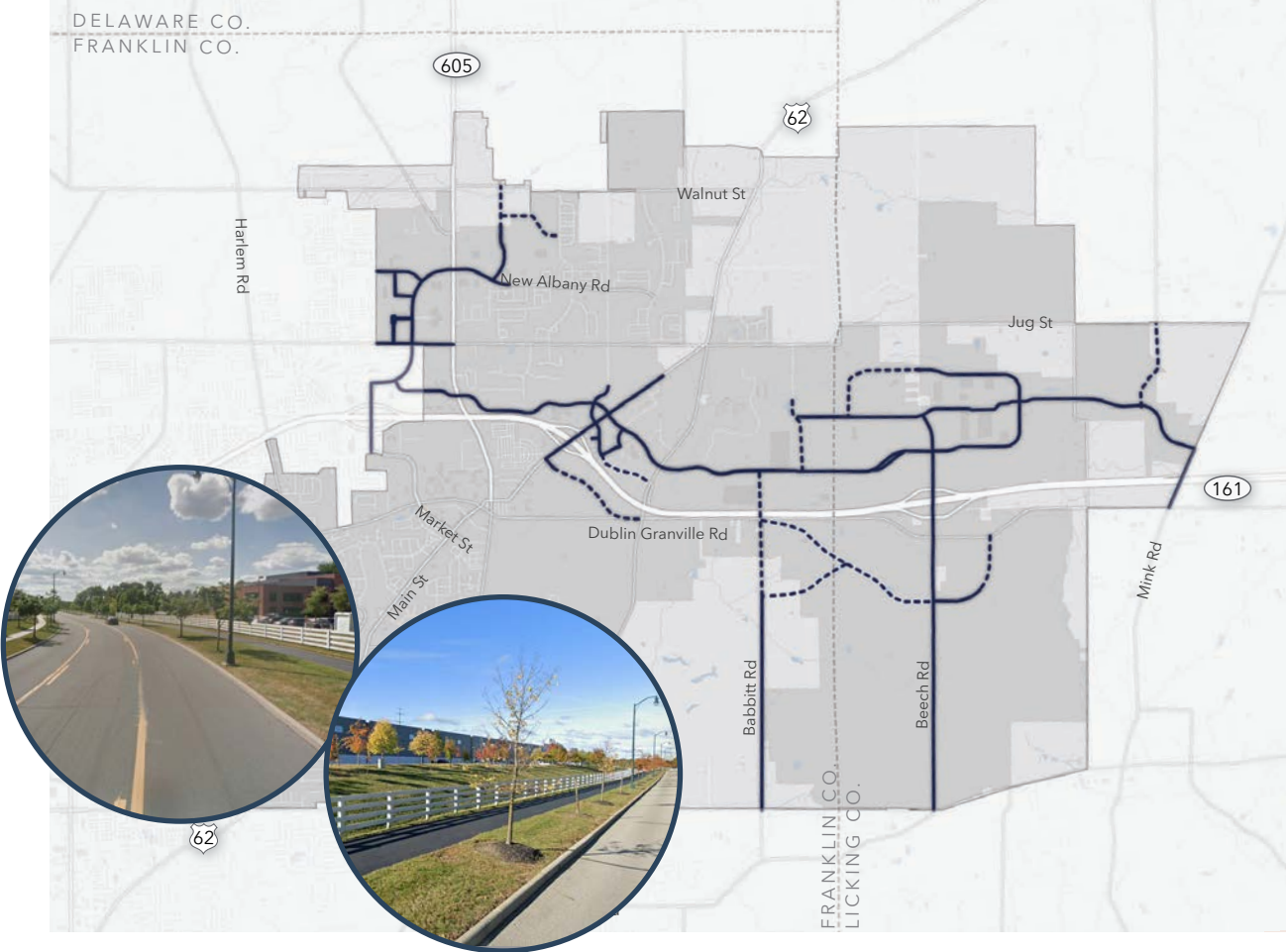
Business Park roadways typically have employment-based uses on both sides of the street and carry employee, truck, and delivery traffic. These two- to four-lane roads have curbs, decorative street lighting, and should have leisure trails on both sides of the road. Most of the landscape is turf grass and trees, with natural tree stands preserved where practical. Parking is not fully screened from view but includes plantings. Setbacks along these roads beyond the right-of-way should be at least 50'.

Business Park Roadway Characteristics

Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'-12'
Total Number of Drive Lanes	2-4
On-Street Bike Facility	Bike Lanes (5')
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	35'-69'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street*
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8'-15'
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	Yes
Setbacks Beyond ROW	50' min.
Total Right-of-Way	67'-115'

* Leisure trail required on both sides of the street unless the street abuts SR 161 right-of-way.

Figure 3.29 | Business Park Roadway Character Map



Legend

Business Park

Future Roads

Business Park Transitional

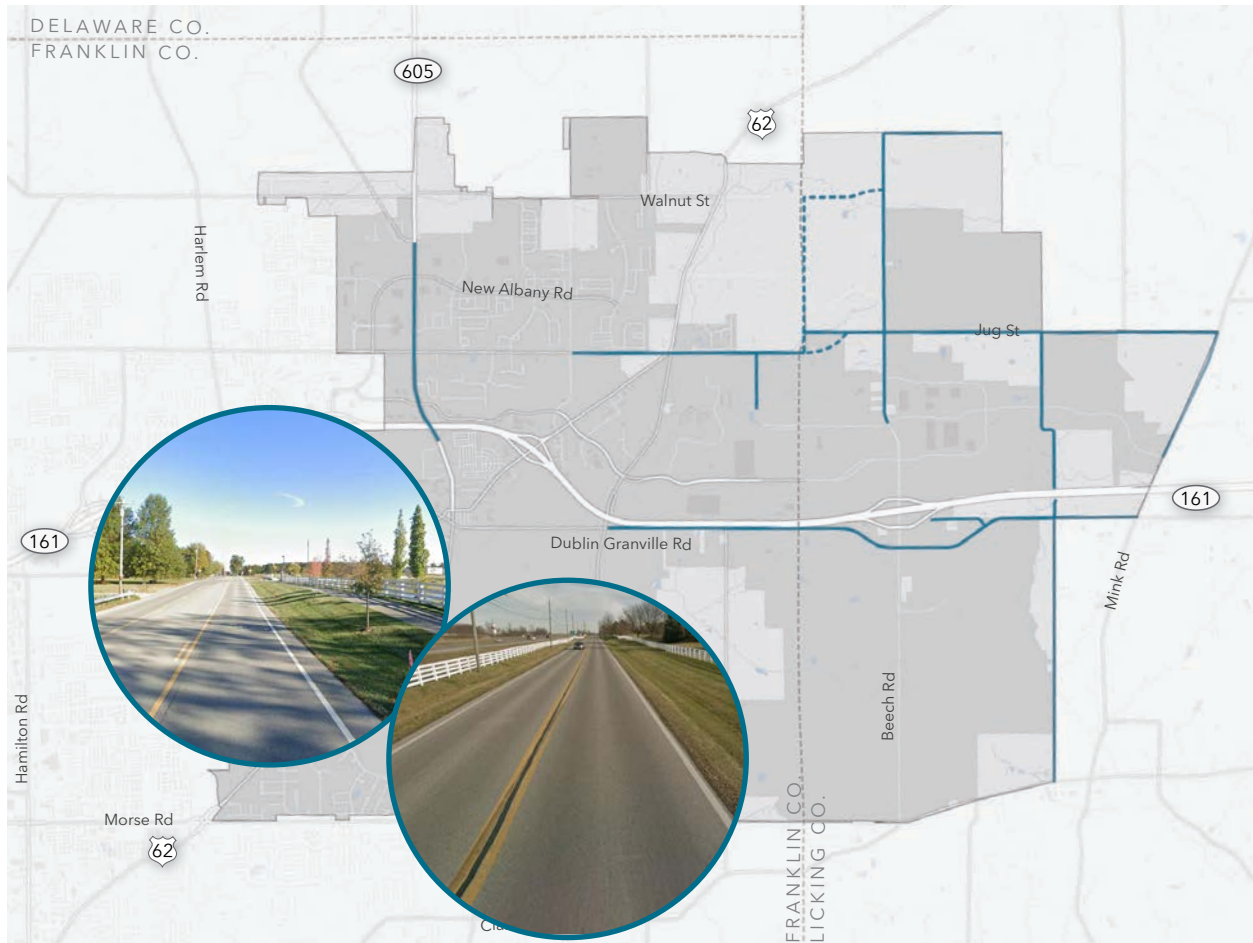
Business Park Transitional roadways are those where the long-term condition on at least one side of the road is likely to remain rural or residential. These roads, however, do still carry some through-traffic and traffic for the business park.

These roads will have more narrow road shoulders and a ditch street edge condition. They should also have a leisure trail on the business park side of the street, along with white horse fence and significant naturalized plantings, with some mounding if necessary. Any parking areas should be properly screened.

Business Park Transitional Roadway Characteristics	
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
Total Number of Drive Lanes	2-4
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	High
Transit Accommodations	Yes
Pavement Edge	Swale
Total Pavement Width	24'-58'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street*
Trail/Sidewalk Material	Asphalt
Amenity Zone	Natural buffer
Amenity Zone Width	15'-20' min.
Streetlights	No
Underground Utility Priority	Medium
Tree Spacing	30', irregular spacing
Right-of-Way Fence	Yes
Setbacks Beyond ROW	100'
Total Right-of-Way	70'-114'

* Leisure trail required on both sides of the street unless the street abuts SR 161 right-of-way.

Figure 3.30 | Business Park Transitional Roadway Character Map



Legend

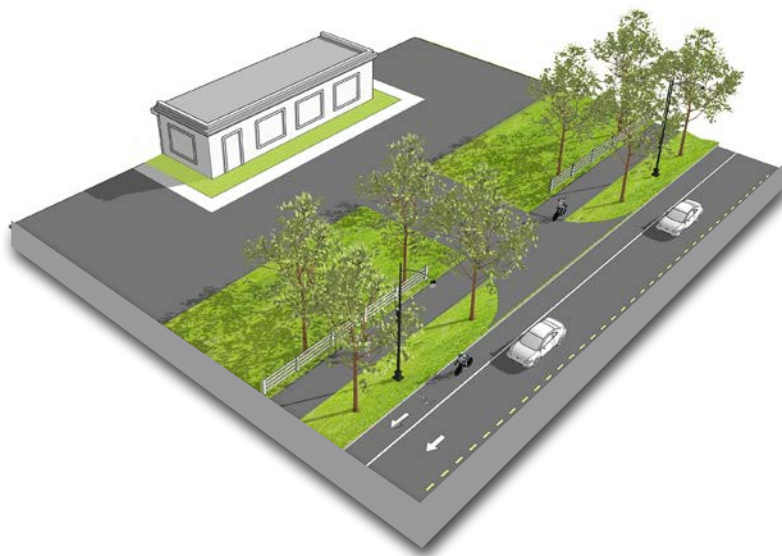
- Business Park Transitional ———
- Business Park Transitional - - - - -

Commercial Center

Commercial Center corridors include streets located in neighborhood retail nodes outside of the Village Center with many auto-centric commercial uses. These roadway corridors will have reduced setbacks, parking lots that are more visible from the street, monument signage, leisure trails rather than sidewalks, no on-street parking, private driveways, and right turn lanes with curb cuts.

Commercial Center Roadway Characteristics	
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
Total Number of Drive Lanes	2-4
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Low
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	25'-58'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8' min.
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	No
Setbacks Beyond ROW	Varies
Total Right-of-Way	57'-90'

Figure 3.31 | Commercial Center Roadway Character Map



Legend

Commercial Center 

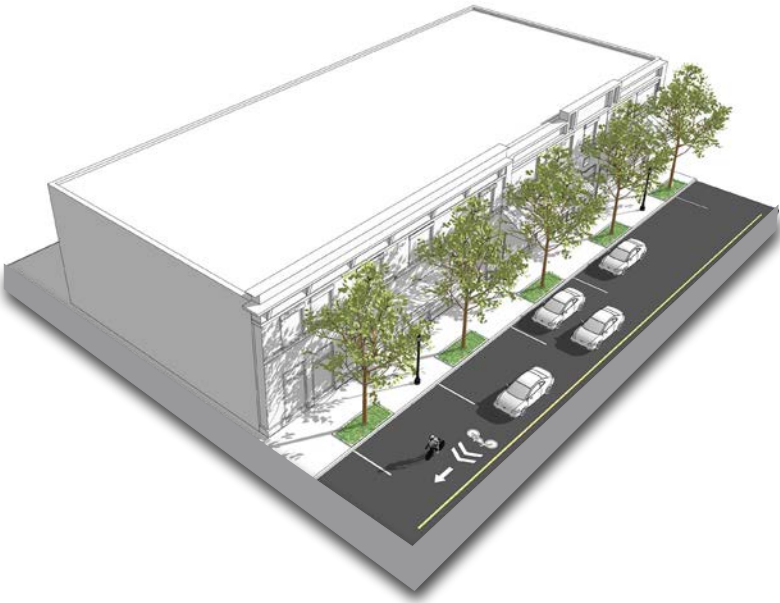
Village Center

Due to the surrounding land uses and the unique character in the Village Center, all the roadway corridors located in the Village Center boundary are classified as having Village Center character. These corridors are designed for walkability, with large sidewalks rather than leisure trails. The development pattern of the Village Center with buildings pulled up to the sidewalk with no setbacks also promotes a more quaint, walkable environment.

These roadway corridors include curbs, on-street parking, curb extensions in some places, street trees, pedestrian lighting, buried utilities, mid-block crosswalks, brick crosswalks, and tree lawns where appropriate.

Village Center Roadway Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	8'
Access Management Priority	High
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	41', 52' with center turn lane/median
Streetscape/Amenities	
Trail/Sidewalk Width	6' sidewalk min. on both sides of street
Trail/Sidewalk Material	Concrete
Amenity Zone	Trees/planters
Amenity Zone Width	8' min.
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center, uniform spacing
Right-of-Way Fence	No
Setbacks Beyond ROW	0'
Total Right-of-Way	69'-80'

Figure 3.32 | Village Center Roadway Character Map



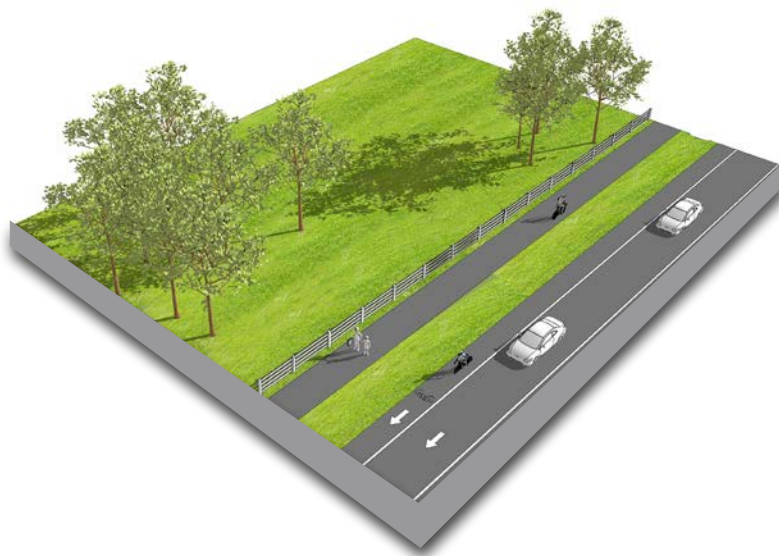
- Legend*
- Village Center ———
 - Future Roads - - - - -

Village Traditional

Roadways classified as Village Traditional are quintessential, charming New Albany roads that, while they carry larger traffic volumes, are kept to two- to three-lanes wide. These are typically uncurbed roads with swales on the edges and have a distinctive New Albany character with a continuous white horse fence, generous setbacks, leisure trails on both sides of the roadway, and a manicured right-of-way with trees and attractive landscape. Trees are typically located behind the right-of-way fence, but periodically planting trees in front of the horse fence is encouraged. New development should be substantially set back from the roadway and/or screened by trees or a brick wall if the development is located closer to the roadway.

Village Traditional Roadway Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road or bike lanes (5')
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Swale
Total Pavement Width	24', 45' with center turn lane/median
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Natural buffer
Amenity Zone Width	15' min.
Streetlights	No
Underground Utility Priority	Medium
Tree Spacing	Irregular, natural spacing
Right-of-Way Fence	Yes
Setbacks Beyond ROW	185'
Total Right-of-Way	62'-91'

Figure 3.33 | Village Traditional Roadway Character Map



Legend

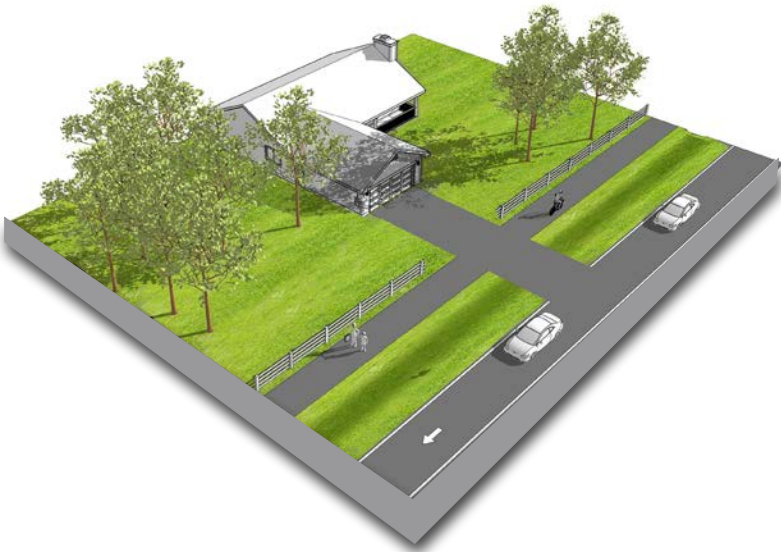
Village Traditional 

Rural

Rural roadway corridors are charming, original township corridors that contain two-lane roads, do not have a curbed street edge, and carry lower traffic volumes. These roadways will also typically have numerous curb cuts and shallower setbacks. Homes or buildings along rural corridors are often located close to the road, along with large open spaces, fields, pastures, or large rural lots with few structures. Vegetation along the roadway is generally more natural in form and irregular in spacing.

Rural Roadway Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	No
Pavement Edge	Swale
Total Pavement Width	24', 35' with center turn lane/median
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Natural buffer
Amenity Zone Width	20' min.
Streetlights	No
Underground Utility Priority	Low
Tree Spacing	Irregular, natural spacing
Right-of-Way Fence	Yes
Setbacks Beyond ROW	Varies
Total Right-of-Way	80'-91'

Figure 3.34 | Rural Roadway Character Map



Legend

Rural —

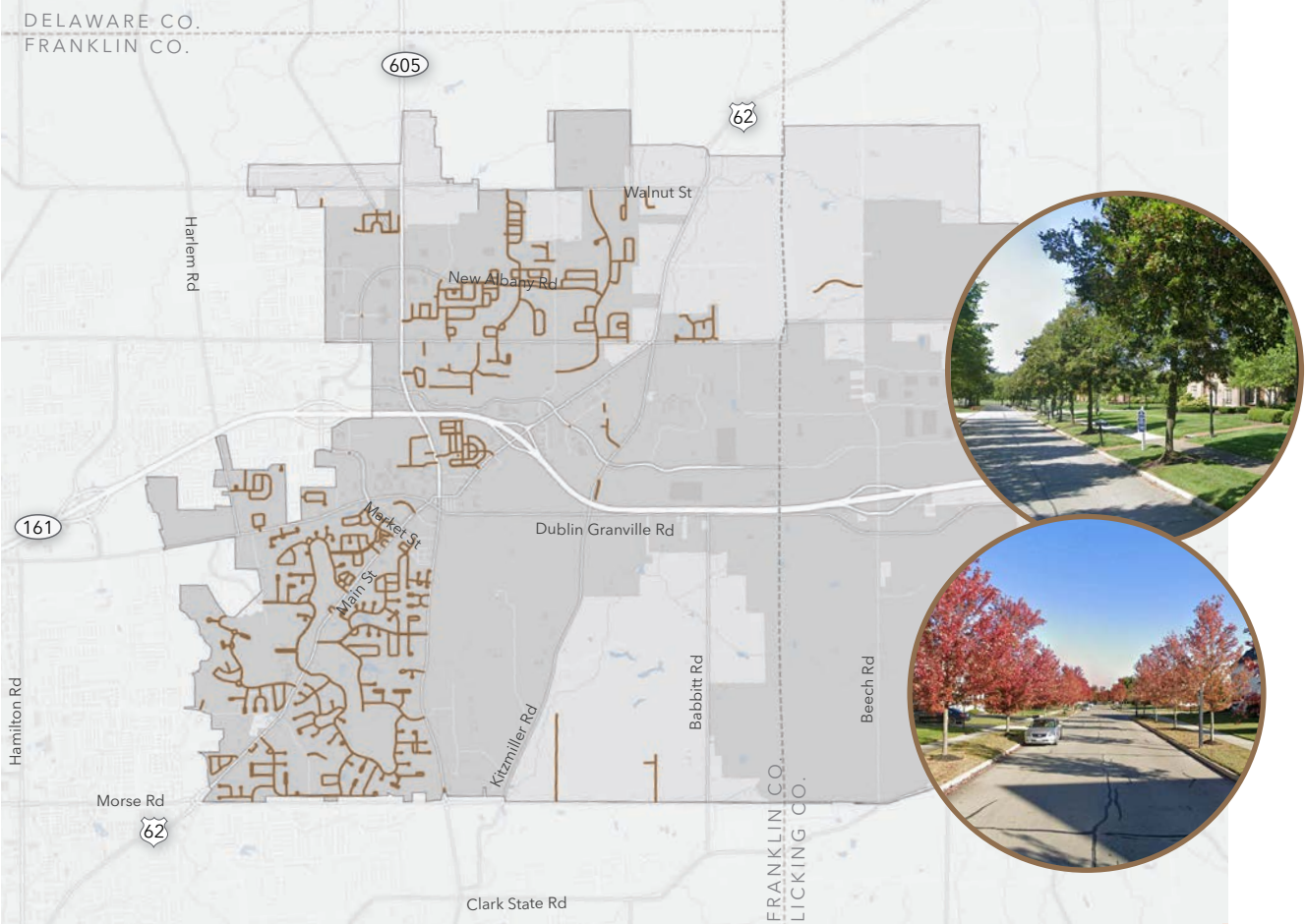
Neighborhood

Neighborhood roadways are two-lane roads within residential subdivisions with curbs, tree lawns, formal street trees, and curb cuts for driveways. These roads typically have sidewalks on both sides of the street unless a leisure trail is placed on one side.

Neighborhood Roadway Characteristics	
Street Pavement	
Drive Lane Width	13'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Low
Transit Accommodations	No
Pavement Edge	Curb
Total Pavement Width	27', 38' w/center turn lane
Streetscape/Amenities	
Trail/Sidewalk Width	5' sidewalk min. on both sides of street*
Trail/Sidewalk Material	Concrete
Amenity Zone	Tree lawn
Amenity Zone Width	7' min.
Streetlights	Yes, at intersections
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	No
Setbacks Beyond ROW	Varies
Total Right-of-Way	51'-62'

* On major neighborhood roads connecting two leisure trail segments, a leisure trail is required on one side in lieu of sidewalk.

Figure 3.35 | Neighborhood Roadway Character Map



Legend

Neighborhood —

FUTURE THOROUGHFARE PLAN

Character Classification

- Business Park
- Business Park Transitional
- Commercial Center
- Village Center
- Village Traditional
- Rural
- Neighborhood

Functional Classification

- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Proposed Roadway

Note: This map is for planning purposes only. The roadway alignments on this map are not final and further study is needed to determine the exact alignment for new roadways.

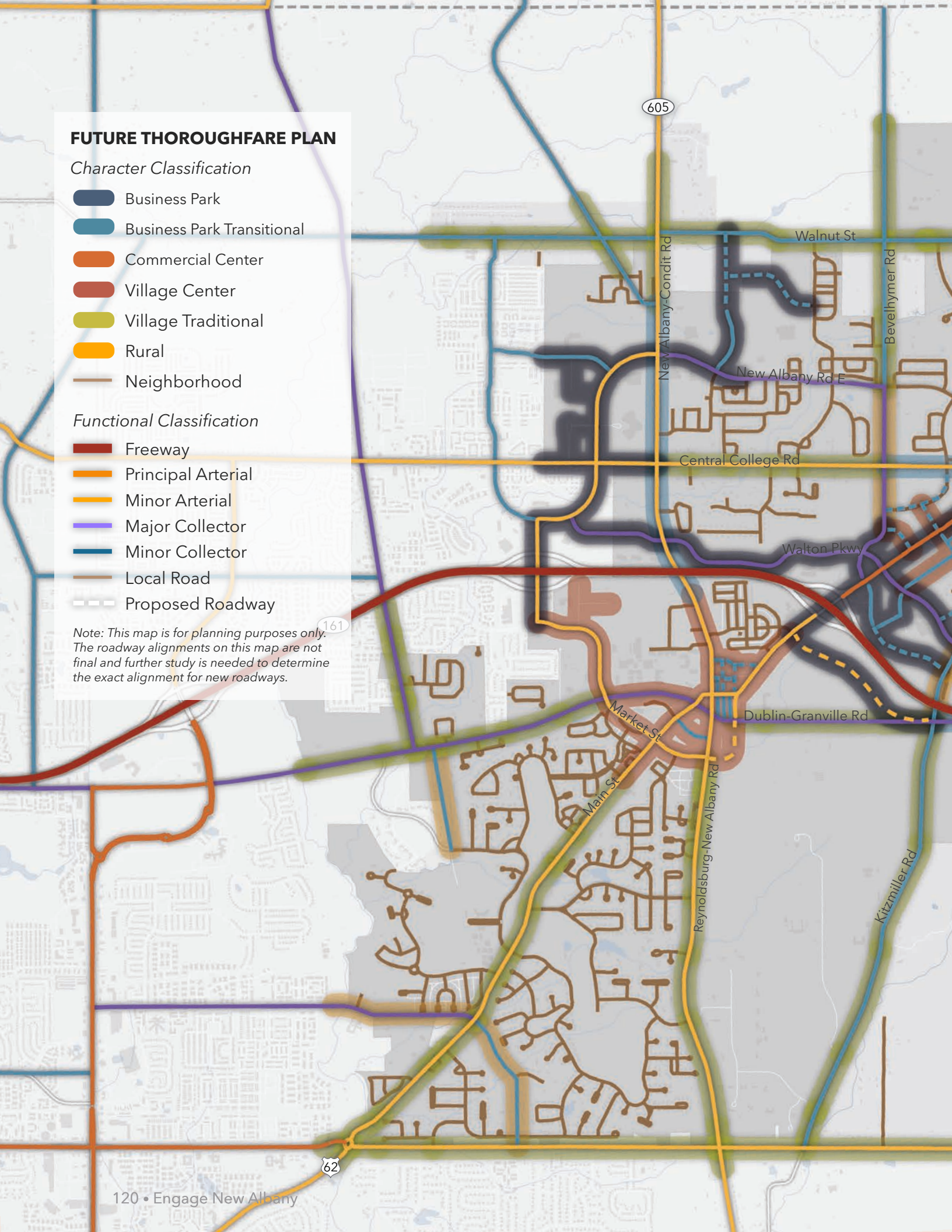
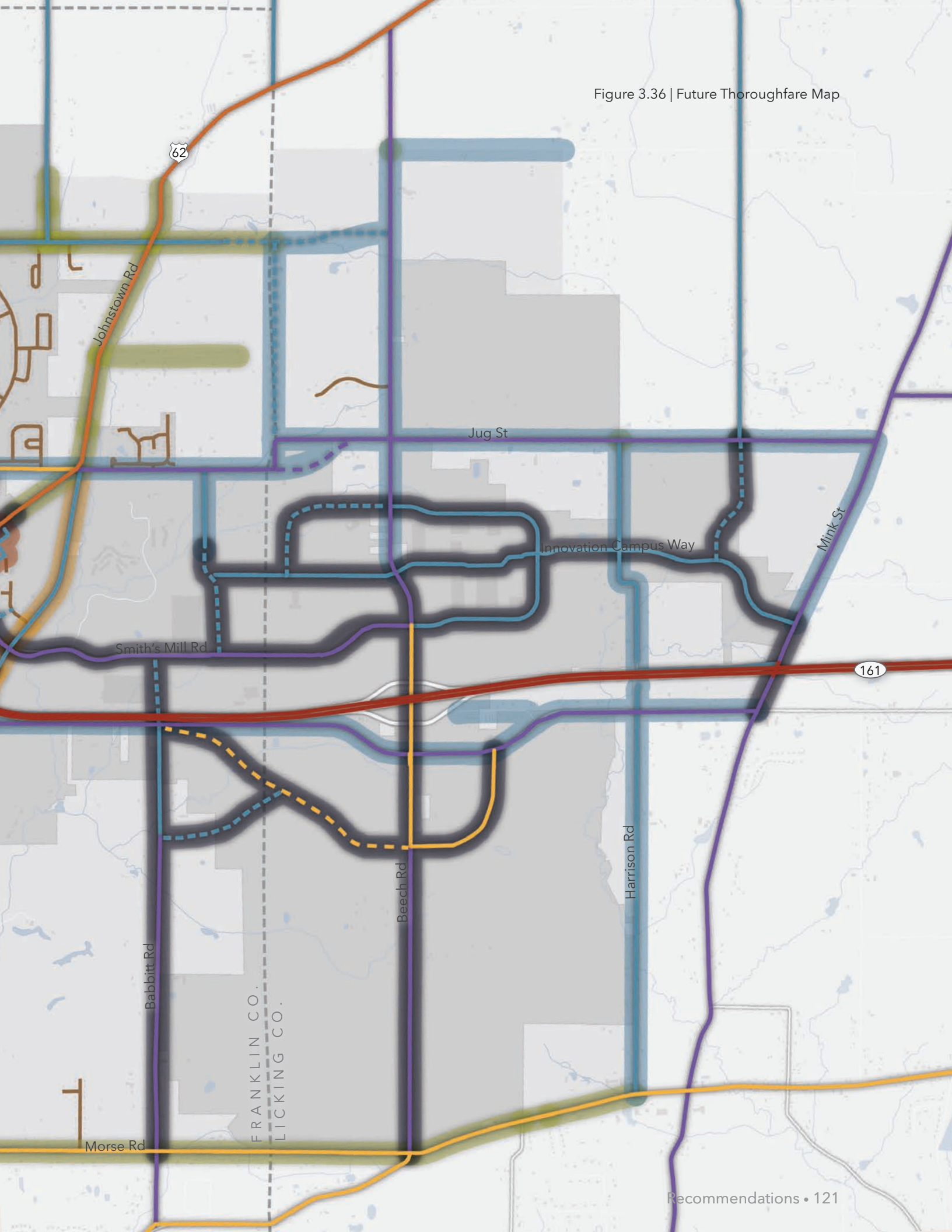


Figure 3.36 | Future Thoroughfare Map





MOBILITY RECOMMENDATIONS

M1. Implement the future thoroughfare plan and mobility recommendations in coordination with development opportunities and ensure transportation improvements are coordinated as New Albany grows.

The efficacy of the future thoroughfare plan and mobility recommendations is closely tied to future development as well as available funding mechanisms. It is essential that as recommendations in this section are implemented they are seamlessly coordinated with development and funding. As such, the city should continue to implement policies related to maintaining adequate capital funds to improve the city's roadway network. These policies can also help to ensure adequate funding as projects arise, and to minimize delays for needed improvements.

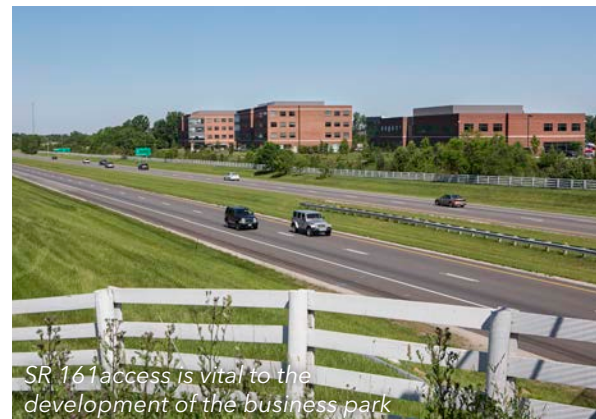
To plan for a desirable and sustainable community, land use and transportation must be thoroughly integrated and coordinated. One example of this interconnection is that new development almost always leads to an increase in traffic volumes on roadways. By planning for roadway improvements and new roadway connections in anticipation of future development, traffic mitigation can occur. Those improvements in turn will help offset impacts related to higher traffic volumes, and help to ensure the safe and efficient movement of people from place to place. The city should follow the future land use plan and land use recommendations to manage the impacts of new development on the roadway network. Through the development review process, the city can also evaluate development proposals to determine necessary transportation improvements for the broader network, necessary on-site mobility improvements, and whether right-of-way dedication will be needed. The city should also consider proactively acquiring rights-of-way in anticipation of certain development projects and/or public improvements.

The development of New Albany's business park is a great example of the interconnection between land use and transportation planning. By ensuring a connected network of roadways for employee and truck traffic as well as regional access via SR 161, New Albany has been able to attract and retain many companies which altogether have created a world-class business park. This employment-centered development also helps to fund high-quality city services, such as a comprehensive roadway network. New Albany should continue this successful path by building roadway network improvements as part of, and funded by, the expansion of the business park.

The Village Center is another example of land use and transportation systems working together cohesively to create an attractive place that is accessible and in which people can easily move between destinations. The roadways in the Village Center also have a higher level of design standards since this is the heart of the community. One example of this is the use of brick on sidewalks and streets primarily in the historic Village Center.

The recently completed redesign of 3rd Street is part of the city's green streets policy in which brick is used instead of asphalt as it is more permeable for stormwater and is longer lasting, contributing to more environmentally sustainable road design. The city should continue to implement the green streets policy on streets with low vehicular traffic in the Village Center and on surface parking lots throughout the community. Also related to the Village Center, as of the publishing of this plan, the city has initiated a Village Center parking strategy plan to ensure adequate parking access and availability in the area.

Finally, the city should monitor the implementation of the future land use plan, future thoroughfare plan, and mobility improvements to account for changing conditions over time and to gather timely data to facilitate decision making. This will also help the city for future strategic plan updates as adjustments can be made to reflect the reality of built development and roadway projects.



M2. Protect and enhance the character of the community's corridors.

As outlined in the character classification portion of the future thoroughfare plan (pages 118-119), protecting and enhancing the character of New Albany's roadway corridors is a top priority for this strategic plan and this strategy seeks to highlight some of the key objectives related to this topic.

First, the city should focus on the preservation of rural roadway character and narrow roadways, with a maximum desired roadway width of two to three lanes on residential corridors and four to five lanes along commercial corridors. Preserving roadway width is important to the character of New Albany. As discussed in the next strategy (M3) on the following page, alternatives exist to ensure that narrow roadways are still efficient at moving traffic. Next, the city should design roadways that support New Albany's principles of design and placemaking as well as the community's vision for the future. This will be accomplished by following the character classification system. Amenity zones are areas on roadway corridors beyond the edge of the street that can accommodate amenities and furnishings like benches, lights, trash and recycling receptacles, transit stops, wayfinding signage, and other features.

The city should continue to plan for these amenity zones along roadway corridors in the city. The continued implementation of the city's green streets policy is another way to add character to roadways, especially those in the Village Center.

Utility lines and their accompanying facilities are necessary items that should be factored into the design of roadway corridors. The city should require the burial or strategic placement of all utility lines and wireless infrastructure at the time of development of a project or in conjunction with a public works project. Any public utility boxes should be buried or located behind the amenity zone or, if present, behind fencing along roadway corridors. Any private utilities should be located behind buildings and not along a roadway corridor. The city should strive to balance the deployment of small cell facilities and associated wireless support structures with the preservation of the character of New Albany's corridors and streetscapes. To achieve this, the city should reference the city's *Small Cell Design Guidelines and Requirements* with the installment or modification of small cell facilities.

In addition to creating character along linear roadway corridors in New Albany, attention should also be paid to the city's gateways. Gateways are important in defining the arrival into New Albany from the surrounding communities. They set the tone for the community. These gateways occur at the edges of the municipal boundary and at freeway interchanges. In New Albany there are also gateways within the community signaling when you have entered the Village Center. Gateways in New Albany should accomplish the following:

- Preserve open space whenever possible at the designated gateway locations into New Albany
- Formalize open space to present a subtle pastoral break between surrounding communities and New Albany
- Encourage efforts to establish a wayfinding and signage package to locate signage or natural features that complement the subtle gateway transition at city boundaries, freeway interchanges, the Village Center, and hamlet and mixed-use area.
- Manage freeway exits to present a gateway to New Albany from SR 161 through the use of signage, bridge design and landscaping.

M3. Use alternatives to traditional widening to increase roadway capacity.

Although it seems counterintuitive, in most cases simply widening a roadway does not reduce traffic congestion. In fact, sometimes doing so can increase traffic volumes due to latent demand. To increase roadway capacity while still preserving New Albany's roadway character, alternatives can be employed that still move traffic efficiently and help to reduce peak hour congestion. One such alternative is to explore the use of technology to make the roadway network more efficient. This can include traffic signal interconnection, which the city is already implementing and should continue, to interconnect all local and regional intersection signals and traffic control devices.

Access management for roadways involves proactively managing vehicular access points to land parcels along a roadway corridor. This is another alternative to help increase roadway capacity because it reduces the number of turning points for vehicles along a major roadway and reduces the potential for collision.

The city should coordinate and consolidate vehicular access points and curb cuts in development projects along major roadways and between other private developments.

Paying special attention to intersection improvements can also help to improve capacity along roadways. New Albany roadways are known for their characteristic roundabouts, which not only enhance the aesthetics, but also improve the safety and efficiency of New Albany's roadway network. The city has been implementing a roundabout first policy, which it should continue. This policy involves the consideration of roundabouts first when an intersection improvement is proposed. Roundabouts might not always be feasible or the best solution for every intersection, but this policy places roundabouts at the top of the list for potential intersection improvements. Roundabouts have many benefits, which are summarized in the column to the right.



WHY ROUNDABOUTS?

According to the Federal Highway Administration (FHWA), roundabouts have several key benefits for communities:

- 1. Traffic Safety** – Roundabouts help to improve safety from traditional intersections by reducing the number and severity of potential conflict point between travelers. A comprehensive study showed a reduction in total crashes of 35% and 76% of injury crashes.
- 2. Operational Performance & Maintenance** – Roundabouts typically have lower delays than other intersections when operating within their built capacity. They also tend to have lower operating costs and maintenance requirements than a traffic signal because they don't require extensive hardware and electricity.
- 3. Environmental Benefits** – Roundabouts help to reduce vehicle delay and idling, which can have environmental benefits, such as improvements in air quality, fuel consumption, and noise pollution.
- 4. Pedestrian Safety** – Vehicle speeds are typically reduced in and around roundabouts, which present an opportunity for safe pedestrian crossings.
- 5. Aesthetics** – The center portion of a roundabout presents an opportunity for landscaping and other urban design improvements, which are typically not present in a traditional intersection.

Source: [FHWA \(2010\)](#)

M4. Maximize connectivity and safety of New Albany's roadway network.

To maximize connectivity and safety of New Albany's roadway network, the provision of alternative routes should be a priority to distribute traffic throughout the roadway network. Additionally, cross-access easements should be provided between adjacent commercial and retail sites to minimize curb cuts and access management issues along major roadways. These cross access easements can help to reduce traffic entering and exiting public roadways, helping to reduce congestion.

Additionally, connectivity for New Albany's roadway network is contingent on the provision of a multitude of public, accessible, and connected roadways. Therefore, the city should prohibit private streets, gated communities, and discourage culs-de-sac. Similarly, the city should connect stub streets to improve connectivity and mobility between neighborhoods. Connecting stub streets can also improve city services such as emergency response, trash pickup, and school bus routes. This connectivity extends to pedestrian and bicycle traffic as well.

Leisure trails or sidewalks should be extended into subdivisions whenever possible in order to support active transportation access.

The graphics in the column to the right provide a visual representation of why this is important. Culs-de-sac and stub streets in the conventional cul-de-sac pattern of roadway networks result in larger volumes of traffic collecting onto major roadways. A conventional grid pattern, on the other hand better distributes traffic across the roadway network.

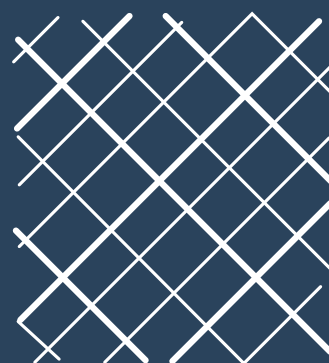
ROADWAY NETWORK CONNECTIVITY PATTERNS



Conventional
Cul-de-sac Pattern



Curvilinear Loop
Pattern



Conventional Grid
Pattern

M5. Promote active mobility throughout the greater New Albany community.

Active mobility or active transportation refers to modes of transportation that are self-propelled and human powered, such as walking or bicycling. These modes of transportation provide opportunities for physical activity, reducing negative health outcomes related to obesity and sedentary lifestyles. Additionally, investing in active modes of transportation can help to reduce vehicle miles traveled (VMT) per capita and reduction in carbon emissions from gas-powered vehicles, making active modes a more sustainable option. New Albany has been investing in active modes of transportation for many years through the development of the leisure trail system. New Albany should continue this momentum and promote active mobility throughout the greater New Albany community.

The city should facilitate development patterns and revise development regulations to support pedestrian mobility, safety, and a more positive pedestrian experience.

Another objective related to active mobility is to follow complete street practices to accommodate all modes of transportation in the public right-of-way.

According to the U.S. Department of Transportation, complete streets are “streets designed and operated to enable safe use and support mobility for all users.” All users includes vehicle drivers and passengers, pedestrians, bicyclists, or public transportation riders. The city has already begun adopting these practices for upcoming transportation projects.

New Albany’s leisure trail network is wide-reaching, with more than 55 miles of trails already completed, but gaps still exist in the system. Additionally, neighborhoods located just beyond the city boundary might not have physical access to the leisure trail system, despite their being close in proximity to many destinations in New Albany like the Learning Campus and Village Center. This is especially detrimental for families in the City of Columbus with school-aged children who attend New Albany-Plain Local schools who could benefit from being able to walk or bike to school. New Albany should explore partnerships to extend leisure trails to adjacent neighborhoods, within and outside of the city.



Figure 3.37 | Proposed Velo Loop

The Velo Loop is a cycle track that was proposed in the *Bike New Albany Plan*. It would connect the Village Center along Dublin-Granville Road, head north along Kitzmiller Road to connect to businesses along Smith's Mill Road, which becomes Walton Parkway after crossing US 62, and then connecting to the Learning Campus via a proposed pedestrian and bike bridge across SR 161. A portion of the Velo Loop has been constructed as part of the Rose Run Park enhancements to Dublin-Granville Road between Fodor Road and US 62/Main Street. New Albany should continue to develop the Velo Loop cycle track as an elevated bicycle facility that would connect many important destinations. The city should continue to follow all the recommendations in the adopted *Leisure Trail Master Plan* and *Bike New Albany Plan*.

The city should also continue to develop strong trail connections to local and regional parks, open spaces, and greenways to ensure the community has sufficient access to green spaces. Finally, the city should continue to improve cycling accommodations within the city, making New Albany a bicycle-friendly community.

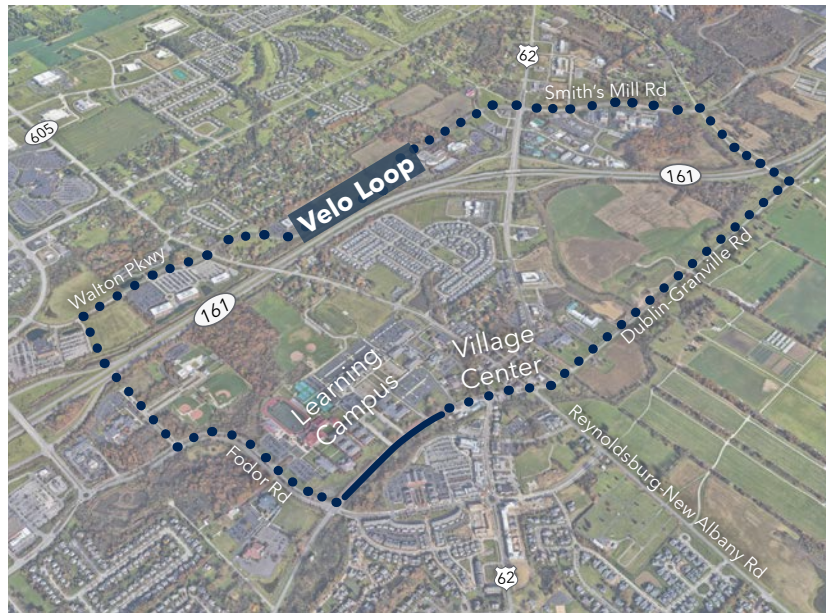
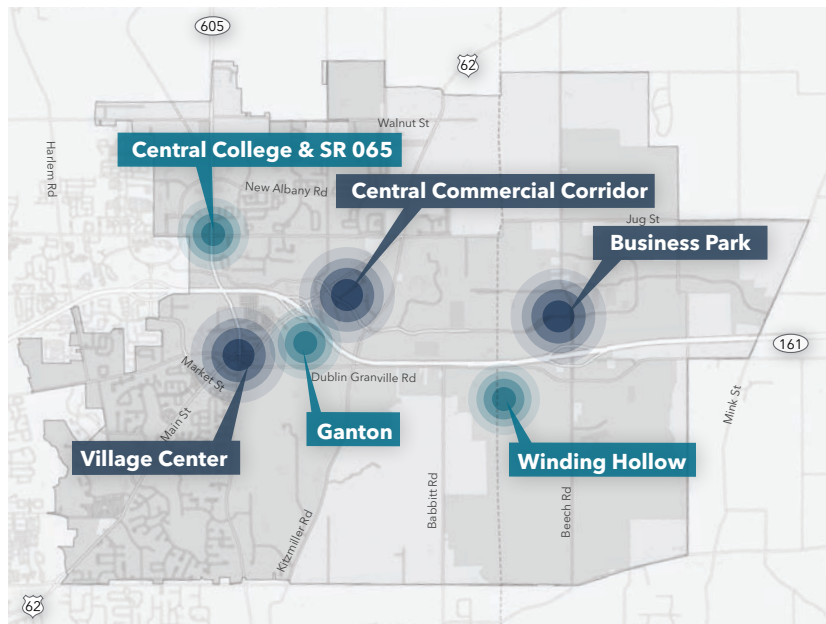


Figure 3.38 | Mobility Zone Locations

M6. Encourage alternatives to single-occupant vehicles within New Albany.

In addition to active transportation other alternatives to single-occupant vehicles exist that can be employed in New Albany. Other alternative transportation options include fixed route public transportation, on-demand public transportation, and ridesharing services. To accommodate all modes of transportation, the city should designate mobility zones in strategic locations throughout the city where alternative and new mobility options are prioritized. These mobility zones could include the Village Center, the central commercial corridor around US 62 and Smith's Mill Road, and in the business park around Smith's Mill Road and Beech Road North. Depending on how they develop, future mobility zones could be located at the Ganton and Winding Hollow focus areas (see page 178) and at Central College Road at SR 605. Mobility zones are a new concept for New Albany—these would be geographically defined areas in which active and alternative modes of transportation are prioritized for future transportation improvements. Through targeted improvements in these mobility zones, vehicular traffic and congestion may be reduced, contributing to safer roadway travel for all modes.



Mobility Zone Components:

- Highly served by transit
 - » SmartRide
 - » COTA Park and Ride
- Well connected by bike facilities
 - » Velo Loop
 - » Bike lanes
 - » Bike docks & fix-it stations
- Buildings and sites designed to accommodate mobility
 - » Transit-facing front doors
 - » Alternative fuel charging stations
 - » Alternate street typologies and reduced setbacks in mixed-use and hamlet areas may be appropriate based on the pattern of development
- Multiple roadway connections
- Mix of uses to serve commuters
- Increased density
- Facilities intended to slow vehicular traffic and ensure pedestrian accessibility

Legend

- Proposed Mobility Zone
- Future Mobility Zone

The following diagrams illustrate how the mobility zone concept manifests in the built environment. These diagrams illustrate the three proposed mobility zones in the Village Center, central commercial corridor, and the business park. These geographic areas have a number of existing and planned transportation facilities that serve numerous modes. These diagrams show how many different facilities could work together in these three mobility zones to prioritize alternative and active modes of transportation. Any future roadway connections depicted in these diagrams are preliminary and require future study and design. Additional street connections and realignments not contemplated in this plan may be appropriate if they meet the goals of this plan by reducing vehicular traffic and encouraging alternative modes of transportation.

Legend












-  Proposed Roadway
-  Existing Roundabout
-  Proposed Roundabout
-  Existing Traffic Signal
-  Proposed Traffic Signal
-  Proposed Velo Loop
-  COTA Route 24
-  SmartRide Route
-  SmartRide Stop
-  Existing Leisure Trail
-  Existing Sidewalk

Figure 3.39 | Village Center Mobility Zone

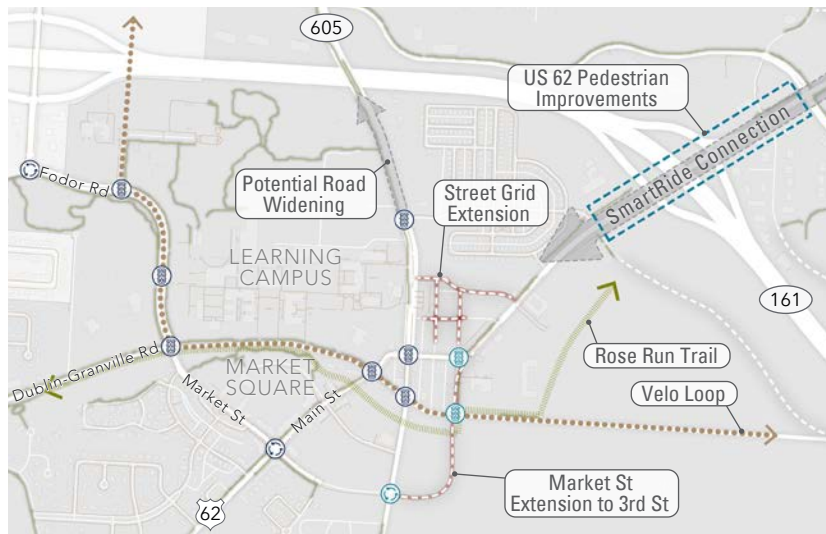


Figure 3.40 | Central Commercial Corridor Mobility Zone

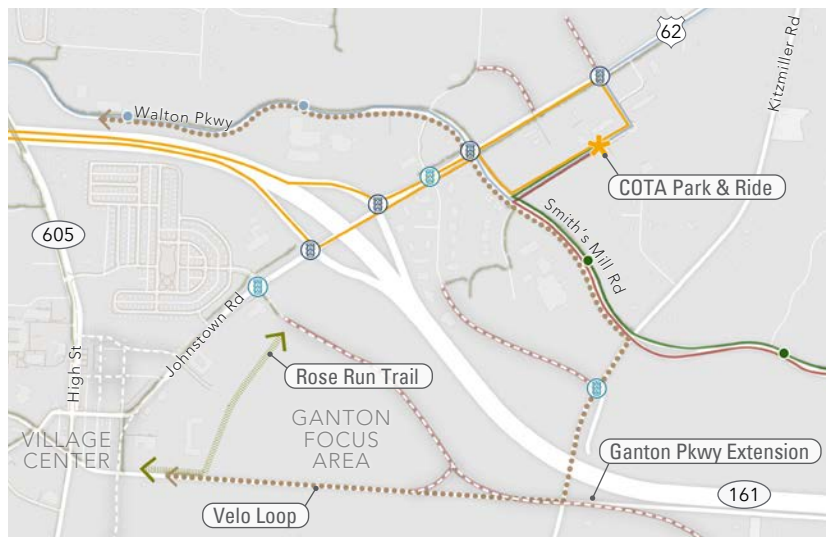
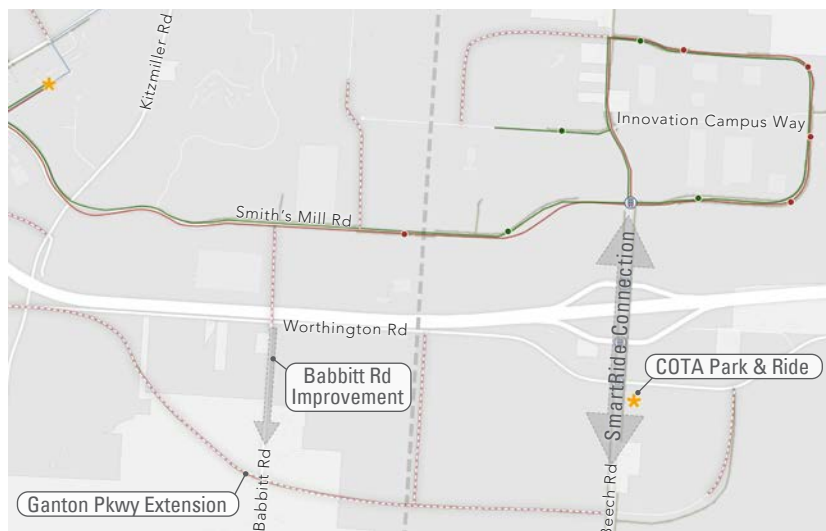


Figure 3.41 | Business Park Mobility Zone



Different from a mobility zone, a mobility hub is a site-specific intervention featuring a concentration of integrated amenities and facilities for different modes of transportation. Mobility hubs can include amenities like bike storage, bike fix-it stations, bus stops, transit shelters, designated rideshare drop-off and pick-up locations, alternative fuel vehicle charging stations, wayfinding, and public Wi-Fi. Mobility hubs should ideally be located at the confluence of various transportation routes, such as trails, roadways, and transit routes. Over the past several years, New Albany has developed the COTA Park and Ride site located on Forest Drive just north of Smith's Mill Road. This plan recommends the development of a mobility hub at that COTA Park and Ride site. This location would be ideal for a mobility hub since it is already a convergence point for multiple modes of transportation.

One of the recommendations from the *2014 Strategic Plan* was the creation of the SmartRide program, a first- and last-mile shuttle service in New Albany that would connect COTA bus riders to their final destination in the business park. This program has been very effective, and the city intends to continue making it a priority, especially as the business park grows and more employees from outside the city work in New Albany.

The city should expand the SmartRide shuttle service to include extended routes and hours of operation. The extended hours of operation will ensure that employees who work second or third shifts will still have a way to get to and from their destination. The city could also explore ways to develop an on-demand aspect of the SmartRide program. As a part of this expansion, the city should also investigate how to connect residents and employees to the Village Center via a SmartRide shuttle. This could enable people who live in neighborhoods outside of the Village Center an alternative mode of transportation. This would help to reduce vehicular traffic and parking demand in the Village Center at peak times.

The SmartRide program is aimed at connecting people from transit stops to their final destination in New Albany, but that is contingent on adequate transit access from the greater region to New Albany. The city should work with COTA and other transit partners to plan for expanded transit service to New Albany. This would not only serve employees who work in New Albany, but would also provide an option for residents to travel around Central Ohio without relying on a personal vehicle.



COTA Park & Ride site and SmartRide shuttle



Example of a mobility hub



Example of a bike locker



Alternative fuel vehicle charging station



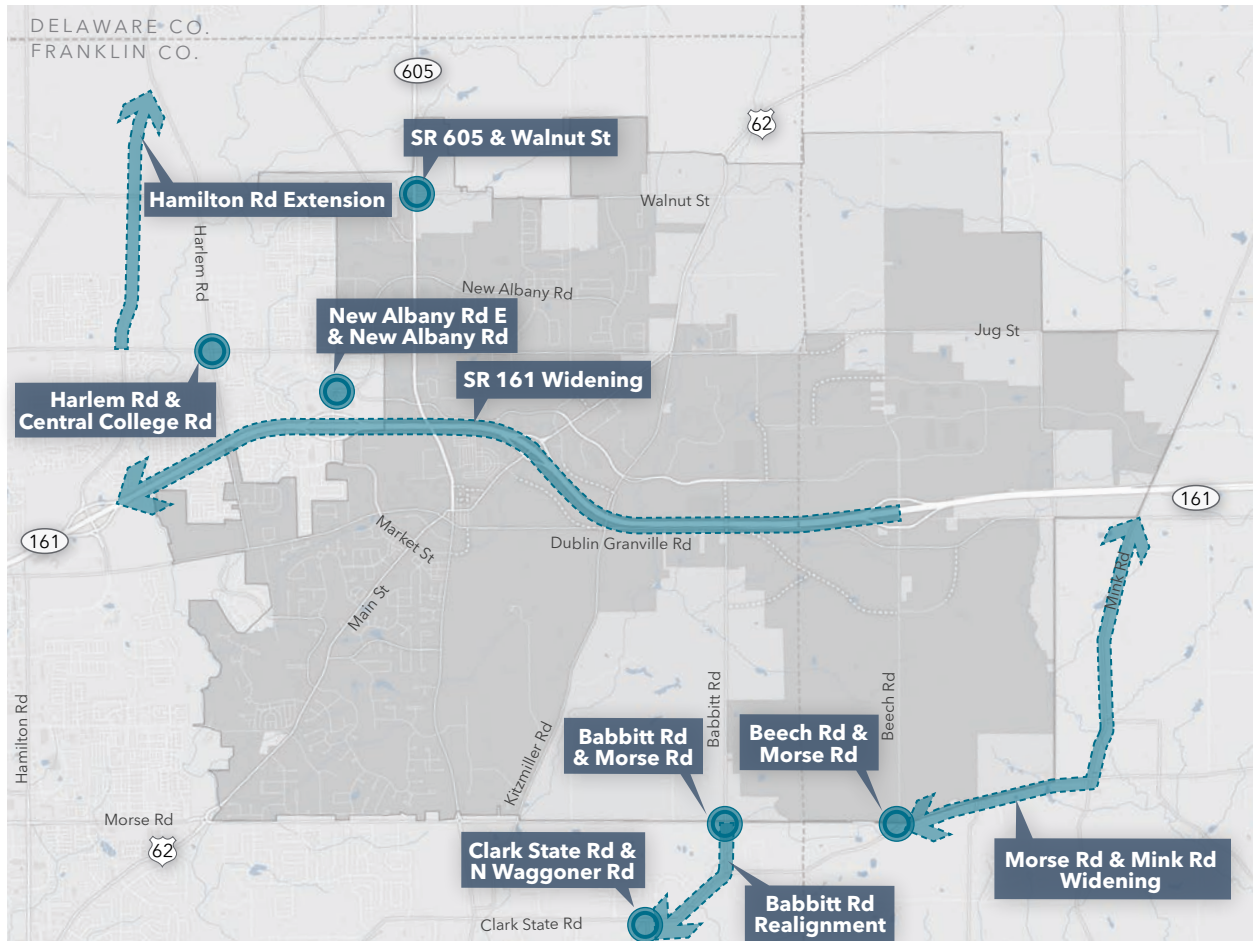
M7. Work cooperatively with partners to advance needed mobility improvements locally and regionally.

Mobility and transportation improvements require cooperation and collaboration across multiple entities and often multiple jurisdictions. New Albany has established strong regional partnerships that will aid in the planning and construction of transportation projects. New Albany should work to address the city's traffic problem areas through coordinated regional roadway improvements. The map on the following page illustrates some of the recommended regional roadway network improvements. Additionally, the city should collaborate with regional partners to plan for transportation and mobility through continued involvement with the Mid-Ohio Regional Planning Commission (MORPC). MORPC is a major convening entity especially for transportation at the regional level.

At a local level, school-related traffic is a concern of the community. While the central, consolidated Learning Campus has many benefits and is a defining aspect of New Albany's character, it can create some traffic issues during school drop-off and pick-up times. The city should continue working with NAPLSD to manage traffic and access to schools safely, effectively, and appropriately.

Finally, continued preservation of New Albany's character and significant corridors and natural features is of the utmost importance. These features extend beyond the city's boundary even and connect to the larger region. So, it is important that the city work with partners to protect regional corridors, greenways, and scenic byways.

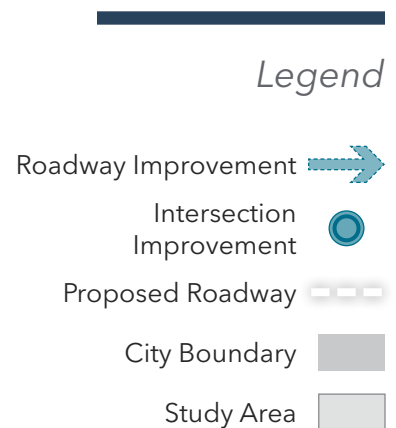
Figure 3.42 | Proposed Regional Roadway Network Improvements



The map above illustrates the proposed regional roadway network improvements which will require cross-jurisdictional collaboration to implement. These include the following improvements:

- Roadway improvements are proposed as follows:
 - » Widening of Morse Road from Beech Road to Mink Street and widening of Mink Street from Morse Road to Worthington Road;
 - » Babbitt Road realignment from Morse Road to North Waggoner Road to enhance the regional connectivity of Babbitt Road;

- » Widening of SR 161 to three lanes in each direction from Beech Road interchange to beyond the New Albany city boundary; and
- » Extension of Hamilton Road from Central College Road to Harlem Road.
- Intersection improvements are proposed at:
 - » SR 605 and Walnut Street;
 - » New Albany Road East and New Albany Road;
 - » Harlem Road and Central College Road;
 - » Babbitt Road and Morse Road;
 - » Beech Road and Morse Road; and
 - » Clark State Road and North Waggoner Road.



SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the mobility recommendations. A more detailed summary matrix can be found starting on page 239.

M. MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

RECOMMENDATIONS

M1. Implement the future thoroughfare plan and mobility recommendations in coordination with development opportunities and transportation improvements are coordinated as New Albany grows.

- a. Continue to implement city policies related to maintaining adequate capital funds to improve the city's roadway network.
- b. Follow the future land use map and land use recommendations to manage the impacts of new development on the roadway network.
- c. Evaluate new developments through the development review process to determine necessary transportation improvements, on-site mobility improvements, and whether right-of-way dedication will be needed.
- d. Consider proactively acquiring right-of-way (ROW) in anticipation of development projects and/or public improvements.
- e. Continue to build roadway network improvements as part of, and funded by, the expansion of the business park.
- f. Continue to implement a green streets policy on streets with low vehicular traffic in the Village Center and on surface parking lots throughout the community.
- g. Complete a Village Center parking strategy plan to ensure adequate parking access and availability.
- h. Monitor the implementation of the future land use plan, future thoroughfare plan, and mobility improvements to account for changing conditions over time and to gather timely data to facilitate decision making.

M2. Protect and enhance the character of the community's corridors.

- a. Preserve rural roadway character and narrow roadways, with a maximum desired roadway width of two to three lanes in residential corridors and four to five lanes along commercial corridors.
- b. Design roads that support New Albany's principles of design and placemaking as well as the community's vision for the future.
- c. Plan for amenity zones along corridors that could include amenities like wayfinding signage, benches, trash and recycling receptacles, and lighting.
- d. Continue to implement the Village Center brick street policy.
- e. Require burial or strategic placement of all utility lines and wireless infrastructure at the time of development or in conjunction with a public works project.
- f. Bury or move public utility boxes behind the amenity zone or behind fencing along corridors.
- g. Require private utilities to be located behind buildings.
- h. Balance the deployment of small cell facilities and associated wireless support structures with the preservation of the character of New Albany's corridors and streetscapes.
- i. Create distinctive gateways and green moments at designated locations in New Albany, including SR 161 interchanges.

M. MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

RECOMMENDATIONS

M3. Use alternatives to traditional widening to increase roadway capacity for efforts to reduce peak hour congestion.

- a. Use technology to make the roadway network more efficient.
- b. Continue to interconnect all local and regional intersection signals and traffic control devices.
- c. Coordinate and consolidate vehicular access points and curb cuts in development projects onto major roadways and between other private developments.
- d. Consider roundabouts first when an intersection improvement is proposed.

M4. Maximize connectivity and safety of New Albany's roadway network.

- a. Provide multiple connections to distribute traffic throughout the roadway network.
- b. Provide cross-access easements between adjacent commercial and retail sites to minimize curb cuts along major roadways.
- c. Prohibit private streets, gated communities, and discourage culs-de-sac.
- d. Connect stub streets to improve connectivity and mobility between neighborhoods.
- e. Connect sidewalks or leisure trails in residential neighborhoods where they don't currently exist.

M5. Promote active mobility throughout the greater New Albany community.

- a. Facilitate development patterns and revise development regulations to support pedestrian mobility, safety, and a more positive pedestrian experience.
- b. Follow complete street practices to accommodate all modes of transportation in the public right-of-way.
- c. Explore partnerships to extend leisure trails to adjacent neighborhoods, within and outside of the city.
- d. Continue to develop the Velo Loop cycle track.
- e. Continue to follow the recommendations in the adopted *Leisure Trails Master Plan* and *Bike New Albany Plan*.
- f. Develop strong trail connections to local and regional parks, open spaces, and greenways.
- g. Continue to improve the cycling accommodations within the city, making New Albany a bicycle-friendly community.

M6. Encourage alternatives to single-occupant vehicles within New Albany.

- a. Designate mobility zones in strategic locations throughout the city where alternative and new mobility options are prioritized.
- b. Implement new roadway connections and/or re-alignments in mobility zones to improve community-wide traffic flow, create safe pedestrian and bike connections, and encourage alternative modes of transportation.
- c. Implement development patterns that support transit service and develop a mobility hub at the COTA Park and Ride site.
- d. Expand the SmartRide shuttle service to include extended routes and hours of operation.
- e. Investigate how to connect residents with the Village Center via the SmartRide program.
- f. Work with COTA and other transit partners to plan for expanded transit service to New Albany.

M7. Work cooperatively with partners to advance identified and needed mobility improvements locally and regionally.

- a. Address the city's traffic problem areas through coordinated regional road improvements.
- b. Collaborate with regional partners to plan for transportation and mobility through the Mid-Ohio Regional Planning Commission (MORPC).
- c. Continue working with the school district to manage traffic and access to schools safely, effectively, and appropriately.
- d. Protect regional corridors, greenways, and scenic byways.



SUSTAINABILITY

Goal: Define a path to the future that reinforces New Albany's commitment to ecological, social, and economic sustainability.

Sustainability in its broadest sense focuses on the ability to meet the needs of the present without compromising the ability of future generations to meet their needs. This includes balancing the areas of ecology, economy, and society. This chapter will focus predominantly on ecological and environmental sustainability, because economic sustainability and social well-being are discussed in other sections of this plan.

Sustainability has always been important to the New Albany community. During its first half century, the community was focused on independence and self-reliance.

As the community began to grow rapidly from a village to a city, economic and fiscal sustainability became a major focus in order to ensure quality city services for the expanding residential population. Now, as New Albany and its surroundings continue to transform, environmental sustainability has risen as a priority and is even included as one of the Four Pillars of New Albany. Today, the community is more conscious than ever of the need to use resources more efficiently and to ensure an environment in which people and nature can exist in harmony for present and future generations.

This is reflected in the widespread and growing interest in sustainability efforts by residents, businesses and city leaders. During early community input for this plan, sustainability ranked as one of the most important topics, after land use, transportation, and community character. In recognition of this importance, sustainability was added as a priority in this plan and a Sustainability Subcommittee was formed to provide direct input. This chapter takes stock of where we are as a community and includes recommendations for city sustainability efforts moving forward.

“ Build health and
sustainability into plans to
increase quality of life.”

- Community member

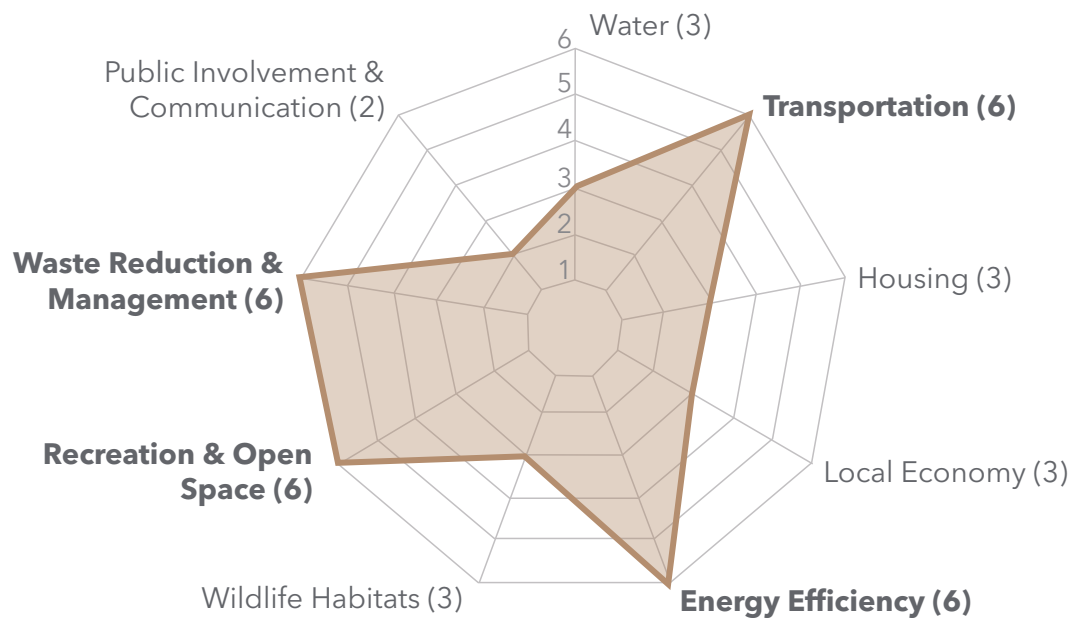


WHAT WE HEARD

A sustainability subcommittee made up of community members guided the development of this part of the strategic plan. Additionally, during the second community workshop, the planning team gathered targeted feedback specifically about sustainability. The results from the sustainability subcommittee meetings are provided below and the results from the second community workshop are on the following page.

Sustainability Subcommittee

Top sustainability topics to focus on in this plan:

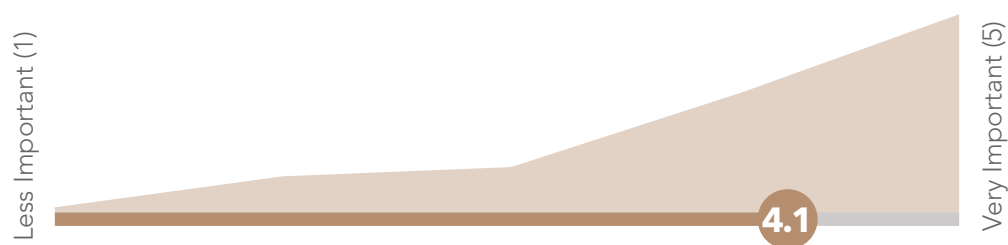


What recommendations do you think would have the biggest impact on sustainability in New Albany?

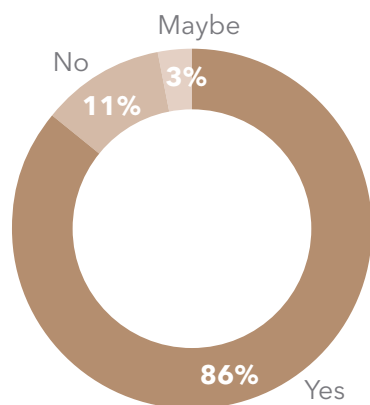
- Educational programs and campaigns to raise awareness and provide resources about sustainability within the community
- Adopt policies that position the city to be a regional leader in sustainability and to set the example for businesses and residents
- Adopt renewable energy to power public facilities and incentivize residents to switch to renewable energy to power their homes and vehicles
- Improve waste management through recycling and composting and focus on reducing dependence on single use plastics
- Continue to focus on encouraging mode shifts to alternative transportation by making the city more pedestrian and bike-friendly
- Focus on nature preservation, green infrastructure, and sustainable landscaping practices

Community Feedback

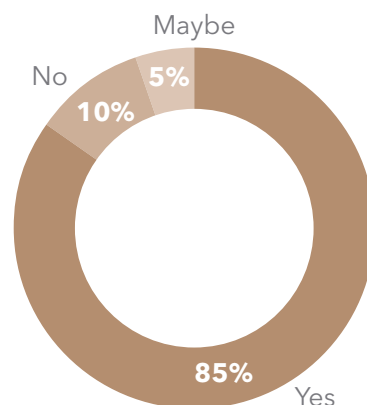
How important is it for the city to address and promote sustainability? (n=183)



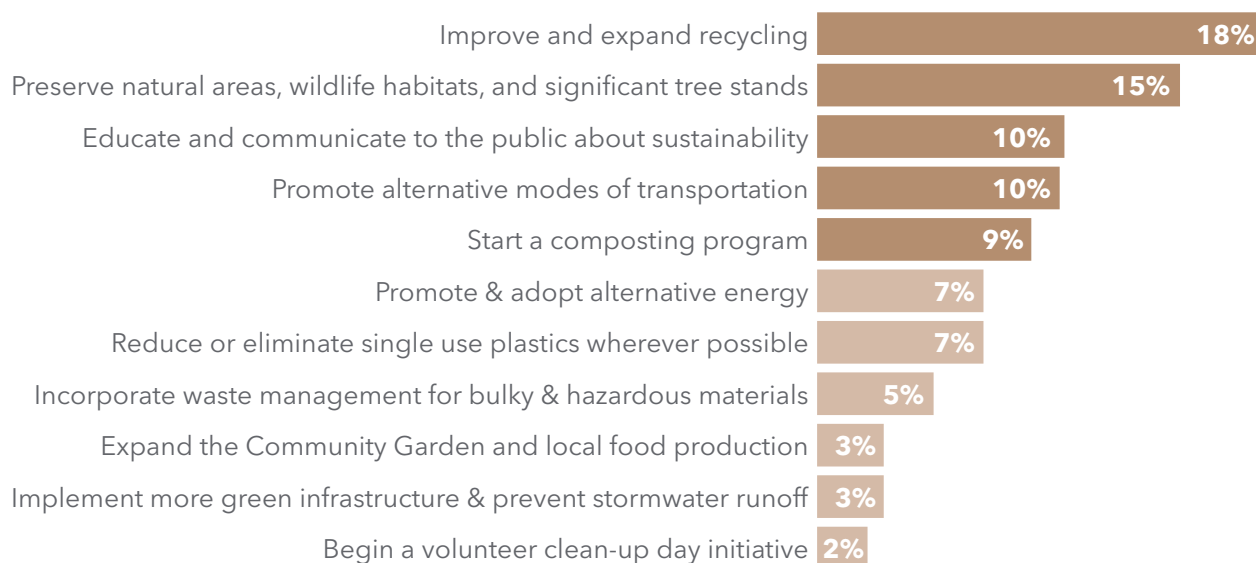
Would you be supportive of converting some of the setbacks along New Albany's road corridors from turf grass to native prairie meadows, wooded areas, or local food production? (n=167)



Do you think the city should promote the use of solar panels and geothermal systems in our community? (n=175)



What else should the city do to improve environmental sustainability in New Albany? (n=147)*



*=percentages don't equal 100 because responses could count for more than 1 theme

REGIONAL SUSTAINABILITY METRICS

Since the city adopted its last strategic plan, there have been a number of regional efforts to examine and address sustainability in Central Ohio. In 2015, the Mid-Ohio Regional Planning Commission (MORPC) published [Insight 2050](#). This was a tool designed to help Central Ohio communities gain a better understanding of demographic and growth trends, and determine how to accommodate these changes. It provided four scenarios that highlighted the impacts of accommodating a four-decade increase of one million new residents through:

1) the development patterns of the past, 2) current planning models, 3) adopting more-compact patterns, and 4) focusing intently on compact development. It measured the impacts of these scenarios in terms of land consumption, transportation, fiscal impacts, public health costs, energy use, water use, greenhouse gases, and household costs. There were a number of important findings. These included that more compact development and density has many positive outcomes for sustainability metrics. The table below summarizes the impacts of the four *Insight2050* scenarios on key metrics.

This plan examined *Insight2050* and newer data in more detail to provide, additional metrics highlighting New Albany's position relative to a number of sustainability-related metrics. This includes findings that, relative to other peer Central Ohio cities, New Albany is consuming more energy resources. Compared to peer cities, New Albany uses the greatest amount of water for outdoor residential uses, such as watering plants and lawn maintenance. New Albany also has the highest total annual energy use per capita of the peer cities, which is due primarily to the large commercial buildings that consume a lot of energy.

Summary Table of Insight2050 Scenario Metrics

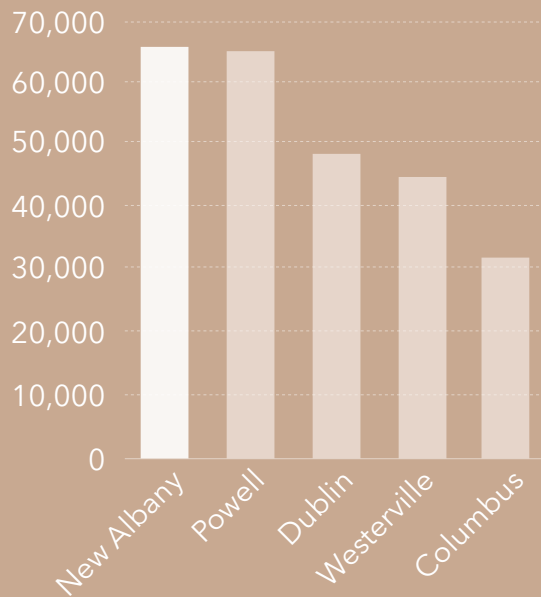
	GROWTH SCENARIO			
	Past Trends	Planned Future	Focused Growth	Maximum Infill
METRIC (TO 2050)				
Cumulative New Land Consumption (sq mi)	495	270	45	15
Cumulative Residential Water Use (gallons)	3.19 billion	3.12 billion	3.03 billion	3.01 billion
Cumulative Residential and Commercial Building Energy Use (in BTU)	4.27	4.23	4.15	4.12
Annual Vehicle Miles Traveled	15.9 billion	15.4 billion	12.0 billion	11.1 billion
Cumulative Fuel Costs (in 2014 dollars)	\$116.0 billion	\$113.4 billion	\$97.5 billion	\$93.3 billion
Cumulative Residential and Commercial Tax Revenues per Acre (2014 dollars)	\$32k	\$87k	\$213k	\$474k
Annual Automobile Pollutant Emissions (tons)	24,573	23,675	18,486	17,085

Source: *Insight2050*, MORPC

SUSTAINABILITY PEER CITY COMPARISON

RESIDENTIAL OUTDOOR WATER USE

(gallons per person per year)



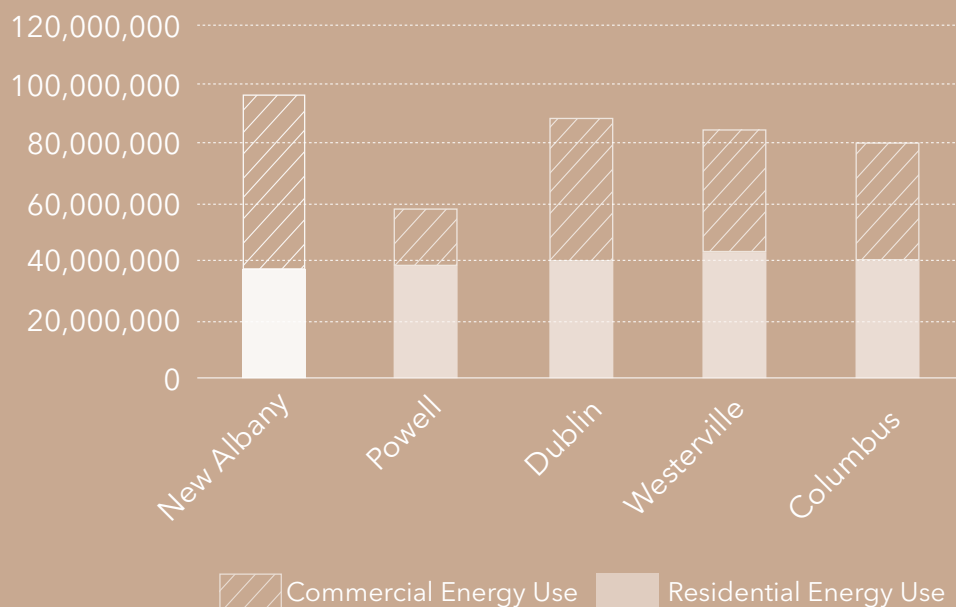
PASSENGER VEHICLE EMISSIONS

Annual emissions
(metric tons per household per year)



TOTAL ANNUAL ENERGY USE

(BTU per year in billions per capita)



Source: Urban Footprint (2019)



500,000

Pounds of leaves collected annually in the city that are composted and converted to topsoil

100%

of stormwater is maintained on-site at Rose Run Park phase I

2010

The year New Albany became a certified Tree City USA

EXISTING CITY INITIATIVES

This process unveiled the number of initiatives and efforts that the City of New Albany is currently undertaking, which are numerous, but not often communicated to the public. The sustainability recommendations that follow in this section build upon these existing initiatives, which are outlined on the following pages.

Buildings & Facilities

- Recycling program at all city buildings
- Non-rechargeable battery recycling and proper disposal of used aerosol cans and florescent bulbs by Public Service Department
- Conversion to LED lightbulbs at Village Hall, Public Service facility, and in city traffic signals
- Conversion of existing city streetlights to LED (to be completed by end of 2020)
- Installation of large commercial fan in Public Service Department garage to reduce heating bills in winter
- Three “green streets,” which provide sustainable stormwater management (Third St., Miller Ave. extension, Second St. extension)
- Use of recycled asphalt on rural roads

Parks & Grounds

- Green stormwater practices used at Public Service facility to clean stormwater before it's released into local streams (bioswales, retention pond)
- Organic fertilization pilot program at the Public Service facility to determine viability of commercial fertilizer reduction
- With the Rose Run Phase I park construction now complete 100% of the stormwater is maintained which includes capturing run off pollutants
- Stream restoration was completed for Rose Run Phase 1 and is planned to occur during Rose Run Phase 2
- Bank stabilization was completed for Rose Run Phase 1 and is planned to occur during Rose Run Phase 2
- Invasive tree removal was completed for Rose Run Phase 1 and is planned to occur during Rose Run Phase 2
- 20% open space and parkland dedication requirement for all new subdivisions in city zoning code
- Adoption of floodplain regulations, which follow SWIPP requirements
- Designation of certain areas to be preserved green space in city's land use plan
- Requirement for preservation of existing trees where feasible in city's zoning code; in some areas, tree replacement is required

Operations & Services

- Recycling collection offered for all public events
- Monthly sweeping of all curbed streets within the city, which prevents sediment and pollutants from entering streams and waterways
- Residential curbside leaf collection offered between October and December
- Over 500,000 lbs. of leaves collected and taken to a compost facility where they are converted to topsoil
- Annual street tree pruning and removal. Branches and tree trunks are chipped into small pieces and taken to a compost facility where they are converted to mulch
- Public Service Department fleet of trucks and equipment operate on bio-diesel fuel
- New Albany has been a certified Tree City USA Community since 2010, making both business and residential areas cleaner and greener
- Public Service Department purchased an electric vehicle for its fleet in 2018. The Department will study the viability of transitioning other vehicles to electric considering use, longevity, and operating costs
- City is in the process of purchasing an electric bus for its Smart Ride transit program, which will be done through a grant. The electric bus will reduce the dependency on the use of current fuel driven buses
- The Public Service Department utilizes Beet Juice, a natural agricultural

product, when dispensing road salt in the winter to help melt snow and ice. The use of Beet Juice reduces the need for calcium chloride chemicals

- The city is taking part in the MORPC Sustainable 2050 program
- The city may participate in a pilot program for a hybrid police cruiser
- Environmental Criteria and Opportunity for Sustainability (ECOS) tax credit, which gives companies in the business park credit for environmentally friendly construction
- City is conducting research on solar energy codes



City leaf collection service that includes the composting of leaves to become topsoil



Green stormwater management practices at the Public Service facility



Use of natural Beet Juice to melt snow reduces need for chemicals



Rose Run Park invasive species removal

SUSTAINABILITY RECOMMENDATIONS

S1. Protect and improve biodiversity and water and air quality.

As New Albany grows, it is critical to take actions that protect its environment and precious natural resources. Specifically, protecting biodiversity and water and air quality are of the utmost importance as they contribute to a more resilient environment and a high quality of life for all beings.

As a community with bucolic character, New Albany has ample green and open spaces that can be protected, designed, and adapted to improve biodiversity and water and air quality. First and foremost, the city should preserve existing forests, wildlife habitats, stream corridors, and wetlands which provide invaluable ecosystem services. Linking these existing open space assets together is an important strategy to provide the necessary habitat for animals to reach food, water, shelter, and breeding sites. According to the National Wildlife Foundation, habitat connectivity also facilitates wildlife migration, boosts biodiversity and resilience in degraded ecosystems, safeguards genetic flow between populations, and ensures species are better able to adapt to our changing climate.

In certain areas of New Albany, the city can implement green infrastructure, which improves water quality by reducing flows of stormwater to sewer systems or surface water through storage, infiltration, filtration, and evapotranspiration. This process not only prevents damage to infrastructure and property, but minimizes water pollution and stream erosion. This would include continuing to implement the existing green streets policy where pervious pavers are used on streets with low vehicular traffic in the Village Center as well as on surface parking lots throughout the community. Through the use of demonstration projects, the city can implement and test native meadows and prairie restorations that would contribute to New Albany's aesthetic and provide environmental benefits.

On publicly owned land and in parks, the city should consider discontinuing the use of pesticides and herbicides in areas adjacent to waterways. Efforts should also be taken to maintain and expand the urban tree canopy in the city. Trees have numerous societal, health, and environmental benefits especially for urbanized areas, such as carbon dioxide sequestration, improving biodiversity, and improving air quality.



Existing native landscaping in Hampsted Village



Prairie restoration alongside a major road

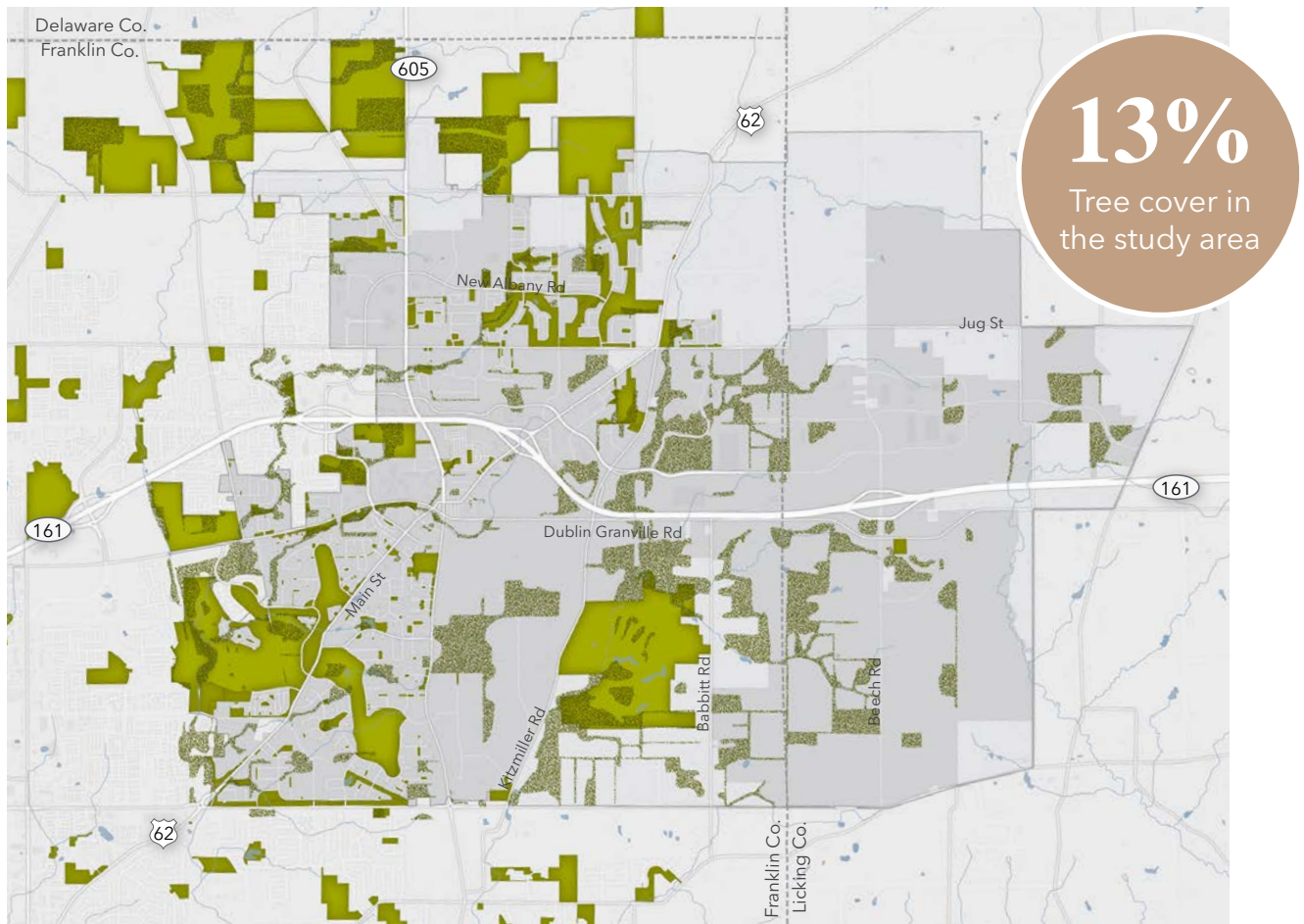


Existing brick street in New Albany



Creek clean-up event

Figure 3.43 | Tree Cover Map








According to the Arbor Day Foundation, a mature tree absorbs 48 pounds of carbon dioxide per year. The city should plant trees in public rights-of-way, parks, and other green spaces to continue to expand the tree canopy, which currently covers 13% of the study area (see figure 3.43). The city should also work to control the spread of invasive plant and animal species.

Authority over green spaces on private property is limited, but the city should investigate ways to encourage property owners to adopt native and

low-impact landscaping practices to help decrease residential water usage. This could include an educational campaign about the benefits of native landscaping versus monoculture lawns or it could take the form of a water rebate program for property owners who implement low-impact landscaping.

Finally, along stream corridors, the city can partner with other community groups and organizations to start a creek clean-up volunteer program or event to keep the waterways free from pollution.

Legend

- Tree Canopy 
- Green Space 
- City Boundary 
- Study Area Boundary 
- Rivers & Streams 

PROPERTY ASSESSED CLEAN ENERGY PROGRAM



Property Assessed Clean Energy (PACE) is a funding mechanism for property owners to finance energy efficiency and renewable energy building improvements. Through this program, 100% of an energy project's cost is repaid over 20-30 year terms through a special assessment added to the property's tax bill. Through this funding mechanism, there are no down payments for the project and the financing rates and terms are fixed for the life of the PACE loan. Funding for this program can be used for commercial or residential properties.

This program benefits property owners by removing some of the financial barriers to energy efficient building improvements. Local governments also see benefits from this program, such as increasing property investment, local job creation, and improving community-wide environmental sustainability. According to the U.S. Department of Energy, in 2019 more than 200,000 homeowners made \$5 billion in energy efficiency and other improvements to their homes through RPACE financing.

In 2016, the Columbus Regional Energy Special Improvement District (ESID) was formed to facilitate PACE financing for commercial property owners in Central Ohio. The district now covers Columbus, Grandview Heights, Bexley, Dublin, Grove City, Hilliard, Perry Township, Whitehall, and Worthington. By joining the ESID, a tax-collecting municipality has the ability also to establish a RPACE program.

S2. Foster and encourage the adoption of alternative energy sources within the city.

The Sustainability Subcommittee and the public expressed a desire to move toward renewable energy sources, such as solar and geothermal energy to power New Albany's homes, businesses, and civic buildings. According to the U.S. Energy Information Administration, Ohio is currently primarily reliant on natural gas and coal to power electricity. While these energy sources are relatively inexpensive, they come with negative environmental consequences including greenhouse gas pollution, water pollution, and natural habitat degradation. The city should encourage and incentivize the broader use of renewable energy sources in an effort to be more environmentally sustainable. This strategy extends to energy sources used to power homes, businesses, and vehicles.

Many existing commercial buildings in New Albany would be ripe for solar panel installation, but regulatory barriers and lack of incentives make that difficult. The city should advocate for legislation that would allow for these types of interventions on commercial buildings and for more renewable energy options in general. Large surface parking lots and any future parking garages also provide an opportunity to install solar powered carports. These types of ground-mounted systems are energy efficient and can generate a substantial amount of a site's energy needs.

To encourage property owners to make energy efficient improvements to their homes and businesses the city can implement a property assessed clean energy (PACE) program, which applies to residential (RPACE) and commercial (CPACE) properties. This tax assessment financing mechanism covers resilience, efficiency, renewable energy, and water projects and has a 20-30 year repayment schedule, which often means that the annual savings in energy costs are larger than the annual payment. More information about this program is provided to the left.

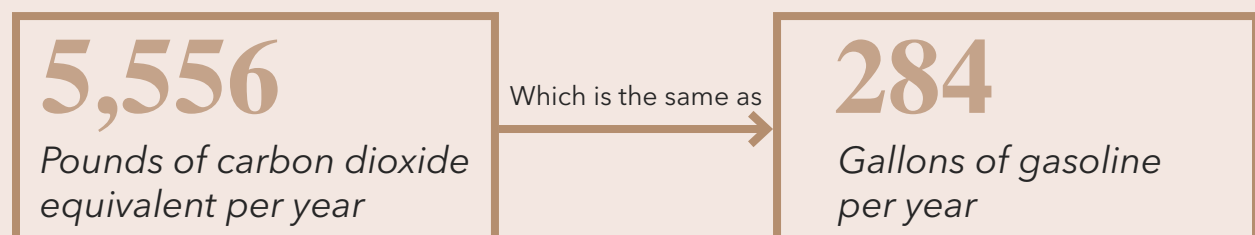
To assist property owners with these improvements, the city should adjust any regulations to make it clear that solar panels and geothermal systems are permitted with the appropriate reviews. The city can also maintain a list of approved solar and geothermal installers to make the permitting process easier for all parties.

Although Ohio is still reliant on natural gas and coal for electricity, switching to an electric or alternative fuel vehicle is still an environmentally friendly action Ohioans can take. According to the U.S. Department of Energy, switching from a gasoline to an electric vehicle would save 5,556 pounds of carbon dioxide equivalent per year, which is the same as 284 gallons of gasoline consumed. The city can encourage this switch to electric vehicles by first providing more alternative fuel stations throughout the city.

The city has already started purchasing electric and hybrid vehicles for its fleets, and the Service Department fleet of trucks runs entirely on bio-diesel fuel. This is a positive step toward a more sustainable vehicle fleet and these efforts should be continued.



In Ohio, switching from a gasoline to an electric vehicle would save...



Case Study:

Bexley Curbside Composting
Program | Bexley, OH



According to the Solid Waste Authority of Central Ohio (SWACO), food waste comprises about 15% of material sent to the landfill, making food the third-largest category of waste in Central Ohio. To combat this environmental issue, Bexley became the first community in Central Ohio to roll out a curbside food recycling program as a municipal service to residents.

The city began, first, with a 14-month pilot program to about 400 households that was launched in late 2017. The pilot program resulted in 40 tons of food being diverted from the landfill. In 2019, the service became available for all 4,000 households in the city. Residents are provided with a 5-gallon bucket, which are set at the curb and picked up once a week. Nearly all food products, including meat and bones, can be added to the container because the food waste is taken to an industrial composting facility. Bexley is currently subsidizing the cost of the program, which is estimated to be about \$5 per household per month. The city has partnered with Innovative Organics Recycling to operate the program.

S3. Continue to reduce waste through the provision of city services and the encouragement of local partners.

All of the waste generated from New Albany and the rest of Franklin County is taken to the Solid Waste Authority of Central Ohio's (SWACO) landfill. According to SWACO, in 2017 the amount of waste generated in Franklin County was 2,257,318 tons, which is about 85 times heavier than the Statue of Liberty. Almost half of that waste (49.17%) was diverted to recycling facilities.

In order to ensure a livable community for all current and future generations, the city should focus on the reduction of waste through new or expanded services and programs. Through this planning process, the planning team heard a desire for a composting program to help divert food waste from the landfill. Food waste is one of the largest categories of materials sent to the landfill. Several other Central Ohio communities have started composting programs with success. The case study to the left details a program that Bexley, Ohio implemented. Waste that is hazardous, bulky, or sensitive also proves problematic for disposal.

Currently, there are a couple drop-off locations for this type of waste in Central Ohio, but their locations outside of New Albany pose a barrier for residents to properly dispose of these materials. Other Central Ohio communities have designated "Community Cleanup Days" a couple times per year, during which anyone can drop off these materials in a responsible way. As awareness about recycling increases, it may be necessary to place additional recycling drop-off dumpsters in the city to accommodate recycling for residents who live in multifamily housing or those that do not have curbside pick-up. The addition of recycling bins in public spaces and throughout the Village Center would also help to decrease waste that ends up in the landfill. Additionally, the city should encourage commercial property owners to add recycling dumpsters to collect recyclables from businesses.

Single-use plastics are another category of waste that community members hope to see reduced. The city can do its part in this effort by encouraging staff to use reusable alternatives to items like plastic water bottles and disposable coffee cups. Other jurisdictions in Ohio have even gone so far as to ban plastic bags in retail and grocery stores.

S4. Communicate to and educate the public about the sustainability initiatives in the community.

A key component of furthering sustainability in the community is to involve the public by communicating with them about how they can help to advance this goal. This strategy involves integrating sustainability into the built environment and people's daily activities. Incorporating beautifully designed interpretive signage into the environment is one way to bring sustainability education to the public. This type of signage is typically placed in public spaces and parks, and mark important natural features or sustainability-related infrastructure.

New Albany has the advantage of being home to several organizations that strive to cultivate lifelong learning, including but not limited to the McCoy Center for the Arts, New Albany Chamber of Commerce, and the New Albany Community Foundation. By partnering with these and other community organizations, the city can highlight sustainability through educational programming. Examples of such programming include a sustainability symposium, speaker series, or an eco festival.

The city's large youth population should not be left out of this important discussion. School outreach can be conducted in partnership with the New Albany-Plain Local School District to engage youth regarding sustainability topics, especially those that are occurring at the local level.

The city can also act as a clearinghouse for sustainability information by creating a one-stop page on the existing city website where community members can go to find resources related to sustainability in New Albany. This page and other appropriate communication channels should be used to highlight and celebrate the city's existing sustainability initiatives.



Interpretive signage



School outreach



Sustainability educational programming



School outreach

S5. Develop mechanisms for implementation and tracking progress.

To ensure the successful implementation of the recommendations in this section, several operational strategies are needed moving forward. First, the city should complete a sustainability assessment—updated annually—to identify environmental, economic, and social equity challenges within the city’s jurisdiction and current programs in place to address them. Part of this sustainability assessment could include an energy benchmarking program that requires owners of non-residential and multifamily buildings to track energy performance and report those figures annually to the city. City and institutional buildings should also be included in any annual energy benchmarking.

Using the data gathered through the sustainability assessment, the city then should complete a sustainability action plan that ties together the community’s goals, strategies, action items, and metrics for improving sustainability in New Albany. The city should also consider creating a citizen-led sustainability advisory committee that can help to implement the recommendations in this section and guide the city’s sustainability efforts moving forward.

Finally, the city should strive to become a Gold Community through MORPC’s Sustainable2050 program, which would demonstrate the city’s commitment to sustainability in the region. Participation in the Sustainable2050 program is also accompanied by technical assistance from MORPC and collaboration with other jurisdictions in the program.

Case Study:

Community Sustainability Advisory Board | Golden, CO



In 2007, the City Council of Golden, Colorado deemed sustainability its top priority. In response to efforts and suggestions from concerned citizens, they created a Community Sustainability Advisory Board made up of seven residents of Golden, whose positions are appointed by the Mayor and approved by City Council. In order to ensure a comprehensive perspective, members represent a variety of interests in the community, including a professional in the sustainability industry, and representatives from a public research facility, the education profession, and a local business. Board members communicate with fellow residents by hosting sustainability task forces both in person and through online platforms, sending out surveys, and encouraging people to testify at City Council meetings.

The board adopted their most recent *Sustainability Strategic Plan* in 2015, which outlines a 5-year plan for improvements in areas such as energy, economic health, sustainability education and communication, waste, transportation, and water consumption and quality. Most recently, they passed a resolution to align their goals with the Paris Climate Accord. They now plan to achieve 100% renewable electricity and heating energy by 2030 and 2050, respectively. They also plan to reduce landfill contributions 40% and water use consumption per capita 15% by 2030.

SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the sustainability recommendations. A more detailed summary matrix can be found on page 239. While the city should aim to make progress on all of these recommendations, the following four recommendations emerged as top priority over the next five years:

1) Complete a sustainability action plan for the city that advances this work and establishes benchmark targets, more detailed policies, potential incentives, and a dashboard to measure progress;

2) Work to provide more convenient and sustainable renewable energy supply choices to the New Albany community;

3) Promote the use of solar and geothermal systems and adjust the city regulations to appropriately permit them within the community;

4) Communicate to and educate the public about the city's sustainability initiatives.

S. Sustainability

Goal: Define a path to the future that reinforces New Albany's commitment to ecological, social, and economic sustainability.

S1. Protect and improve biodiversity and water and air quality.

- a. Prioritize the preservation of existing forests, wildlife habitats, stream corridors, and wetlands.
- b. Create and maintain natural corridors that link woodlands, streams, and habitats.
- c. Implement native meadows and prairie restoration demonstration projects in specific areas of the city.
- d. Maintain and expand the city's urban tree canopy.
- e. Continue to implement a green streets policy on streets with low vehicular traffic in the Village Center and on surface parking lots throughout the community.
- f. Minimize impervious surfaces within developed areas of the community.
- g. Reduce and work toward the discontinuation of pesticide and herbicide in areas adjacent to waterways on city grounds and encourage this more broadly throughout the community.
- h. Investigate how to encourage property owners to adopt native and low-impact landscaping practices.
- i. Continue to provide native landscape buffers along all waterways in the community.
- j. Start a clean-up volunteer program to keep New Albany's waterways, parks, and streets free of waste and pollution.
- k. Control the spread of invasive plant and animal species.
- l. Encourage wetland mitigation within the school district boundary.

S. Sustainability

S2. Foster and encourage the adoption of alternative energy sources within the city.

- a. Advocate for solar energy legislation at the state level to allow for solar panels on commercial buildings.
- b. Install solar panels on public buildings where appropriate, and share the energy saving information with the community.
- c. Implement a property assessed clean energy (PACE) program to encourage property owners to make energy efficient improvements to their homes and businesses.
- d. Increase the number of alternative fuel stations in the city.
- e. Continue to expand the city's alternative fuel and electric vehicle fleet.
- f. Work to provide more convenient and sustainable renewable energy supply choices to the New Albany community.
- g. Promote the use of solar panels and geothermal systems and adjust the city regulations to appropriately permit them within the community.
- h. Maintain a list of approved solar and geothermal installers for the city.
- i. Consider providing solar powered carports over parking lots and parking garages.

S3. Continue to reduce waste through the provision of city services and the encouragement of local partners.

- a. Discourage the use of single-use plastics.
- b. Implement a curbside composting pilot program.
- c. Install recycling containers in the Village Center and other public spaces and encourage commercial property owners to do the same.
- d. Host a Community Clean-up Day several times a year to help residents properly dispose of bulky, hazardous, or sensitive materials
- e. Support and expand community gardens as well as local food production and sourcing.

S4. Communicate to and educate the public about the sustainability initiatives in the community.

- a. Highlight the city's existing sustainability initiatives through various communication and marketing channels.
- b. Utilize interpretive sustainability signage on city property where appropriate.
- c. Create a one-stop online sustainability resource database for community members.
- d. Work with local partners and organizations to develop programming to educate people about incorporating sustainable practices in daily life.
- e. Conduct school outreach on sustainability topics occurring at the local level and opportunities to participate.

S5. Develop mechanisms for implementation and tracking progress.

- a. Create a citizen-led advisory committee to help guide the city's sustainability efforts moving forward.
- b. Complete a sustainability action plan for the city that advances the work in this section.
- c. Conduct an annual energy benchmarking assessment for all city buildings, commercial properties, and multifamily residential properties.
- d. Actively support existing citizen sustainability initiatives.
- e. Strive to become a Gold Community through MORPC's Sustainable2050 program.

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PARKS & RECREATION

Goal: Explore ways to enhance the quality of life in New Albany and connect residents with the outdoors through parks and recreation.

Parks and recreation are essential services to communities as they contribute to a high quality of life by providing social, health, and economic benefits. According to the National Recreation and Parks Association (NRPA), the following are some of the ways that parks add value to communities.

Economic Value:

- Parks improve the local tax base and increase property values
- Trees in cities save \$400 billion in stormwater retention facility costs
- Quality parks and recreation are one of the top three reasons that business cite in relocation decisions

Health Benefits:

- Studies have shown significant correlations between exposure to nature and reductions in stress, lowered blood pressure, and perceived physical health

Social Importance:

- Parks and recreation programs provide places for health and well-being for people of all ages, economic status, and abilities
- Parks help to build social capital

During the *Engage New Albany* planning process, the community identified parks and recreation improvements as a priority for the future. The global coronavirus pandemic and the resulting public health orders enacted at the state and local levels have further reinforced our society's recognition of parks as essential public services. This section focuses on public parks and facilities as well as recreational programming.



“I like all the bike paths and parks. I really enjoy them and they are a big reason why my husband and I moved to New Albany.”

- Community member

WHAT WE HEARD

From the community engagement process, the planning team heard feedback that solidified the importance of parks and recreation for the quality of life in New Albany. The planning team also sought more specific feedback regarding parks and recreation improvements at the second community workshop. The results from that meeting are summarized below.

*Of the following, what is the top parks & recreation improvement you would like to see in the New Albany community?** (n=197)

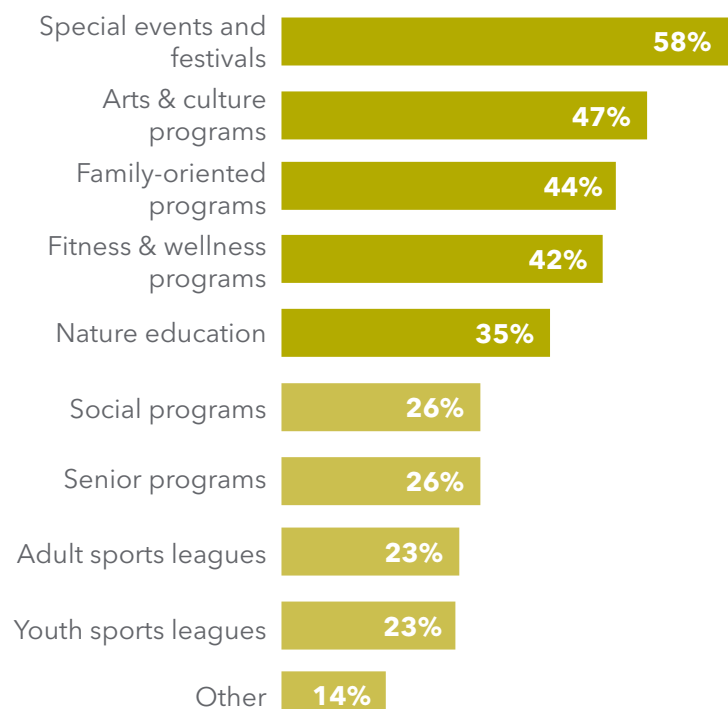


"Updated and more parks, increased ability to walk or bike across the city."

"Parks with big, accessible, shaded playgrounds"

"Skatepark with all inclusive WCMX (wheelchair motocross) capabilities. More **festivals and events** that would entice people to New Albany. "

*What types of additional programming would you like to see in the New Albany community?** (n=192)



*=percentages don't equal 100 because responses could count for more than one theme



EXISTING CONDITIONS



4%

of New Albany's land is used for parks and recreation, which is lower than the national median of 15%

(source: ParkScore®)

383

acres of local parks in the city

52%

of New Albany residents are within a 10-minute walk from a park, compared to the national average of 55%

(source: ParkScore®)

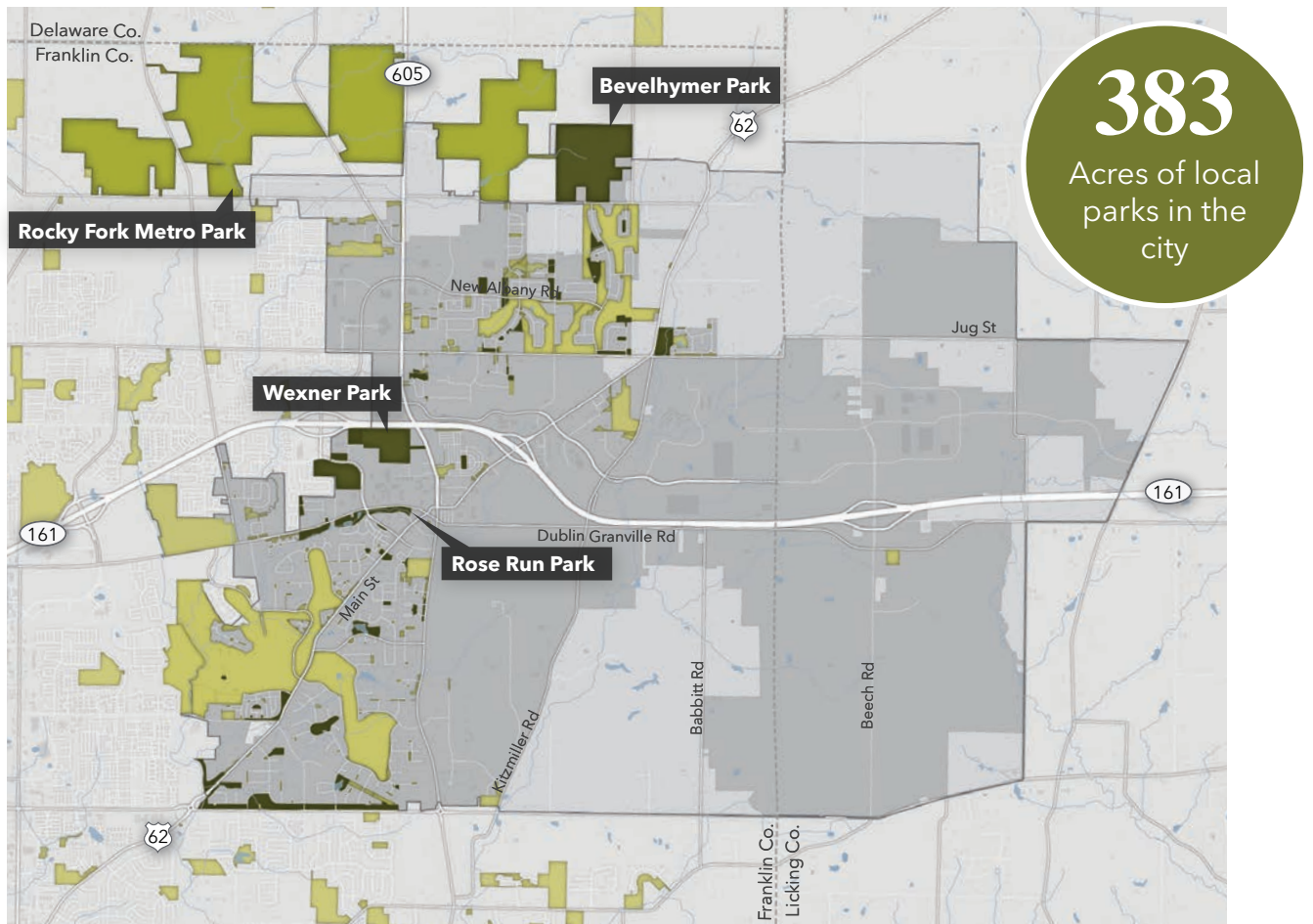


1,000

acre Rocky Fork Metro Park just north of the city



Figure 3.44 | Local Parks and Open Space Map



Local Parks & Open Space

The parks and recreation system in New Albany is comprised of a variety of park typologies that are owned and operated by multiple entities.

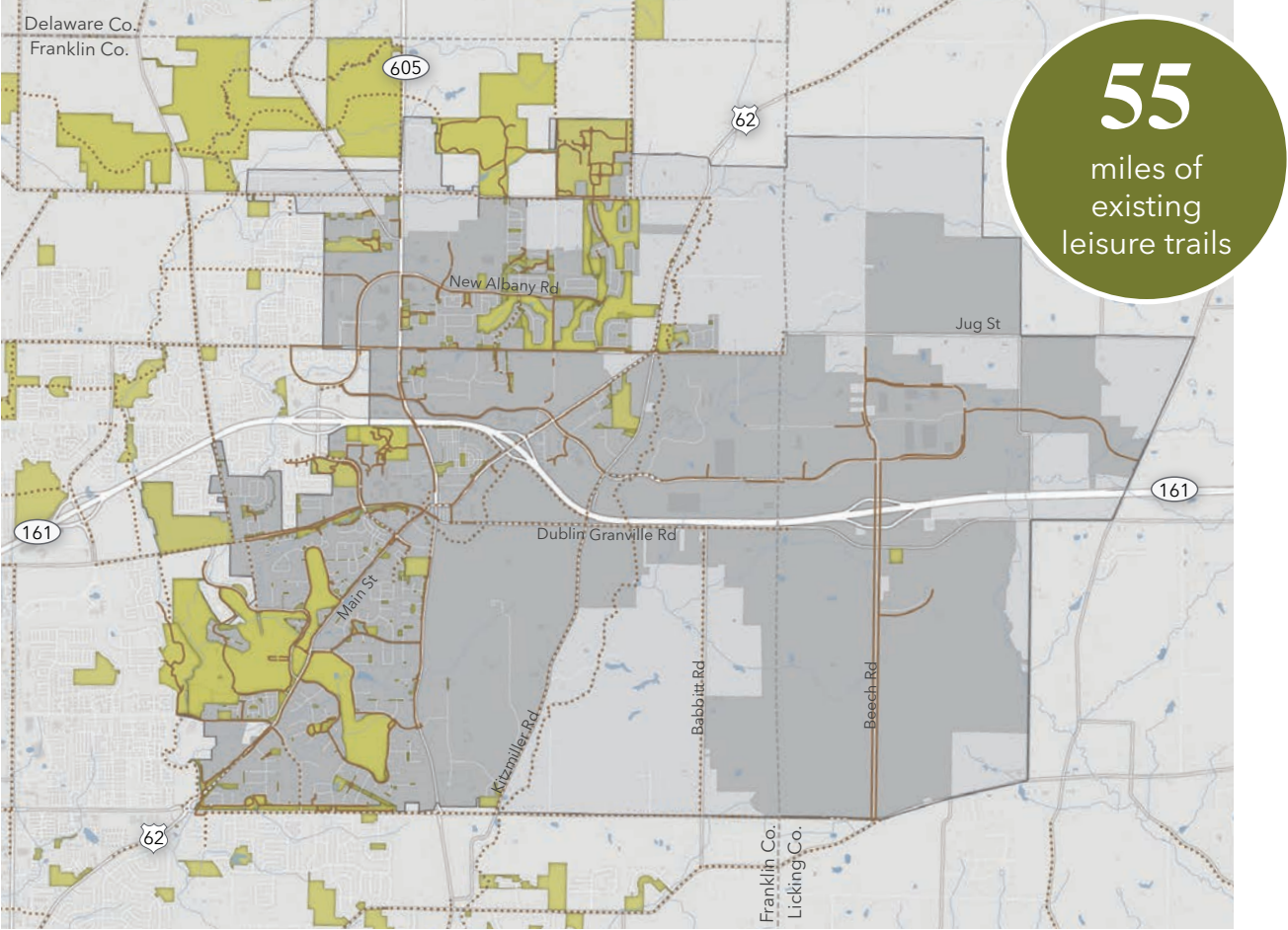
As depicted on the map above, local parks include city-owned parks, New Albany-Plain Local Joint Parks District parks, and parks in residential subdivisions that are currently owned by the homeowner's association (HOA). In total, these local parks comprise 383 acres of land in the city.

The map above also shows Rocky Fork Metro Park, owned by the Columbus and Franklin County Metro Parks, which sits just outside the study area. Although not in the study area, it is important to account for as many New Albany residents frequent that park. Other open spaces include private golf courses, cemeteries, and public easements.

Legend

- Local Parks and JPD Parks
- Rocky Fork Metro Park
- Other Open Space
- River/Stream

Figure 3.45 | Existing and Future Leisure Trails Map



Leisure Trails

The map above depicts the existing and future leisure trail network as it relates to the parks and open space system. Critical connections are still needed to allow people to safely travel by foot or bike to several parks, including Rocky Fork Metro Park. Additionally, there are opportunities to create a network of greenways or linear parks that align with some of the future leisure trail connections.

Legend

Existing Leisure Trails

Future Leisure Trails

Parks & Open Space

River/Stream

PARKS & RECREATION STRATEGIES

P1. Protect and improve the existing network of parks, natural open spaces, and stream corridors.

Continuing to create a high-quality parks and recreation system starts with protecting the existing parks and natural assets. First, the city should improve the quality and maintenance of existing parks to ensure they are frequented and valued by community members.

Natural resource management is also critical moving forward, city-owned forests, street trees, and natural open spaces should be properly managed by first maintaining a tree inventory, developing re-forestation plans, and controlling invasive species. The city should strive to preserve and improve the quality of other ecologically sensitive areas too, especially streams and wetlands.

In addition to natural resources, historic and cultural resources are significant assets for the city and their integrity should be respected as the city changes and grows. New Albany, as with much of Central Ohio, lacks significant topography and therefore should establish and preserve critical viewsheds and vistas wherever possible in order to help create a more visually interesting landscape. Finally, New Albany's agricultural origins should be celebrated by investigating methods of preserving rural character, especially in developing areas of Licking County.



Street trees



Rocky Fork Metro Park



Rural aesthetic



Ealy House, a historic home

P2. Provide for a high quality and diversified park system to meet the recreational needs and enhance the quality of life for all residents.

Members of the New Albany community have different recreational needs and desires and it is critical for the city to understand these needs to provide a high quality, diversified park system for all residents.

To realize this strategy the city first needs to complete a parks framework plan, an effort which is already underway at the time of this plan's publishing. Part of the parks framework plan will include a watershed analysis to determine the existing physical access to parks or natural areas for residents of the city.

According to the Trust for Public Land's ParkScore® Index, 52% of New Albany residents currently live within a 10-minute walk from a park, which is below the national average of 55%. Moving forward the city should strive to increase this percentage of residents within a 10-minute walk from a park. This will likely be accomplished by implementing the recommendations in this section.

Physical access to parks is one component of creating a high quality park system for residents. Another important component is access to desired recreation facilities. The city should aim to create a park system in which each park satisfies the needs of a variety of user groups with a range of active and passive recreation options.

Neighborhood parks are one typology of park within the city and many of these parks are in need of repairs or upgrades. In improving these parks, care should be taken to create distinctive neighborhood park playgrounds and to provide a local park in every neighborhood in the city. The development process can be a tool to ensure that adequate open space and parkland is dedicated for all new residential development moving forward and to conserve critical natural resources within commercial development sites.



Example of an existing neighborhood park playground



Millstone Creek Park, Westerville, OH



Hannah Park, Gahanna, OH



Example of a splash pad

P3. Engage with partners to create a regional park, open space, and trail system that benefits New Albany residents and businesses.

New Albany is somewhat unique in the fact that multiple organizations are responsible for the development and maintenance of parks and recreation facilities in the city. This requires the city and other partners to work collaboratively to create a park, open space, and trail system that is regional in nature and benefits the entire New Albany community.

To accomplish this, the city should continue to partner with the New Albany-Plain Local Joint Parks District to identify and provide for, the greater parks and recreation needs of the community. The city has also recently partnered with the New Albany-Plain Local School District to enhance the playground on the Learning Campus to transform it into more of a community amenity.

Shared efforts between the city and other municipalities and organizations should continue to protect critical open spaces and provide regional trail connections.

The city should evaluate potential open space and parkland acquisitions that would protect key natural resources and provide green buffer zones near development. Finally, the city should continue to form a greenbelt of parks and open spaces around the city to enhance the natural environment and help to define the edges of the community.

P4. Create a continuous network of linear parks, paths, walks, and trails, thereby enabling the public to travel by non-motorized modes throughout the New Albany community.

Parks and open spaces can also be linear in nature through the development of greenways, complete with paths and trails. One such example that already exists in New Albany is Rose Run Park, which runs along the Rose Run stream corridor. These types of spaces help to increase access to parks throughout the community and provide opportunities for active transportation for people to travel throughout the community on foot or bike.

To create a continuous network of linear parks, the city should utilize stream corridors for greenway connections as much as possible throughout the community and incorporate parkland along them. Additionally, setbacks along roadway corridors can be preserved for green space, trees, and natural habitat. To preserve these stream corridors and roadway setbacks, the city should secure dedication of these areas as part of the development review process. Leisure trails are also included as part of a linear network of parks.

The city should continue to connect parks, green spaces, and natural corridors via leisure trails. Continued evaluation of the leisure trail system is important, so the city should also continue to implement the annual sidewalk/leisure trail program in order to efficiently complete the active transportation network.

P5. Create year-round recreational opportunities.

Creating year-round recreational opportunities is about providing activities and programming in the parks that span the seasons. Currently, the majority of parks and recreation programming is conducted by the New Albany-Plain Local School District (NAPLSD), the New Albany-Plain Local Joint Parks District at their park facilities. The city should consider working with partners to expand programming, especially free and family-friendly programming, across all parks and civic spaces. Programming should also be expanded to provide activities for diverse age groups, including teens and seniors.

To facilitate a strong sense of community and provide space for events and programming, the city should continue the development of Rose Run Park as the community's central green space and gathering place. Currently recreation opportunities are more limited in the colder months in New Albany and the community has expressed a strong desire for indoor recreation opportunities. The city should explore the development of an indoor field house for sports recreation all year long.

To pursue a future location for a community field house or recreation center, the city and partners should assess the feasibility of different locations.

The primary providers of sports facilities and active recreation options currently are the New Albany-Plain Local School District (NAPLSD), the New Albany-Plain Local Joint Parks District, and the Heit Center. To reach more of the population, the community should improve its current facilities and develop additional sports facilities and active park spaces.

In addition to active recreation options the city should also devote some resources to improving passive recreation. One existing asset, the New Albany Community Garden, will likely be expanded in the near future, as proposed in phase II of the Rose Run plans. To ensure that anyone can use this space, accessible raised garden beds should be incorporated into the plans. Finally, the city should consider the addition of public art in parks and public spaces around the city to add another unique passive recreation element to those spaces.



Linear park



Coffman Skate Park in Dublin, OH



Accessible garden beds



Public art at Prather Park in Highland, TX

SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the sustainability recommendations. A more detailed summary matrix can be found starting on page 239.

P. PARKS & RECREATION	
<i>Goal: Enhance the quality of life and health in New Albany and connect residents with the outdoors through parks and recreation.</i>	
P1. Protect and improve the existing network of parks, natural open spaces, and stream corridors.	
a.	Improve the quality and maintenance of existing parks.
b.	Manage and maintain city-owned forests, street trees, and natural open spaces by maintaining a tree inventory, developing re-forestation plans, and controlling invasive species.
c.	Improve the quality of city-owned natural resources, especially streams, wetlands, and other ecologically sensitive areas.
d.	Respect the integrity of historic and cultural resources as the city changes and grows.
e.	Establish and preserve critical viewsheds and vistas.
f.	Investigate methods of preserving rural character in developing areas of Licking County.
P2. Provide for a high quality and diversified park system to meet the recreational needs and enhance the quality of life for all residents.	
a.	Develop a parks framework plan for the city.
b.	Perform a watershed analysis to determine the physical access to parks or natural areas for all residents.
c.	Increase the percentage of New Albany residents who are within a 10-minute walk from a park.
d.	Create a park system in which each park satisfies the needs of a variety of user groups with a range of active and passive recreation options.
e.	Create improved and distinctive neighborhood park playgrounds and provide a local park in every neighborhood.
f.	Use the development process to ensure adequate open space and parkland dedication for all new residential development and to conserve critical natural resources within commercial development sites.
P3. Engage with partners to create a regional park, open space, and trail system that benefits New Albany residents and businesses.	
a.	Continue to partner with the New Albany-Plain Local Joint Parks District to identify the needs of, and provide for, the greater park, recreational, and sports programming needs of the community.
b.	Continue shared efforts with other municipalities and organizations to protect open spaces and provide regional trail connections.
c.	Evaluate potential open space and parkland acquisitions that would protect key natural resources and provide green buffer zones near development.
d.	Continue to form a greenbelt around the city to enhance the natural environment and define the edge of the community.

P. PARKS & RECREATION

Goal: Enhance the quality of life and health in New Albany and connect residents with the outdoors through parks and recreation.

P4. Create a continuous network of linear parks, paths, walks, and trails, thereby enabling the public to travel by non-motorized modes throughout the New Albany community.

- a. Utilize stream corridors as greenway connections throughout the community and incorporate parkland along them.
- b. Preserve setbacks along roadway corridors for green space, trees, and habitat.
- c. Secure dedication of green corridor setbacks along roadway and stream corridors as part of the development review process.
- d. Continue to connect parks, green spaces, and natural corridors with leisure trails.
- e. Continue to implement an annual sidewalk/leisure trail program to complete the active transportation network.
- f. Encourage additional and improved pedestrian and bike crossings over and under SR 161.

P5. Create year-round recreational opportunities.

- a. Work with partners to expand programming, especially free and family-friendly programming, across all parks and civic spaces.
- b. Provide activities and programming for diverse age groups, including teens and seniors.
- c. Continue to develop a central green space and destination park (Rose Run Park) to serve as the primary community gathering place.
- d. Provide adequate recreation facilities to accommodate future needs of the community and its various demographic segments by implementing adopted parks and recreation master plans.
- e. Explore the development of an indoor field house for sports recreation all year long and assess the feasibility of different locations.
- f. Improve current and develop additional sports facilities and active park spaces.
- g. Incorporate accessible raised garden beds in an expanded Community Garden.
- h. Consider the addition of public art in New Albany's parks and public spaces.



COMMUNITY WELLBEING

Goal: Foster a more connected, liveable, and equitable New Albany for all community members.

Community wellbeing is a new topic for New Albany's strategic plan and was included as a direct result of feedback from the community. Throughout the community engagement process, the planning team heard interest in topics such as diversity, equity, and inclusion; community services; programming for all ages; health services; volunteer opportunities; and city communications. These topics are all addressed in this section's recommendations.

The concept of community wellbeing is still an emerging one, so there is not one standard definition. Some public health researchers have developed three fundamental principles that provide a framework for understanding community wellbeing, which are:

Connectedness –

Connection is fostered by a community's social networks that:

- Offer social support
- Enhance social trust
- Support members living harmoniously together
- Foster civic engagement
- Empower members to participate in community and democracy

Livability – A livable community is supported by the infrastructure, including:

- Housing
- Transportation
- Education
- Parks and recreation
- Human services
- Public safety
- Access to culture and the arts

Equity – An equitable community is supported by values of diversity, social justice, and individual empowerment, where:

- All members are treated with fairness and justice
- Basic needs are met (adequate access to health services, safe housing, food, personal security)
- There is equal opportunity to get education and meet individual potential

New Albany already embodies many aspects of this community wellbeing framework. As the city matures, there is opportunity to focus more heavily on policies, programs, and services that continue to advance community wellbeing for all people in New Albany, which is the aim of this section.

A photograph of a man and a young child at a library counter. The man, wearing a blue t-shirt and grey shorts, is looking down at a book. The child, wearing a green hoodie and blue shorts, is standing next to him, also looking at the book. On the counter, there is a laptop displaying a 'CHECK OUT' screen for the 'NEW ALBANY METROPOLITAN LIBRARY'. In the background, there are bookshelves and a sign that says 'RESERVES'.

RESERVES

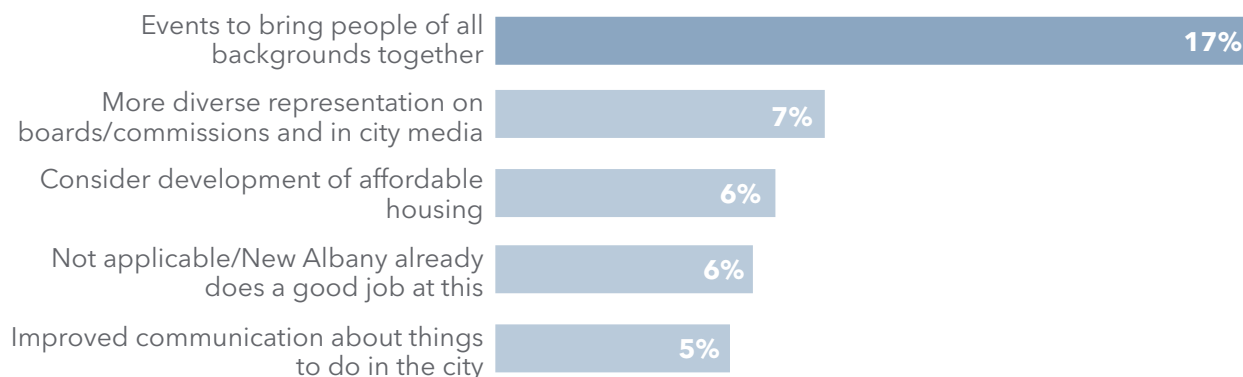
“ Please work to make New Albany **more inclusive** for all. Programs where we can all listen to and share experiences would be a great **opportunity to engage and learn from each other.** ”

- Community member

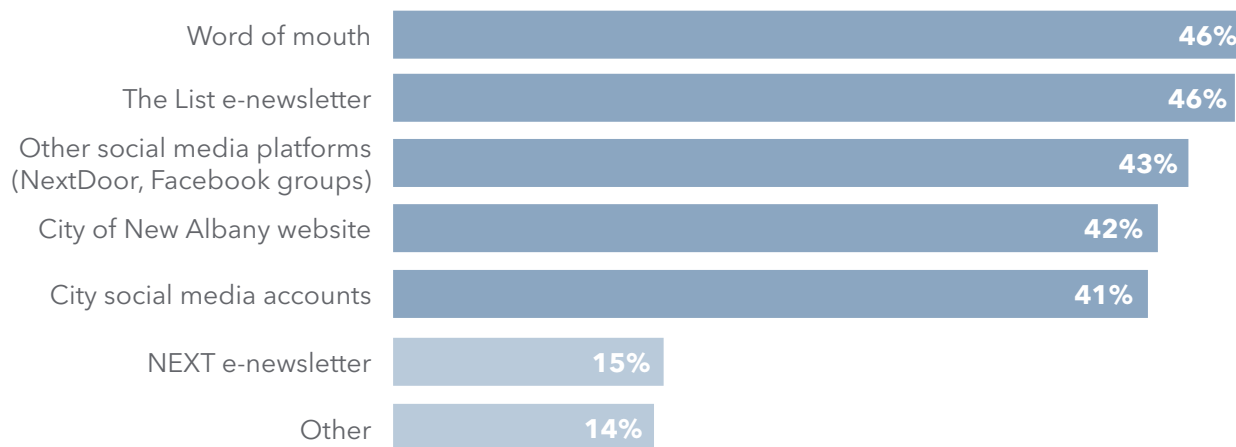
WHAT WE HEARD | COMMUNITY FEEDBACK

Topics such as diversity, equity, and inclusion; community services; programming for all ages; health services; volunteer opportunities; and city communications emerged from the community engagement process. To gather more concrete feedback on these topics, specific questions were asked at the second community workshop to gather ideas from the public. The information on the following pages summarizes that feedback.

*What are some ways that New Albany can improve as an inclusive and welcoming place for all people? (n=142)**



*What communication methods do you currently rely on for city-related information? (n=190)**



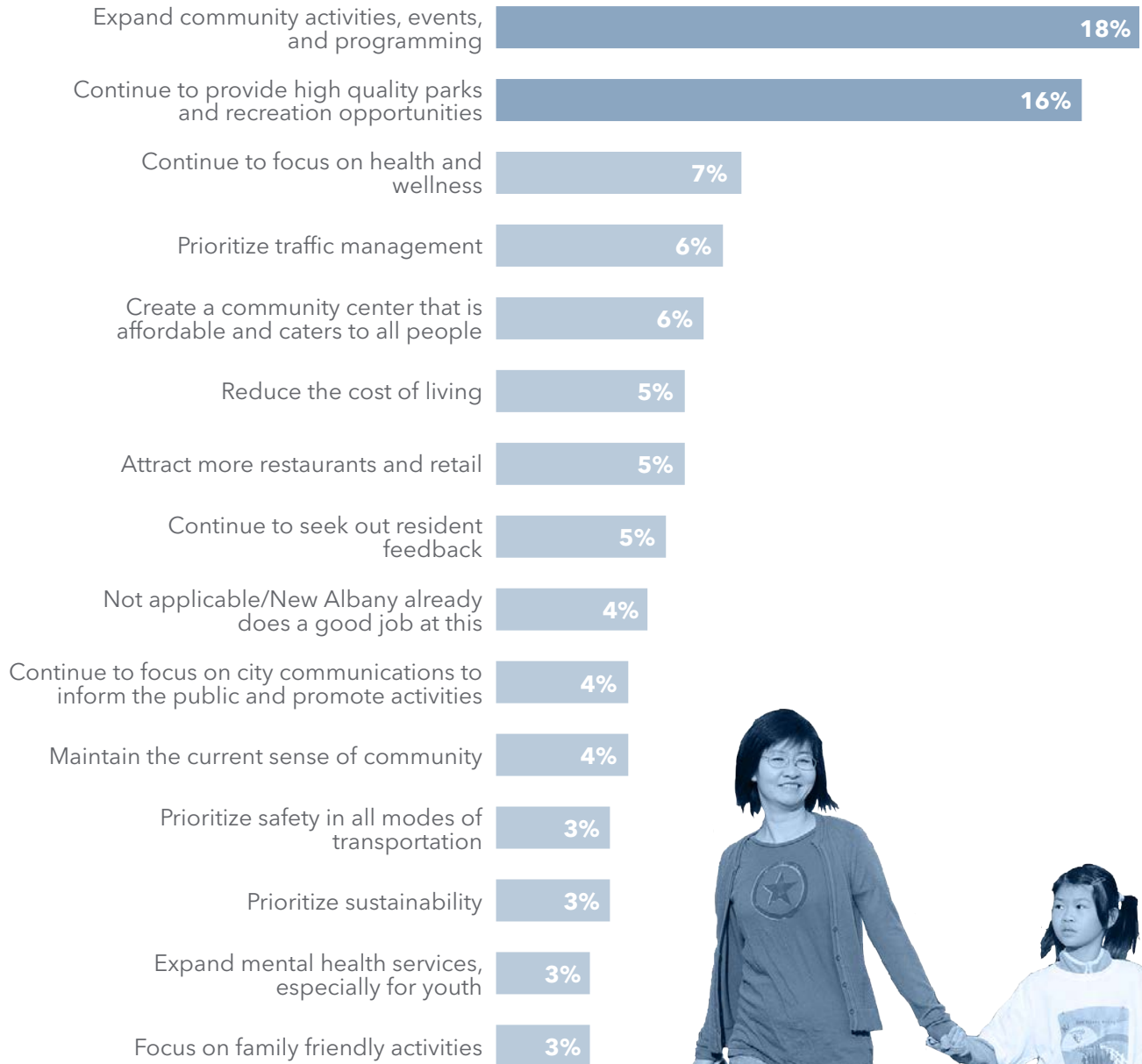
"More visibility of community needs. There are probably a lot of people who would be willing to volunteer/support community needs and improve connectivity but are unaware of how to best get involved."

"Continue asking for community feedback and participation in decision making"

**=percentages don't equal 100 because responses could count for more than 1 theme*



*What can the city and community do to improve the well-being and happiness of the people that live and work here? (n=138)**



EXISTING CONDITIONS

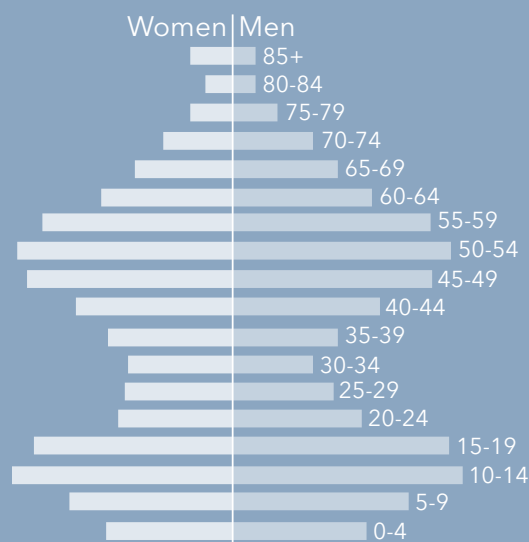
The graphs on the following pages provide a snapshot of the existing demographics of New Albany. According to 2019 U.S. Census Bureau estimates collected by ESRI, New Albany had 10,745 residents. The largest age groups in New Albany are people between the ages of 10 and 19 (18%) and between the ages of 45-54 (18%). This is unsurprising as New Albany is a very family-oriented community. New Albany is also one of the wealthiest cities in Ohio, with a median household income of \$166,580 and 42% of households having a median income of \$200,000 or more per year.

Compared to other geographies New Albany has the lowest Diversity Index ranking. The Diversity Index is a measure between 1 and 100 of the probability that two people from the same area will be from different racial and/or ethnic groups. Anecdotally, the planning team heard from the community that diversity is an issue that warrants attention and this measure backs up that claim.

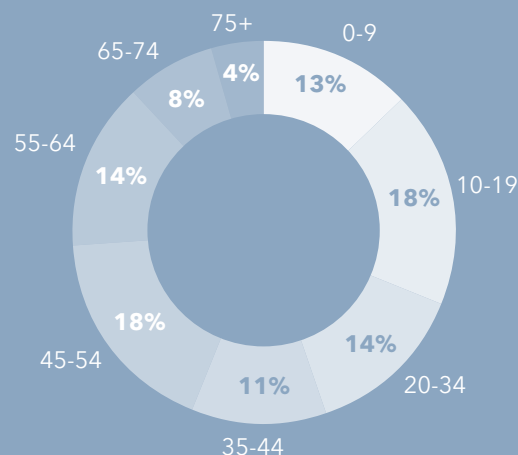
When comparing the population distribution by race and ethnicity, New Albany is fairly similar to the New Albany-Plain Local School District (NAPLSD), with the school district having a slightly higher percentage of the population that identifies as non-white and/or Hispanic.

According to estimates from the American Community Survey (ACS), about 10% of households in New Albany report having one or more persons with a disability. Disability status includes sensory, physical, or mental disabilities. Finally, about 7% of New Albany residents are foreign-born according to the ACS. This is compared to almost 12% and 5% foreign-born populations in Franklin County and the State of Ohio, respectively.

POPULATION PYRAMID

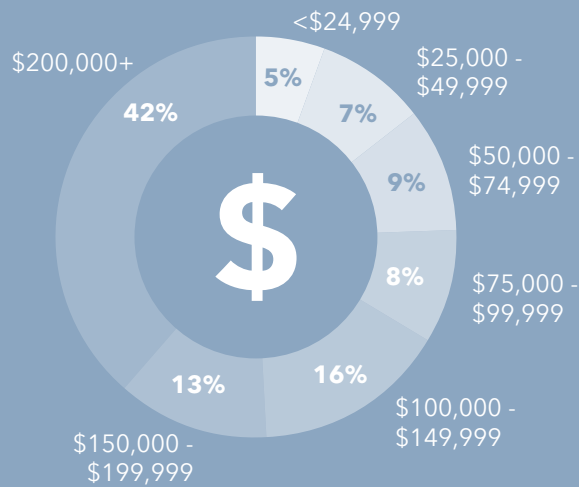


POPULATION BY AGE

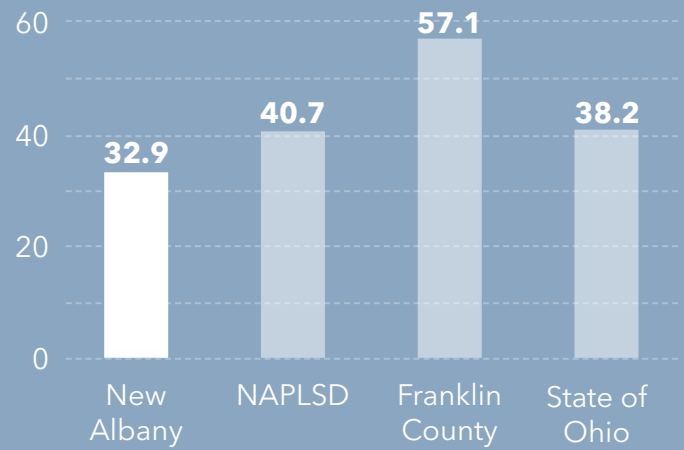


Source: ESRI U.S. Census Bureau Estimates (2019)

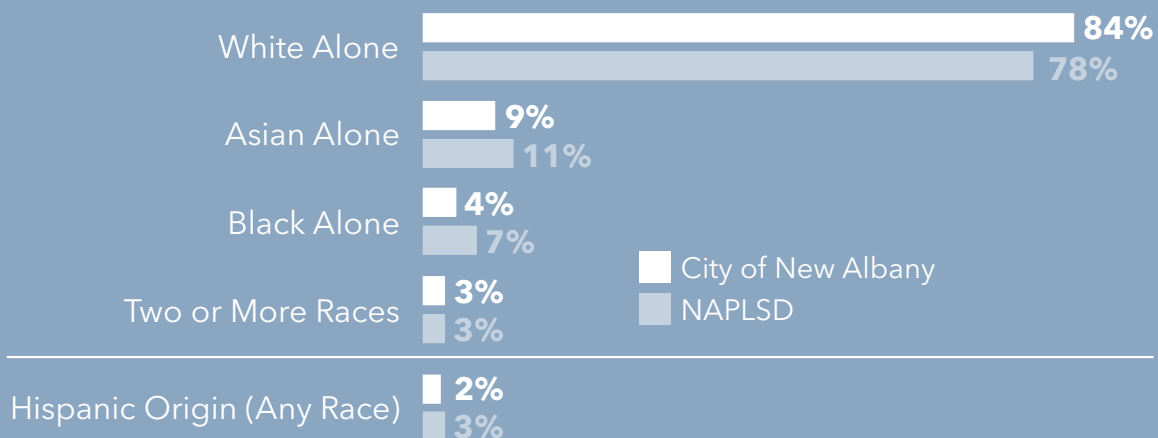
MEDIAN HOUSEHOLD INCOME



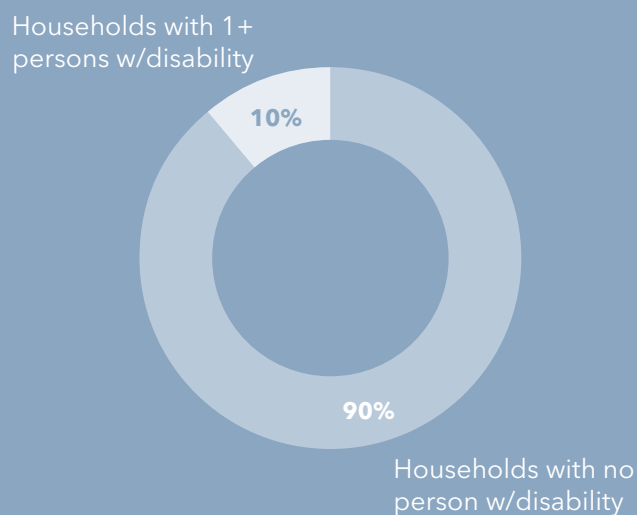
DIVERSITY INDEX



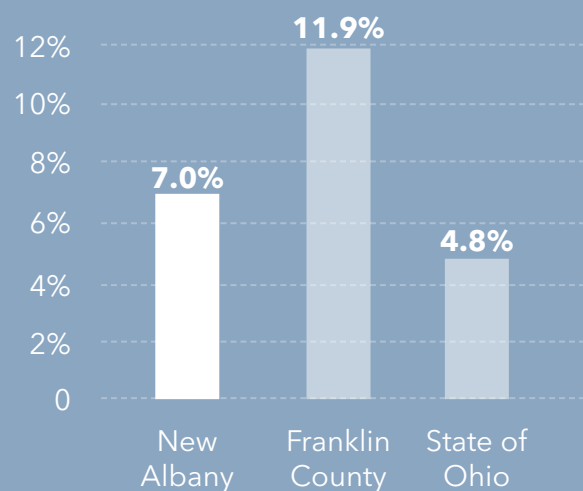
RACE AND ETHNICITY



HOUSEHOLDS BY DISABILITY STATUS (ACS 2014-18 ESTIMATE)



PERCENT FOREIGN BORN POPULATION (ACS 2014-2018 ESTIMATE)





EXISTING COMMUNITY GROUPS AND INITIATIVES

SOAR Parents Network



Columbus Metropolitan Library New Albany Branch



New Albany Food Pantry



Philip Heit Center for Healthy New Albany



Pride New Albany



New Albany Farmers Market

172 • Engage New Albany



Taste of New Albany

COMMUNITY WELL-BEING OBJECTIVES

C1. Foster an inclusive and welcoming sense of community.

As it relates to the strategic plan, being inclusive and welcoming is about creating a city where all people have access to the opportunities, support, and infrastructure they need to thrive.

The city should actively seek and encourage diverse representation on city boards, commissions, and committees to ensure that people with different identities have a voice in the direction of the city. Another avenue to foster inclusivity within the city would be to create a Diversity, Equity, and Inclusion Committee or Task Force, comprised of a diverse representation of residents to serve as a liaison between community members and the city. Many municipalities have instituted similar types of committees or task forces. One such example is the City of Beaverton's Diversity Advisory Board, which you can read about in the case study to the right. All city employees, including law enforcement officers, should also have mandatory cultural competency training to help tackle issues specifically related to racial bias and injustice.

In addition to representation in local government bodies and training of employees, the city can conduct regular outreach with organizations and groups that have a focus on diversity. This could include groups like SOAR, a network for parents of students of African descent within the New Albany-Plain Local School District. Another existing diversity initiative is Pride New Albany, which was first held in 2019 and was organized by the New Albany Chamber of Commerce and Foxwerx, a marketing and advertising agency.

Finally, to continue striving to create an inclusive environment for all people, the city may consider the application of certain recommendations from the *Autism Planning and Design Guidelines 1.0*, a policy and design framework created to improve the built environment so that people with autism can thrive. In New Albany, the application of some of the recommendations from these guidelines might be best focused on the Village Center and in other public spaces initially.

Case Study:

City of Beaverton Diversity Advisory Board | Beaverton, OR



The City of Beaverton's Diversity Advisory Board (DAB) advises the Mayor and City Council on equity and inclusion strategies that strengthen connections among diverse communities living in Beaverton and with the city government. The board is comprised of thirteen regular members who are appointed for three years terms and up to three alternate members. The board meets one a month and meetings are public with time reserved for public moment at each meeting.

The duties of DAB members include:

- Advise the Mayor and City Council on outreach strategies to engage communities of color.
- Work with the community to make recommendations for maintaining the city's diversity, equity, and inclusion plan.
- Promote the city's efforts to involve residents from underrepresented communities on city volunteer committees, boards, commissions, and neighborhood associations, as well as seek employment with the city.
- Promote the Board to the public and help implement strategies in the diversity, equity, and inclusion plan for public outreach.
- Advise the city on public information and materials to ensure they are culturally responsive and presented in understandable formats.

C2. Continue open city communication with the public.

During the Engage New Albany process, community members expressed an appreciation for the opportunity to provide feedback and be involved in shaping the city's future. The city has a great reputation for communication with the public and should continue these open communication efforts into the future. First, the city can continue to utilize new forms of media to promote city initiatives and events. This relates to some earlier recommendations in the sustainability section of this plan to communicate the city's existing sustainability initiatives and perhaps create a dedicated page on the city's website to include sustainability-related information. This can also extend to other topics and other forms of media as well. The city can also develop educational campaigns to inform residents about current land use planning and development topics to include residents in these areas of local government and maintain New Albany's community of choice image.

It is also important to create open avenues of communication between community members and local government officials. This plan recommends two objectives to continue this work. First, the city should develop a consistent communication strategy with each homeowners association (HOA) in the city. This communication strategy could include notifications of nearby development applications and projects.

The second objective involves hosting regular Community Dialogues between key city leaders and the public. These Community Dialogues would be informal gatherings between City Council members, the Mayor, and department leadership and could be based on a focused topic or could be more broad in nature. This type of program provides an opportunity for community updates, education about city initiatives, and a chance for community members to get to know their government officials.

Case Study:

Chats & Walks with Council |
Boulder, CO



In 2019, the City Council in Boulder, Colorado decided to try new approaches to engage community members who do not typically participate in more formal council settings a convenient, drop-in opportunity to connect with their elected officials through Chats with Council. The Chats are designed to promote two-way meaningful conversations about issues that matter most to residents and others in the city. Two to three council members attend each Chats with Council session, with no formal agenda or presentation. Community members can come and go anytime during the session and refreshments are provided for these sessions. These are flexible dialogues depending on the number of community members who attend and the topics of interest for discussion. In light of the coronavirus pandemic, these Chats with Council went digital, being held via video conferencing. The City Council has also initiated Walks with Council, where council members join existing walking groups or organize specific walks as an informal way of interacting with residents. This allows them to collect input on important issues while highlighting Boulder's walkability. The walks are planned to last for an hour with a half-hour chat following the walk at a coffee shop along the route.

C3. Encourage programming to support the needs of all residents.

Mental health awareness and services arose as a priority among community members in this planning process. To address this priority, the city can support and promote existing mental health services to help create awareness of the services that are currently available for residents. Additionally, mental health first aid training should be instituted for all first responders and other community partners, such as the New Albany-Plain Local School District and the Philip Heit Center for Healthy New Albany should consider doing the same for their employees.

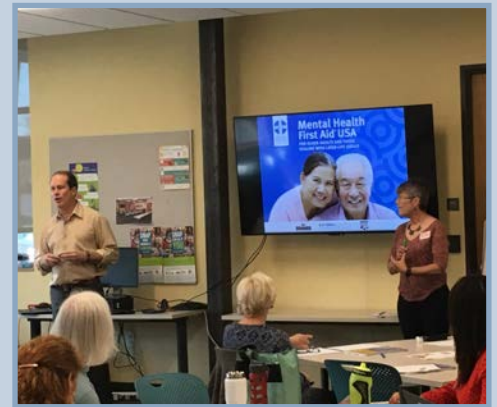
Many residents expressed a desire for more programming throughout the year, especially programming that is free and caters to particular groups, like families, teens, and older adults. Some of these types of programs already exist in New Albany thanks to community organizations, like the Columbus Metropolitan Library New Albany Branch and the Philip Heit Center for Healthy New Albany.

The city should continue to explore free and accessible programming for a variety of groups through the creation of its own programming or by partnering with community organizations. The city can also help to support and promote more activities for seniors, couples, families, teens, and young adults within the community.

Although New Albany has a very high quality of life for most residents, there are likely still some households that are struggling, which could be even further compounded by the economic implications of the global coronavirus pandemic. According to the American Community Survey (ACS) 2014-2018 estimates, about 1.6% of New Albany households live below the poverty line and 2% have relied on the Supplemental Nutrition Assistance Program (SNAP) in the past year. Working with the New Albany-Plain Local School District, the city can help to coordinate support services for families who are facing certain economic or social hardships.

Case Study:

Mental Health First Aid Training & Resources | Longmont, CO



The City of Longmont, Colorado has created Supporting Action for Mental Health (SAM), a coalition of local community groups, organizations, faith communities, residents, and government entities working together to explore mental health awareness and actions to address mental health needs in Longmont. This coalition hosts classes and events, organizes Conversations on Mental Health, and creates communication materials to raise awareness about the topic. Additionally, they provide Mental Health First Aid training for interested individuals, first responders, and businesses/organizations. The training is sponsored by The Colorado Health Foundation, which allows the SAM to offer the class at no charge. SAM offers courses on adult, youth, and elderly mental health first aid and each course is eight hours long. The certification for completing the course lasts for three years. As of early 2019, over 1,700 people have completed mental health first aid training through SAM's program.

C4. Support community initiatives that enhance the community's wellbeing.

As the city matures the city of New Albany's role will likely expand to include not just physical community development, but the development of programs and initiatives to enhance the community's wellbeing. As this unfolds, it may be necessary to explore the creation of a position at the City of New Albany to facilitate community relations and programming. This position would likely have a large hand in implementing the recommendations in this section and would coordinate with other community service providers to ensure all needs are being met.

The desire for a more coordinated volunteer program arose a lot during the community engagement process. People expressed difficulty in finding volunteer opportunities and some organizations stated that their supply of interested volunteers is often higher than the demand. To address this issue, the city should work with community organizations to develop a digital volunteering hub or matching service to centralize volunteer opportunities and ensure that interested volunteers are aligned with organizations who need volunteers.

The city should also develop its own youth volunteer program to utilize young adults as volunteers at city events and in city parks and facilities.

One of the main initiatives from the *2014 Strategic Plan* was the creation of the Healthy New Albany initiative. This public-private partnership has been very successful, and the city should continue to build on this and other partnerships with the community. Finally, residents expressed a desire for opportunities to mingle with others within and outside of their neighborhoods. The city should support the creation of such opportunities as they will help to build an even stronger sense of community.

Case Study:

Youth Volunteer Corps of Reading |
Reading, PA



The Youth Volunteer Corps (YVC) is a network of affiliated organizations across North America that engage youth ages 11 to 18 in team-based, structured, diverse, flexible service-learning opportunities. YVC of Reading is one of those affiliate organizations and is run by a community non-profit organization. During the school year, YVC members convene to complete a variety of projects after school and on weekends. This program stresses flexible volunteer opportunities that can be built around a busy schedule. In addition to ongoing volunteer opportunities, YVC offers on-time projects as well.

One of the ongoing service activities is a Youth Advisory Board of Berks County Community Foundation, which consists of 30 high school students from across the county. They meet regularly and serve as a YVC leadership team to create and lead service projects throughout the school year. The board also stewards a youth philanthropy fund through Berks County Community Foundation that provides up to \$15,000 per year for local agencies in youth-chosen issue areas.

SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the community wellbeing recommendations. A more detailed summary matrix can be found starting on page 239.

C. COMMUNITY WELLBEING	
<i>Goal: Foster a more healthy, supportive, livable, and inclusive New Albany for all community members.</i>	
RECOMMENDATIONS	
C1. Foster an inclusive and welcoming sense of community.	
a.	Partner with community groups and organizations to encourage more culturally diverse community programs and events.
b.	Seek and encourage diverse representation on city boards, commissions, and committees.
c.	Create a Diversity, Equity, and Inclusion Committee comprised of a diverse representation of residents to serve as a liaison between community members and the city and promote ongoing outreach.
d.	Implement cultural competency training for city employees.
e.	Conduct regular outreach with organizations and groups that have a focus on diversity.
f.	Consider the application of recommendations from the <i>Autism Planning and Design Guidelines 1.0</i> , with a focus on the Village Center and public spaces.
C2. Continue open city communication with the public.	
a.	Utilize new forms of media to promote city initiatives and events.
b.	Promote education about current land use planning and development topics throughout the community to maintain New Albany's community of choice image.
c.	Develop a consistent communication strategy with each homeowners association (HOA) that includes notifications of nearby development applications and projects.
d.	Host Community Dialogues between key city leaders and the public on a regular basis.
C3. Encourage programming to support the needs of all residents.	
a.	Support and promote mental health services and awareness.
b.	Institute mental health first aid training for all first responders and encourage other community partners to train employees.
c.	Continue to explore free and accessible programming.
d.	Support and promote activities for seniors, couples, families, teens, and young adults within the community.
e.	Work with the school district(s) to coordinate area-wide support services.
C4. Support community initiatives that enhance the community's well-being and happiness.	
a.	Explore the creation of a position at the City of New Albany to facilitate community relations and programming.
b.	Work with community organizations to develop a volunteering hub/matching service to centralize volunteer opportunities.
c.	Develop a youth volunteer program to utilize young adults as volunteers at events and in parks and facilities.
d.	Continue to build on the Healthy New Albany initiatives and other partnerships with the community.
e.	Support the creation of opportunities and focused efforts to meet neighbors and build community.



FOCUS AREAS

Goal: Provide an additional level of planning detail in identified areas of expected or desired investment to help ensure the plan recommendations are realized.

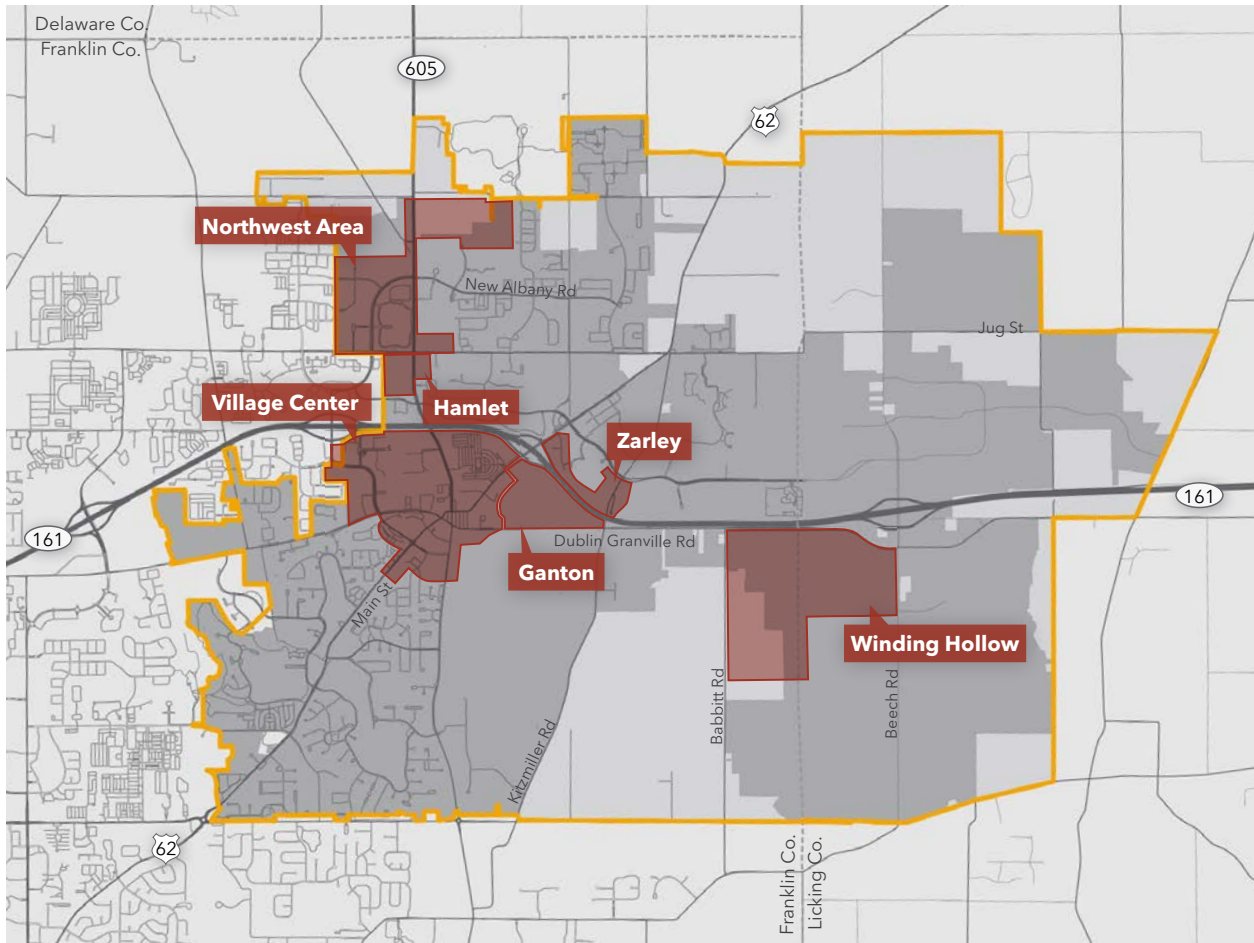
While the land use section of this plan establishes the foundation for existing and future land use and development within the city and its potential growth areas, there are a number of areas that warrant additional attention and detail due to special circumstances. This plan identifies six such focus areas. They are the Northwest Area, Winding Hollow, Zarley, Ganton, the Village Center, and the Hamlet. They are highlighted on the map to the right.

These focus areas were selected for additional planning detail for the following reasons.

- 1) These are places with unique complications and existing conditions that can be transformed into assets to make these focus areas signature parts of the community;
- 2) Development is expected in the near future.
- 2) Desired future land uses are changing from what was anticipated in past plans.
- 3) The areas need additional attention to better connect within New Albany.
- 4) The areas require careful consideration of how infill development and public improvements best enhance the character and goals of New Albany.

In addition to providing strategic direction, the focus areas provide an opportunity to demonstrate how the recommendations outlined in the other sections of this plan can be applied in the built environment. It is important to note that the COVID-19 pandemic and the resulting economic challenges will have some impact on the recommendations in this section. This type of planning, however, helps the city to withstand difficult economic cycles and to continue to pursue development that aligns with the city's long-term vision. This is why it is also important to update the strategic plan on a regular basis. This section provides tailored recommendations for each of the six focus areas.

Figure 3.46 | Focus Areas Map



Winding Hollow is a former golf course in a beautiful natural setting, strategically located between the rapidly developing Business Park South, the Village Center and rural estate lots.

Ganton is the area directly east of the Village Center yet divided by Rose Run Creek. It has prime visibility from SR 161 but is also adjacent to the rural corridor that separates the Village Center from the business park.

Zarley is an area with an eclectic mix of uses at the US 62 gateway that is in need of public realm and mobility improvements to better connect it with the rest of the city.

The **Northwest Area** is one of the first portions of the business park to develop 25 years ago. It is now surrounded by residential development and has scattered undeveloped sites that need to be better connected and positioned for appropriate uses.

The **Village Center** is the growing, vibrant heart of the city that must better connect the Market Square area with the historic Village, continue to provide desired community services and amenities, and address issues that come with success such as parking and traffic.

The **Hamlet** is the area identified on the future land use map as the potential site for a hamlet land use.

Legend

Focus Area	
Study Area	
City Boundary	

F1. WINDING HOLLOW

Existing Conditions

The heart of this focus area is the site of the former Winding Hollow golf course. As such, it is a largely undeveloped and natural site. In fact, it is often lauded as one of the most naturally significant sections of undeveloped land in New Albany. For this reason, it is critical that any development on this site protect and incorporate its natural features.

The Winding Hollow focus area consists of just over 512 acres bounded by Worthington Road to the north, Beech Road to the east, Babbitt Road to the west, and data center development to the south.

The focus area is larger than just the former golf course and includes rural residential lots along the east side of Babbitt Road as well as large agriculture lots along the west side of Beech Road and the south side of Worthington Road. It is situated south of SR 161 between business park South to the east and rural residential land west of Babbitt Road.

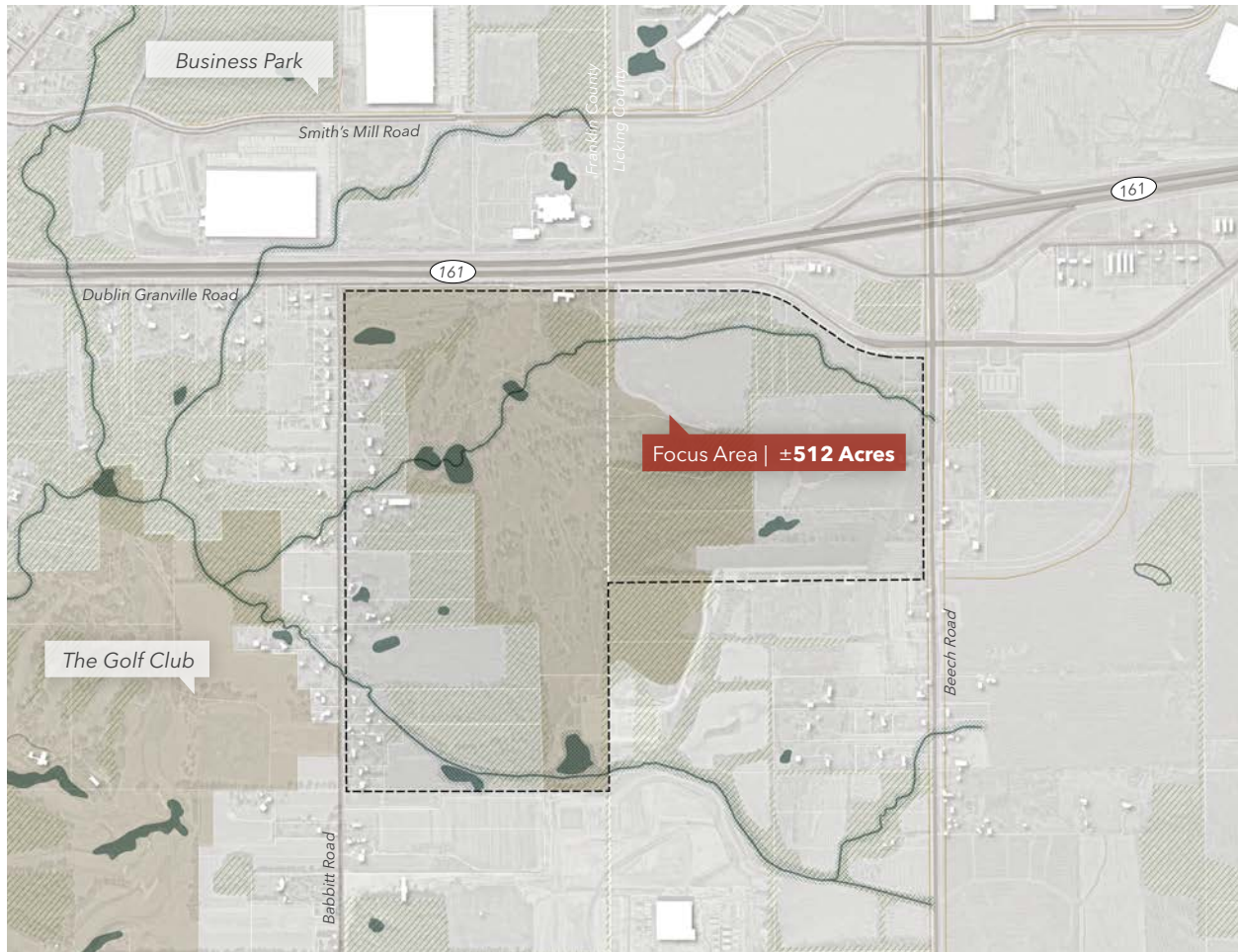
With the improvements to Beech Road south of SR 161 for the growing Business Park South and the potential improvements to Babbitt Road, this area has been viewed as a future employment center for more than five years.

Residential lots along Babbitt Road were included in this focus area because many of the parcel owners expressed interest in appropriate buffering from the large commercial uses in the area.

It is also worthwhile noting that this focus area is bifurcated by the Franklin County-Licking County line. This is important as it impacts potential future land use due to the city's desire to ensure that children within the city attend New Albany-Plain Local schools. Land in this portion of Licking County is within the Licking Heights School District.



Figure 3.47 | Winding Hollow Focus Area Diagram



Key natural features of this focus area include gently rolling terrain, varying topography, attractive vistas, a number of large stands of woods, two tributaries of Blacklick Creek and several wetlands. Most of the wetlands are within the wooded areas and jurisdictional wetlands should be protected. This plan recommends protecting large wooded areas and habitats, buffering streams, and creating public leisure trails along natural features such as stream corridors.

It should be noted for comparison purposes that roughly ten Swickard Woods would fit within the woods in this focus area. These woods predominantly line the east and west sides of the former Winding Hollow golf course. Because of the large data centers and growing Business Park South development, these north-south woods can provide substantial buffers between development east of, and within, this focus area and for the Babbitt Road corridor. To the extent possible, the wooded areas should be made publicly accessible.



Needed Improvements

This site could be developed in a number of appropriate ways. Key drivers for any development include the integration of natural features, identification of appropriate land uses, and development of a new road network based upon site development and the overall mobility needs of the area.

A road network needs to be created as part of any development of this focus area. This means the creation of new roads and potential changes to existing roads. The roads need to be master planned with this focus area. Based upon previous studies, it is anticipated that a new east-west road, called Ganton Parkway, will be extended through this site connecting US 62 in the Village Center at Theisen Road through to the existing Ganton Parkway east of Beech Road. The exact alignment will need to be studied further.

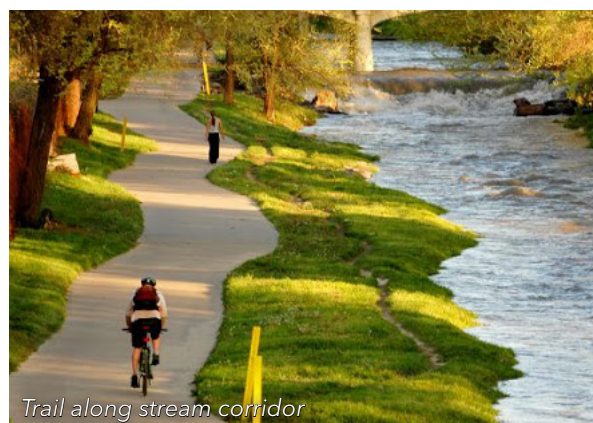
Road improvements may also include the realignment of Worthington Road from Beech Road to guide desired travel patterns to Ganton Parkway and improve traffic function at the Beech Road interchange. As reviewed in the mobility section, improvements to Babbitt Road and the potential extension of Babbitt Road north over SR 161 to Smith's Mill Road is also an important network improvement.

An additional east-west road that runs along the southern part of the site may also be necessary to provide another connection between Babbitt Road and Beech Road. Finally, depending on the development type, additional road connections will be needed to serve development areas within this site.

Shown on the page to the right is one potential street layout. It includes the Ganton Parkway extension and connection, which follows the Worthington Road alignment through the Babbitt Road intersection and then runs southeast to Beech Road. The alignment is shown to avoid anticipated wetland areas. This layout also shows disconnecting Worthington Road from Beech Road, though it could still be maintained as a bike route. To accommodate access and mobility within the focus area, a new road is also shown connecting Babbitt Road to the new Ganton Parkway extension. Additional roadway connections will likely be needed to serve the area and provide multiple access points. To the extent possible, these new roads should be designed to work with and take advantage of the existing topography and setting to add to New Albany's attractive signature street system. Ganton Parkway should truly reflect a parkway character.



Leisure trails



Trail along stream corridor



Woodlands



Scenic roadway along a stream corridor

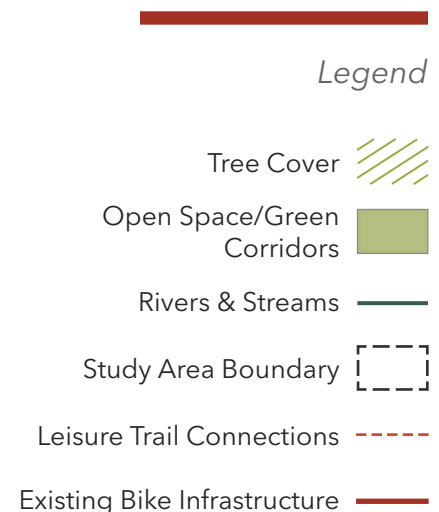
Figure 3.48 | Winding Hollow Green Space & Transportation Framework Diagram



The diagram above also highlights the creation of a compelling bike and leisure trail system in this area and connecting to the larger leisure trail network. Per the *Leisure Trail Master Plan*, leisure trails should be provided along both sides of new and improved roadways.

With the extension of Ganton Parkway, leisure trails will extend all the way to the Village Center and with a Babbitt Road bridge, they will connect to Smith's Mill Road.

To address the community's continuing desire to provide more leisure trails along streams and natural corridors, this plan provides trails along both Blacklick Creek tributaries. Together, this mobility system provides a great amenity to the area and connects it with the city's alternative transportation system. The roadway network shown on this diagram is conceptual to provide a framework for mobility on this site. Exact alignment of roadways will require further study, planning, and design.



Note: Illustration is for diagrammatic purposes only. Actual preservation should be evaluated during the permitting process.

Future Development

This focus area is one of the remaining signature sites in New Albany. For this reason, the city is willing to allow for flexibility, provided a compelling vision drives high quality future development. Any site plan for this area should meet the goals and objectives of this plan. This area has been identified in previous plans as an employment center, which is still the desired use. This could take the form of additional technology and data center development, building on the development that is occurring along Beech Road. Alternatively, and because of the setting, this area would be a high-quality location for an office campus headquarters, similar to the Abercrombie and Fitch headquarters to the north.

At the same time, mixed-use developments are becoming high demand settings for companies and their employees. Development trends are moving away from traditional suburban development to integrated, walkable, and connected mixed-use environments. These types of developments provide restaurant, park, recreation, entertainment, and service amenities. Such an environment has been identified as an underserved office market in New Albany. There are opportunities for this type of development in and around the Village Center, but such

a development could be an appropriate fit here if designed well.

Finally, integrating housing in the mix of uses would support retail uses in a mixed-use development as well as improve the function of a mobility zone on this site (see page 127). Such housing would need to address the missing housing types in New Albany and be well-integrated with the rest of the development. Alternatively, housing could be used as a buffer between the employment uses and existing development along Babbitt Road. The former golf course and existing natural features would be a wonderful setting for a high quality residential neighborhood. If proposed, however, such a development should be of a distinctive and attractive vernacular that contributes to, and is reflective of, New Albany. Residential development is discouraged unless it is part of a comprehensive mixed-use development proposal. Residential development should address community, fiscal, and school district impacts. Residential development should also ensure adequate open space and leisure trail connections to existing neighborhoods and the Village Center.



Example of office development



Example of compact single-family development

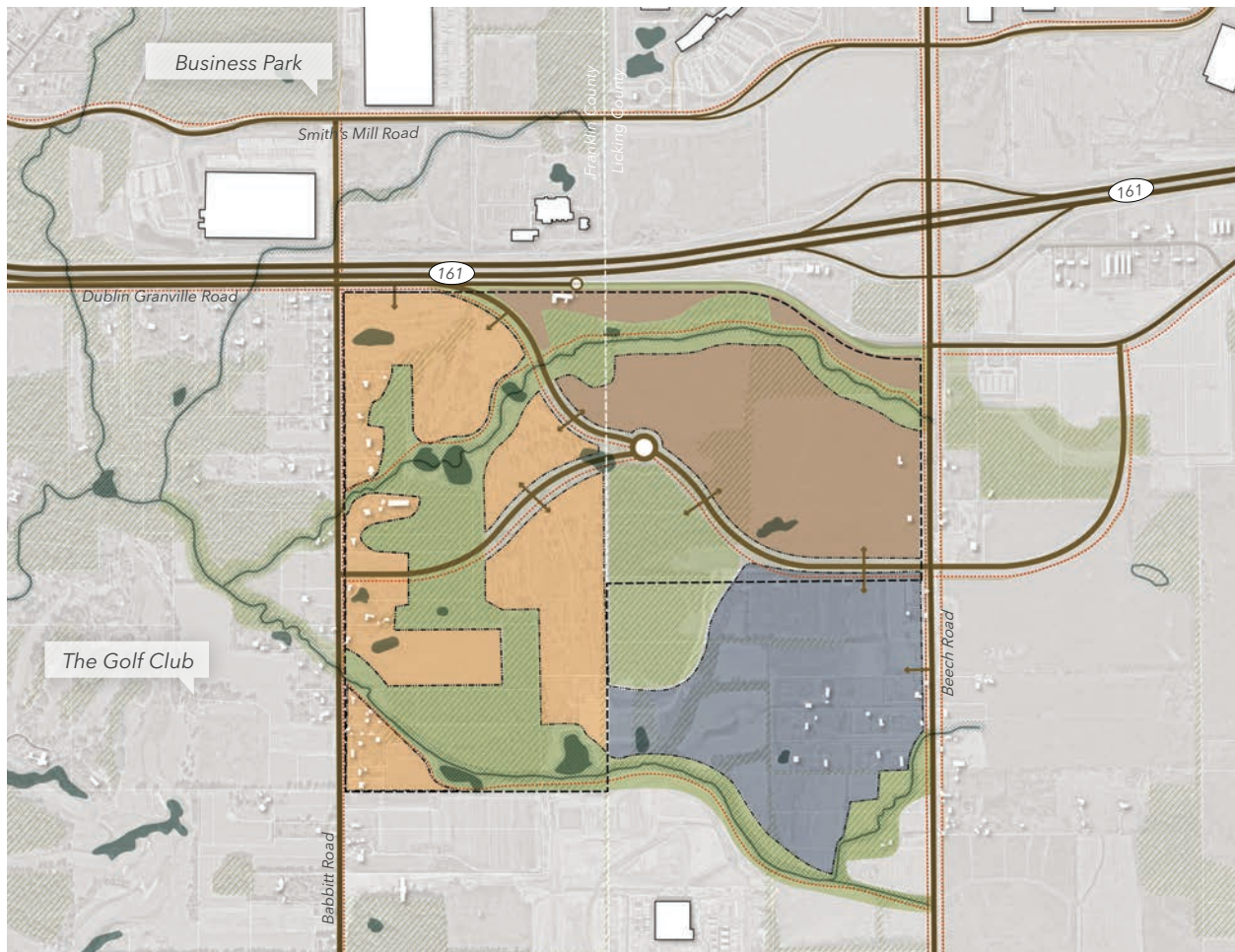


Example of office development with preserved wetlands



Example of multifamily residential development

Figure 3.49 | Winding Hollow Development Concept Diagram



The land use diagram above reflects these conditions. It shows one potential layout of a master planned development for Winding Hollow. The employment center area is an extension of the adjacent office and data center development. The commercial mixed-use area indicates where office and retail could be located to take advantage of the proximity to the Beech Road interchange and Ganton Parkway. While the employment center is of a larger scale, the commercial mixed-use area is a more walkable and pedestrian-oriented place.

Office development here would create a campus-like environment and any retail would be integrated with the site rather than disconnected outparcels. This scenario shows a residential mixed-use area, comprised of a mix of different housing types. It would serve as a transition between the employment-focused uses to the east and the rural estates to the west. It could be a true mixed-use development, or a largely residential one. Again, if residential, it should be of a distinctive New Albany vernacular.





To reiterate, the diagram shown on the previous page is not the only solution, but it does highlight important parameters. Boundaries between the uses are flexible; the important objective is to intentionally design the entire development to be integrated and appear as one unique area.



For the previously stated reasons, it is critical that this focus area is master planned as a whole rather than in a piecemeal manner. Master planning by any developer needs to detail how the natural features will be protected and incorporated into development, how the leisure trail and road network will be completed, how the development reflects the school district boundaries, how this area will contribute to the overall built environment of New Albany, and how the development meets the goals and objectives of the city.



CASE STUDIES

Serenbe | Chattahoochee Hills, GA

Located in the Georgia countryside, Serenbe was born out of a vision to protect the rural land on which it sits. Serenbe seamlessly integrates New Urbanist ideals in a conservation development setting. With a mix of housing types, varied and distinct architecture, trails connecting neighborhoods and businesses, and commercial uses intertwined with residential, Serenbe's unique sense of place is now home to over 650 residents. The entire development was designed with nature in mind with over 70% of the land preserved as green space, a certified organic farm, nature trails, and a respect for the agricultural history of the area.

Serenbe is comprised of four hamlets, each with a unique focus: Selborne Hamlet is devoted to the arts, Grange Hamlet has an agricultural theme, Mado Hamlet is centered on health & wellness, and the fourth hamlet (yet to be named) will have an education focus. Each hamlet also has distinctive retail and office mixed in with the neighborhood. Serenbe is a perfect case study for the Winding Hollow focus area as it features mixed-use, walkable development that takes advantage of and respects the site's natural features and topography to create a truly distinctive place grounded in community values similar to New Albany.



Jackson Meadow, Marine-on-St. Croix, MN

Located on 145 acres of open fields and wooded hills that used to be a farm, Jackson Meadow employs a rural community ideology. The development is situated around a central grid of smaller lots with larger country lots organized along a loop road. The houses were designed to be slightly smaller than typical single family homes in the area to evoke a village feel. Homes in Jackson Meadow are connected via trails that also link to over 350 acres of land, including nearby parks and downtown Marine-on-St. Croix. The trails also connect to the nearby elementary school, so kids can safely walk to school.



Jackson Meadow is a case study in cluster development, which allowed for the preservation of more than 70% of the site as open space. Each neighborhood block in the development is oriented in the mews condition, facing a pedestrian alley that extends between the fronts of houses. In focusing on environmental sustainability, the site also employs communal wetlands in lieu of individual septic systems to filter wastewater. Additionally, any residential landscaping is comprised solely of native trees and plants.

F2. NORTHWEST AREA

Existing Conditions

The Northwest focus area is within an area bounded by the New Albany city boundary to the west, Walnut Street to the north, the Upper Clarenton neighborhood to the east, and Central College Road to the south. The particular focus area generally excludes the newer subdivisions and consists of roughly 360 acres. It is highlighted on the map below. The area is surrounded by higher density residential in Columbus to the west and south, Sugar Run and neighborhoods to the east, and Rocky Fork Metro Park to the north.

The northwestern area of New Albany was annexed into the city and began rapidly developing with the construction of the new SR 161, a limited access freeway that replaced Dublin-Granville Road and was built in the mid-1990's. This project included the creation of a new interchange and roadway network in this area. The interchange was located within Columbus, adjacent to the western edge of New Albany. The new roadway network included New Albany Road, Fodor Road to the south, and New Albany Road East and West to the north. The interchange opened up land for development and retail shopping centers were built north and south of the interchange.

The roadway network also opened land for development along New Albany Road East, Central College, and New Albany Condit Road. The city zoned this area for Office Campus (OCD) and General Employment (GE) and successfully attracted corporate development such as Discover, American Regents and Aetna. This became an important employment and income tax generating area for the city. As the City of New Albany built new roadways with frontage along SR 161, such as Walton Parkway and Smith's Mill Road, office and employment development moved east. The Northwest focus area today contains leftover parcels and scattered sites that remain undeveloped.

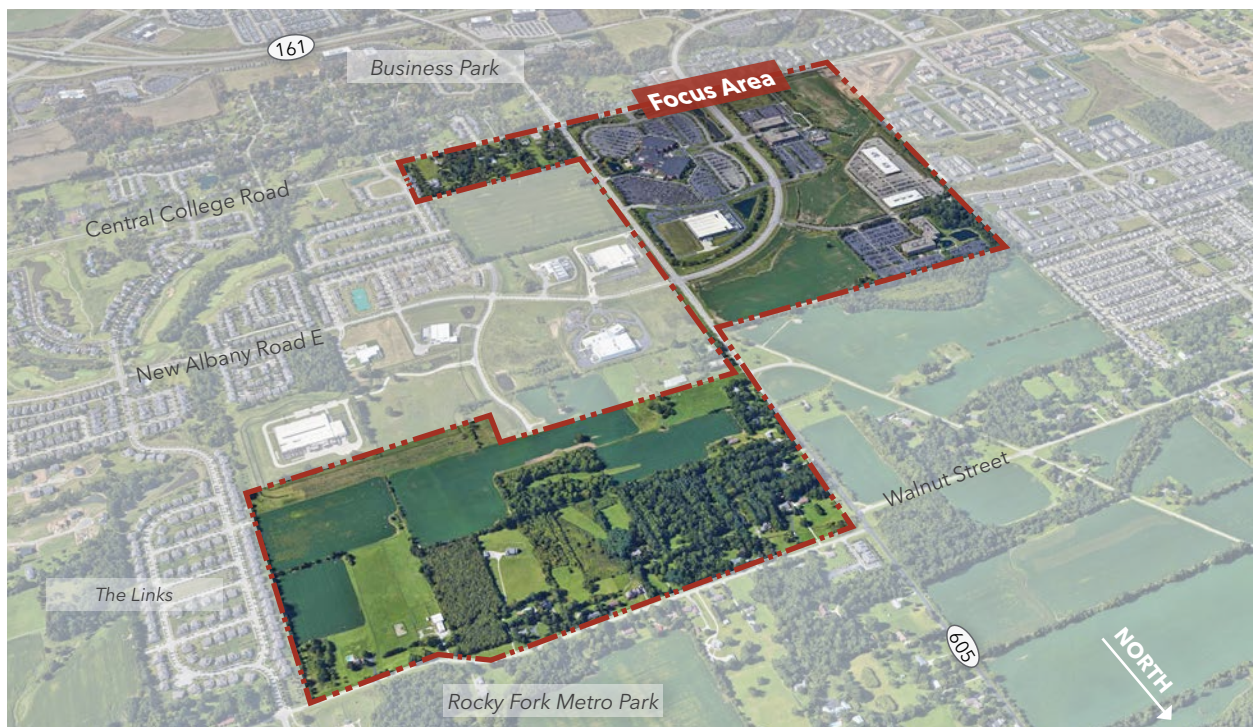
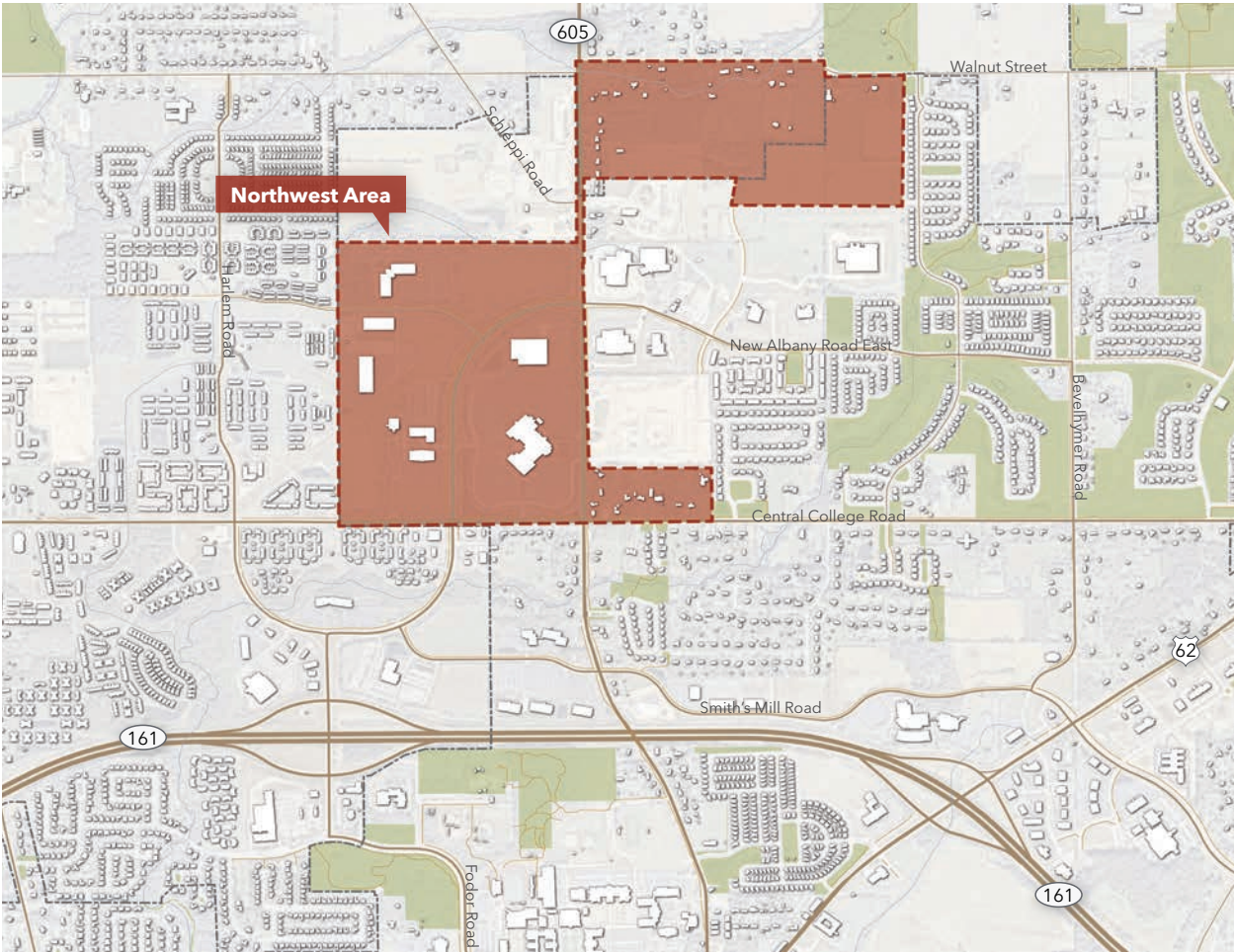
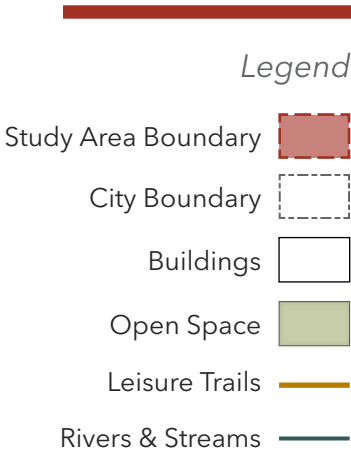


Figure 3.50 | Northwest Area Context Diagram



At the same time, over the past 25 years existing rural residential and agriculture land in this area has been significantly redeveloped into more dense residential development to meet growing demand. In Columbus, this has largely taken the form of multifamily developments to provide housing for the employment centers in this part of the region. In New Albany, the form is single-family subdivisions and age-restricted (55+) developments. The density of residential development in the Columbus portion is much higher than in New Albany, where density has been restricted, in alignment with past strategic plans.

Efforts have been made to protect natural features, provide green space, and ensure that development is of a higher quality than otherwise would have occurred. This has been achieved by the Rocky Fork Blacklick Accord - the joint Columbus and New Albany review panel established in 1996. The result to this point is a medley of offices, data centers, parking lots, retail, single-family subdivisions, rural lots, large setbacks, and leftover lots. It suffers from having been developed in an incremental, siloed manner across a quarter century. The challenge with this focus area lies in developing a unified vision.



Needed Improvements

First and fundamentally, this area needs to be better connected to the natural features and amenities of the area. To the north, across Walnut Street, is the Rocky Fork Metro Park – a wonderful natural area and recreation amenity. It is planned to eventually extend west across SR 605 to Schleppi Road, preserving more habitat and building a regional park that serves as the northern greenbelt for the city. Just to the east of the metro park is Bevelhimer Park – one of the most popular and active recreation areas in New Albany. Stream corridors, such as Sugar Run, also meander through this focus area. Extending leisure trails along natural features like streams to connect regional green spaces has been identified as a community priority. Large setbacks around the office developments in this area would be prime locations for leisure trail connections to serve the needs of both employees and residents.

Less visible, but also impactful to land use, are underground utility corridors that cross through this area. These are corridors that cannot be built upon but could serve as great connections for leisure trails. One such corridor runs from Central College Road and New Albany Road West and extends northeast toward New Albany Road East.

This is a great way to connect employees with housing and amenities that makes office sites attractive and competitive.

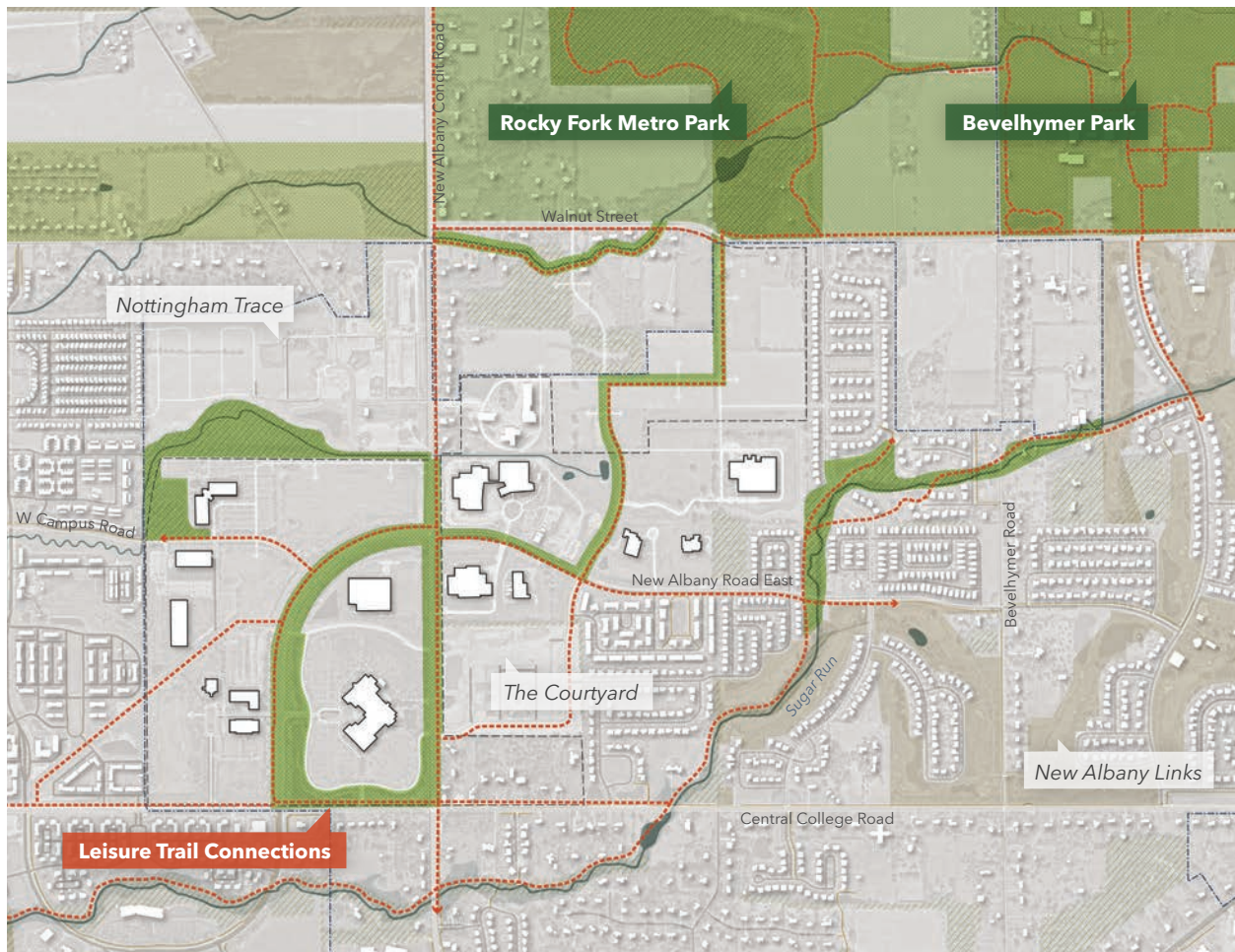
This focus area and its surroundings also have family-oriented neighborhoods that require enhanced bike and pedestrian connections to parks as well as to the Learning Campus across SR 161 that would allow school-aged children to safely travel to destinations. Improvements such as the Velo Loop and bike/pedestrian bridge over SR 161 will create north-south connectivity and school access without forcing pedestrians and bicyclists through the increasingly busy New Albany Road interchange area. While the city has done a good job preserving the natural features and green space in this focus area, it is important to focus on extending leisure trails throughout to physically connect the area and make it a more desirable place to live, work, and play.

Other mobility improvements need to be considered as well. As described in the mobility section, this area is going to continue to experience increased traffic as the region grows, in large part because of the interchange and regional access it provides.

It needs to accommodate additional leisure trails as well as other mobility zone components.

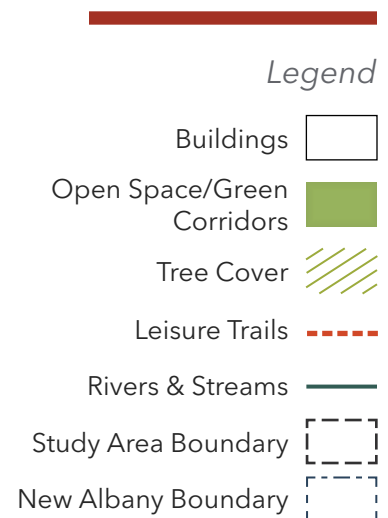
This includes steps to improve transit, micro transit, ride sharing, and bike lanes in both public and private projects. Road network improvements are also needed within the city and the region. With expected capacity increases on SR 161, traffic will increase at the New Albany Road interchange and along New Albany Road East to SR 605. Improving connectivity to the Hamilton Road interchange and extending Hamilton Road north into Delaware County where additional growth and demand is occurring, will reduce the burden at this location. Such improvements will require working with the Mid-Ohio Regional Planning Commission (MORPC) and the City of Columbus.

Figure 3.51 | Northwest Area Green Systems Framework Diagram



The land uses and development in the Northwest focus area are fragmented and do not relate well with each other. Understanding changing market conditions, demographics, and the current built environment helps to inform future development here. Existing age-restricted housing in the area is high quality but is isolated from the rest of the community and amenities. Residents want opportunities to gather at a neighborhood park or restaurant.

These local amenities do not exist in this area to the extent desired. Additionally, many of the rural lot property owners may sell to developers as this area builds out. All of these factors point to a more purposeful mix of uses thoughtfully placed and designed to serve the area.



Future Development

A handful of undeveloped sites exist in the Northwest focus area, as identified on the diagram on the following page. Generally, there are three typologies of undeveloped sites. The first type (Site 1) is undeveloped land internal to the large block bounded by SR 605 to the west, New Albany Road East to the south, Dean Farm Road to the east and Walnut Street to the north. This land is in transition, with single-story data centers located to the south of the block, agriculture fields in the core awaiting development, a single-family subdivision (Upper Clarenton) to the east, and large rural residential lots to the north and west (many just outside current city limits). This area is bound to produce friction with existing residents as it develops. Site 1 needs organizing green space and carefully considered buffers between differing uses. However, buffers can only be appropriately located and designed if there is agreement on where the final use boundaries will be in the future. This land is zoned General Employment and Comprehensive Planned Unit Development.

The second typology includes land along the west side of New Albany Road East as it approaches SR 605/ New Albany Condit Road.

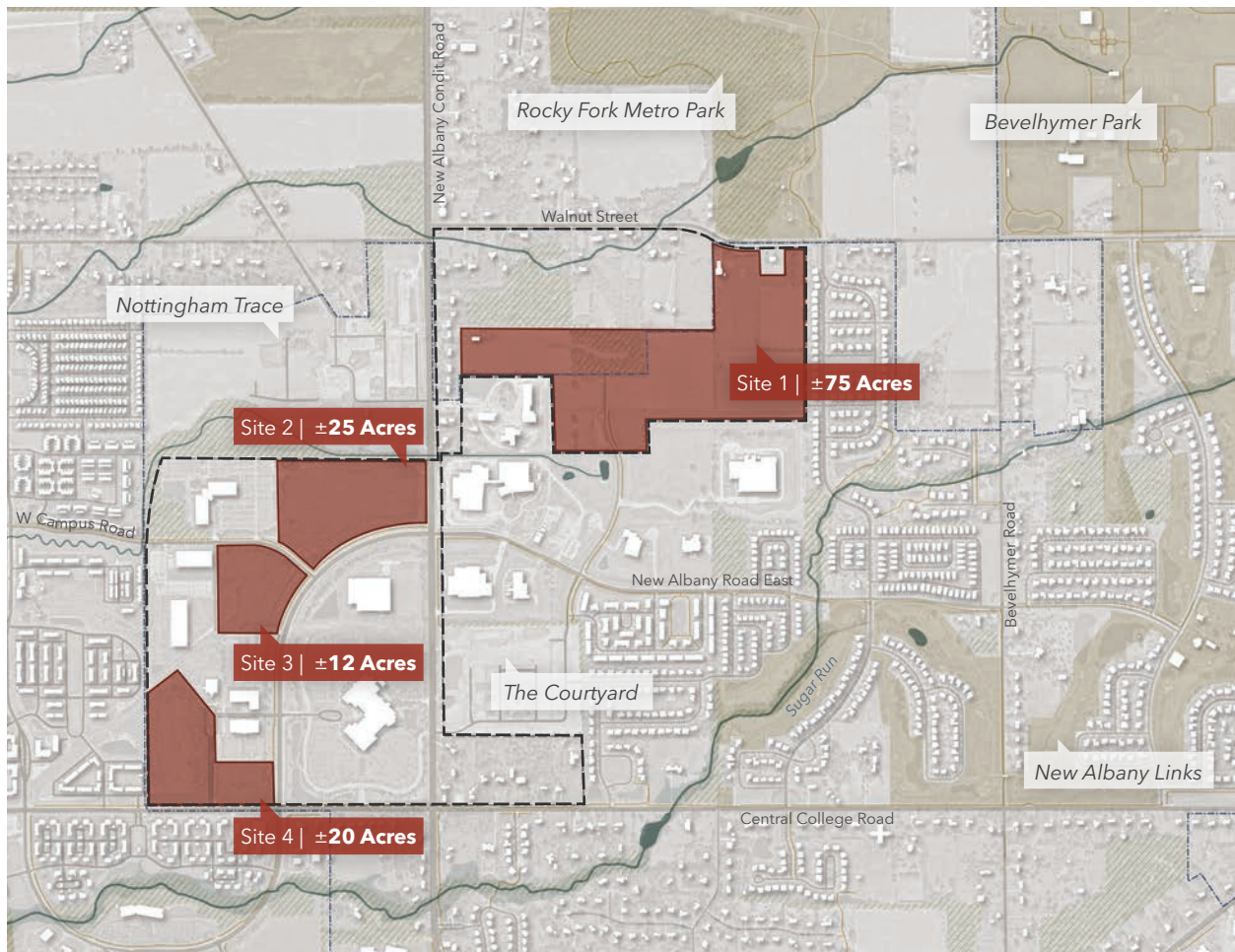
These sites (Sites 2 & 3) sit squarely in the Office Campus District and are surrounded by existing office development, with the exception of the Nottingham Trace subdivision being built to the north. Site 2 includes frontage at the highly trafficked northwest corner of New Albany Road East and SR 605.

The third type is Central College Road frontage. This site (Site 4) sits along Central College Road at the edge of the city, west of Discover Financial Services. It is across from and abuts two- and three-story residential development in Columbus and includes the prominent northwest corner of Central College Road and New Albany Road East. Redevelopment could create a center that ties together the entire focus area. It is located in New Albany's Office Campus (OC) zoning district and undeveloped parcels lie to either side of West Campus Oval. The rural residential lots throughout this focus area are zoned Agriculture or Residential Estate. The property owners of these lots have the right to sell to developers in the future if they so choose, just as other landowners in this area sold for development previously. This plan is an important tool to guide development, especially in areas of change, such as these focus areas.

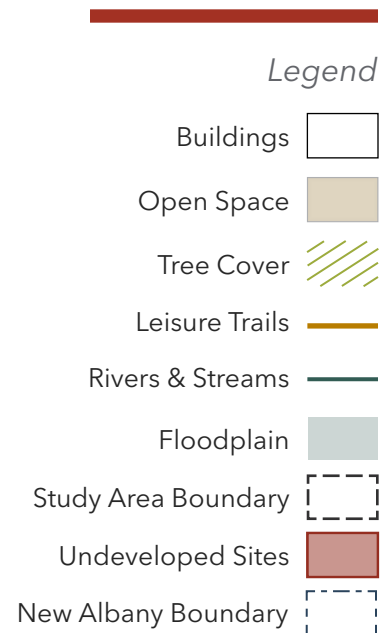
There are several options to consider for the future of this area and the developable sites within this focus area in particular. A preferred development option is shown on the following page, though components could be arranged differently. Because the public road network is in place to serve Sites 2, 3, and 4, no new streets are proposed. However new public streets are required to serve Site 1 and break down this large block into more meaningful areas while improving connectivity, safety, and access. Existing private streets in the focus area should also be amenitized to the same standard as public streets.

The road network can take different forms, but Souder Road should be extended to Walnut Street in some fashion and if any residential development occurs in this area, it should connect to Upper Clarenton at the Galdino Drive street stub. All these options also show leisure trail connections on both sides of these major streets; along new street(s) that connect to Walnut Street to provide connectivity for the area to the metro park, Bevelhimer Park, and to regional trails; along the preserved stream corridors; and along the large utility easements.

Figure 3.52 | Northwest Area Development Sites Diagram



Additional study and planning should be undertaken for this focus area to ensure the development pattern is pedestrian-friendly and not auto-oriented.



The preferred development concept for the Northwest focus area is shown on the following page. For Site 1, it proposes that single-family residential development is the most practical and appropriate for this area—continuing and connecting the existing residential neighborhoods of Upper Clarenton to the east and Nottingham Trace to the west while taking advantage of the prime location close to Rocky Fork Metro Park and Bevelhymer Park. In fact, this is an attractive place for a high-end neighborhood. It also could better preserve the existing stream corridor south of Walnut Street, creating a neighborhood amenity and providing a connecting leisure trail to the Metro Park. This preferred concept also shows the future creation of a mixed-use node around the Central College Road and SR 605 intersection. It assumes the willing sale and aggregation of rural lots in this area in the future. This plan proposes this area be designated as a hamlet (see page 218). The hamlet concept is a walkable, appropriately designed, and mixed-use development that would provide neighborhood retail and service uses together with residential uses and green space. The design goal is to create a master planned development that provides a smaller geographic scale version of the Village Center.

Figure 3.53 | Alternative Northwest Area Development Concept A

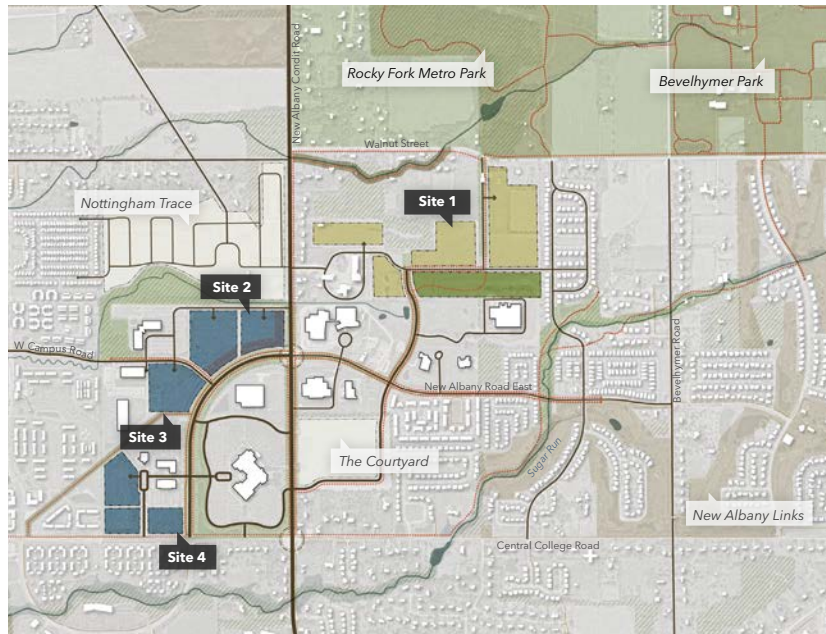
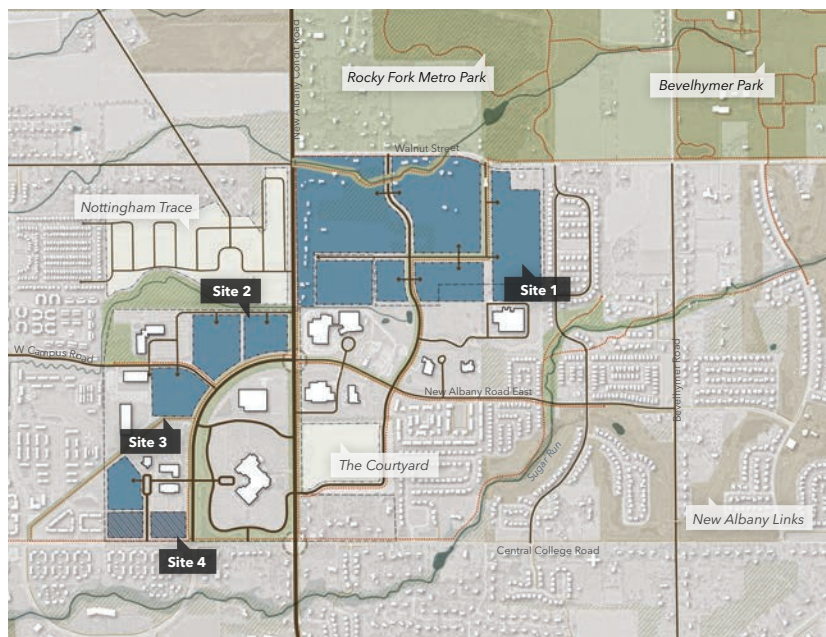


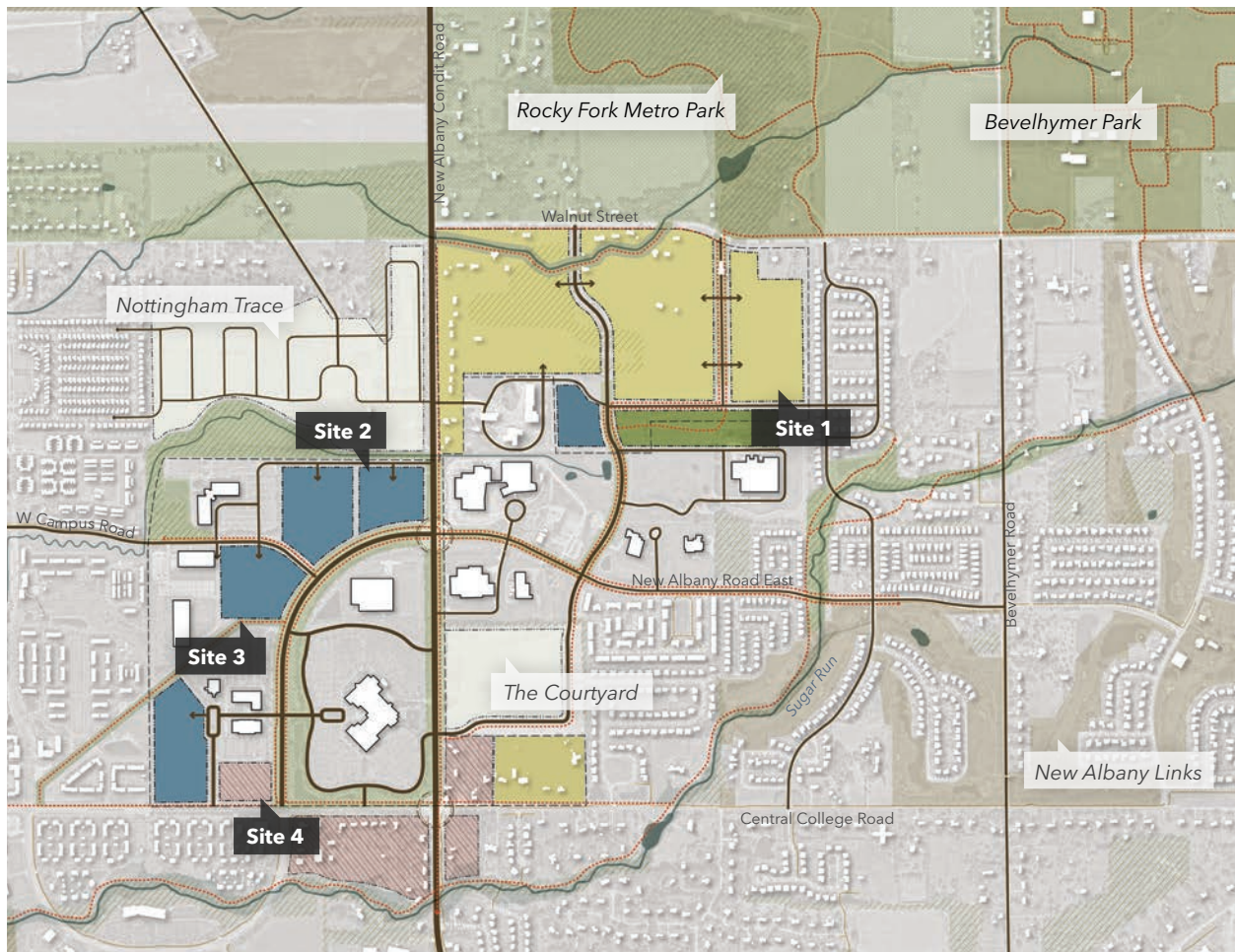
Figure 3.54 | Alternative Northwest Area Development Concept B



As the Northwest focus area continues to develop, this could provide an opportunity to create the focal point that connects and spatially organizes the various neighborhoods and employment centers that surround it.

Two alternative development concepts are depicted above to illustrate that there are multiple ways that this area can be developed. Alternative A shows Sites 2, 3, & 4 remaining as office and research development sites.

Figure 3.55 | Preferred Northwest Area Development Concept Diagram



To respond to the local retail need of this area, Site 2 could include first floor retail or retail integrated with office, provided it is designed as a walkable, street facing development with landscaped setbacks. Alternative B shows Site 1 as entirely employment-centric development. Because street frontage and visibility are typically more desirable for such uses, it assumes the success of such development will ultimately depend upon the annexation and development of the entire northern portion of this block to Walnut Street as general employment use.

In this alternative, no street connection to Upper Clarenton is made and a substantial buffer is created between these uses. In Alternative B, the mixed-use node is located along the Central College Road frontage of Site 4 rather than at Site 2. This allows for retail integrated into the first floor of a larger development that could include residential above to be more consistent with adjacent development to the west, or office above to integrate with the office campus development to the north.



F3. GANTON

Existing Conditions

The Ganton focus area lies directly east of the Village Center and is a roughly triangular-shaped area of just over 110 acres. It has prime visibility from SR 161, which serves as its northern and eastern border. The northernmost portion of the site abuts the east side of US 62 at the SR 161 Interchange. Ganton is separated from the Village Center by Rose Run, which is its western boundary. Dublin-Granville Road is the southern boundary and provides connection west to the historic Village Center.

Currently, the site is used for agricultural purposes. In the early 2000's, however, this focus area was considered part of the Village Center and was slated for a residential neighborhood and community development. It was removed from the Village Center when the land was planned to be converted into a certified organic farm. Regardless of its current use, the city believes it is an appropriate time to revisit the future plans for this area given the planned extension of Ganton Parkway through the site.

While a majority of the land is farmland today, there is a tree stand and naturalized ditch at the northern end, a tree row along the SR 161 right-of-way, and a large stand of trees and likely wetlands in the eastern section near Kitzmiller Road. To the south across Dublin-Granville Road are large estate grounds and fields, and to the north across SR 161 is the Mt. Carmel New Albany Medical Center and Zarley Industrial Park (another focus area in this plan). A public road stub, called Theisen Road, was built to access this site and currently provides access to the fire station.

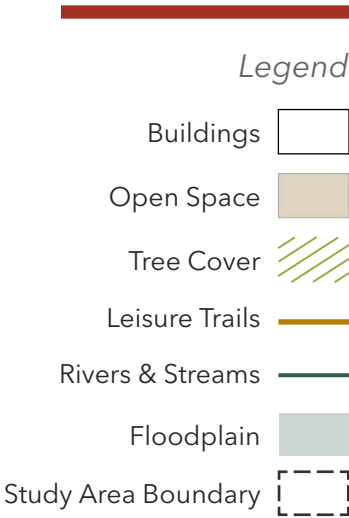


Figure 3.56 | Ganton Focus Area Diagram



Ganton has several distinctive attributes. First, it is the largest undeveloped, unprogrammed site near the Village Center. Second, as previously mentioned, it has prime frontage on, and visibility from, SR 161. Third, because it is largely cleared and tilled agricultural fields, it is prime for development. There are two other important considerations for this focus area. Freeway frontage encourages prime commercial office sites. There are few such available office sites remaining in New Albany, and fewer still with such close proximity to the Village Center.

Office tenants are looking for sites that are near amenities such as trails, restaurants, entertainment, and services. This focus area provides this. Additionally, as reviewed in the land use section, there are similarly few proximate locations for missing and underrepresented housing types near the Village Center. Additional residents and employees close to the Village Center will help provide the needed customer base for desired retail there. For these reasons, it is appropriate to reconsider the potential of Ganton to be an extension of the Village Center.



Future Development

To activate the freeway frontage requires extension of Theisen Road through this site as a public road. Along this road, referred to as Ganton Parkway in this plan, office development sites could be established along SR 161. As reviewed in the Mobility section, this fits with the broader goal of creating a southern version of Smith's Mill Parkway along SR 161. Ganton Parkway connects employment uses from the Village Center to Beech Road, leveraging the freeway frontage in between. Connecting Ganton Parkway to Theisen Road creates a better route for traffic to access the SR 161 interchanges from these employment centers with less impact to the Village Center than relying on Dublin-Granville Road.

The focus area plan to the right shows Ganton Parkway extending from US 62 to a point west of Kitzmiller Road, where it connects with the existing Dublin-Granville Road (renamed to Ganton Parkway). Dublin-Granville Road is realigned so as to de-emphasize this route for vehicular traffic purposes. The exact alignment must still be refined. It is important to note that the planned Velo Loop and leisure trail connections continue through this area.

The construction of Ganton Parkway creates freeway commercial office frontage sites along its north side. It is expected that attractive, high-quality offices will be built here. These office buildings should be multiple stories and designed to face Ganton Parkway with surface parking to the rear (north). This still provides plenty of freeway visibility, but such site layout better accommodates transit by reducing walking distances between stops and the buildings. The site plan should provide enhanced features for this Mobility Zone, including sheltered drop off areas, bike stations, and connections to the leisure trails.

The overall site design should create an orienting space or spaces like a large green space or plaza that helps to define and center the development, adding to its distinctiveness. Commercial development in this focus area should also contribute to and enhance the signature gateway into New Albany at the US 62/SR 161 interchange. This should be coordinated with the city and could be accomplished through attractive arrangement of plantings and site features.

The great amenity that is Rose Run Park should be extended along the western edge of this focus area. This likely will include the dedication of additional parkland for the corridor to enhance and preserve this feature and allow for native plantings, leisure trails, pathways, and activity nodes. Such a project would likely be a public-private partnership.

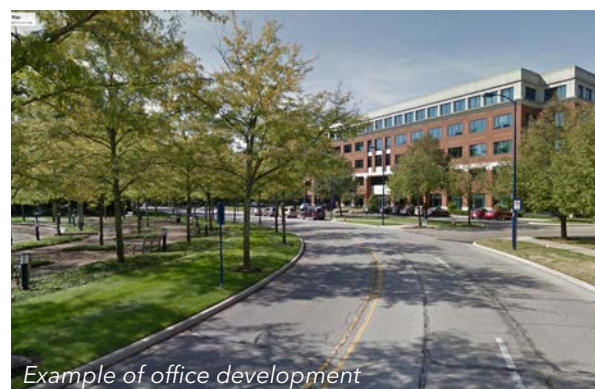
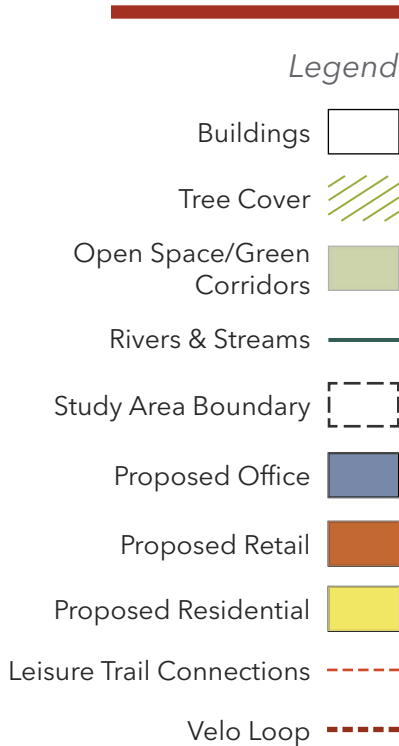


Figure 3.57 | Ganton Development Concept Diagram



The area south of Ganton Parkway to Dublin-Granville Road may remain agricultural for some time. Any development here will require a master plan that accommodates future needs of the city. Due to the zoning entitlements for this site it is expected that this would include residential development in a more traditional style, moving from townhomes and flats along Ganton Parkway to alley-loaded single-family homes with front porches.

Any residential development should provide community green spaces and parks, include a street grid with connections to the Village Center, and plan for future community facilities such as a field house and recreation area. In addition, the rural character and vistas should be protected along Dublin-Granville Road. This may take the form of large setbacks, natural mounds, planted woods, and/or "green rooms."



GANTON

An aerial perspective rendering of a proposed urban development. The top half of the image shows a dense grid of rectangular building footprints, interspersed with trees in autumnal colors of orange, yellow, and red. Below this built-up area is a large, rectangular field of green trees, representing a forested corridor. A road with several cars is visible at the bottom of the frame. Two white labels with leader lines point to specific features: 'ROSE RUN CORRIDOR EXTENSION' points to a line within the forested area, and 'VELO LOOP' points to the road at the bottom.

ROSE RUN CORRIDOR
EXTENSION

VELO LOOP



GATEWAY INTERCHANGE
TREATMENT

EMPLOYMENT
CENTER

GANTON PARKWAY
EXTENSION

LEISURE TRAIL
EXTENSION

F4. ZARLEY

Existing Conditions

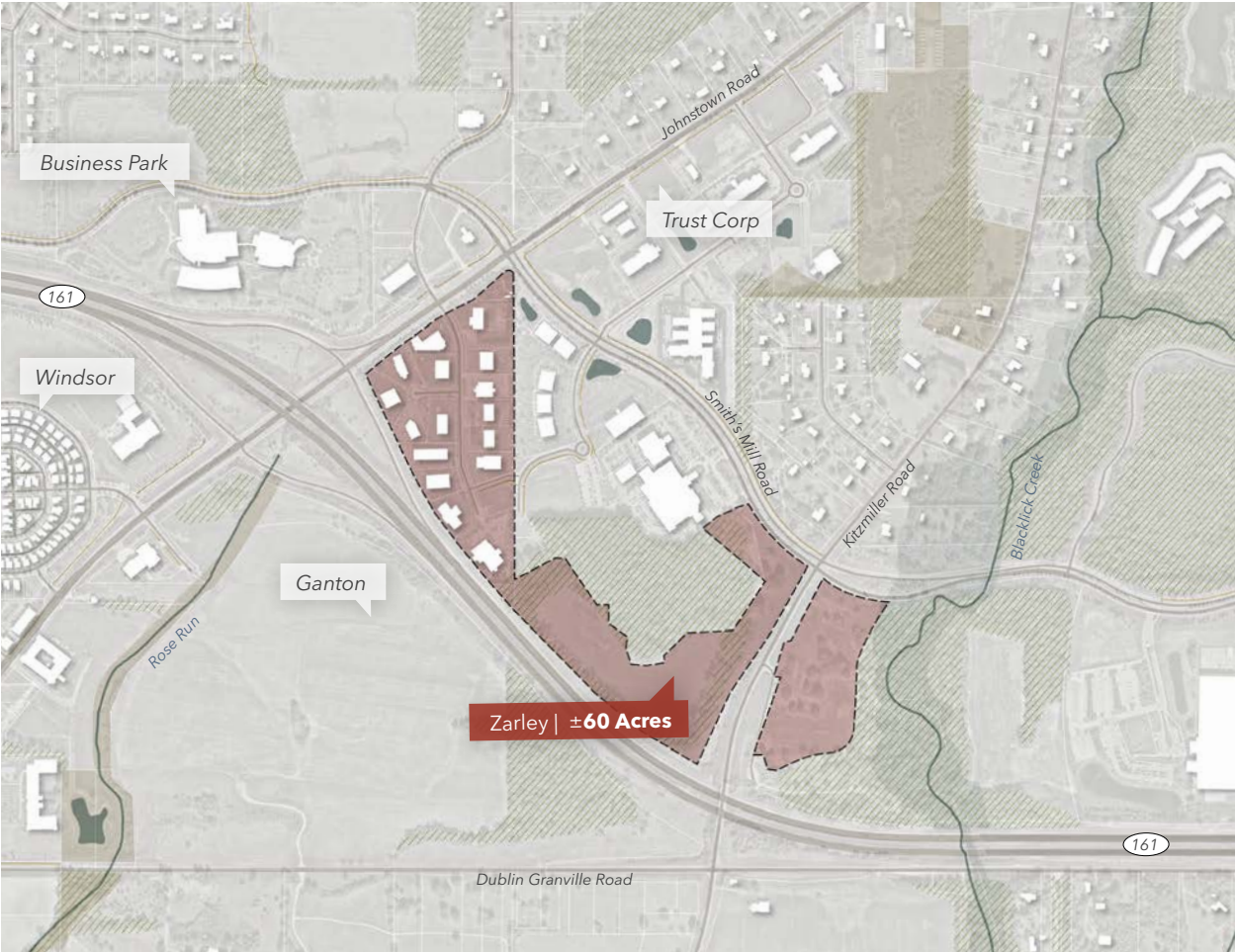
The existing Zarley Industrial Park predates much of the development around it. It is a unique part of the business park as it is primarily zoned and built for light industrial uses. As such, it serves an important role as a space for small businesses in the city. Zarley is also the only part of the business park that was not formally planned. For these reasons, the built environment of Zarley has a significantly different character and aesthetic than the rest of the business park.

Zarley is located just north of SR 161 at the northeast corner of the US 62/SR 161 interchange. When the freeway was constructed in the late 1990's, it resulted in Zarley becoming part of the gateway experience. As development occurred around it, including the Mt. Carmel New Albany Medical Center and the Trust Corp site along US 62/Johnstown Road to north, an additional fragment of land along the north side of SR 161 remained. This land to, and along both sides of Kitzmiller Road has been combined with the industrial park to comprise the Zarley focus area.

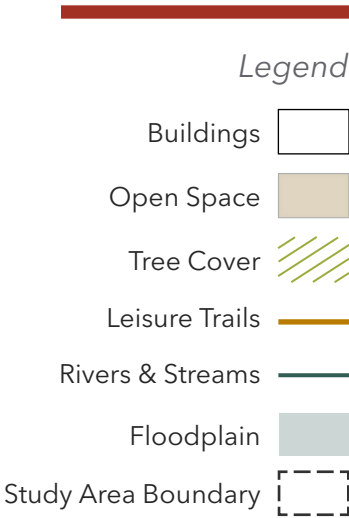
Together this land consists of about 60 acres, though only about 38 acres are developable. The Zarley focus area is located just on the north side of SR 161 from the Ganton focus area. It is, however, more constrained based upon size, topography, existing natural features and wetlands, existing road network, and existing development.



Figure 3.58 | Zarley Focus Area Diagram



Situated immediately south of Mt Carmel New Albany are wooded wetlands. Development interest along this SR 161 frontage has been hampered by the wetlands, limited site access, and the few remaining developable sites. Adding to this challenge, when SR 161 was built, Kitzmill Road had to be elevated to go over the highway. To accomplish this, a new bridge was built, but the new elevated earthen embankment to the bridge has made access to either side of Kitzmill Road more challenging. In addition, Blacklick Creek meanders along the eastern edge of this focus area.



Future Development

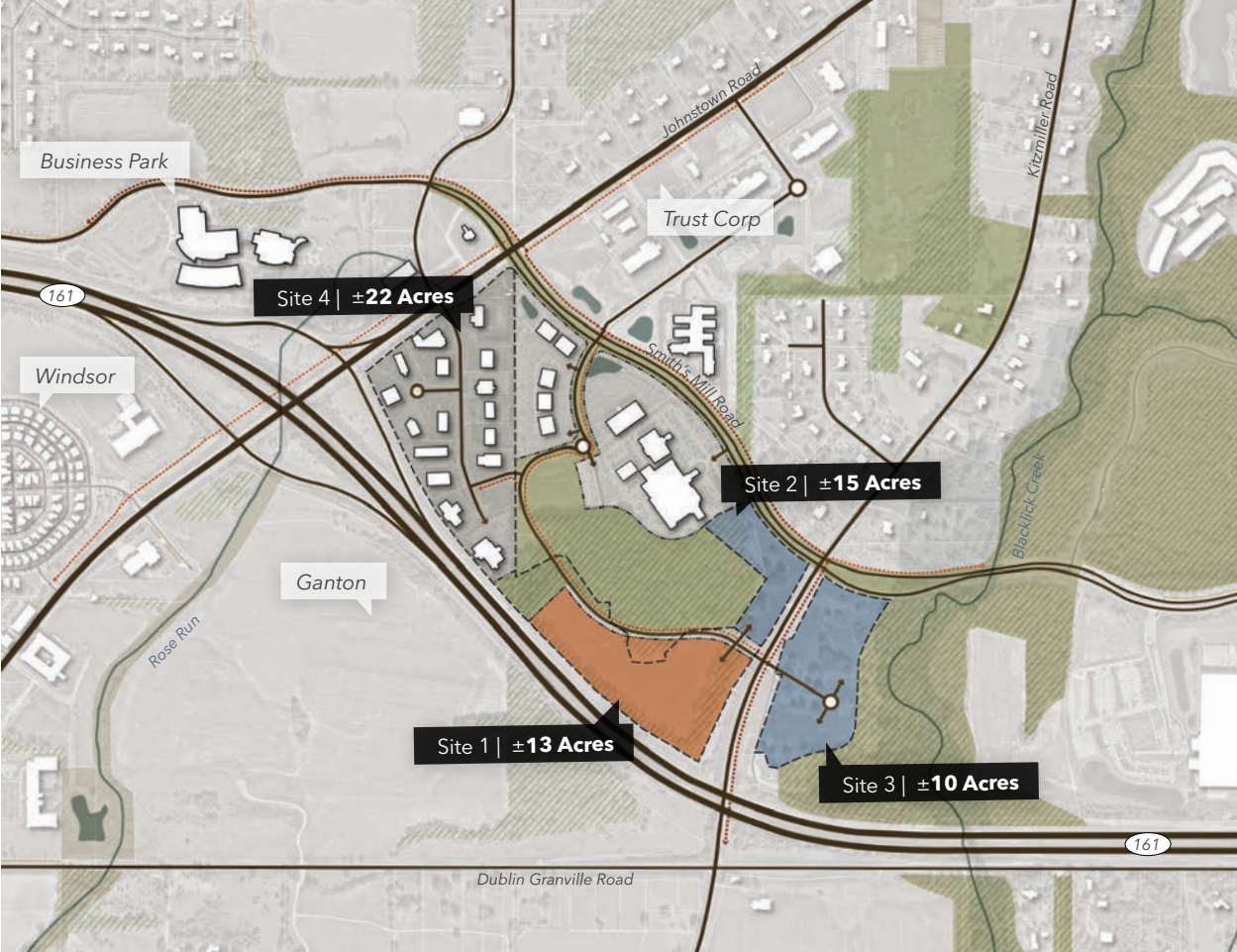
Zarley Street was originally designed as a dead-end street and serves as the spine of Zarley. It was constructed as a township road prior to many of the current New Albany street standards. As a result, Zarley Street and Karmar Court have no sidewalks, no leisure trails, no streetlights, no curbs, and no streetscape. For this reason, one of the critical improvements for this focus area is adding streetscape features within Zarley to improve and provide safe mobility options for walking and biking, as well as to better integrate it with New Albany character and amenities—particularly as a gateway for the city. It is recommended that the city evaluate the improvement of these streets to include curb and gutter, streetlights, street trees, white horse fence, and a leisure trail on both sides of the street.

The existing character is shown in the photo below, and the rendering shows the potential transformation. These improvements will provide amenities for the employees and business owners here so that they feel a part of, and connected to, their immediate surroundings and the rest of New Albany.

This plan recommends extending a public roadway southward and parallel to SR 161, connecting to Kitzmiller Road. This will provide a light industrial development site that extends Zarley and meets the demand for this type of space. The site on the east side of Kitzmiller Road should also be employment use, but could be either office or industrial.



Figure 3.59 | Zarley Development Concept Diagram



The site at the southwest corner of Smith's Mill Road and Kitzmiller Road, if developable, should continue office uses. While industrial and retail warehouse uses are permitted in this focus area, their design needs to be distinctive, appealing, and appropriate for New Albany freeway frontage and views. Overall, Zarley has the potential to become an integrated, yet distinctive part of the business park.

Zarley could include a unique, mix of uses, including light industrial, office, and even some flexible buildings that could be used for a variety of different office uses, including incubators. This type of build environment will also lend itself to Zarley being known as an incubator for businesses entering New Albany for the first time. The flexibility and more affordable office and industrial spaces would allow businesses to establish a presence in New Albany and potentially grow from there.



F5. VILLAGE CENTER

Existing Conditions

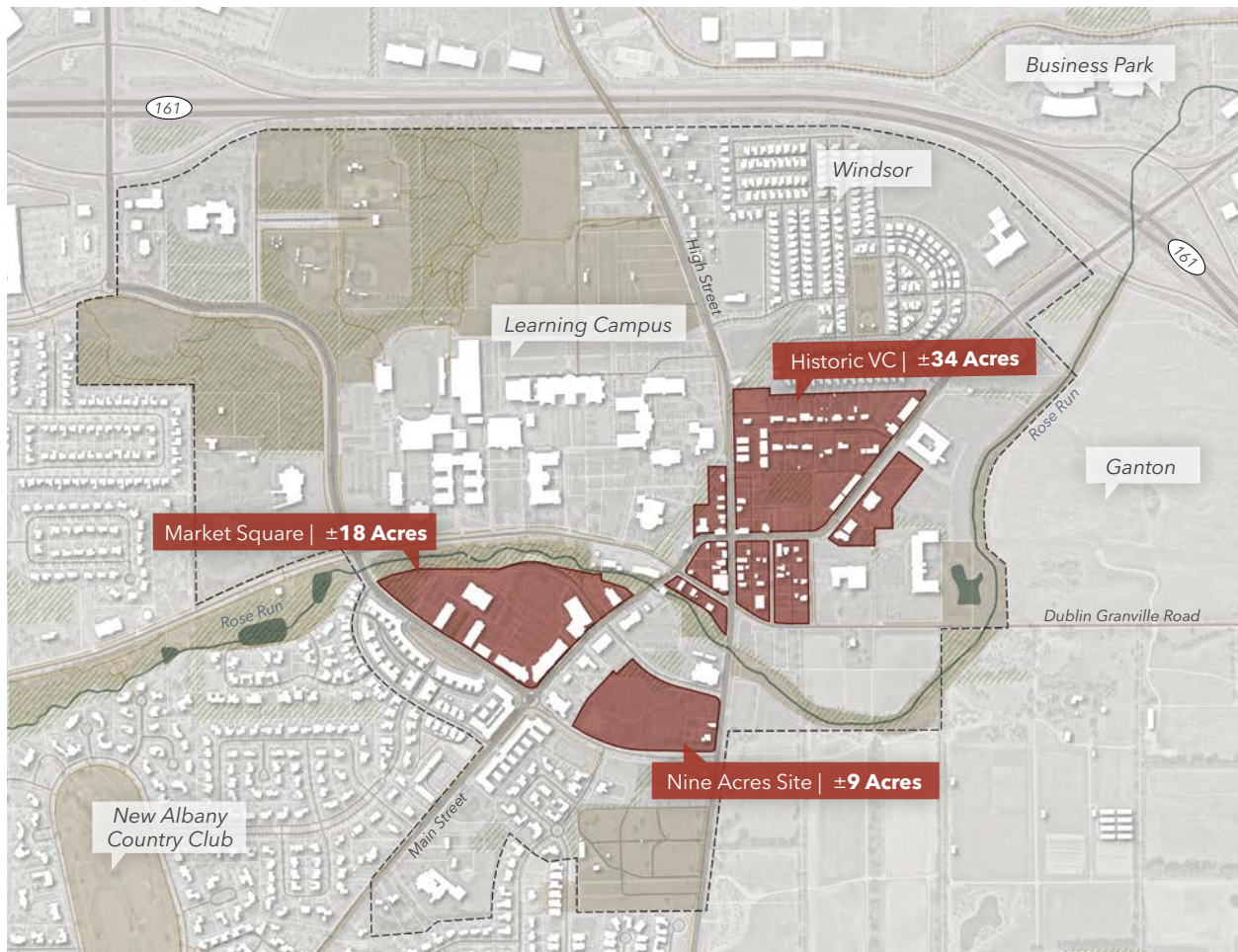
The Village Center today is one of the most thoughtfully planned and intentionally designed districts in the region. It continues to be the focal point of the greater New Albany community with its blend of civic, educational, park, retail, office, and residential uses. The Village Center has expanded across time from its historic center with the development of the Learning Campus in the northwest quadrant, Market Square south of Dublin-Granville Road, and development north along US 62/Main Street to the SR 161 interchange.

The City of New Albany has recognized the importance of a strong town center and its central role to the community. The city's first strategic plan, created in 1998, endorsed the idea of developing a vital Village Center with a mix of uses. It has been the focus of many planning efforts, including past strategic plans, the *Urban Center Code* (2011), the *Village Center Strategy* (2011), the *2014 Strategic Plan*, and the *Rose Run Greenway Phase II Master Plan* (2018). These plans have been generally followed and implemented with great success.

Several notable accomplishments have materialized since the 2014 Strategic Plan, including the Philip Heit Center; Market Square Phase II; the roundabout at Market and Main Streets; Market & Main apartments; new businesses and investment in the historic Village Center; and most recently, Rose Run Park. Additionally, events and programming have continued to grow, bringing the community together in the Village Center. These achievements have occurred through robust public-private partnerships and dedicated efforts by the city, various businesses and organizations, and the community.



Figure 3.60 | Village Center Focus Area Diagram

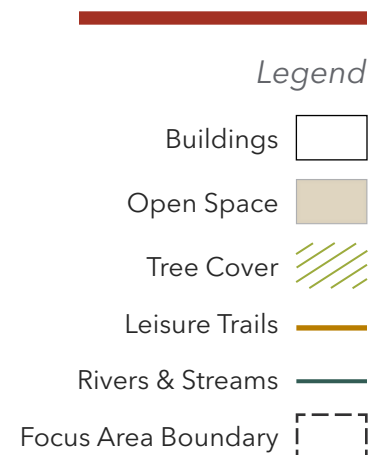


Through these efforts, the Village Center has continued to develop and the remaining areas of focus for future physical development and improvement largely consist of four areas. These are:

- 1) Completion of Market Square, including parking needs;
- 2) Development along Market Street east of Main Street to SR 605, often referred to as the "Nine Acres";

- 3) Redevelopment of the area along Dublin-Granville Road, east of Main Street, often referred to as "Rose Run phase II"; and
- 4) Infill development in the rest of the historic Village Center north of Dublin-Granville Road to the Windsor neighborhood.

These areas will be discussed in more detail on the following pages.



Needed Improvements

Throughout this planning process, the Village Center has been an important topic of discussion. The development that has occurred in the Village Center has also brought some heightened concerns from the community. This includes concerns about traffic, adequate parking, and development density. The community also expressed the desire for more retail services, including family restaurants, a small grocer, and evening activities. Another concern is the success of the historic portion of the Village Center and continuing to improve its vitality. The community also expressed the goal of making New Albany a city where residents can age in place, recognizing the need for housing types that appeal to empty nesters, active seniors, and young professionals, which are currently lacking within the city. These are all important issues to address as part of this plan.

Connectivity & Mobility

As previously mentioned, there are separate areas of activity within the Village Center. The map on the following page highlights pedestrian walksheds. On average, pedestrians are comfortable walking five minutes from where they park (the radius of one of the circles). Market Square and the historic Village Center are just outside of this range.

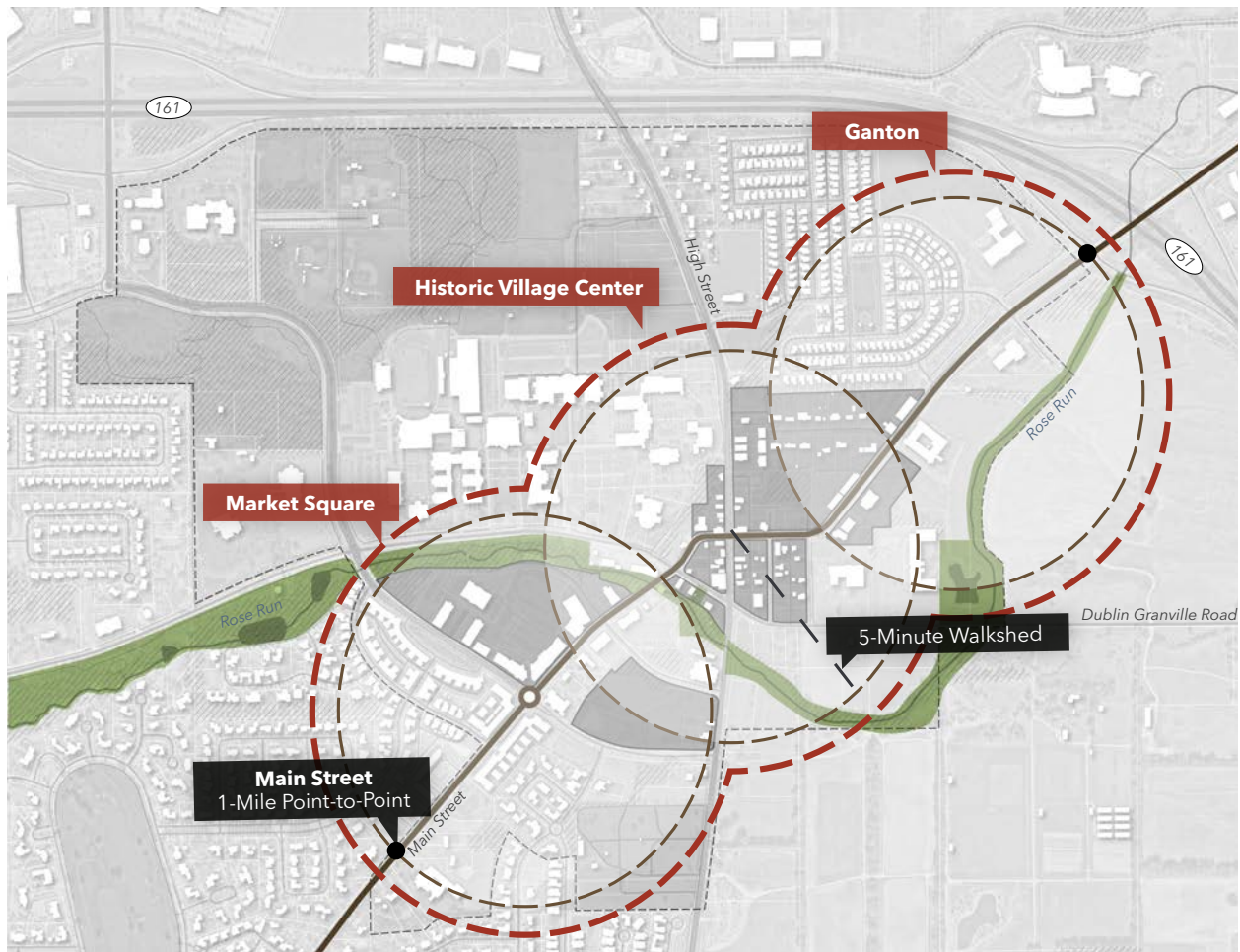
In addition, this stretch of the Rose Run stream serves as a physical divide and the lack of an interesting storefronts to stroll by along Main Street discourages people from walking between the two areas. Addressing this is important for several reasons. First, the community wants the entire Village Center to be vibrant. Improving this connectivity will help guide the energy of Market Square to the historic Village Center. Second, this is an identified mobility zone (see page 127) where increasing the number of people who walk and bike between destinations is important for health, livability, and function. Likewise, encouraging residents and visitors to park once when in the Village Center alleviates parking pressures. There are a number of improvements that can be made to address connectivity. First, transforming Rose Run into an inviting natural park helps connect the Learning Campus, Market Square, and the historic Village Center together, while attracting people as a destination. The community can already experience this through Phase I of Rose Run Park. The proposed Phase II will extend these improvements east across Main Street to SR 605. Rose Run Phase II includes enhancing the parking behind Village Hall, adding a pedestrian bridge across Rose Run to a new plaza, and encouraging infill development along Dublin-

Granville Road.

As highlighted in the mobility section, one of the city's critical mobility issues is addressing traffic created by the "hourglass" of SR 605/US 62. This strategic plan proposes the extension of Market Street east from SR 605, curving north to connect with Third Street; the intersection of Third Street and Main Street should also be improved. The result is a bypass of sorts that allows thru traffic on US 62 to circumvent the Village Center and relieve the pressure on the intersection at Main Street and High Street. The land between this new connector and SR 605 can be used to accommodate regional stormwater and create a community park.

In addition to the previously mentioned recommendations, other efforts needed to realize the potential of the historic Village Center include expanding the street grid, addressing parking and guiding appropriate investment. An easily identifiable and walkable street grid is an essential part of a village center. The area north of Main Street between SR 605 and US 62 is disconnected and unorganized. Extending the street grid and making street connections, such as Miller Avenue, will establish a walkable street pattern and create blocks for new, appropriately scaled development.

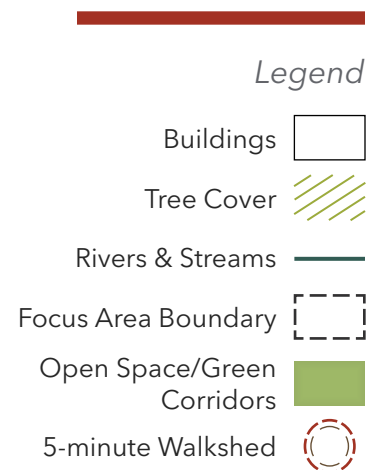
Figure 3.61 | Village Center Walkshed Diagram



Designing narrow brick streets will add to the historic character and desirability as well as discourage through traffic. Coordinating wayfinding, parking, and business signage to create an easily navigable Village Center is another key to enhance mobility in the area.

The blocks south of Main Street contain a number of empty parking lots that erode the vitality and walkability of the Village Center. These are prime locations for infill development. Addressing parking needs will also help unlock investment.

This likely includes the creation of shared and/or public parking reservoirs to serve the area. A parking study is currently underway for the Village Center to match land uses, parking demand, and future development with overall parking management and block-by-block solutions to address it.



Housing & Infill Development

The Village Center is a critical part of the existing and future success of New Albany. One of the reasons is that it provides places, services, activities, and environments unique to the city. People are drawn to the Village Center and places like it because of their numerous amenities, restaurants, walkability, scale, approachability, and events; this is where the community comes together. The Village Center is also where a number of the community land use goals can be met, including: 1) the provision of housing types that support aging in place, 2) the addition of desired and targeted retail uses, and 3) increased economic vitality.

One of the resounding directions heard from the community is to provide housing that allows current and future residents to remain within the city as they move through life's stages. This requires a diversity of housing options and the Village Center is one of the prime places to provide them. The community input is backed by research that indicates 82% of new Central Ohio residents will be Millennials and empty nesters looking for urban, mixed-use environments. These groups want high quality, amenitized housing that is compact, close to neighbors, and walkable to attractions.

The Village Center already has successful examples of this type of housing that includes compact, single-family homes in Ealy Crossing, townhomes at Keswick, and one-story flats at Market & Main Apartments. The addition of these types of housing products, from denser flats at the core to mixed-use buildings with residential above first floor retail to compact housing at the edges, is needed in the Village Center.

An integral component of the success of the Village Center is attracting people to live and work there. People create vitality, which is particularly true for retail. During the input process, the community expressed a desire for an increased diversity of shops and restaurants. More residents and employees are needed within the Village Center to create a critical mass for retail. Economic studies have shown that to support a 1,500 to 3,000 square foot corner store, approximately 1,000 households need to be located within a five-minute walk. Much more retail space than that exists today and is desired in the future. Continuing past plan recommendations, the Village Center should achieve between 1,100-1,500 housing units. In addition to housing units, increasing the number of employees within the Village Center will help support the retail stores.



Retail also requires visibility and parking. While traffic is an issue in the Village Center, managing it but not substantially decreasing it, is important. Addressing parking needs is a priority both for the community and retail/office users as already discussed. Another critical, but less considered point is patronage; if the community desires more Village Center retail options they must patronize them. Regularly driving outside the city limits or ordering from competition online impacts their vitality. This is one of the reasons interconnecting the Village Center with mobility options to the rest of the city and region helps. For certain types of uses, particularly in this ultracompetitive retail environment, subsidies may be required to initially attract them, and in some cases, to maintain them. This is something that should be studied further.

Adding office space to the Village Center is another important effort. In the competitive office market, national trends show a desire for walkable, mixed-use areas. In a recent nationwide survey, 83 percent of firms said they would prefer to locate office space in walkable urban centers rather than single-use office or industrial parks. Another survey noted the trend of companies following their workers to downtown or downtown-like mixed-use environments.

For this reason, the Village Center provides an appealing setting that is not offered elsewhere in the city. Careful integration and appropriate design of office development here will expand the city's offerings.

Finally, green space and pedestrian-focused amenities should continue to be woven into the development of the Village Center. New Albany is already a leader in this as evidenced by Market Square Commons and the new Rose Run Park, as well as the design of the Learning Campus and green corridors along Dublin-Granville Road. Continued focus should be placed on community gathering areas and activity spaces that encourage residents to walk, bike, visit, play, interact, lounge, and live life on a regular basis in the Village Center. The character, atmosphere, and mix of uses combined with the events and activities that occur in the Village Center are the experiences that are treasured by the community.



Future Development

The continued success of the Village Center is essential to the community. Because it has such distinctive character, mix of uses, and pedestrian-oriented scale, it has its own land use designation. To continue advancing the success of the Village Center, the plan on the following page highlights needed improvements within the four sites identified earlier.

Market Square

In Market Square, a few developable parcels along the Market Street frontage to the west remain. Developing buildings here will complete the “street wall” of shops and services to the Rose Run Park. At the same time, the success of Market Square has created a parking shortage. Previous plans recognized the future need for a carefully designed parking deck strategically placed to blend with Market Square. It would replace a portion of the large surface lot behind Market Square phase II and have the potential for liner buildings and/or first floor shops that hide or activate the front of the garage. Such a project will likely require a public-private partnership. Other locations for structured parking or parking lots have also been identified. Further parking studies will be required to determine their appropriateness.

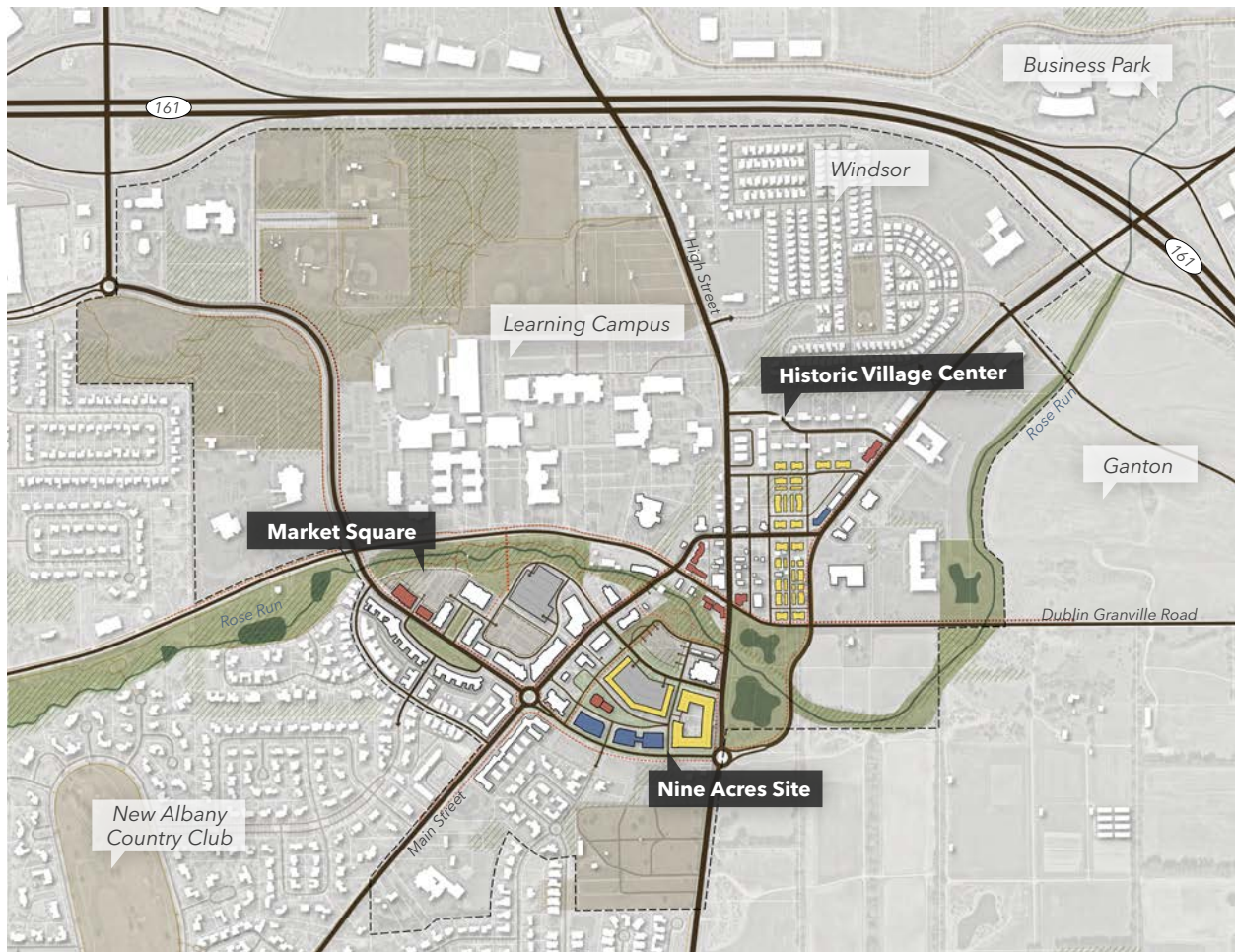
Any structured parking or large parking areas should meet the following requirements:

- 1) Be located behind street-fronting buildings and not on primary streets;
- 2) Not exceed surrounding buildings in height;
- 3) Use architecture that preserves the high standard of design in the Village Center;
- 4) Preserve the viewshed to Rose Run Park from Market Square;
- 5) Not create any pedestrian dead zones;
- 6) Provide shared parking for multiple uses within the Village Center; and
- 7) Be robustly connected by sidewalks and landscaped areas to activity centers.

In addition, on-street parking should be provided wherever possible and a parking management system implemented to ensure turnover.



Figure 3.62 | Village Center Development Concept Diagram



Legend

- Buildings 
- Tree Cover 
- Rivers & Streams 
- Focus Area Boundary 
- Proposed Commercial 
- Proposed Retail 
- Proposed Residential 
- Open Space/Green Corridors 
- Leisure Trail Connections 
- Velo Loop 

Case Study:

Norton Commons | Louisville, KY



Norton Commons is a 660-acre mixed-use community located in the greater Louisville area. It is a quintessential New Urbanist development, with a focus on traditional architecture, walkability, and public spaces. Once fully built out, the development will contain 2,880 dwelling units. The neighborhoods contain a full range of housing types, from single-family detached homes to apartments. Approximately one quarter of the land is dedicated to parks, plazas, trails, and recreational and civic amenities. A key feature of the Norton Commons development is a Town Center with more than 70 businesses, such as shops, restaurants, and service businesses. Multifamily housing, live/work units, and office buildings with ground floor retail can be found throughout the Town Center.

Nine Acres

The Nine Acres site lies between Main Street and High Street (SR 605) and Market Street and Village Hall Road. With the public infrastructure and street block complete, this area is ready for development. In fact, development here will reinforce the success of the Village Center. It is a prime site because of the desirability for living and working in the Village Center, the need to add housing types for all life stages, the need to add residents and employees to support retail, and the lack of available office product in the Village Center.

Development in this area should face the public streets with broad sidewalks, much like Market Square. It should provide a mix of uses, including office, residential, and organizing green or plaza spaces. Retail can be accommodated if integrated into the above building uses. Building architecture, materials, massing, and height should continue the recognizable character and vernacular of Market Square. Additional roadway connections will be needed to break the scale of this large block, making it more walkable and accessible.

Development at this site should be designed to park itself through on-street parking, internal parking lots or structures, and under-building parking. Parking areas should not front along Market, Main, or SR 605.

An essential infrastructure investment for the Village Center is the extension of Market Street from SR 605 to Third Street. This will better interconnect and define the Village Center and provide a relief route for through traffic to the US 62/SR 161 interchange, as described earlier. This connection is represented in figure 3.62 and highlights the regional stormwater retention areas that would be created.

Historic Village Center

Rose Run phase II is the area north of Village Hall Road to the Dublin-Granville Road corridor, east of Main Street. This subarea contemplates reinvestment and infill of buildings along both sides of Dublin-Granville Road and Market Street to better connect Market Square with the historic Village Center. This vision includes the relocation of the Duke and Duchess station to the SR 161 interchange area as well as signature development, reuse, and green space at the Dublin-Granville Road/Main Street intersection.

New infill buildings within this subarea would be designed to both activate the street with wide sidewalks and storefronts, as well as potentially take advantage of outdoor seating areas and pathways along a revitalized Rose Run. The parking lot behind Village Hall should be expanded and improved and a new pedestrian bridge connection made between this lot, over Rose Run, to the new buildings and plaza along Dublin-Granville Road. In this way, the expanded parking area can also serve the demand of the new buildings and uses along Dublin-Granville Road and Main Street.

The historic Village Center has a finer scale and different architecture than Market Square because it was developed a century earlier. Today there are vacant lots and gaps in the fabric of the community. This vision recommends extending the walkable street grid throughout the Village Center and infill of vacant parcels with residential development. This infill residential, like other areas of the Village Center, should address missing housing segments. In this case, carefully designed townhomes, four- to eight-plexes, and compact single-family homes are appropriate.

Residential architecture in the historic core should include balconies and front porches and may reflect more of a farmstead vernacular while still implementing high-quality materials and design. Norton Commons, a development outside Louisville, Kentucky can provide examples of best practices of this style. The street frontage along Main Street northeast of Third Street should be reserved for continued mixed-use development, including retail and office uses. If the Ganton focus area develops with a mix of uses in the future, a new Village Center street connection should be made to Main Street between Theisen Road (future Ganton Parkway) and Dublin-Granville Road. Together, these improvements provide the opportunity to complete the historic Village Center while maintaining its charm and character.



A Vision for the Village Center

The rendering provides a conceptual vision of the improvements described on the previous pages. It is shown from the perspective view southeast of the Village Center, looking northwest. In the foreground, one can see the new Market Street extension and beautiful regional stormwater ponds. The Nine Acres development is depicted beyond SR 605 in the center left, with Market Square in the background. To the right one can see the historic Village Center with infill residential development helping to create a vibrant neighborhood. In the center is the Learning Campus, McCoy Center, and proposed new amphitheater along the extended Rose Run Park and Rose Run phase II. This image and the recommendations of this focus area chart a course for continued improvements to the Village Center that respond to the aspirations and hopes of the community to continue to make the Village Center the crown jewel of the city.

An aerial perspective rendering of a proposed urban development. The scene is viewed from the southeast, looking northwest. In the foreground, a road labeled 'MARKET STREET EXTENSION' runs horizontally. To its right is a large, irregularly shaped pond. The middle ground is filled with various building footprints, mostly rectangular with dark roofs, interspersed with trees showing vibrant autumn foliage in shades of red, orange, and yellow. A road labeled 'NINE ACRES INFILL DEVELOPMENT' points to a specific cluster of buildings. In the background, more developed areas and distant hills are visible under a soft, hazy sky.

NINE ACRES INFILL
DEVELOPMENT

MARKET STREET
EXTENSION



ROSE RUN
PHASE II

This aerial rendering depicts a planned residential community during the autumn season. The landscape is characterized by a high density of trees with vibrant red, orange, and yellow foliage. In the upper center, a baseball field is visible, surrounded by a parking lot and several rectangular buildings. A winding road or path cuts through the middle of the development, leading towards a series of ponds in the lower-left quadrant. The overall scene is bathed in the warm, golden light of a low sun, creating long shadows and a rich, textured appearance. Three white callout boxes with thin black lines pointing to specific features are overlaid on the image.

CONNECTION
TO 3RD ST

PARK & RETENTION PONDS

F6. HAMLET

The concept of a hamlet in New Albany originated from the Rocky Fork Blacklick Accord plans from 1996 and 2001. These plans contemplated the eventual build-out of the entire Plain Township area and the needs of residents north of SR 161. One of the recommendations to address the changing development patterns in this area was the creation of a small hamlet, with the goal of creating a walkable, mixed-use environment connected to surrounding neighborhoods and integrated into an open space network. The original hamlet concept focused on a focal green space, residential development around the green, limited retail around the green, and some public parking.

This plan revives the hamlet concept to accommodate the original vision and the present desires of residents. Through this planning process, the community expressed the need for more housing types for all life stages and the desire, especially for residents north of SR 161, for more activity and walkable destinations in that part of the city. This focus area was chosen to elaborate on the recommendation for a hamlet at the location identified on the future land use map (see page 53).

In 2022, the city of New Albany studied the hamlet concept in depth to determine the best application of the hamlet locally. This focus area summarizes the outcomes and recommendations that derived from additional evaluation and planning.

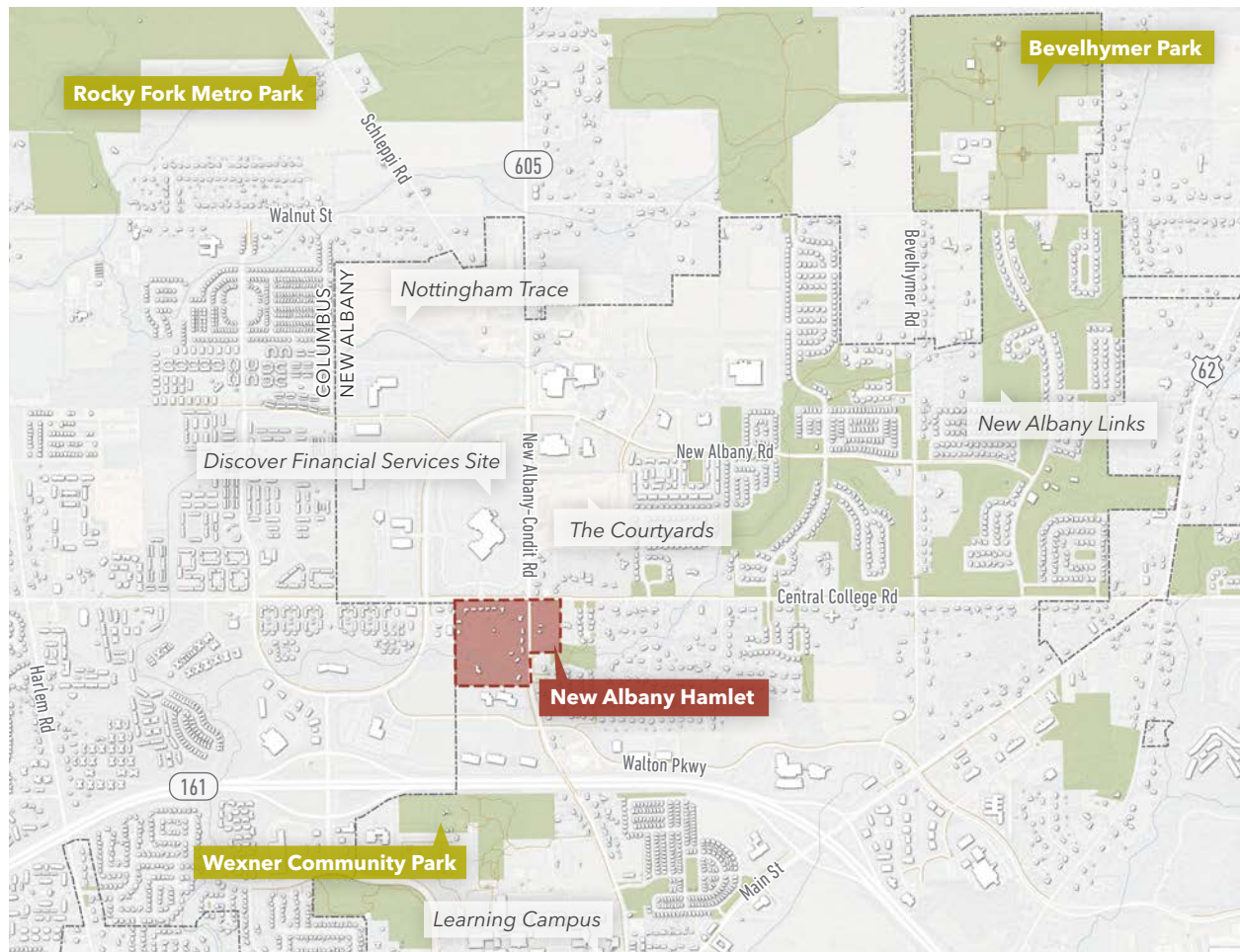
Existing Conditions

The New Albany Hamlet site lies at the intersection of SR 605/New Albany-Condit Road and Central College Road. The site, which is roughly 33 acres, is comprised of parcels at the southwest and southeast corners of that intersection, as shown in the diagram on the following page. The site is bounded to the north by Central College Road, to the east by single family residential areas, to the south by commercial uses, and to the west by the city of New Albany boundary with the city of Columbus. Additionally, the Sugar Run corridor, which runs east and west, bisects the site along the south.

The portion of the site that sits west of SR 605/New Albany-Condit Road is within New Albany's International Business Park.



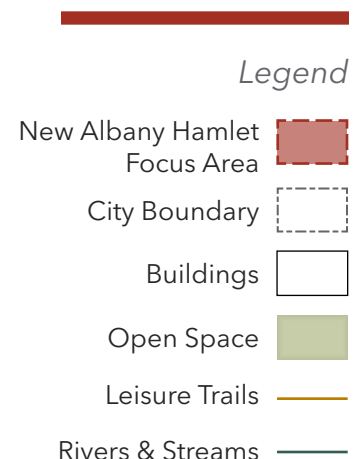
Figure 3.63 | Existing Conditions and Context Diagram



More Business Park uses are located north and south of the site. The former Discover Financial Services site sits directly north of the hamlet site. This now vacant property presents a significant opportunity to develop a vibrant, more pedestrian-oriented node at this intersection.

To the west, which is located within the city of Columbus, single family and multifamily residential comprise much of the developed land. The rest remains undeveloped or agricultural land. To the east, in the city of New Albany, single family residential is the predominant use.

A couple of age-restricted communities, Nottingham Trace and The Courtyards at New Albany, have also been developed in the vicinity off of SR 605/New Albany-Condit Road recently. The diagram above illustrates the existing site conditions and context.



Components of a Hamlet

Based on a review of relevant literature and existing developments in other communities, the planning team developed a list of essential components for a hamlet development in New Albany. Together, these components will contribute to the creation a development with strong character and a sense of place that fits with the existing character of development in New Albany. The components of a New Albany hamlet include the following:



Compact, walkable neighborhood pattern – A key feature of a hamlet is walkability, which is achieved through more compact development patterns, connected streets and pathways, and pedestrian-oriented design of blocks and buildings.



Central, organizing public space framed by streets and buildings – Public space is at the heart of a New Albany hamlet. This can take the form of an activated open space, plaza, or square. This space should be bordered by streets and buildings on at least a couple of sides to frame the public space and create a center of activity for the hamlet.



Active ground floor uses – A vibrant pedestrian experience in a hamlet is achieved through various means, including by creating an active first floor. In mixed-use buildings, the ground floor should be occupied by restaurants, shops, service businesses, and other similar uses that promote pedestrian activity throughout the day.



Prioritization of streets, sidewalks, and pedestrian/bike connections – A connected mobility network of streets, sidewalks, and leisure trails is an essential component to move people to, from, and within a hamlet.



Contains a mix of two or more uses – By incorporating more than one land use, a hamlet can become a community destination rather than simply a development. A mix of uses creates a multi-functional place where people can live, work, shop, explore, relax, and more.



Memorable architecture, public spaces, and placemaking elements – Components of the public realm, such as architecture, signage, public spaces, site furnishings, and public art should be utilized in a New Albany hamlet to create a strong sense of place.



Emphasizes a discipline of materiality – New Albany is known for its high-quality development and a hamlet should be no exception. A hamlet should utilize materials that are of a uniquely New Albany vernacular.



Integrated parking on-street and behind buildings – Parking should be intermixed with the rest of the built environment in a hamlet. Streetscape design can include on-street parking spaces, which provides a buffer between vehicular traffic and the pedestrian realm. Larger surface parking areas that are adequately screened and located behind buildings can blend seamlessly with the rest of a development.



Context sensitive design that leverages surroundings – A New Albany hamlet is not a cookie cutter development, but rather is a bespoke place with a character that is distinctly New Albany. By utilizing the surrounding context and natural features in the site design, a hamlet can become seamlessly embedded into the community.

Future Development

While the potential build-out of the New Albany hamlet is dependent on several factors, including a willing developer to realize the hamlet vision, this plan puts forth a proposed hamlet development scenario. The exact details of the final site plan may deviate from what is shown in this plan, but the overall vision and development framework laid out in the following pages are meant to serve as a guide for the development of this site. The development framework diagram on the following page (page 222) illustrates the preferred site layout and framework elements. This framework was selected as the preferred option after testing a few different scenarios. When creating the development framework scenarios, the planning team considered a number of factors, including the surrounding context and uses, environmental constraints, potential street connections, block layout, and site accessibility.

Key drivers for the development of this site include the integration of natural features and open space, the creation of a network of streets and mobility connections, and the identification of appropriate land uses. The following pages outline the vision for a hamlet on this site, culminating in development standards to ensure that any proposed hamlet development meets the desires and needs of the community.



Example of a central green

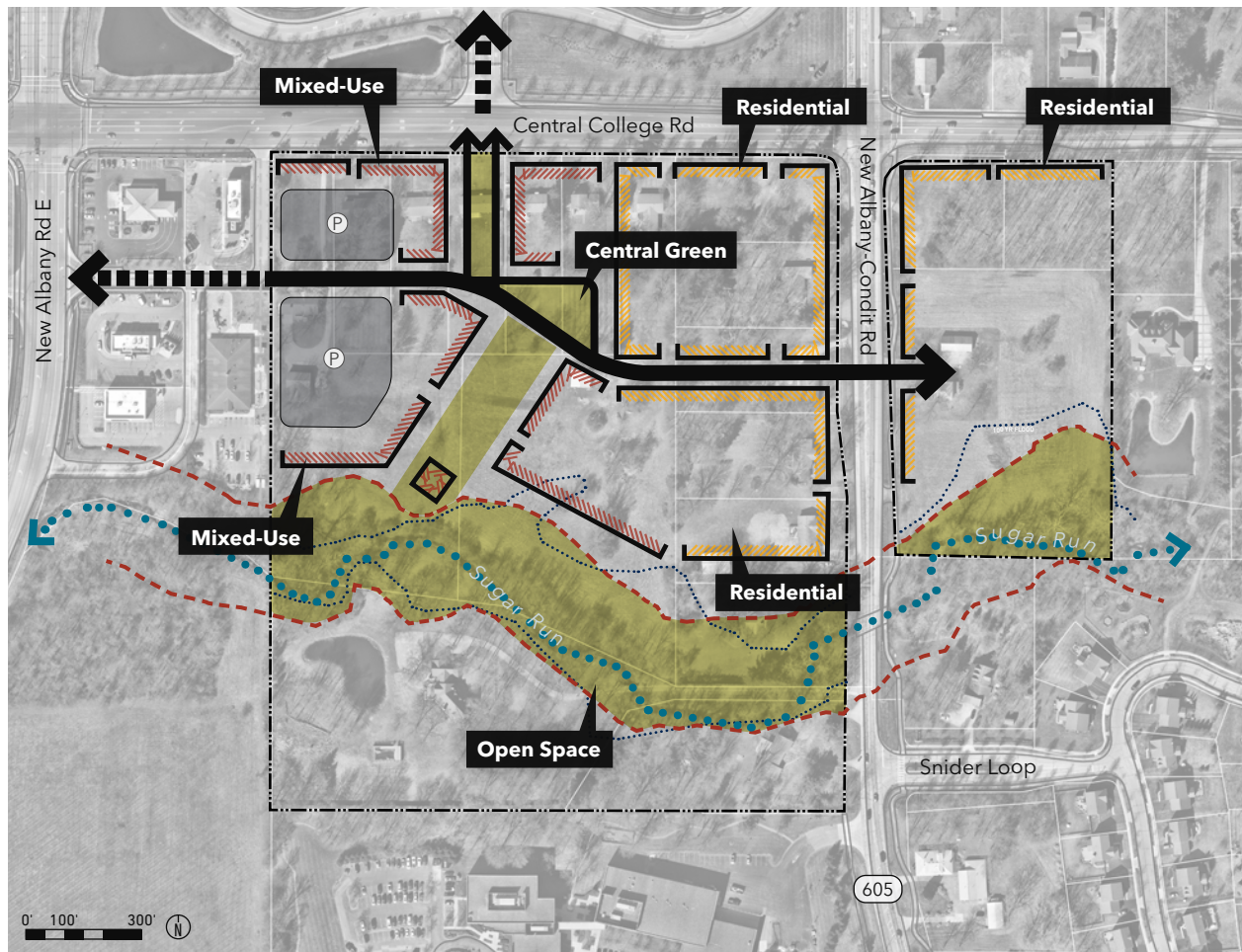


Example of hamlet residential



Example of an amenitized bioswale

Figure 3.64 | Hamlet Development Framework Diagram



Legend

- Focus Area Boundary
- Proposed Residential
- Proposed Commercial
- Open Space/Green Corridors
- P Parking
- Roadway
- Sugar Run Stream Corridor
- - - - - Stream Corridor Protection Zone
- Floodplain

Natural Features & Open Spaces

The site has existing natural features, which should be incorporated into any future development. Sugar Run, which runs east and west on the southern portion of the site is a defining feature, providing important ecological benefits for the site and the broader region. As such, streams like this one are protected by a Stream Corridor Protection Zone (SCPZ), which encompasses both the stream and its riparian buffer. This restriction lends the creation of a linear public green space amenity along the stream corridor. This green space would be more passive and natural compared to other green space on-site. Preserving this space will also help to mitigate flooding and negative impacts from stormwater runoff.

Other public green spaces on-site would include a civic green at the heart of the mixed-use commercial core of the development. This green space serves as an organizing feature around which buildings can be oriented. Additionally, small green spaces should fill interstitial spaces in the residential portions of the site to provide amenities for residents. Finally, above-ground stormwater facilities may be needed on-site. To the extent possible, these stormwater facilities should be amenitized to be transformed into a public open space amenity through attractive plantings, boardwalks, and other landscape design features.

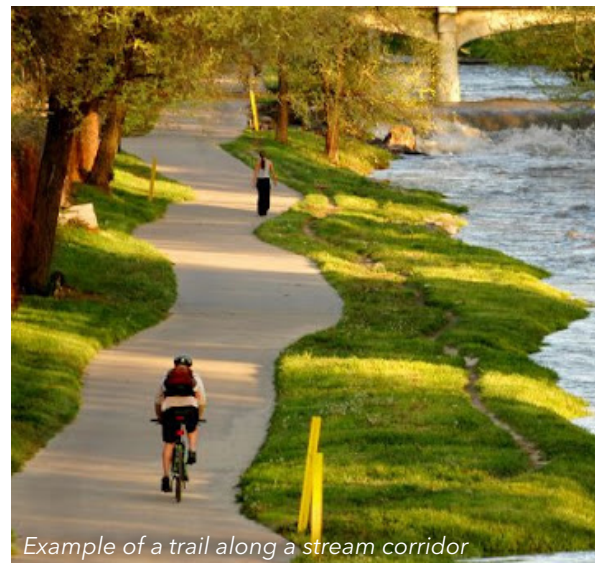
Streets & Connections

A roadway network needs to be created as part of any development of this site. This means the creation of new public streets that provide access to the site. The diagram on the following page shows one potential street layout, with a public street that bisects the site, connecting Central College Road and SR 605/ New Albany-Condit Road. This street would be a good contender to be constructed as a “green street”, using brick instead of asphalt as it is more permeable for stormwater and is longer lasting, contributing to more environmentally sustainable roadway design.

As development occurs in this area, bike and pedestrian facilities should also be incorporated into the planning and design. Leisure trails with a minimum width of 8’ should be included on both sides of Central College Road and SR 605/ New Albany-Condit Road. On-street bike facilities are also recommended for Central College Road and SR 605/ New Albany-Condit Road. For these roadways, shared road markings and signs are recommended to match the designations found in the Bike New Albany Plan. Within the development, leisure trails should also be added along the Sugar Run stream corridor, connecting to the larger leisure trail network. Creating these leisure trail connections would fill a critical gap in the system and would help to provide access to local and regional green spaces. Within the site, ample sidewalks should also be utilized to provide safe access to destinations within the development.



3rd Street, an example of a “green street” in New Albany



Example of a trail along a stream corridor

CASE STUDY

I'On Village | Mount Pleasant, SC

Situated along the Cooper River in Mount Pleasant, South Carolina, I'On Village is a mixed-use traditional neighborhood on 243 acres of land. I'On Square – the neighborhood's civic and commercial center contains more than 30,000 square feet of office and retail space. Surrounding the square are six residential boroughs with a diversity of Lowcountry housing styles and architecture.

Developed using traditional neighborhood design principles, I'On was built as a walkable community, with tree-lined streets, wide sidewalks, and a network of connected paths to support pedestrian traffic as the primary form of transportation. Although built for pedestrians, the streets can also accommodate vehicles, but are designed to slow traffic and create a safe environment for all roadway users. Only guests and visitors can park at the front of a lot, or on the street, all other vehicles are required to be parked at the rear of the lot, adequately screened from view.



I'On streetscape and active ground floor



Aerial view of I'On



I'On streetscape and active ground floor



Central civic green at I'On

Land Uses & Buildings

The overall hamlet land use was described on page 72. Within the site, a mix of uses is recommended to create the quality of place and the economic viability for this type of development. The recommended mix of land uses for a hamlet development include open space, detached single-family residential, attached single-family residential, commercial, and mixed-use residential buildings with active ground floors. The preferred site plan on the following page (page 226) illustrates how these various uses can be organized within the site. Commercial frontage on Central College Road on the northwest portion of the site acts as a transition zone from the adjacent auto-oriented retail to the west. An inviting public street leads to a mixed-use core, which is organized around a focal green space, creating a hub of activity and vibrancy where the community can gather.

Attractive townhomes create frontage and contribute to a neighborhood-feel along Central College Road and SR 605/ New Albany-Condit Road. The desired unit type for these townhomes is similar to that found in the Keswick and Richmond Square neighborhoods, where units have two main floors. Traditional single-family homes on the eastern portion of the site provide a buffer zone for the adjacent single-family neighborhoods to the east and south. An assisted living facility is situated on the southern portion of the site, overlooking the stream corridor. This would create housing for older adults to age-in-place in New Albany and would be connected by pathways to the hub of activity north of the stream.

Open space and green corridors are essential components of the hamlet development and should be integrated into the overall site vision. This is described in more detail on page 222.

Finally, parking is integrated with the other land uses to enable the development without compromising the hamlet character.



Example of an activated ground floor

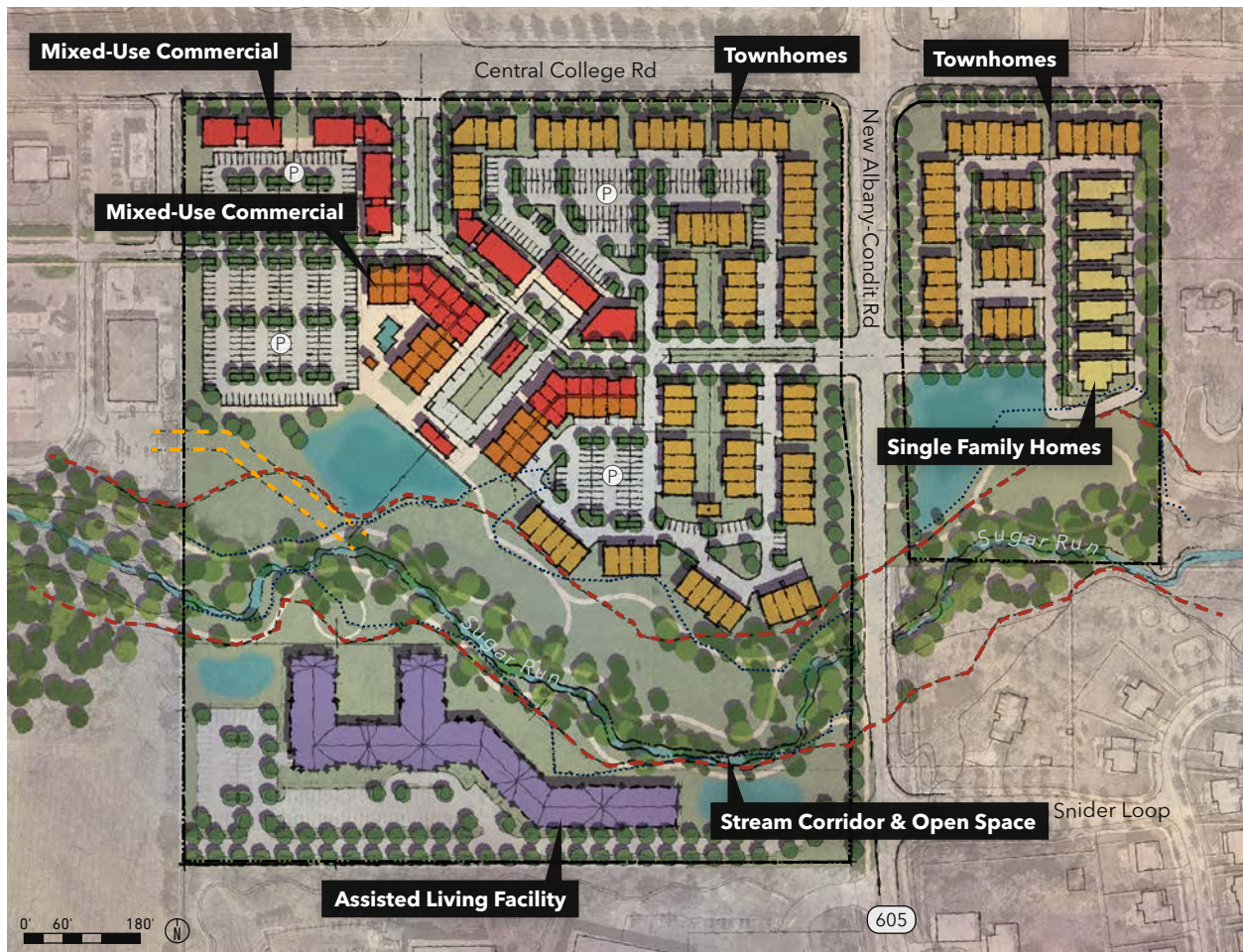


Example of an activated ground floor



Existing townhomes in New Albany at Richmond Square

Figure 3.65 | Preferred Hamlet Development Concept Diagram



Legend

- Focus Area Boundary
- Proposed Single Family Homes
- Proposed Townhomes
- Proposed Flats/Apartments
- Proposed Commercial
- Proposed Assisted Living
- Open Space/Green Corridors
- Stream Corridor Protection Zone
- Floodplain
- Utility Easement

Over-parking the development, or constructing too much parking, will detract from the quality of the place and is not the highest and best use of the land. Therefore, it is essential to develop a parking model that is appropriate for the mix of uses on-site and allows for shared parking between various uses.

Buildings in a hamlet should represent the quality and character that is distinctive of New Albany. After reviewing local examples of surrounding heights of both residential and commercial buildings in the area, height standards have been defined in feet to add more specificity and direction (see page 227). These standards allow for variation in roof lines and other architectural details, such as dormers. More architectural and design guidelines for buildings can be found in New Albany's Design Guidelines & Requirements (DGRs).

Development Standards

The planning team tested various development scenarios to arrive at a preferred site plan (see page 226), which then informed the creation of the following development standards. These new standards deviate slightly from the original hamlet development standards included in the 2020 version of the Engage New Albany Strategic Plan because the hamlet concept has been further studied and its application in New Albany better defined. The following standards outline critical requirements to accomplish each of the essential components of a hamlet. It is the city's expectation that these standards be met and are integrated into any proposed zoning text during the I-PUD rezoning process.

These development standards are intended to inform residents and landowners of the desired development pattern for any proposed hamlet development. A proposal to rezone property to allow for a hamlet would go through a public process where various factors/basis for approval are considered including but not limited to: traffic, school impact, and environment.

1. The gross density of a hamlet development is not to exceed six (6) dwelling units per acre.
2. A hamlet development should be comprised of about 75% developed land to 25% parks and open space.
3. A hamlet development should include a civic green space open to the public located near the center of the development.
4. A hamlet development should include a ratio of approximately 200 square feet of commercial uses for every 1 dwelling unit to ensure a vibrant mixed-use development. Commercial uses include administrative, business, and professional offices; retail stores; restaurants; hotels; and personal services. Drive thru businesses should be limited within the site in order to preserve the pedestrian-oriented character of a hamlet. Any commercial uses located south of the Sugar Run stream corridor may not count toward this ratio.
5. Commercial uses must include some mixed-use commercial located around the civic green.
6. Ground floor and commercial uses in a hamlet should be complementary in nature with other uses on-site to encourage activity throughout the day, rather than at peak times.
7. Buildings may not be taller than 50 feet in height around the civic green, at least 250 feet from Central College Road and SR 605/New Albany-Condit Road, nor taller than 40 feet at the perimeter.
8. Public streets within a hamlet should be lined by buildings, with exceptions for limited drives, public spaces, and properly screened parking.
9. Garages should face the rear of lots. No garage doors may face primary streets.
10. Parking must be integrated throughout the site through on-street parking on public streets, surface parking located behind primary buildings, limited surface parking located beside primary buildings, and structured parking. Surface parking lots must be properly screened from the street.
11. Drive locations should be kept to a minimum and the placement of buildings should encourage pedestrian activity.
12. Anyone seeking to build a hamlet development must submit a parking model to demonstrate sufficient parking is provided for the mix of residents, employees, and visitors to the site; shared parking among complementary uses is strongly encouraged on the site and the installation of excess parking is discouraged. If the tenants of the hamlet significantly change or is the use mix changes, the developer must resubmit the parking model to city zoning staff for review.
13. A hamlet development proposal must include an overall master plan for the area showing how it fits together appropriately in terms of connectivity, site layout, uses, and aesthetics.
14. A hamlet development is expected to go through the Planned Unit Development (PUD) rezoning process. The city's Architectural Review Board (ARB) should review final development plans.
15. A hamlet development proposal must reference the applicable chapters of the New Albany Design Guidelines & Requirements (DGRs).


A New Albany Hamlet

The preferred hamlet site plan shown here was derived from the framework diagram developed earlier in the process (see page 222). This plan is more detailed, depicting building orientation, street layouts, open space size and character, building setbacks, streetscape elements, and parking areas. This plan was created to provide inspiration for the development of hamlet in New Albany, but does not represent an approved or final hamlet plan.









Preserving the Character of New Albany's Roadways

Central College Road and SR 605 are important roadways that connect the whole community from east to west and north to south, respectively. The hamlet prioritizes and preserves New Albany's unique character, including at the edges along these two roadways. Along SR 605, townhomes are setback from the roadway to provide a peaceful atmosphere for residents and to preserve the scenic qualities of the corridor. The same priority and treatment is given to the south side of Central College Road.



Creating a Community Gathering Place

The hamlet's mixed-use, multi-functional core becomes a place for the whole community to gather and enjoy. The scale provides a place for family-centered retail to thrive and creates a dynamic place that is walkable for New Albany neighborhoods north of SR 161. The central green provides a public space for people to linger in between their trips to the adjacent businesses and for hamlet residents to frequent and mingle. A pavilion at the terminus of the central green overlooks a lush and naturalized green space, which leads to the serene Sugar Run corridor. Comfortable streets encourage strolling, cycling, and exploring within the hamlet and leisure trails connect to the core, providing easy access for all.





An aerial architectural rendering of a proposed new Albany hamlet. The development features a mix of historic-style brick buildings, including multi-story row houses and larger commercial-style structures. A wide, multi-lane road runs diagonally through the center, flanked by mature trees and green spaces. To the right, a large, curved parking lot is visible. The background shows a river and more greenery, suggesting a waterfront location. The overall design aims for a walkable, multi-generational environment.

The Vision for a New Albany Hamlet

A New Albany hamlet is a one-of-a-kind place in Central Ohio, while also blending seamlessly with the rest of the New Albany community. This hamlet creates the active, walkable, multi-generational living environment that so many New Albany residents requested within the community. Through the vision and recommendations set forth in this plan, a hamlet can be a welcoming and exciting place for residents, workers, business owners, and visitors to enjoy.

SUMMARY OF RECOMMENDATIONS

The table on the following pages summarizes all of the focus area recommendations. A more detailed summary matrix can be found starting on page 239.

F. FOCUS AREAS

Goal: Provide an additional level of planning detail in identified areas of expected or desired investment to help ensure the plan recommendations are realized.

RECOMMENDATIONS

F1. Winding Hollow

- a. Require this focus area to be master planned, with the expectation that any interested developers zone it as Comprehensive Planned Unit Development (CPUD) with a phased master plan.
- b. Preserve and center the site design around the significant open spaces, stream corridors, topography, and tree stands that currently exist on this site.
- c. Prioritize quality site design and architectural integrity over the exact mix of uses for this focus area.
- d. Extend leisure trail connections within and around this site, connecting to the larger network.
- e. Extend Ganton Parkway through this area and create an internal roadway network that follows the site topography and respects the site's natural features.
- f. Continue to build upon the employment and data center uses being developed along the Beech Road corridor.
- g. Explore opportunities for residential mixed-use to provide needed housing and retail options for the business park workforce. If residential is proposed it must be part of a comprehensive mixed-use development in order to be considered.
- h. Provide appropriate buffering along the Babbitt Road corridor to create visual separation between residential and commercial land uses.

F2. Northwest Area

- a. Connect this focus area to the natural features and amenities of the area.
- b. Create a connected system of green space and leisure trails that extend to Rocky Fork Metro Park and Bevelhymer Park, as well as to adjacent neighborhoods.
- c. Add leisure trails along both sides of major streets, along preserved stream corridors, and along the large utility easements.
- d. Connect employees with housing and amenities that makes office sites attractive and competitive.
- e. Attract infill office and commercial development on the undeveloped sites adjacent to existing offices.
- f. Allow for pockets of neighborhood-scale retail in the focus area, if proper screening, parking, and setbacks are met to accommodate nearby residential uses.
- g. Explore opportunities for mixed-use development around the Central College Road and New-Albany Condit Road intersection.

F3. Ganton

- a. Create a compelling, high-quality office development along the frontage of SR 161.
- b. Create a new public road, Ganton Parkway, to create development sites in this focus area.
- c. Ensure that the office site development contributes to the proposed mobility zone, including transit-friendly placement of the building along Ganton Parkway.
- d. Preserve and create a linear greenway along the Rose Run stream corridor through the site, complete with leisure trail connections.
- e. Continue to pursue the creation of the Velo Loop along the southern border of this focus area.
- f. Create strong connections to the Village Center for pedestrians and cyclists.

F. FOCUS AREAS

Goal: Provide an additional level of planning detail in identified areas of expected or desired investment to help ensure the plan recommendations are realized.

RECOMMENDATIONS

F4. Zarley

- a. Improve the streetscape throughout this focus area through the addition of curb, white horse fence, paved leisure trails, street trees, and street lighting.
- b. Preserve the existing wetlands, tree stands, and other significant natural features that are located in this focus area
- c. Extend Forest Drive through the site to Kitzmiller Road to better connect the roadway network in this area and create potential development sites.
- d. Continue to focus on light industrial, small business, and office land uses for development in this area.
- e. Continue to pursue the creation of the Velo Loop that would run along the borders of this focus area (Kitzmiller Road to Smith's Mill Road).

F5. Village Center

- a. Continue to develop the Village Center as a gathering place for all ages and a focal point for the community.
- b. Integrate Market Square and the historic Village Center together through thoughtful planning and development.
- c. Address the traffic volumes through the Village Center through targeted roadway and intersection improvements.
- d. Continue working with the school district to safely, effectively, and appropriately manage traffic in the Village Center.
- e. Expand upon the existing street network in the Village Center to better connect Market Square and the historic Village Center
- f. Extend leisure trails from nearby neighborhoods to the Village Center.
- g. Encourage residents and visitors to park once when in the Village Center
- h. Complete a Village Center signage master plan to coordinate wayfinding, parking, and business signage.
- i. Increase the number of people living and working in the Village Center through new residential and commercial development.
- j. Attract a small grocer or gourmet market to provide convenient access to fresh food and produce.
- k. Attract casual and family-oriented dining destinations in the Village Center.
- l. Promote mixed-use and retail infill development to create continuous and activated street frontage throughout the Village Center.
- m. Continue to focus on the Rose Run corridor as a unifying natural feature though the Village Center.
- n. Create a public green space featuring regional stormwater retention ponds at the site created by the extension of Market Street.

04

IMPLEMENTATION

SUMMARY MATRIX

This section serves as a guide for the City of New Albany and its partners as they begin to consider the strategies and objectives recommended by the strategic plan over the next ten years and beyond.

The summary matrix on the following pages is a catalog of all the goals, strategies, and objectives introduced in the recommendations chapter of this plan. The matrix is divided into the six plan sections:

- Land Use;
- Mobility;
- Sustainability;
- Parks and Recreation;
- Community Wellbeing; and
- Focus Areas.

To the right of each recommendation is the expected timeframe and potential partners for each objective.

The timeframe is labeled as near-term if it is a recommendation that can be implemented over the next five years or less. These near-term recommendations may also be necessary to implement early on in order to enable other recommendations. The timeframe is labeled as medium-term if a recommendation will be implemented in 5-10 years. The timeframe is labeled long-term if an action will take longer than 10 years to implement but is a recommendation that has an ending point. Finally, the timeframe is labeled ongoing if it is a policy that is continually implemented and will never be fully completed. A key of acronyms for the potential partners is also included to the right.

SUMMARY MATRIX KEY

TIMELINE

- Near-term (<5 yrs)
- Medium-term (5-10 yrs)
- Long-term (10+ yrs)
- ▬ Ongoing

POTENTIAL PARTNERS

COTA Central Ohio Transit Authority

HNA Healthy New Albany

HOAs Homeowners' Associations

JPD New Albany-Plain Local Joint Parks District

LCATS Licking Co. Area Transit Services

MORPC Mid-Ohio Regional Planning Commission

NACF New Albany Community Foundation

NAPLSD New Albany-Plain Local School District

ODNR Ohio Dept. of Natural Resources















ODOT Ohio Dept. of Transportation

ODSA Ohio Development Services Agency

OPWC Ohio Public Works Commission













L. LAND USE

Goal: Balance land uses within New Albany to achieve the city's vision.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
L1. Balance residential, employment, and retail growth.			
a.	Continue to implement city policies related to balancing growth and annexation with needed revenues and necessary services.		
b.	Maintain a ratio of city residents to employees of about 1:1.5 as the city continues to grow.		
c.	Seek sources of revenue and cooperative financing solutions to offset costs of future capital improvements and to ensure new development pays its fair share of growth impacts.		ODOT, OPWC, ODSA
d.	Allow the transfer of residential density in order to maintain a gross residential density across the city of 1 dwelling unit per acre.		Developers
e.	Maintain land development intensities sensitive to both the capacity of the transportation network and established land use policies.		Developers
f.	Follow the recommendations of the Western Licking County Accord with annexation and development in this area.		City of Johnstown, Jersey Township, Licking County
g.	Encourage walkable, mixed-use development as designated in this Plan to allow people to live, work, shop, learn and play in close proximity while minimizing conflicts between land uses.		
h.	Align land use policies, infrastructure implementation, and community facility investments to maximize efficiency and public benefit.		Franklin Co. Licking Co., City of Columbus
i.	Support the school district in a fiscally responsible manner to ensure that it maintains its successful school system.		NAPLSD
L2. Encourage a broader range of housing option for all life stages to facilitate aging-in-place within the community while preserving the desirability of New Albany's existing neighborhoods.			
a.	Support the creation of additional "cluster" neighborhoods like Ashton, Keswick, and Ealy Crossing.		Developers
b.	Encourage senior and young professional housing types in the Village Center and other identified nodes with walkable amenities.		Developers
c.	Support the creation of workforce housing within New Albany's employment shed.		Developers
d.	Continue to create residential development focused around community park and natural spaces.		Developers
e.	Maintain the quality of life and continue to invest in the services, amenities, and placemaking that ensures residents continue to invest in and live in New Albany.		








L. LAND USE

Goal: Balance land uses within New Albany to achieve the city's vision.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
L3. Continue to support and encourage the development of dynamic employment centers in New Albany.			
a.	Support mixed-use, walkable development for employment-based development.		Developers, businesses
b.	Focus on employment uses for new development (office, data center, industrial, retail & service amenities).		Developers, businesses
c.	Where office uses are stand alone, focus them in campuses with supporting amenities and a defined site organization.		Developers
d.	Identify land for future employment uses and the necessary infrastructure to support them.		
e.	Continue to invest in the city amenities, services, infrastructure, and character that attracts and retains businesses and employment uses.		
L4. Serve the needs of the residents and workers of New Albany with appropriate retail and service development.			
a.	Focus retail development in the Village Center and in strategic locations across the city that serve as convenience retail.		Developers, businesses
b.	Allow the integration of neighborhood-level retail that provides convenience for New Albany residents as a quality of life factor.		Developers
c.	Require retail development to be neighborhood-scale in design.		Developers
d.	Ensure that retail in the Village Center and proximate to residential neighborhoods is sited and designed to be walkable and designed to emphasize the pedestrian experience.		Developers
e.	Encourage and support locally-serving retail.		Businesses
L5. Maintain a high standard of the built environment.			
a.	Monitor regulations and make adjustments as necessary to ensure development meets the character and design expectations of the city and focus/land use areas.		
b.	Emphasize focus area and corridor planning as part of the review process to ensure that development proposals fit within the context of future plans for the surrounding area.		Developers
c.	Encourage green building, resiliency, and other innovative building technology that will create a more environmentally friendly and sustainable architectural environment.		Developers, property owners
d.	Integrate a diversity of uses, forms, and styles of buildings, spaces, and byways that compliment and enhance the existing character of New Albany.		
e.	Encourage the construction of the building typologies found in the city's Urban Center Code in the defined hamlet areas.		Developers
f.	Use four-sided architecture, high quality materials, and Georgian, farmstead, or otherwise complementary-style architecture.		Developers
g.	Utilize innovative and iconic architecture and design for office buildings.		Developers
h.	Focus on the design details of public and semi-public spaces to create comfortable places that will facilitate congregation and conversation.		









L. LAND USE

Goal: Balance land uses within New Albany to achieve the city's vision.

RECOMMENDATIONS	TIME FRAME	POTENTIAL PARTNERS
L6. Invest in the supporting infrastructure of the city to continue to provide high quality services to residents and businesses.		
a. Provide for the safe and efficient collection of stormwater and continue to maintain and improve the water quality of New Albany's tributaries.		
b. Implement waterline and sanitary sewer extensions to growth areas consistent with the strategic plan.		
c. Design future stormwater management facilities to blend with surrounding development as an attractive amenity and landscape feature.		
L7. Coordinate with neighboring jurisdictions and regional entities to manage the quality and intensity of growth along New Albany's periphery.		
a. Coordinate with partner jurisdictions to determine the next evolution of the Rocky Fork Blacklick Accord.		City of Columbus, Plain Twp.
b. Advance the Western Licking County Accord.		Jersey Twp., Village of Johnstown
c. Coordinate and share information with the Mid-Ohio Planning Commission.		MORPC
d. Continue to coordinate regionally on matters of land use, schools, emergency services, parks, transportation, and utilities.		Regional partners, school districts



















M. MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

RECOMMENDATIONS	TIME FRAME	POTENTIAL PARTNERS
M1. Implement the Mobility Plan in coordination with development opportunities and capital projects to ensure that roadway and transportation improvements are coordinated as New Albany grows.		
a. Continue to implement city policies related to maintaining adequate capital funds to improve the city's roadway network.		
b. Follow the future land use map and land use recommendations to manage the impacts of new development on the roadway network.		Developers
c. Evaluate new developments through the development review process to determine necessary transportation improvements, right-of-way dedication, and on-site mobility improvements.		Developers
d. Consider proactively acquiring right-of-way (ROW) in anticipation of development projects and/or public improvements.		Property owners
e. Continue to build roadway network improvements as part of, and funded by, the expansion of the business park.		
f. Continue to implement a green streets policy on streets with low vehicular traffic in the Village Center and on surface parking lots throughout the community.		
g. Complete a Village Center parking strategy plan to ensure adequate parking access and availability.		
h. Monitor the implementation of the future land use plan, future thoroughfare plan, and mobility improvements to account for changing conditions over time and to gather timely data to facilitate decision making.		MORPC


















M. MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
M2. Protect and enhance the character of the community's corridors.			
a.	Preserve rural roadway character and narrow roadways, with a maximum desired roadway width of two to three lanes in residential corridors and four to five lanes along commercial corridors.		
b.	Design roads that support New Albany's principles of design and placemaking as well as the community's vision for the future.		Developers
c.	Plan for amenity zones along corridors that could include amenities like wayfinding signage, benches, trash and recycling receptacles, and lighting.		
d.	Continue to implement the Village Center brick street policy.		
e.	Require burial or strategic placement of all utility lines and wireless infrastructure at the time of development or in conjunction with a public works project.		Utility companies
f.	Bury or move public utility boxes behind the amenity zone or behind fencing along corridors.		Public utility agencies
g.	Require private utilities to be located behind buildings.		Utility companies
h.	Balance the deployment of small cell facilities and associated wireless support structures with the preservation of the character of New Albany's corridors and streetscapes.		Wireless service providers
i.	Create distinctive gateways and green moments at designated locations in New Albany, including SR 161 interchanges.		ODOT
M3. Use alternatives to traditional widening to increase roadway capacity for efforts to reduce peak hour congestion.			
a.	Use technology to make the roadway network more efficient.		
b.	Continue to interconnect all local and regional intersection signals and traffic control devices.		
c.	Coordinate and consolidate vehicular access points and curb cuts in development projects onto major roadways and between other private developments.		Property owners, developers
d.	Consider roundabouts first when an intersection improvement is proposed.		
M4. Maximize connectivity and safety of New Albany's roadway network.			
a.	Provide multiple connections to distribute traffic throughout the roadway network.		
b.	Provide cross-access easements between adjacent commercial and retail sites to minimize curb cuts along major roadways.		Property owners, developers
c.	Prohibit private streets, gated communities, and discourage culs-de-sac.		Developers
d.	Connect stub streets to improve connectivity and mobility between neighborhoods.		
e.	Connect sidewalks or leisure trails in residential neighborhoods where they don't currently exist.		


M. MOBILITY

Goal: Facilitate the safe and effective movement of people to and from destinations, while maintaining the community character of transportation corridors.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
M5. Promote active mobility throughout the greater New Albany community.			
a.	Facilitate development patterns and revise development regulations to support pedestrian mobility, safety, and a more positive pedestrian experience.		Developers
b.	Follow complete street practices to accommodate all modes of transportation in public right-of-way.		ODOT, MORPC, COTA
c.	Explore partnerships to extend leisure trails to adjacent neighborhoods, within and outside of the city		HOAs, City of Columbus, Licking Co., City of Johnstown
d.	Continue to develop the Velo Loop cycle track.		
e.	Continue to follow the recommendations in the adopted <i>Leisure Trails Master Plan</i> and <i>Bike New Albany Plan</i> .		
f.	Develop strong trail connections to local and regional parks, open spaces, and greenways.		JPD, Metro Parks
g.	Continue to improve the cycling accommodations within the city, making New Albany a bicycle-friendly community.		
M6. Encourage alternatives to single-occupant vehicles within New Albany.			
a.	Designate mobility zones in strategic locations throughout the city where alternative and new mobility options are prioritized.		
b.	Implement new roadway connections and/or re-alignments in mobility zones to improve community-wide traffic flow, create safe pedestrian and bike connections, and encourage alternative modes of transportation.		MORPC, Developers
c.	Implement development patterns that support transit service and develop a mobility hub at the COTA Park and Ride site.		COTA, developers
d.	Expand the SmartRide shuttle service to include extended routes and hours of operation.		COTA
e.	Investigate how to connect residents with the Village Center via the SmartRide program.		COTA, on-demand transit services
f.	Work with COTA and other transit partners to plan for expanded transit service to New Albany.		COTA, LCATS, on-demand transit services
M7. Work cooperatively with partners to advance identified and needed mobility improvements locally and regionally.			
a.	Address the city's traffic problem areas through coordinated regional road improvements.		MORPC, Franklin Co., City of Columbus, Licking Co.
b.	Collaborate with regional partners to plan for transportation and mobility through the Mid-Ohio Regional Planning Commission.		MORPC
c.	Continue working with the school district to manage traffic and access to schools safely, effectively, and appropriately.		NAPLSD
d.	Protect regional corridors, greenways, and scenic byways.		ODNR

S. SUSTAINABILITY

Goal: Define a path to the future that reinforces New Albany's commitment to ecological, social, and economic sustainability.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
S1. Protect and improve biodiversity and water and air quality.			
a.	Prioritize the preservation of existing forests, wildlife habitats, stream corridors, and wetlands.		HOAs, Metro Parks
b.	Create and maintain natural corridors that link woodlands, streams, and habitats.		Ohio EPA
c.	Implement native meadows and prairie restoration demonstration projects in specific areas of the city.		HOAs, property owners, Ohio EPA
d.	Maintain and expand the city's urban tree canopy.		
e.	Continue to implement a green streets policy on streets with low vehicular traffic in the Village Center and on surface parking lots throughout the community.		
f.	Minimize impervious surfaces within developed areas of the community.		Developers
g.	Reduce and work toward the discontinuation of pesticide and herbicide in areas adjacent to waterways on city grounds and encourage this more broadly throughout the community.		
h.	Investigate how to encourage property owners to adopt native and low-impact landscaping practices.		HOAs, property owners
i.	Continue to provide native landscape buffers along all waterways in the community.		Ohio EPA
j.	Start a clean-up volunteer program to keep New Albany's waterways, parks, and streets free of waste and pollution.		
k.	Control the spread of invasive plant and animal species.		
l.	Encourage wetland mitigation within the school district boundary.		Developers
S2. Foster and encourage the adoption of alternative energy sources within the city.			
a.	Advocate for solar energy legislation at the state level to allow for solar panels on commercial buildings.		MORPC
b.	Install solar panels on public buildings where appropriate and share the energy saving information with the community.		
c.	Implement a property assessed clean energy (PACE) program to encourage property owners to make energy efficient improvements to their homes and businesses.		
d.	Increase the number of alternative fuel stations in the city.		
e.	Continue to expand the city's alternative fuel and electric vehicle fleet.		
f.	Work to provide more convenient and sustainable renewable energy supply choices to the New Albany community.		Green Energy Ohio, AEP
g.	Promote the use of solar panels and geothermal systems and adjust the city regulations to appropriately permit them within the community.		Green Energy Ohio
h.	Maintain a list of approved solar and geothermal installers for the city.		MORPC
i.	Consider providing solar powered carports over parking lots and parking garages.		

















S. SUSTAINABILITY

Goal: Define a path to the future that reinforces New Albany's commitment to ecological, social, and economic sustainability.

RECOMMENDATIONS	TIME FRAME	POTENTIAL PARTNERS
S3. Continue to reduce waste through the provision of city services and the encouragement of local partners.		
a. Discourage the use of single-use plastics.	● ● ●	
b. Implement a curbside composting pilot program.	● ● ●	Composting service providers
c. Install recycling containers in the Village Center and other public spaces and encourage commercial property owners to do the same.	● ● ●	Property owners
d. Host a Community Clean-up Day several times a year to help residents properly dispose of bulky, hazardous, or sensitive materials	● ● ●	SWACO
e. Support and expand community gardens as well as local food production and sourcing.	● ● ●	
S4. Communicate to and educate the public about the sustainability initiatives in the community.		
a. Highlight the city's existing sustainability initiatives through various communication and marketing channels.	▬	
b. Utilize interpretive sustainability signage on city property where appropriate.	● ● ●	
c. Create a one-stop online sustainability resource database for community members.	● ● ●	
d. Work with local partners and organizations to develop programming to educate people about incorporating sustainable practices in daily life.	● ● ●	HNA
e. Conduct school outreach on sustainability topics occurring at the local level and opportunities to participate.	● ● ●	NAPLSD
S5. Develop mechanisms for implementation and tracking progress.		
a. Create a citizen-led advisory committee to help guide the city's sustainability efforts moving forward.	● ● ●	City council
b. Complete a sustainability action plan for the city that advances the work in this section.	● ● ●	AEP
c. Conduct an annual energy benchmarking assessment for all city buildings, commercial properties, and multifamily residential properties.	● ● ●	Property owners
d. Actively support existing citizen sustainability initiatives.	▬	NAPLSD
e. Strive to become a Gold Community through MORPC's Sustainable2050 program.	● ● ●	MORPC







P. PARKS & RECREATION

Goal: Enhance the quality of life and health in New Albany and connect residents with the outdoors through parks and recreation.

RECOMMENDATIONS	TIME FRAME	POTENTIAL PARTNERS
P1. Protect and improve the existing network of parks, natural open spaces, and stream corridors.		
a. Improve the quality and maintenance of existing parks.		
b. Manage and maintain city-owned forests, street trees, and natural open spaces by maintaining a tree inventory, developing re-forestation plans, and controlling invasive species.		
c. Improve the quality of city-owned natural resources, especially streams, wetlands, and other ecologically sensitive areas.		
d. Respect the integrity of historic and cultural resources as the city changes and grows.		
e. Establish and preserve critical viewsheds and vistas.		
f. Investigate methods of preserving rural character in developing areas of Licking County.		
P2. Provide for a high quality and diversified park system to meet the recreational needs and enhance the quality of life for all residents.		
a. Develop a parks framework plan for the city.		
b. Perform a watershed analysis to determine the physical access to parks or natural areas for all residents.		
c. Increase the percentage of New Albany residents who are within a 10-minute walk from a park.		
d. Create a park system in which each park satisfies the needs of a variety of user groups with a range of active and passive recreation options.		JPD, Metro Parks
e. Create improved and distinctive neighborhood park playgrounds and provide a local park in every neighborhood.		HOAs
f. Use the development process to ensure adequate open space and parkland dedication for all new residential development and to conserve critical natural resources within commercial development sites.		Developers
P3. Engage with partners to create a regional park, open space, and trail system that benefits New Albany residents and businesses.		
a. Continue to partner with the New Albany-Plain Local Joint Parks District to identify the needs of, and provide for, the greater park, recreational, and sports programming needs of the community.		JPD
b. Continue shared efforts with other municipalities and organizations to protect open spaces and provide regional trail connections.		City of Columbus, City of Gahanna, Metro Parks,
c. Evaluate potential open space and parkland acquisitions that would protect key natural resources and provide green buffer zones near development.		
d. Continue to form a greenbelt around the city to enhance the natural environment and define the edge of the community.		

P. PARKS & RECREATION

Goal: Enhance the quality of life and health in New Albany and connect residents with the outdoors through parks and recreation.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
P4. Create a continuous network of linear parks, paths, walks, and trails, thereby enabling the public to travel by non-motorized modes throughout the New Albany community.			
a.	Utilize stream corridors as greenway connections throughout the community and incorporate parkland along them.		
b.	Preserve setbacks along roadway corridors for green space, trees, and habitat.		
c.	Secure dedication of green corridor setbacks along roadway and stream corridors as part of the development review process.		
d.	Continue to connect parks, green spaces, and natural corridors with leisure trails.		
e.	Continue to implement an annual sidewalk/leisure trail program to complete the active transportation network.		
f.	Encourage additional and improved pedestrian and bike crossings over and under SR 161.		
P5. Create year-round recreational opportunities.			
a.	Work with partners to expand programming, especially free and family-friendly programming, across all parks and civic spaces.		JPD, HNA
b.	Provide activities and programming for diverse age groups, including teens and seniors.		JPD, HNA
c.	Continue to develop a central green space and destination park (Rose Run Park) to serve as the primary community gathering place.		
d.	Provide adequate recreation facilities to accommodate future needs of the community and its various demographic segments by implementing adopted parks and recreation master plans.		JPD
e.	Explore the development of an indoor field house for sports recreation all year long and assess the feasibility of different locations.		JPD
f.	Improve current and develop additional sports facilities and active park spaces.		
g.	Incorporate accessible raised garden beds in an expanded Community Garden.		HNA
h.	Consider the addition of public art in New Albany's parks and public spaces.		NACF

C. COMMUNITY WELLBEING

Goal: Foster a more healthy, supportive, livable, and inclusive New Albany for all community members.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
C1. Foster an inclusive and welcoming sense of community.			
a.	Partner with community groups and organizations to encourage more culturally diverse community programs and events.	● ● ●	HNA, NACF, library
b.	Seek and encourage diverse representation on city boards, commissions, and committees.	● ● ●	SOAR
c.	Create a Diversity, Equity, and Inclusion Committee comprised of a diverse representation of residents to serve as a liaison between community members and the city and promote ongoing outreach.	● ● ●	
d.	Implement cultural competency training for city employees.	● ● ●	
e.	Conduct regular outreach with organizations and groups that have a focus on diversity.	■	SOAR
f.	Consider the application of recommendations from the <i>Autism Planning and Design Guidelines 1.0</i> , with a focus on the Village Center and public spaces.	● ● ●	OSU Knowlton School
C2. Continue open city communication with the public.			
a.	Utilize new forms of media to promote city initiatives and events.	● ● ●	
b.	Promote education about current land use planning and development topics throughout the community to maintain New Albany's community of choice image.	● ● ●	NACF, schools
c.	Develop a consistent communication strategy with each homeowners association (HOA) that includes notifications of nearby development applications and projects.	● ● ●	HOAs
d.	Host Community Dialogues between key city leaders and the public on a regular basis.	● ● ●	City council
C3. Encourage programming to support the needs of all residents.			
a.	Support and promote mental health services and awareness.	● ● ●	HNA
b.	Institute mental health first aid training for all first responders and encourage other community partners to train employees.	● ● ●	NAPLSD, HNA
c.	Continue to explore free and accessible programming.	● ● ●	HNA, library, McCoy Center
d.	Support and promote activities for seniors, couples, families, teens, and young adults within the community.	● ● ●	HNA, library, McCoy Center
e.	Work with the school district(s) to coordinate area-wide support services.	● ● ●	NAPLSD, LHSD, JMDS
C4. Support community initiatives that enhance the community's well-being and happiness.			
a.	Explore the creation of a position at the City of New Albany to facilitate community relations and programming.	● ● ●	
b.	Work with community organizations to develop a volunteering hub/matching service to centralize volunteer opportunities.	● ● ●	Community organizations
c.	Develop a youth volunteer program to utilize young adults as volunteers at events and in parks and facilities.	● ● ●	
d.	Continue to build on the Healthy New Albany initiatives and other partnerships with the community.	■	HNA
e.	Support the creation of opportunities and focused efforts to meet neighbors and build community.	● ● ●	

F. FOCUS AREAS

Goal: Provide an additional level of planning detail in identified areas of expected or desired investment to help ensure the plan recommendations are realized.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
F1. Winding Hollow			
a.	Require this focus area to be master planned, with the expectation that any interested developers zone it as Comprehensive Planned Unit Development (CPUD) with a phased master plan.	● ● ●	Developers
b.	Preserve and center the site design around the significant open spaces, stream corridors, topography, and tree stands that currently exist on this site.	● ● ●	Developers
c.	Prioritize quality site design and architectural integrity over the exact mix of uses for this focus area.	● ● ●	Developers
d.	Extend leisure trail connections within and around this site, connecting to the larger network.	● ● ●	
e.	Extend Ganton Parkway through this area and create an internal roadway network that follows the site topography and respects the site's natural features.	● ● ●	
f.	Continue to build upon the employment and data center uses being developed along the Beech Road corridor.	▬	Developers, businesses
g.	Explore opportunities for residential mixed-use to provide needed housing and retail options for the business park workforce. If residential is proposed it must be part of a comprehensive mixed-use development in order to be considered.	● ● ●	Developers
h.	Provide appropriate buffering along the Babbitt Road corridor to create visual separation between residential and commercial land uses.	● ● ●	Property owners
F2. Northwest Area			
a.	Connect this focus area to the natural features and amenities of the area.	▬	
b.	Create a connected system of green space and leisure trails that extend to Rocky Fork Metro Park and Bevelhymer Park, as well as to adjacent neighborhoods.	● ● ●	Metro Parks
c.	Add leisure trails along both sides of major streets, along preserved stream corridors, and along the large utility easements.	● ● ●	
d.	Connect employees with housing and amenities that makes office sites attractive and competitive.	● ● ●	Developers
e.	Attract infill office and commercial development on the undeveloped sites adjacent to existing offices.	● ● ●	Developers
f.	Allow for pockets of neighborhood-scale retail in the focus area, if proper screening, parking, and setbacks are met to accommodate nearby residential uses.	● ● ●	Developers, property owners
g.	Explore opportunities for mixed-use development around the Central College Road and New-Albany Condit Road intersection.	● ● ●	Developers, property owners
F3. Ganton			
a.	Create a compelling, high-quality office development along the frontage of SR 161.	● ● ●	Developers
b.	Create a new public road, Ganton Parkway, to create development sites in this focus area.	● ● ●	
c.	Ensure that the office site development contributes to the proposed mobility zone, including transit-friendly placement of the building along Ganton Parkway.	● ● ●	Developers

F. FOCUS AREAS

Goal: Provide an additional level of planning detail in identified areas of expected or desired investment to help ensure the plan recommendations are realized.

RECOMMENDATIONS		TIME FRAME	POTENTIAL PARTNERS
d.	Preserve and create a linear greenway along the Rose Run stream corridor through the site, complete with leisure trail connections.	● ● ●	
e.	Continue to pursue the creation of the Velo Loop along the southern border of this focus area.	● ● ●	
f.	Create strong connections to the Village Center for pedestrians and cyclists.	● ● ●	
F4. Zarley			
a.	Improve the streetscape throughout this focus area through the addition of curb, white horse fence, paved leisure trails, street trees, and street lighting.	● ● ●	
b.	Preserve the existing wetlands, tree stands, and other significant natural features that are located in this focus area	▬	
c.	Extend Forest Drive through the site to Kitzmiller Road to better connect the roadway network in this area and create potential development sites.	● ● ●	
d.	Continue to focus on light industrial, small business, and office land uses for development in this area.	▬	Businesses
e.	Continue to pursue the creation of the Velo Loop that would run along the borders of this focus area (Kitzmiller Road to Smith's Mill Road).	● ● ●	
F5. Village Center			
a.	Continue to develop the Village Center as a gathering place for all ages and a focal point for the community.	▬	
b.	Integrate Market Square and the historic Village Center together through thoughtful planning and development.	▬	Developers
c.	Address the traffic volumes through the Village Center through targeted roadway and intersection improvements.	● ● ●	
d.	Continue working with the school district to safely, effectively, and appropriately manage traffic in the Village Center.	▬	NAPLSD
e.	Expand upon the existing street network in the Village Center to better connect Market Square and the historic Village Center	● ● ●	
f.	Extend leisure trails from nearby neighborhoods to the Village Center.	● ● ●	
g.	Encourage residents and visitors to park once when in the Village Center	● ● ●	Businesses
h.	Complete a Village Center signage master plan to coordinate wayfinding, parking, and business signage.	● ● ●	Businesses
i.	Increase the number of people living and working in the Village Center through new residential and commercial development.	● ● ●	Developers
j.	Attract a small grocer or gourmet market to provide convenient access to fresh food and produce.	● ● ●	Businesses
k.	Attract casual and family-oriented dining destinations in the Village Center.	● ● ●	Businesses
l.	Promote mixed-use and retail infill development to create continuous and activated street frontage throughout the Village Center.	● ● ●	Developers
m.	Continue to focus on the Rose Run corridor as a unifying natural feature though the Village Center.	● ● ●	
n.	Create a public green space featuring regional stormwater retention ponds at the site created by the extension of Market Street.	● ● ●	Property owners

