



# CITY OF NEW ALBANY 2014 STRATEGIC PLAN

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## INTRODUCTION

## INTRODUCTION

### PLAN PURPOSE

The 2014 New Albany Strategic Plan is an update of the 2006 strategic planning effort and report. The plan evaluates the existing conditions of the City of New Albany, identifies developing trends, and suggests appropriate land use and transportation strategies to allow the city to grow while preserving its unique character. While this strategic plan focuses primarily on land use, transportation and connections, it is part of a comprehensive measure to consider all existing planning documents that together guide development and growth in New Albany.

The Strategic Plan serves several purposes for New Albany. It guides policy, encourages change for the future, guides the allocation of resources, and informs development review by the staff, planning commission and New Albany City Council. The plan allows the members of the community to continue to exercise influence on the city's evolving development pattern. It prescribes the expectations for aesthetics, site planning, architecture and the overall quality of the development.

### STUDY AREA

New Albany is located in Franklin County, 15 miles northeast of downtown Columbus, Ohio, within Plain Township in Franklin County and Jersey Township in Licking County. The study area for this report includes the area within the Corporate Boundary of the City of New Albany, as well as the agreed upon future sewer and water expansion areas.

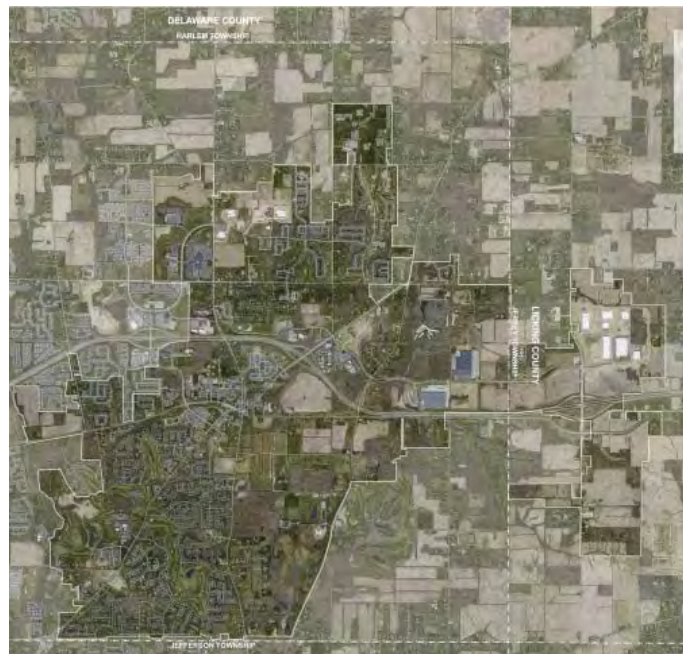
This plan also considers the larger planning context of New Albany and its neighboring community. Special consideration was also given to the city's neighboring areas. Documents that represent the interest of Licking County, Plain Township, and the Blacklick Accord watershed area were also considered in order to create recommendations that benefited not only New Albany, but the surrounding area as well.

### PLANNING PROCESS

The planning team worked closely with New Albany city staff to create a process that engaged and energized the community in planning for the future of the city. A Steering Committee was created consisting of 35 members that helped to guide the development of the Strategic Plan through review and valuable input. In addition to the Steering Committee, a team of roughly 30 stakeholders was assembled and interviewed in small groups focused on



STARBUCKS, NEW ALBANY VILLAGE CENTER



CITY OF NEW ALBANY STUDY AREA

different topics that were important components of the strategic plan. These topics were

- land use
- economic development
- transportation
- parks and open spaces
- sustainability
- community
- design

Of this group, several community members who held active roles in New Albany were asked to be part of the leadership team that, along with the Steering Committee, acted as advisors throughout the strategic planning process. Additionally, a public meeting was held in which the general public was also given the opportunity to express their opinions, concerns, and suggestions within these subjects.

All comments and input gathered through the stakeholder interviews, leadership and steering committee meetings, and the public meeting were collected and analyzed in order to create recommendations that would allow New Albany continue to prosper and grow in accordance with the values and desires of the community. A draft of these recommendations was presented to the Steering Committee for review, and then once more to the public during a second public meeting.

A third public meeting was as part of the transportation phase of the strategic planning process. At this meeting, the city of New Albany and the Central Ohio Transit Authority (COTA) presented plans for a new park and ride, and recapped the work that had been done on the Strategic Plan to-date. After this time, the city worked with design and traffic engineer consultants to construct the Transportation component of the Strategic Plan. This plan was presented to the Steering Committee for review.

In continuing with the public transparency of the strategic planning process, this document will be presented a final time and recommended for approval by the Rocky Fork Blacklick Accord and the New Albany Planning Commission.

## PLANNING PRINCIPLES

To guide the planning process, the planning team worked with the Steering Committee to update the planning principles from the planning principles from the 2006 planning effort. The resulting document, the Ten Cornerstones

listing on the following pages, not only helped to shape the 2014 New Albany Strategic Plan, they also functioned as a filter for all future community decision making. Two steering committee members, Ray Silverstein and Derek Ungless led this effort to capture community ideals and ambitions.

The Ten Cornerstones set a standard by which future decisions and plans should be measured against, ultimately striving to preserve the rural character, high quality of design, and strong sense of community that residents cherish, and attract new residents.

The Cornerstones were fundamental in the creation of the 2014 Strategic Plan update. They provided a framework against which recommendations could be constructed that would protect the assets of the community, while continuing to allow it grow and thrive. These principles can be found on pages 8 and 9.



RESIDENTIAL NEIGHBORHOODS, NEW ALBANY



## THE TEN CORNERSTONES



### I. A COMPELLING ENVIRONMENT

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



### II. AN EXCITING DESTINATION

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



### III. PEOPLE TAKE PRECEDENCE

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



### IV. CONNECTED COMMUNITY

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



### V. CAREFULLY CONSIDERED DESIGN

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





#### VI. A COMMITMENT TO QUALITY

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



#### VII. RECOGNIZABLE COMMUNITY

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



#### VIII. COMPREHENSIVE SUSTAINABILITY

Strive to make the community economically and environmentally sustainable.



#### IX. COLLABORATIVE GROWTH

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



#### X. ACCESSIBLE PARTICIPATION

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





## RECENT PLANNING EFFORTS

New Albany has a long, successful history of planning dating back to the City's first Strategic Plan in 1998. Since that time the city has used planning to create a well connected community with a high standard of design and quality of life. The following includes brief synopses of recent planning efforts and past strategic plans that helped shape New Albany. These plans are important because they created the environment in which the 2014 Strategic Plan Update was constructed in and responds to.

### **1998 Village of New Albany Strategic Plan**

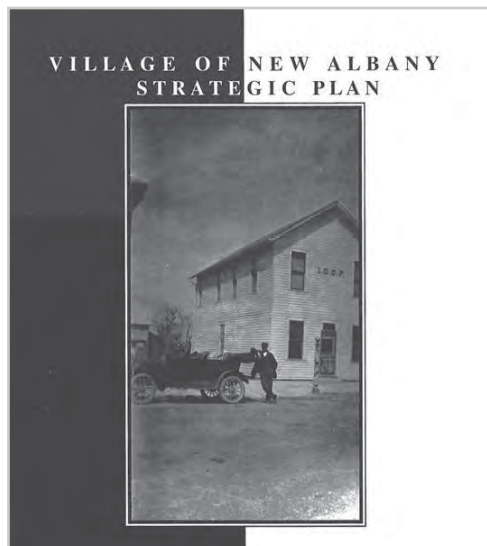
The 1998 Village of New Albany Strategic Plan was developed as a guide for continuing development as well as a snapshot of conditions in New Albany in 1998. Due to the rapid progress of development in the area and the multitude of factors influencing the continued growth, New Albany considered their Strategic Plan as a short-term, responsive planning document to be updated every two to three years.

### **2001 New Albany strategic Plan Update**

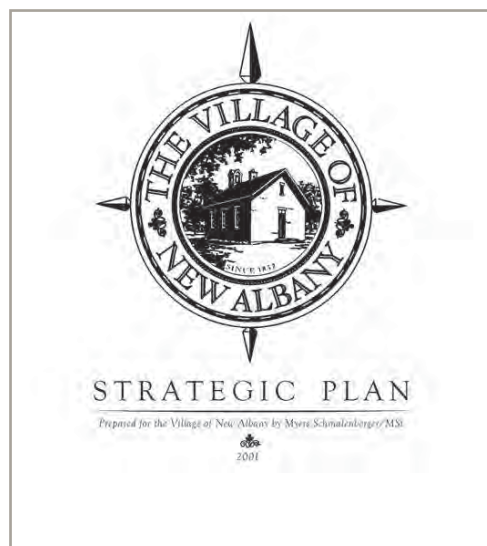
The New Albany Strategic Plan was, as planned, updated three years later in 2001. The 2001 update simplified the Land Use Plan by combining or eliminating districts where development evolved in unanticipated ways. The 2001 plan update included extensive analysis of the Village Center, and identified the need for a multiplicity of connections, centralized location of civic uses and a development of a critical mass of residential in the Village Center. It also provided a Thoroughfare Plan that outlined the future roadway strategy to service the anticipated growth.

### **2006 New Albany Strategic Plan Update**

The 2006 Strategic Plan Update focused primarily on the future land use and development patterns in New Albany. It consisted of primarily a future land use map, with descriptions of amended areas and each land use area within the map. Other important sections of the 2006 Update include a Corridor Strategies and Thoroughfare Plan. The document worked in conjunction with other existing plans including the Village Center Plan, the Leisure Trail Strategic Plan, and the Economic Development Strategic Plan.



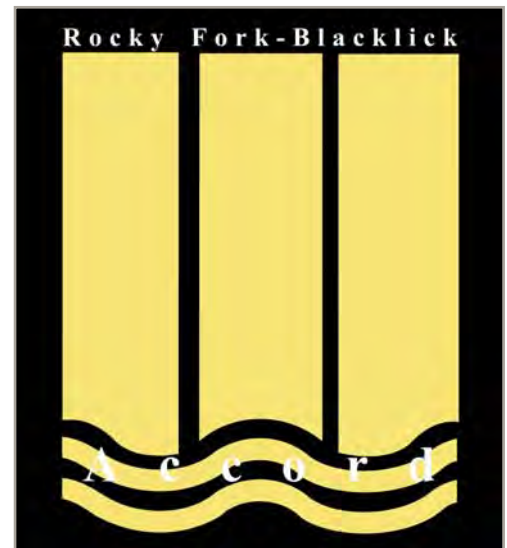
1998 STRATEGIC PLAN COVER



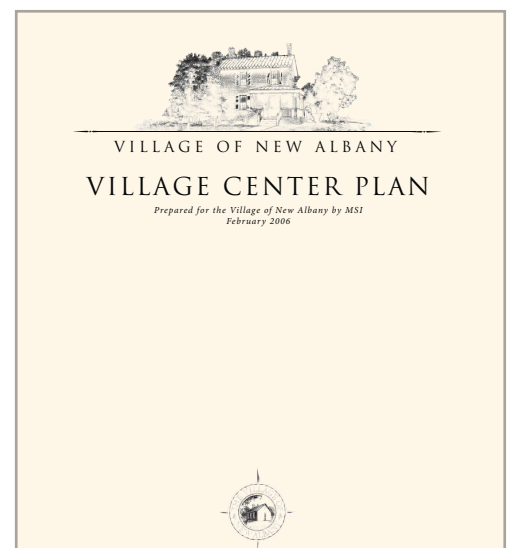
2001 STRATEGIC PLAN COVER



2006 STRATEGIC PLAN COVER



2003 ROCKY FORK-BLACKLICK ACCORD COVER



2006 VILLAGE CENTER PLAN COVER

### City of New Albany Previous Planning Efforts:

The previous planning efforts of the City of New Albany have helped to create a foundation upon which the 2014 Strategic Plan is created. Additional documents that helped create a framework for the 2014 Strategic Plan are:

- The Leisure Trail Strategic Plan
- The Economic Development Strategic Plan
- The Rose Run Greenway Corridor Study
- The Village Center Form Based Code



2011 VILLAGE CENTER STRATEGIES COVER







## NEW ALBANY EXISTING CONDITIONS

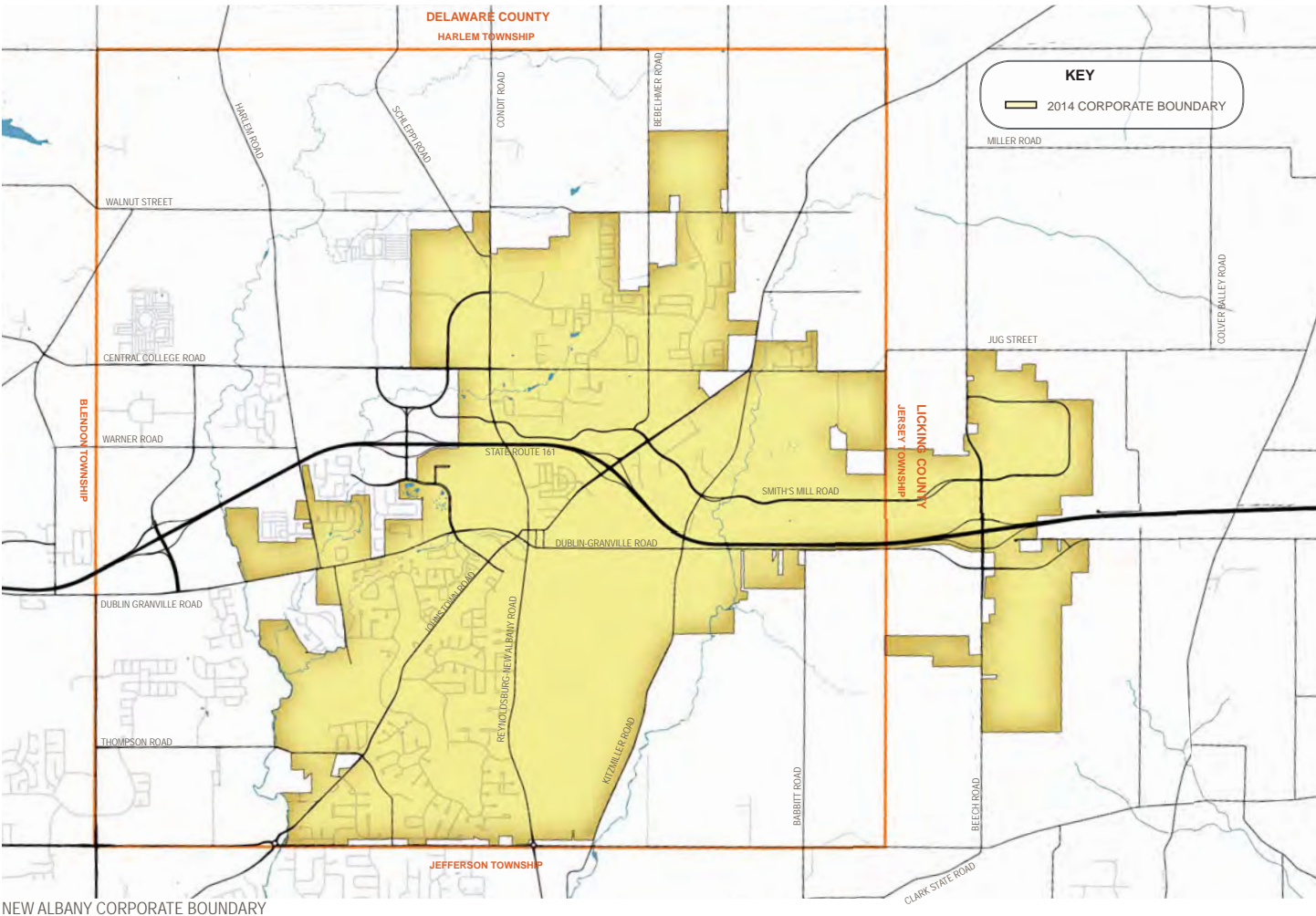
# EXISTING CONDITIONS

In order to plan for the future, it is first necessary to understand the current conditions in New Albany. Together, city staff and the planning consultants, MKSK, conducted an inventory and assessment of the current conditions within the city, building upon the foundation laid by the 2006 Strategic Plan. This created a contemporary picture of the area that acted as a foundation upon which recommendations could be built.

To understand the existing conditions in the city, the planning team met with stakeholder groups consisting of local residents, business leaders, business owners, City Council, and the Mayor to discuss the topics of open space, economic development, transportation, sustainability, design, and community. Information gathered from these meetings was combined with input received through public meetings and the Strategic Plan survey, hosted on the city's website, to determine where opportunities and challenges were and would be as the city continued to grow. Identifying these areas would allow for the creation of a strategic plan that enabled New Albany to grow in a manner that is complementary to its unique character.

In the six years since the 2006 Strategic Plan Update, New Albany has grown exponentially. Its population has increased by 29.5%, promoting the Village of New Albany into the City of New Albany. Such an increase in population adds strain to the existing infrastructure and services within the city, while also creating a higher demand for additional development.

In addition to a boom in population, New Albany has experienced a number of other changes as well. With an additional 300 acres of land annexed into the city, there has been a 75% increase in office/commercial/industrial land use. The diverse number of businesses and corporate headquarters and offices located on the campuses of the New Albany Business Park expanded with the addition of the new Beauty Campus and its 1,400+ jobs. These new jobs contributed to the more than 9,000 employees working in New Albany's business parks, a number that has been projected to have grown to around 12,000 by the end of 2014. As more businesses are attracted to the unique amenities the Business Park offers, New Albany must decide how to accommodate an ever increasing population of employees and the



NEW ALBANY CORPORATE BOUNDARY

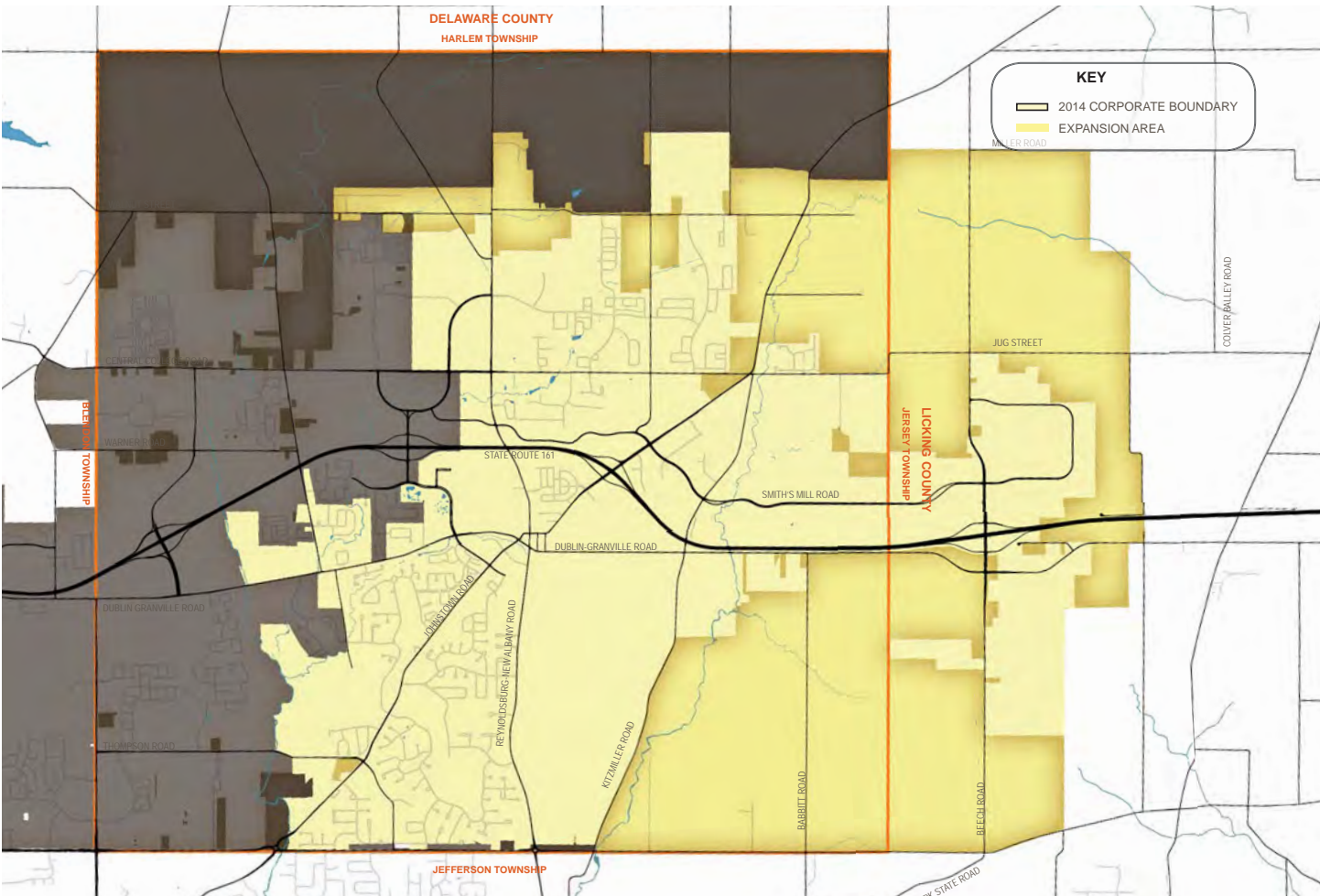
numerous local shops, restaurants, and businesses that attract them to the area. Such conditions provide a number of opportunities for the city.

The following text, maps and tables provide a depiction of the existing conditions for the 2014 New Albany Strategic Plan. They are based on information presented in the 1998, 2001, and 2006 Strategic Plans, as well as public perceptions and input received from the New Albany community as part of this strategic planning process. The information is categorized to provide a more organized understanding of the city.

The information presented in the following text is focused around the “study area” for the 2014 Strategic Plan. The study area includes not only on the area within the corporate boundaries of the city, but also the area that falls within the service area established by water and sewer agreements between the city of New Albany and the city of Columbus. The study area is illustrated in the map below.



NEW ALBANY LOGO



NEW ALBANY EXPANSION AREA



## CURRENT ZONING

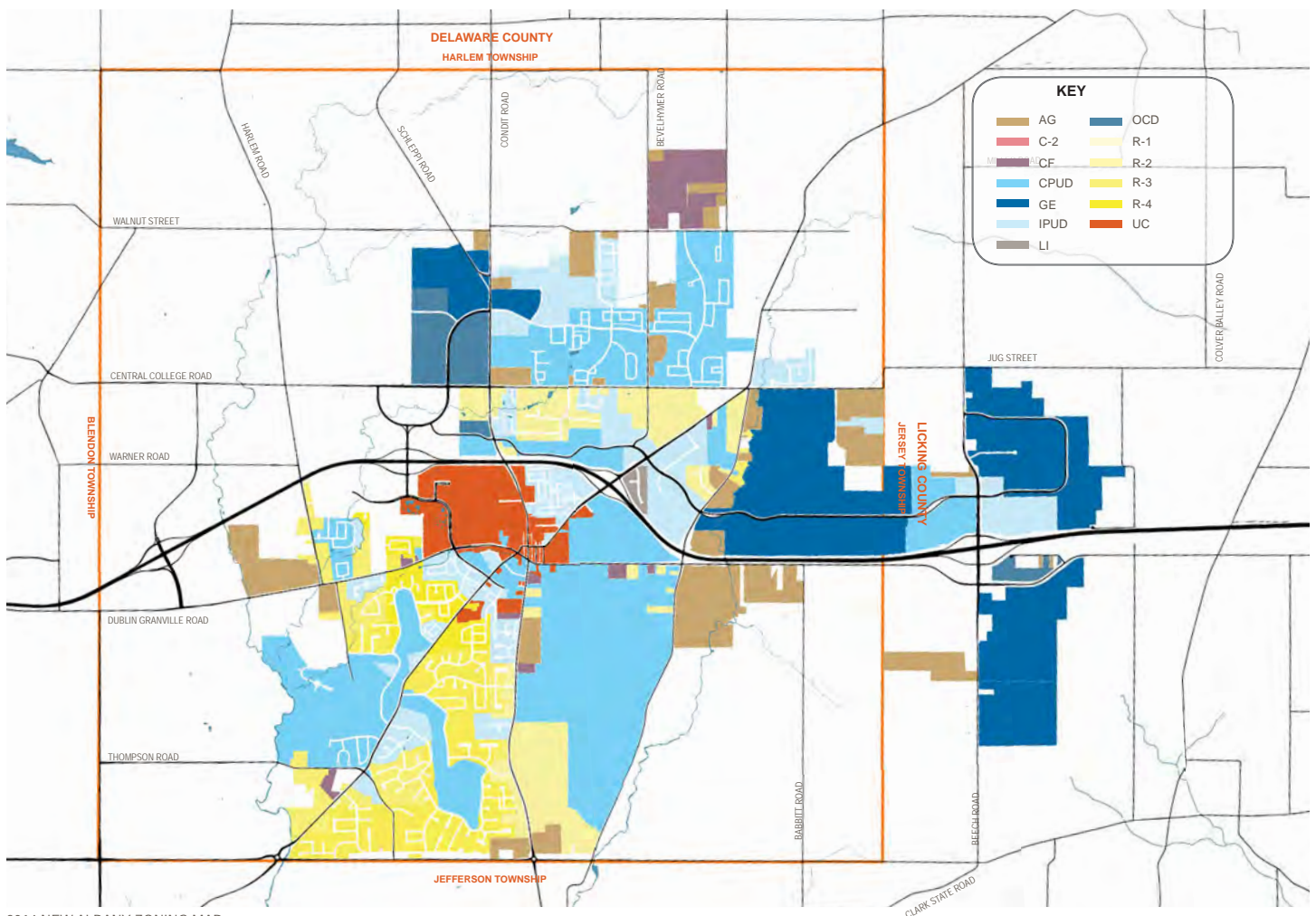
The zoning map for a community is a legal document illustrating what uses a parcel of land can and cannot accommodate. A primary purpose of zoning is to prevent incompatible land uses from conflicting with each other. The map below illustrates the current zoning conditions in New Albany at the time of the 2014 Strategic Plan, and should not be used as a reference for future use of these parcels.

New Albany has historically used zoning to allow it to grow in a controlled manner. Between the 2007 and 2014, a majority of the city east of Kitzmiller and surrounding the New Albany Links golf course, has maintained the same zoning designation. This is due largely in to the 1998 NACo Planned Unit Development (PUD) and New Albany Links Planned Unit Development (PUD), as well as several others.

Growth has brought change to other parts of New Albany's zoning. The annexation of 300 acres into the city's boundaries has led to an increase in

the general office zoning class, particularly north of State Route 161. This zoning, which ended just east of the Franklin County/Licking County line in 2006, now expands farther east past Beech Road, ending just before Harrison Road. This area, coupled with the previously existing Infill Planned Unit Development (IPUD) and PUD areas north of State Route 161 and east of US Route 62 is representative of the increasing number of businesses who locate their corporate offices and headquarters in New Albany.

Another important zoning modification has occurred since 2006 in the Village Center. Since 2011 all straight-zoned properties within the Village Center area, per the Strategic Plan have been assigned the "Urban Center" zoning district classification. This action is the result of strategic planning efforts to encourage higher density in the Village Center in order to encourage commercial development and improve the development process.



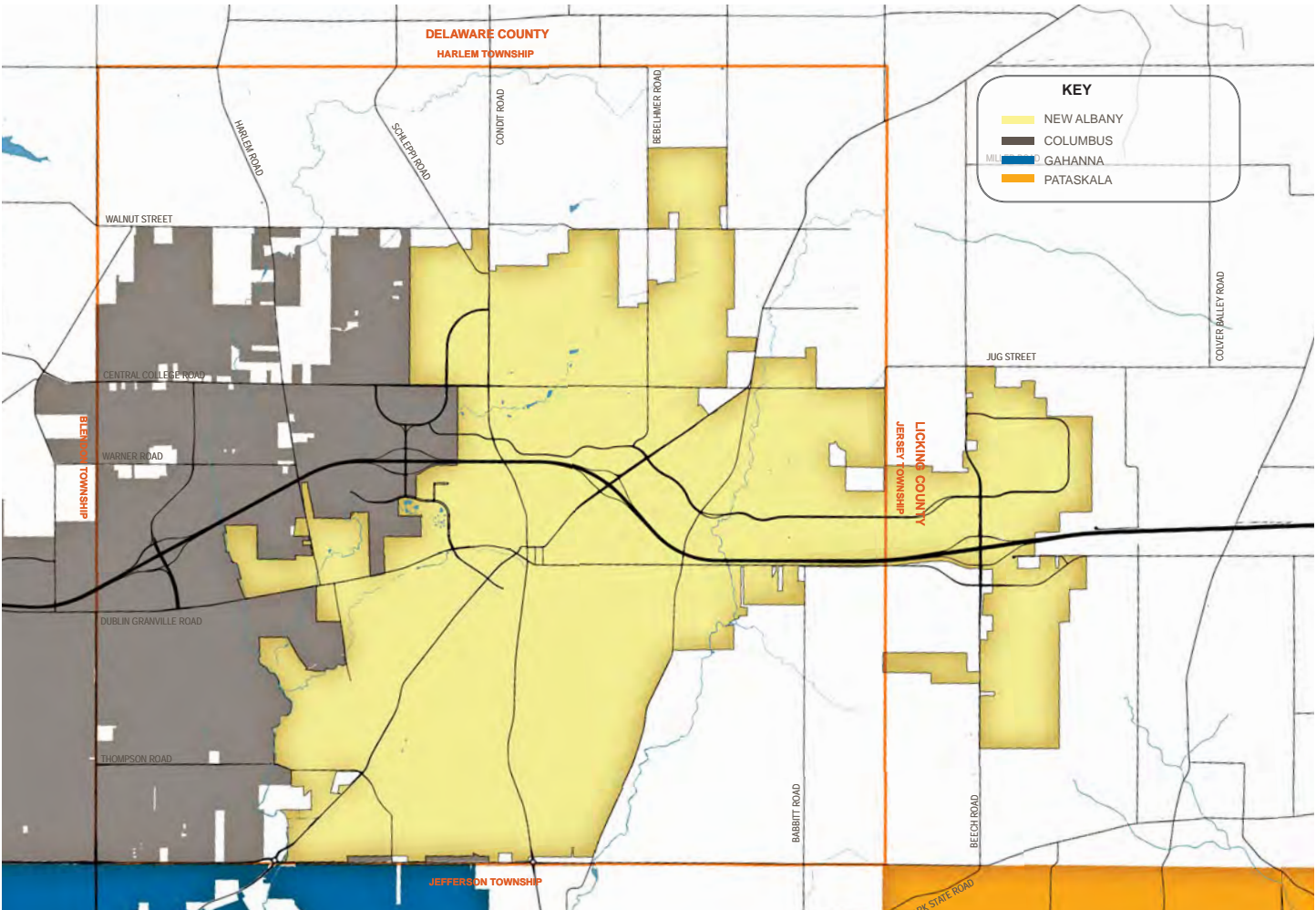
2014 NEW ALBANY ZONING MAP

# ADJACENT MUNICIPALITIES

New Albany is situated in Central Ohio, in northeastern Franklin County and western Licking County. It is surrounded on the west and south by the larger municipalities, including Columbus to the west, Gahanna to the southwest, and Pataskala to the southeast. It is important to note that any planning decisions in New Albany will have implications for these municipalities, just as their decisions impact New Albany. Therefore New Albany must be cognizant of and work with its surrounding jurisdictions. New Albany has a recent history of doing this, as exemplified by the Rocky Fork Blacklick Accord(s). During these efforts, the city worked with the city of Columbus and Plain Township. Additionally, New Albany has participated in efforts to create a joint parks district with Plain Township. As growth continues, this cooperation will be increasingly important, providing a pool of resources for all municipalities involved. While cooperation is important, it is also just as important to continue to maintain New Albany's distinct character among these municipalities.



ROCKY-FORK BLACKLICK ACCORD BOUNDARY



MUNICIPALITIES



## LAND USE

The continued growth and development in New Albany has transformed its land use pattern from agrarian to residential and commercial uses. Between 2006 and 2010 agricultural land use fell 58%, from 14.6% of total land use in the city to 6.1%. Despite the rapid rate of development, a significant amount of land has been preserved for parks and open space.

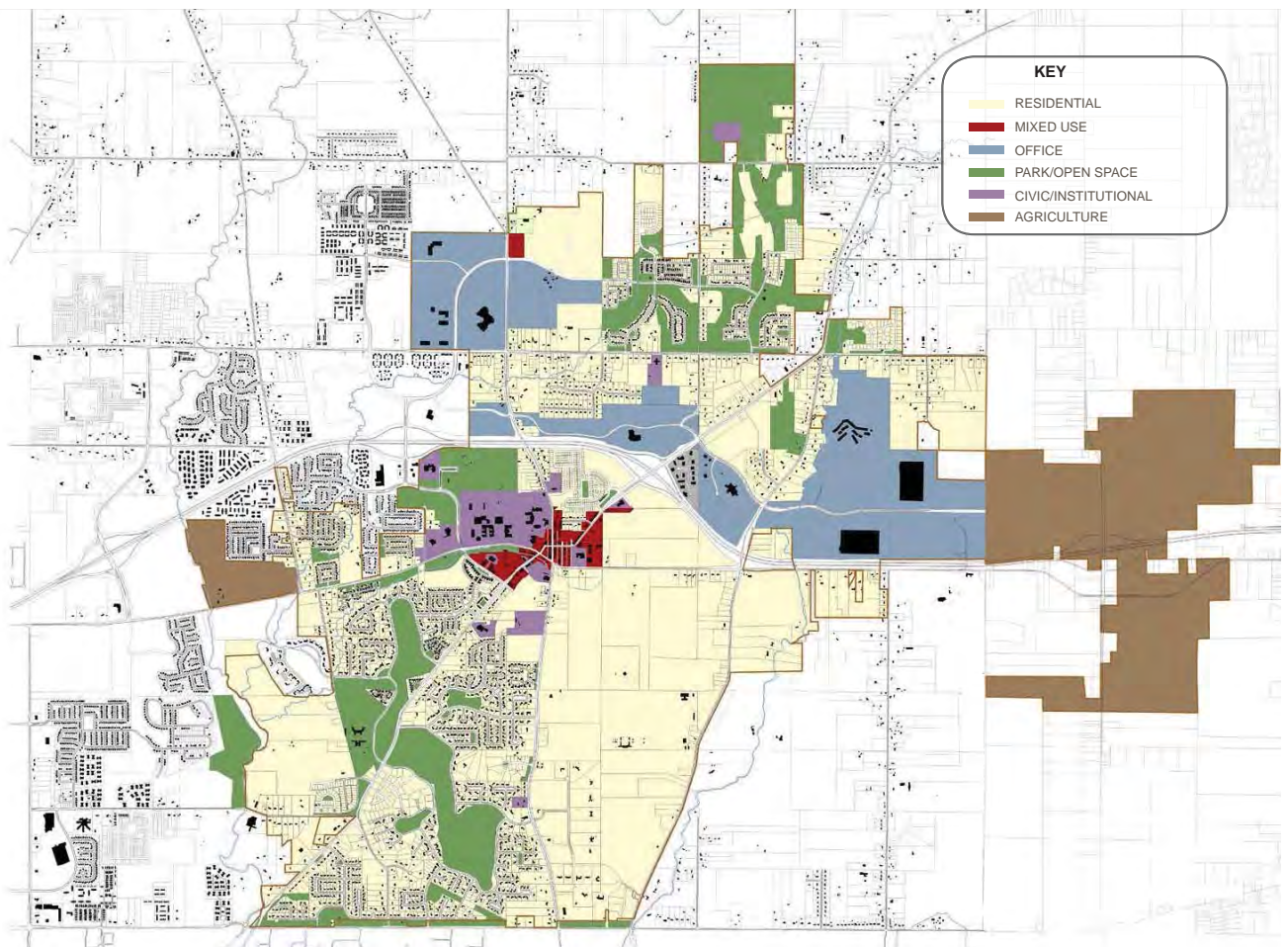
With the stipulation that acreage must be set aside by developers for park and open space within each development, and the addition of the approximately 1,000 acre the Metro Park, New Albany has seen an increase in the amount of open space land use in the past six years. Preserving a higher ratio of open space to developed land will help the city preserve its rural, pastoral character.

The majority of the residential development is comprised of single lots developed before and through the 1980's, and neighborhoods (often constructed around golf courses) that have been built since the 1990s. As

New Albany continues to expand, its desire to emulate a small town puts an emphasis on the need for higher density homes. Several such developments have been constructed near and around the Village Center.

The first such type of residential cluster development consists of single-family homes located on small, close lots with garages accessed from an alley behind the houses. These developments include community park, space which helps compensate for smaller yards and encourage community interaction. An example of such a development is Ealy Crossing. The second type of cluster development that has been introduced in New Albany is urban town homes such as those seen in Keswick and Richmond Square. These units are attached homes with a high density. Placing such developments near and within the Village Center encourages economic development, and counters suburban sprawl which can plague fast-growing cities.

Since the writing of the 2006 Strategic Plan the majority of the development



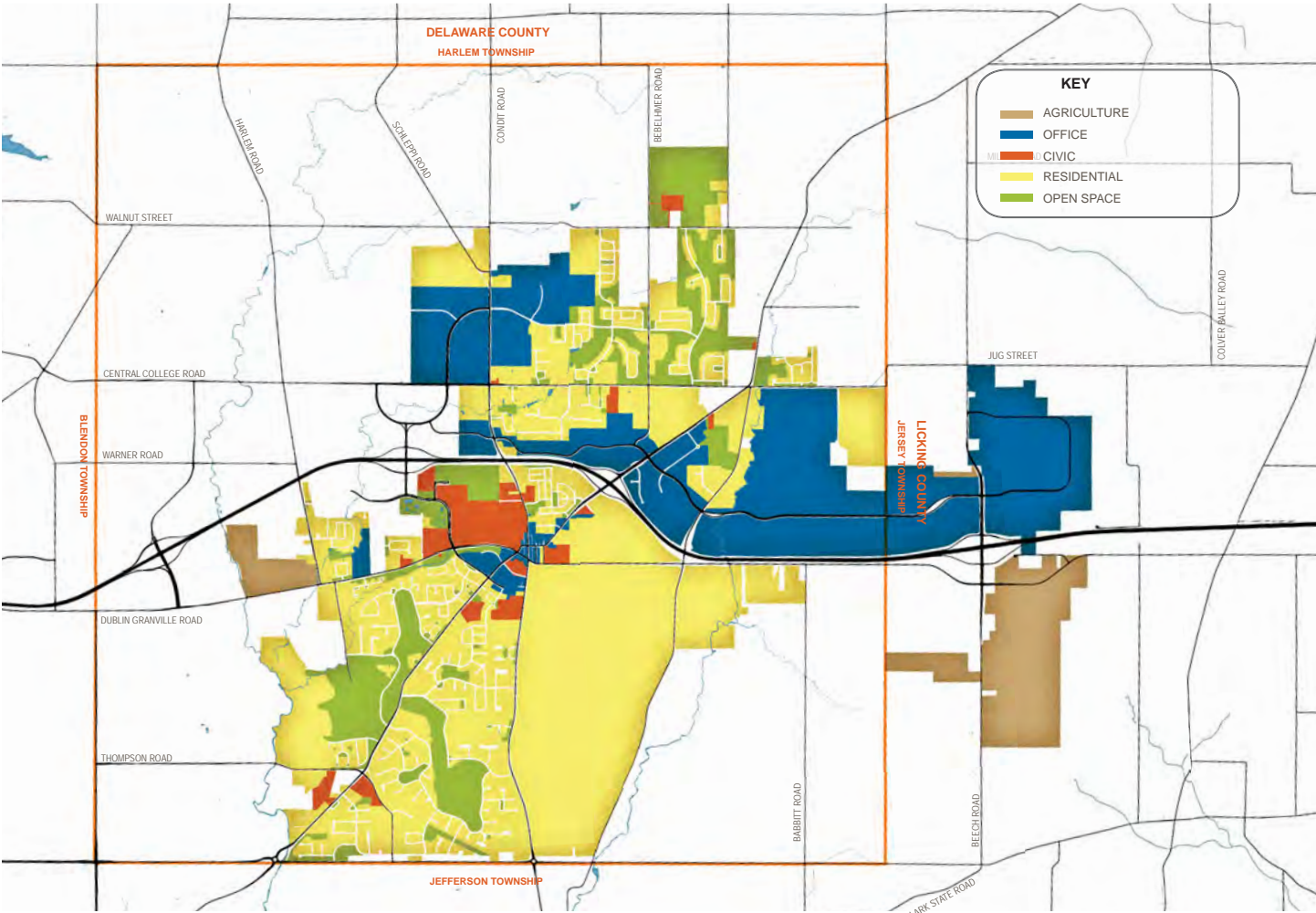
NEW ALBANY 2006 EXISTING LAND USE MAP

in New Albany, 75%, has been office and industrial uses. This has largely been centralized to the New Albany Business Park located along the north side of State Route 161.

New Albany continues to be an attractive location for corporate offices, and is home to the Limited Brands, Abercrombie & Fitch, and Bob Evans among others. There has also been a growth in health services with the opening of the Mount Carmel New Albany Surgical Hospital expansion.

An increased population that resulted from new businesses and residential developments has enabled the growth of retail services, although not to the level desired by many residents and employees. There are several different retail nodes throughout New Albany, including the Village Center and along US Route 62 north of State Route 161. As the Business Park continues to expand, additional pressure will be created to expand retail development in these areas.

The desired primary retail location by the New Albany community is the Village Center. A major priority of the community is to turn this location into a thriving retail destination, drawing together both residents and visitors. However currently, the lack of density in the area and the close proximity of competing retail centers, such as those along Hamilton Road and Easton Town Center, has prevented popular retailers from locating here. As New Albany continues to grow, restricting new retail development to the Village Center will help enable its success, making it the destination place the community desires.



NEW ALBANY 2014 EXISTING LAND USE MAP



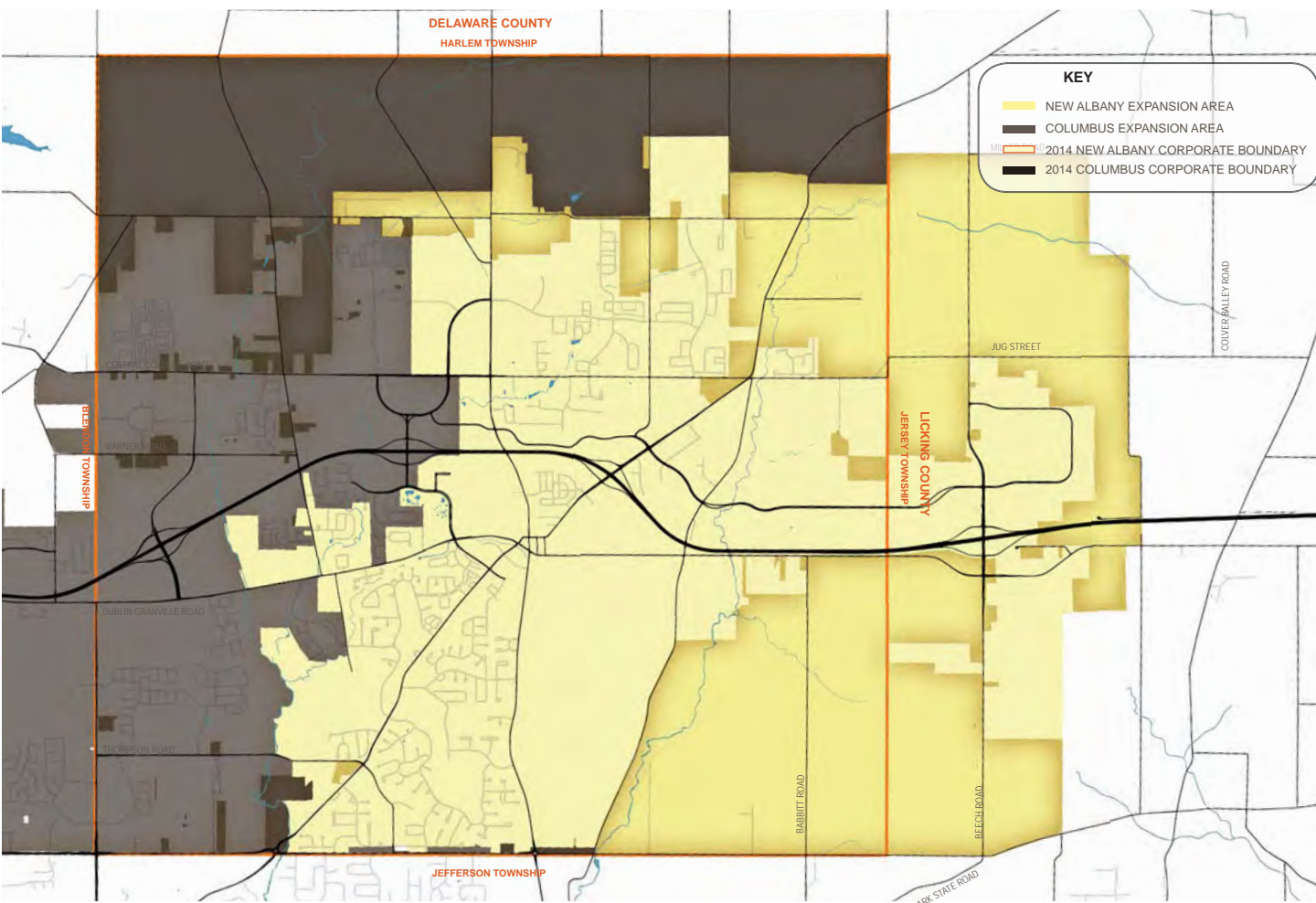
# SEWER AND WATER SERVICE

Development in New Albany must occur on centralized sewer and water systems. These systems protect the water quality and resources of nearby streams and tributaries, and enable a comprehensive approach to development, clustered densities, and varied development patterns.

The city of Columbus provides water and sewer service to New Albany which is memorialized in a service agreement which includes designated annexation areas for the municipalities that can be serviced by the Columbus system . The areas designated for expansion of the respective municipalities are contingent on an annexation application being approved by the Franklin County or Licking County Commissioners.



NEW ALBANY VILLAGE CENTER



EXPANSION AREA MAP

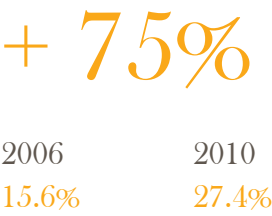


ECONOMY

Economically, New Albany has done very well. Between 2006 and 2010, office/commercial/industrial land uses grew by 75%, reflecting additions such as Bob Evans Corporate head quarters, PharmaForce, Nationwide Insurance, and others to the New Albany Business Park. With these additions came more jobs. The Business Park, which had an employee base of roughly 9,000 people, was projected to reach roughly 12,000 by the end of 2014. The greatest contribution of over 1,400 jobs came from the new Personal Care and Beauty campus in the eastern end of the park.

Such growth has important benefits for New Albany. Typically Ohio cities receive between 50% and 70% of their revenue from income tax generated through businesses such as these. New Albany is no exception, receiving 51% of its revenue from income tax. Generally, more employees and higher salaries are better for the city. A high percentage of employment-based land uses is therefore beneficial to the city of New Albany, enabling the city to provide more and better services to its citizens and businesses, depending on the amount of income tax revenue.

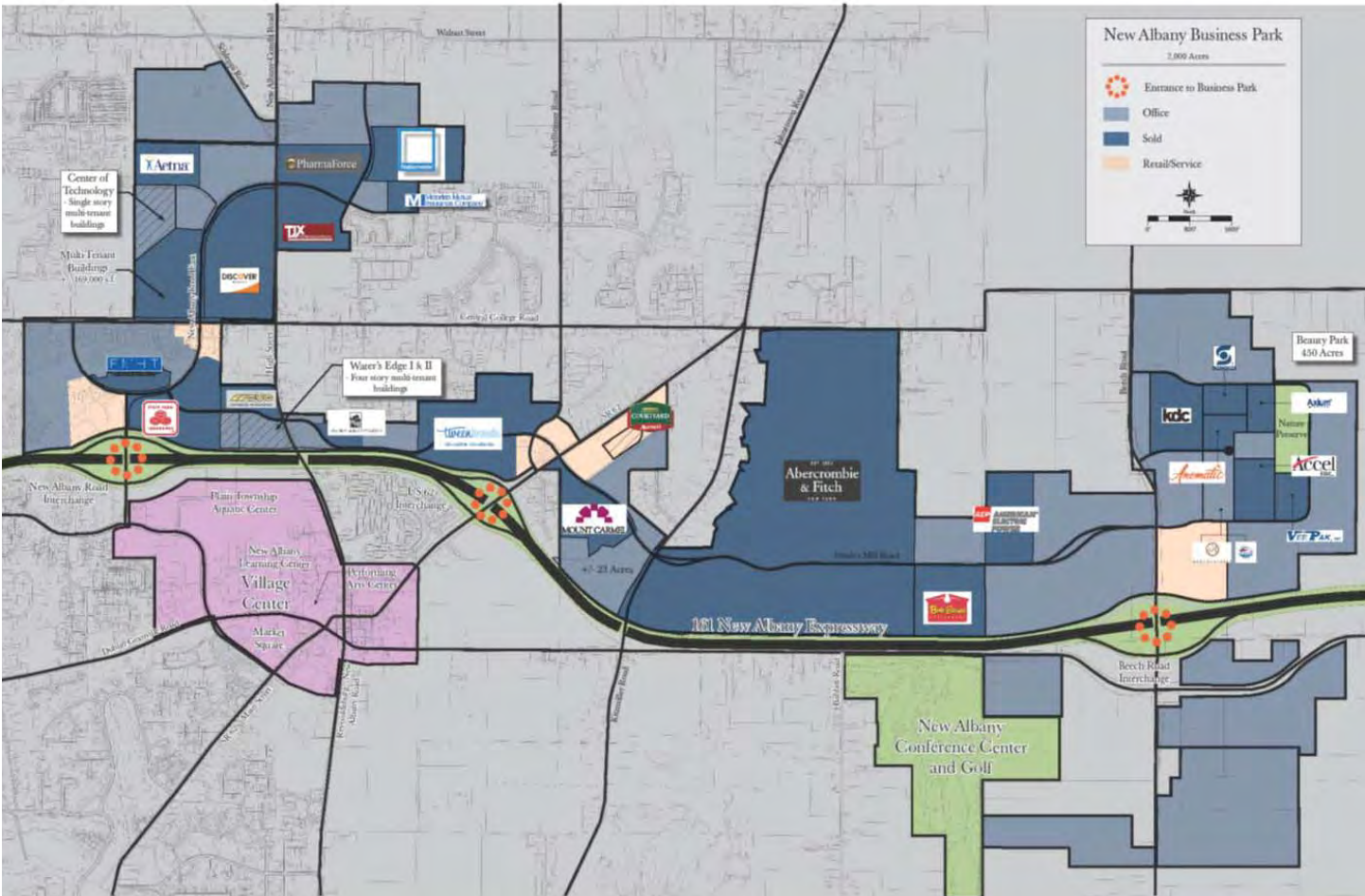
OFFICE/COMMERCIAL/INDUSTRIAL LAND USE



BEAUTY CAMPUS



PROJECTED JOBS ON BUSINESS CAMPUS 2014



NEW ALBANY BUSINESS PARK

DEMOGRAPHICS

Over the past decade New Albany's population has more than doubled, making it the fastest-growing community in Central Ohio. Between the time of the 2006 Strategic Plan Update and the most recent 2010 census data, New Albany grew by 29.5%, reaching 7,724 residents. This growth has transformed the community from a rural town to a small city.

The majority of New Albany's population consists of middle-age families. With a median age of 37.9, 23% of residents are between the ages of 40 and 49. Adolescents under the age of 18 make up 36.6%, while the residents 65 years and older dropped from 7.3% to 6.5%. These statistics demonstrate that New Albany is a very family-oriented community. Nationally, there is an increased desire by people to age in place, meaning they want to continue to live in the same community where they raised their families, but are ready for housing more complimentary to their lives after their children move out. As New Albany's families continue to age there will be an increased "empty-nester" population, creating additional demand for smaller housing options.

Statistics indicate that education is clearly a priority for the New Albany community. New Albany Plain Local Schools are ranked 25th in the state of Ohio. Nearly 100% of New Albany residents graduated from high school, and a growing percentage of those 25 and older, 77%, hold a bachelor's degree or higher.



GRAPH - MEDIAN AGE AND AGE OF NEW ALBANY RESIDENTS

POPULATION GROWTH

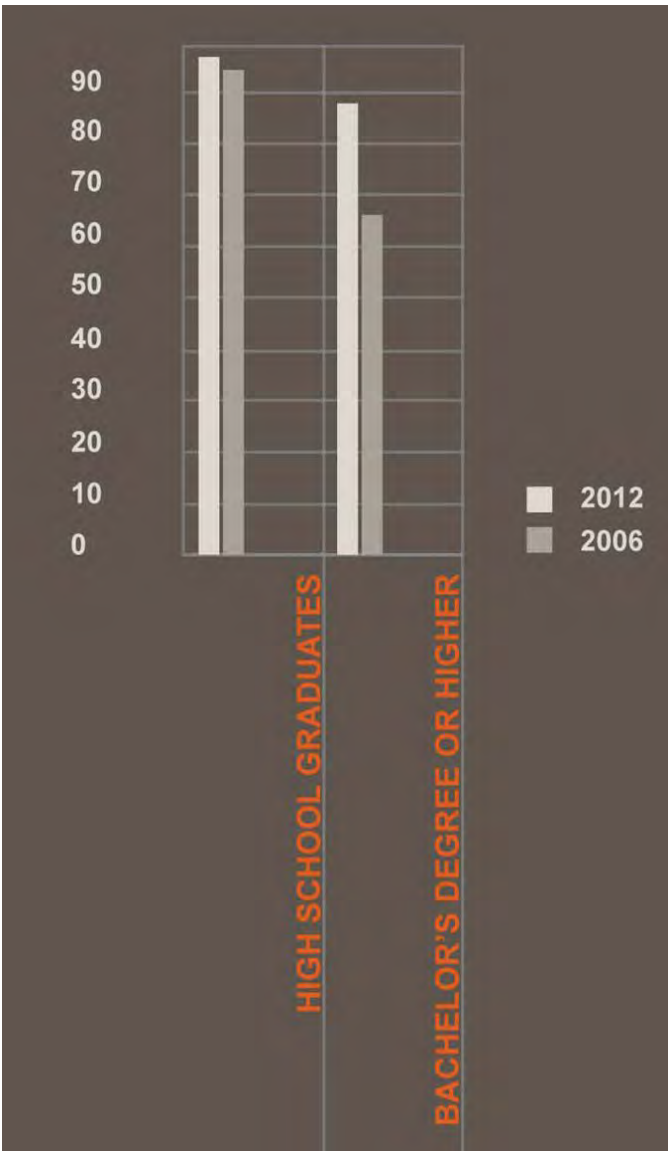
+ 29.5%

2006	2010
5,965	7,724

MEDIAN INCOME

+ 150%

2006	2010
\$103,273	\$155,625



GRAPH - EDUCATION LEVEL OF NEW ALBANY RESIDENTS



# SCHOOL DISTRICTS

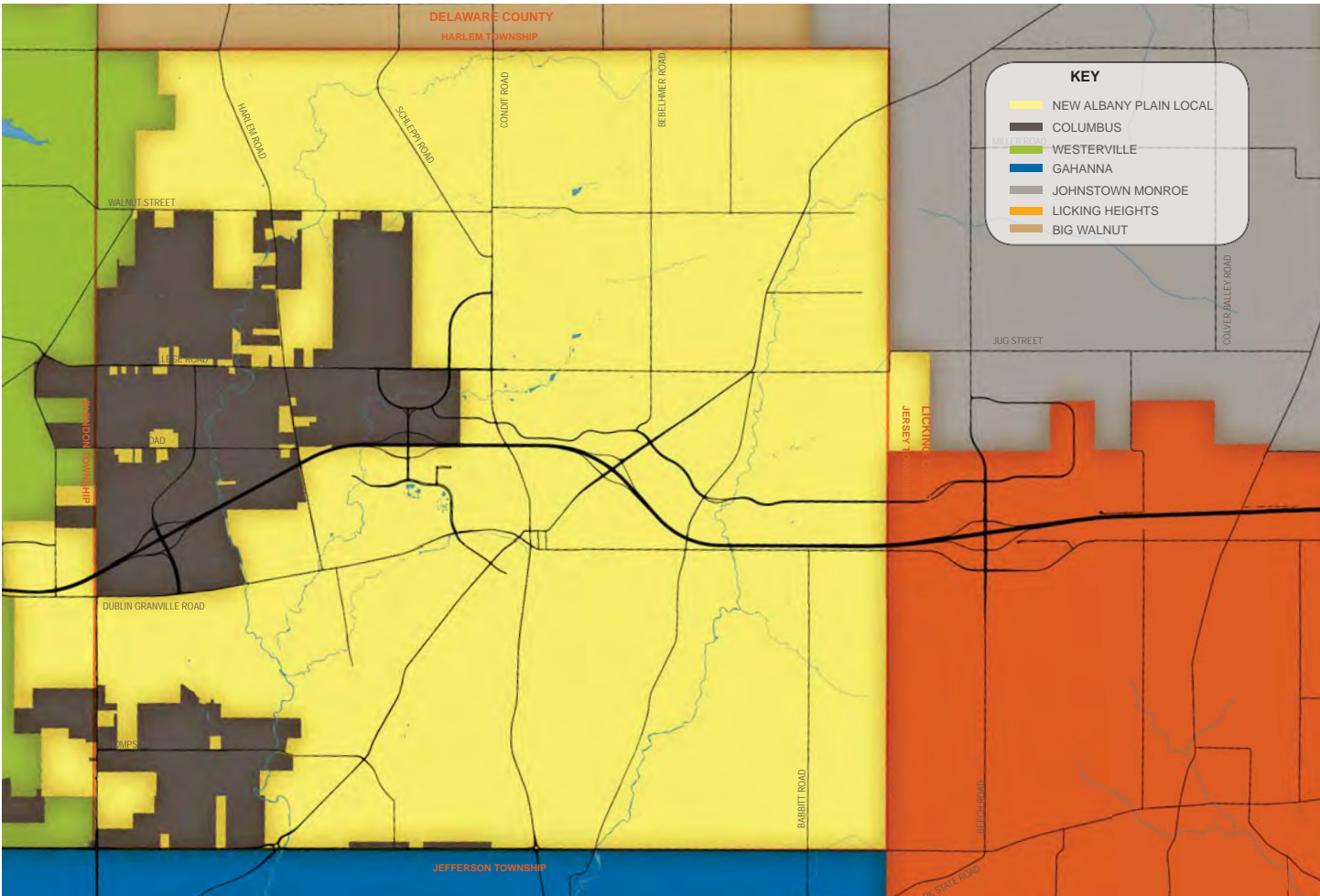
Within New Albany's corporate limits there are three school districts, New Albany Plain Local Schools (NAPLS), Johnstown-Monroe School District, and Licking Heights School District. However because the land within the Johnstown-Monroe and Licking Heights Districts is not zoned for residential, New Albany residents are served by the NAPLS.

NAPLS are comprised of 4,426 students between kindergarten and twelfth grades. The school buildings are all centrally located on a single school campus, something that is very important to the residents of New Albany. In 2014 the NAPLS passed a levee for additional funding from property taxes to provide the resources needed to support the schools' growing enrollment .

As mentioned, preserving a single school campus is a very important character for the New Albany community. Both stakeholders and public comments supported preserving this feature in order to help preserve the small town charm, close sense of community, and high quality education that is part of what makes New Albany special.



NEW ALBANY SCHOOLS CAMPUS



MAP - SCHOOL DISTRICTS IN AND AROUND PLAIN TOWNSHIP

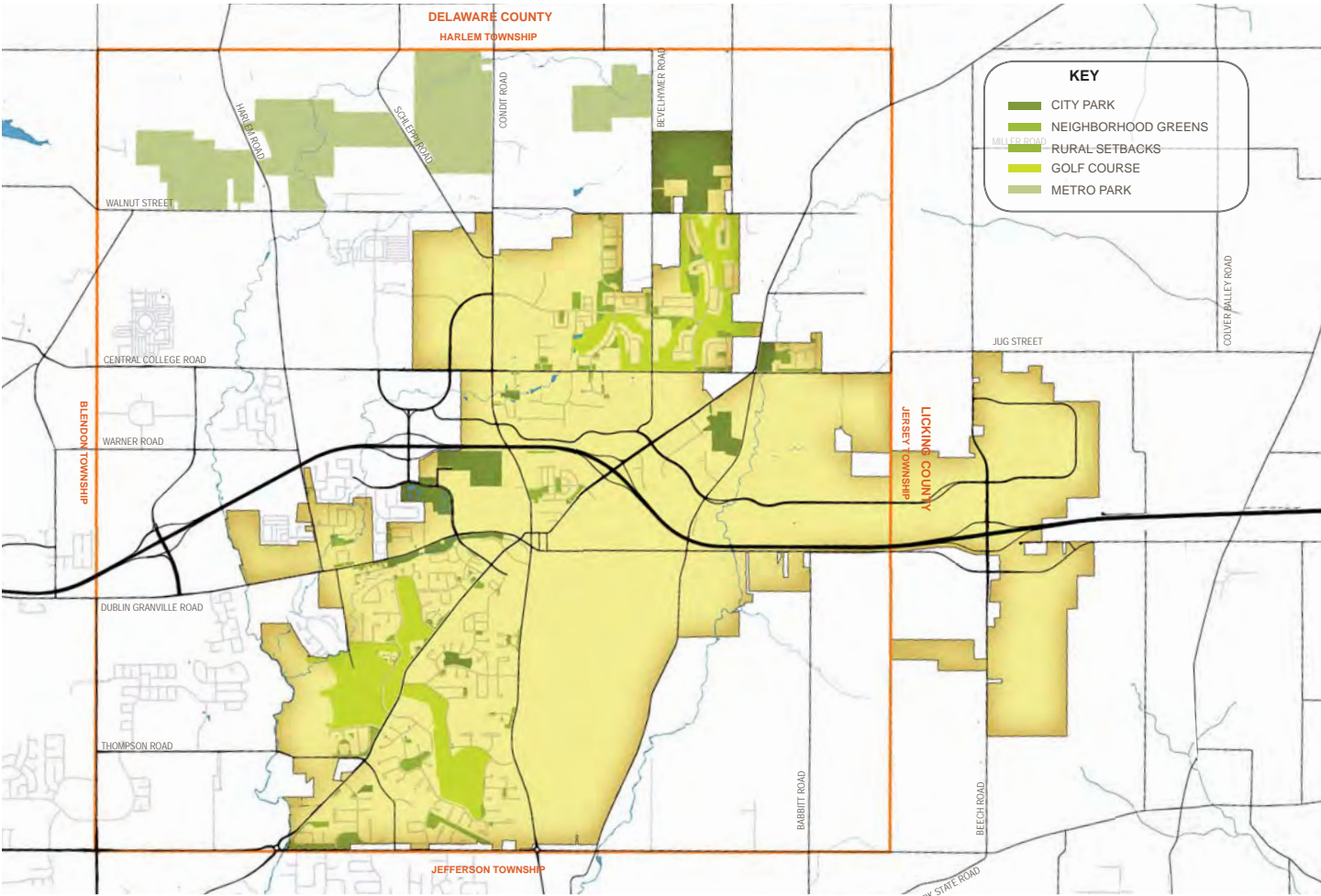
# PARKS AND GREEN SPACE

Parks and green space are intrinsic to New Albany's character. It is a significant, visually defining feature to the city. Green space in New Albany creates rural road character, agrarian landscapes, natural and environmentally sensitive areas, a variety of active recreation spaces, and so forth. Both stakeholders and the public expressed parks and green space to be a very desirable characteristic of the community.

Green space in New Albany takes many different forms, and consequently serves different purposes. The rural corridor setbacks along the roads and streams lessens the impact of development by separating both buildings and parking from the vistas along these corridors, creating a pastoral rural appearance. Natural preserves are also a critical component of the green space system. They contribute to the aesthetic of the community and minimize the impacts of development, while also providing passive recreational uses. The design of the neighborhoods is also critical to the open space network and therefore the aesthetic of the community.

The golf courses, reserves, and neighborhood parks incorporated in the neighborhoods provide the visual impact of the green spaces that have come to define the character of New Albany. Active recreational opportunities are also important to New Albany, and a concerted effort has been made to provide those opportunities. Three parks, Bevelheymer, Thompson, and Swickard Woods, house such facilities to provide athletic programming for youth and adults. The Metro Park being developed north of Walnut Street will contribute greatly to the New Albany area green space, and help create a green buffer to the north of the city. This park will potentially include up to 1,200 acres of greenspace.

Green space also provides opportunities for community interaction. Residents praised the neighborhood parks, such as Lambton Park, as being a place where families can easily gather. This green space is easily accessible to neighbors, it includes play equipment, a pond, and an open lawn on which some programming and impromptu picnics occur. Continuing



MAP - NEW ALBANY GREEN SPACE



to incorporate such parks into new developments can help preserve the ratio of green space as New Albany grows, and continue to foster community relations.

Another important open space to the New Albany community is the Village Center. The Village Center Plan specifically recommended public parks within the Village Center to accommodate community events and public gatherings. This has begun to happen with special events such as Pelotonia ending in front of the New Albany Public Library. Regular events, such as the Farmers Market are also held here. Enhancing the Village Center will allow New Albany to host more events that can become synonymous with city, and acting as a regional attraction.

By making greenspace a priority, New Albany has been able to increase its existing green space, from 1,016 acres in 2006 to 1,803 acres in 2014 while continuing to develop as needed to accommodate its growth.

The total green space in New Albany (including golf courses, rural corridor setbacks, neighborhood greens and parks) is currently 1,803 acres, which provides for an green space ratio of 57.7 acres per 1,000 residents. This number has decreased since the time of the previous strategic plan, at which point the ratio was 76.3 acres per 1,000 residents. The 57.7 acres is also slightly below the 59.3 acres average of Dublin, a local community with similar citizen expectations. This lowered acreage can be contributed to the commercial and industrial growth New Albany has experienced over the past six years. When such development occurs, land is not required to be set aside as common green space. As a result, the ratio of acreage of parkland to residents decreased. Despite this fact, it continues to be an important priority, and must consistently be promoted and provided to preserve and enhance New Albany's rural, pastoral character and charm.

EXISTING PARKS AND OPEN SPACE	
City Parks	1,115 acres
Neighborhood Greens	116 acres
Rural Setbacks	78 acres
Golf Courses	495 acres
<b>Total</b>	<b>1,803 acres</b>
Metro Park*	1,000 acres
*The Rocky Fork Metro Park is outside of the New Albany Corporate Boundary. The park has the potential to expand to 1200 acres.	



MARKET SQUARE GREEN

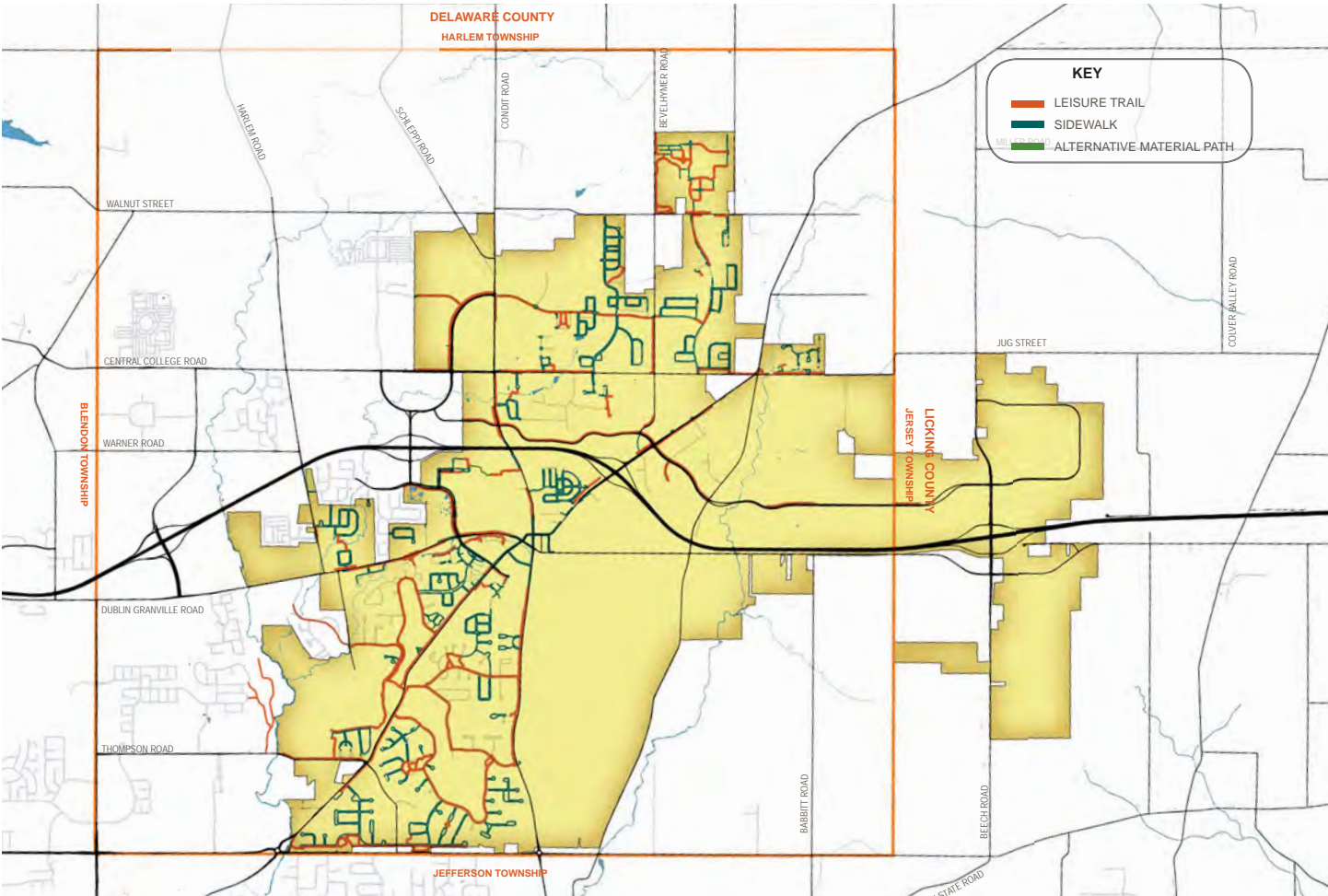
# LEISURE TRAILS

New Albany's leisure trail system is a great asset to the community, and is highly valued by residents. They are used for various activities including recreational, exercise, or as an alternative mode of transportation. The trails create connections between neighborhoods, the Village Center, and throughout New Albany. This is important because it helps to foster a sense of community by making all areas of New Albany accessible. Continuing to expand the leisure trails and complete gaps must be a priority moving forward.

The leisure trail system consists of sidewalks within neighborhoods and the Village Center connecting to the greater trail network that encompasses New Albany. Since the 2006 Strategic Plan the system has continued to evolve, including new sections near the school campus to allow for easier access to the schools for children and parents. A concerted effort should be made to include a trail throughout all neighborhoods or clearly delineated connections.

Efforts are also currently in place to address existing gaps within the trail. These include passages along Smith's Mill Road, State Route 62, and Reynoldsburg-New Albany Road. Completing the trail sections in these and other missing locations will create a strong system of connectivity in New Albany.

Long term plans for the leisure trails call for connections to regional trail networks that run very closely to New Albany such as the TJ Evans Bike Trail, the Ohio to Erie Trail, and the Alum Creek Trail. Additional coordination with plans for nearby trails such as the Licking County Multi-Use Plan and the proposed Route 50 Trail that would run from the East Coast of the United States to the West Coast, should also be encouraged. Bicycling has become a major part of the New Albany community, with a large population of serious cyclists traveling through, to, and from New Albany on evening and weekend rides. Connecting to these regional trails and bicycle routes could create a new visitor-base for the city, which in turn could help attract the desired higher-end retail many wish to see fill the Village Center.



MAP - NEW ALBANY LEISURE TRAIL SYSTEM

It is a priority for New Albany to provide transportation choices to the residents and employees. The built environment should not accommodate only the automobile. It should recognize the place of the car in our culture but provide the means to travel by bike or by foot for recreation, leisure or commute. New Albany has taken an active role in accommodating these various forms of transportation and continues to build the network as the population grows and development occurs.

The on-street bicycle accommodations must be incorporated on major roadways. The 2006 Leisure Trail Master Plan provides direction needed to result in a system that truly provides a variety of transportation and recreation options for all residents and employees in New Albany.

EXISTING LEISURE TRAILS	
Leisure Trails	31.9 miles
Sidewalks	49.4 miles
Alternative Material Path	.8 miles
<b>Total</b>	<b>82.1 miles</b>



NEW ALBANY LEISURE TRAILS



# NATURAL FEATURES

New Albany has a long history of stewardship of its natural resources. The protection of these resources has been a continued goal over the course of its development. There are two significant streams located within New Albany as well as the tributaries that feed them, Rocky Fork Creek and Blacklick Creek.

The Rocky Fork Creek and Blacklick Creek are part of the Scioto Watershed. Rocky Fork Creek is located on the west side of New Albany and the Blacklick Creek on the east. Sugar Run, a tributary of the Rocky Fork, crosses the northern half of New Albany. Rose Run, another Rocky Fork tributary, flows across the core of New Albany, establishing its significance as a linear park element in the Village Center. The Rose Run Plan makes specific recommendations for the protection and preservation of the creek.

The riparian corridor associated with each waterway is delineated on the map below. In order to preserve its delicate and important nature, no building construction should occur in the floodplain. These areas are ideal for passive recreation, such as parks and trails. Stream corridors also contribute to the aesthetic of New Albany. Building in New Albany should not be constructed so as to block views to these streams. The stream corridor should remain part of the public realm. Development should be designed to protect the streams and their water quality, and incorporate the natural areas as an accessible passive amenity.

By restricting development in sensitive areas and encouraging their preservation in the development process, many wetlands and other critical areas have been preserved. These areas of New Albany include Swickard Woods, the wetland parks, tree stands preserved through zoning, and the rural setbacks designated along a number of roadways.



NEW ALBANY WETLANDS & NATURE RESERVE



NEW ALBANY WETLANDS & NATURE RESERVE

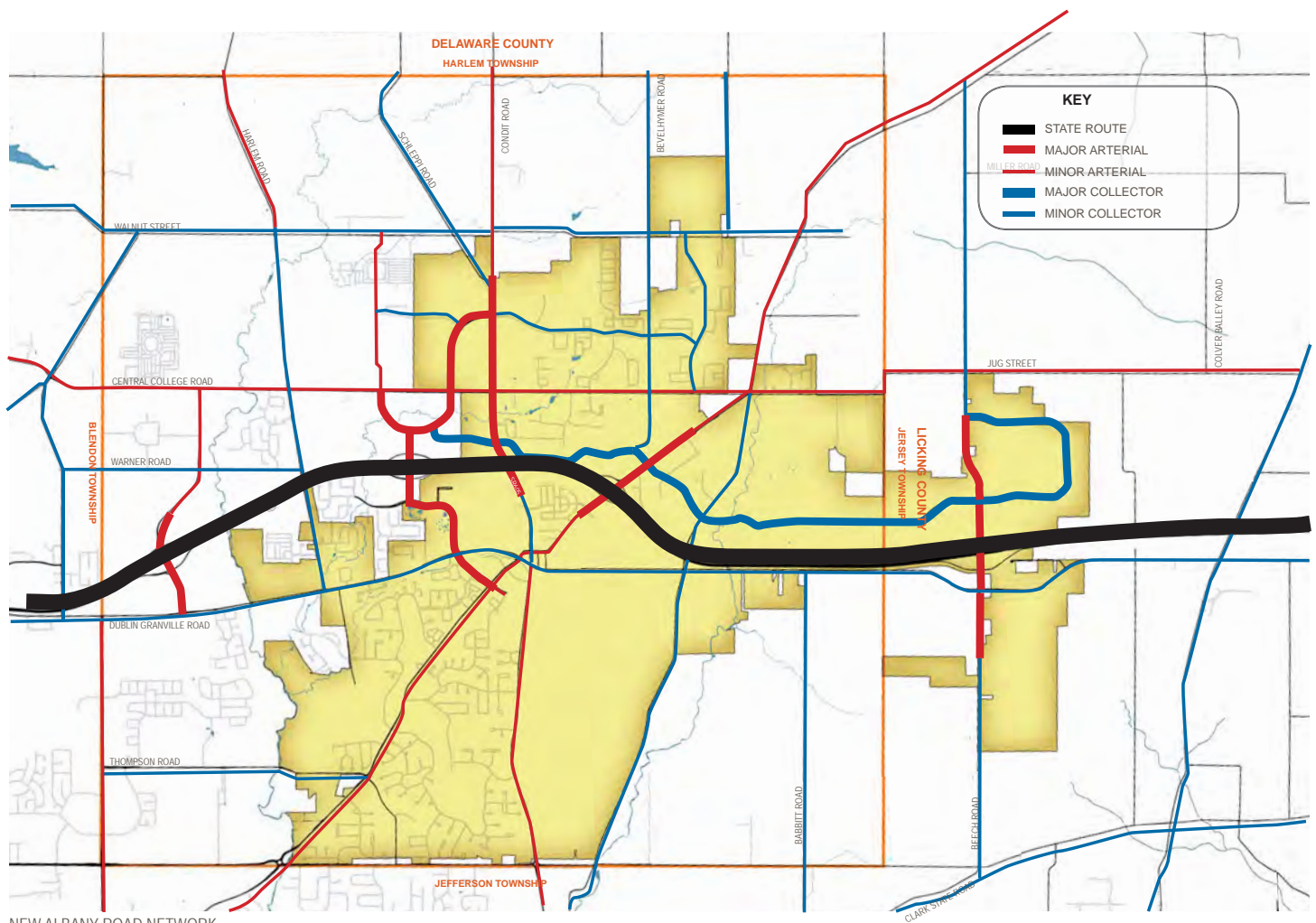


## STREETS AND TRAFFIC

New Albany's roadways are a network of arterial and collector roads that enable connectivity while also acting as a unique identifier for the city. The primary road way is State Route 161 (New Albany Expressway). This divided highway has three interchanges within the New Albany Corporate boundary. These are located at Beech Road, New Albany Road, and US Route 62. Within New Albany there are several arterial roads that handle the majority of the transit. These are Beech Road, US Route 62, New Albany Condit Road (SR605), and Fodor Road.

The collector roads allow easy travel within the city corporate boundary, and are not as heavily traveled as the arterial streets which run along the periphery. A series of collector roads located north of State Route 161 create easy access to the Business Park and numerous business campuses, offices, industrial buildings, and corporate headquarters located in the area.

Since the 2006 Strategic Plan Update, traffic has become more frequent and dense as New Albany has grown. Traffic congestion points have formed in places near the Business Park, the school campus, and all State Route 161 during peak travel times. One of the challenges for the city will be determining how to move this increased traffic efficiently, while maintaining the rural, pastoral character of New Albany's roadway corridors. Increased traffic demands can threaten this character by creating the need for wider roads to move more cars. Certain tools, such as rural corridor setbacks and emphasizing multiple connections, have already been put into place in order to ensure this is accomplished. Such tools should continue to be utilized in the future as new demands on New Albany's roadways arise.



NEW ALBANY ROAD NETWORK

## VILLAGE CENTER

Historically, town centers have been the heart of their communities. They are the primary commercial center in which people congregate for both daily and special events. Over the course of the last several decades, many cities have damaged their downtowns by developing competitive retail developments on the fringes of their communities and moving residential housing toward more suburban neighborhoods. However recent societal trends have shifted, and town centers are now experiencing a renaissance. People are being drawn back to these urban areas because of their numerous amenities and multiple pedestrian connections. To remain more competitive, cities, both large and small, must work to reinvigorate their historic cores.

The city of New Albany however has historically recognized the importance of a strong town center. The city's first strategic plan, created in 1998, endorsed the idea of creating a vital Village Centre with a mix of uses. As a result, the city's Village Center has thrived, creating an example for other cities to emulate. Within the Village Center, the multiple shops and restaurants are often the scene of impromptu social meetings and gatherings. Its civic uses, such as the New Albany Public Library, the New Albany Plain Local School campus and City Hall, create a strong community draw to the area. Continuing to foster this role of the Village Center, while preserving its charm and character, has been an important priority of all previous planning efforts in the city of New Albany, and continues to be with the 2014 Strategic Plan.

The 2014 Strategic Plan recognizes the growing popularity of town centers, and attempts to build on this momentum to further grow the Village Center. As highlighted in previous plans, an integral component of the success of the Village Center is the ability to attract residential to this area. As the core of the city of New Albany, the Village Center must have a diverse housing stock that is located on smaller lots, and potentially including multi-family units, such as those found at Keswick Commons. This allows for the population needed to support the local retail. Economic studies have shown that in order 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. The 2014 Strategic Plan builds upon the recommendations of previous plans to continue to encourage additional housing options in the Village Center.

Throughout the Strategic planning process, the Village Center was an important topic of discussion. Residents expressed a strong desire for the continued growth and diversity of Market Square with new shops and

restaurants. Already this has begun to happen with the current construction of The Philip Heit Center for Healthy New Albany, an addition to Market Square that will include the new Healthy New Albany facilities and additional office and retail spaces. In addition to this new development, residents expressed the desire for more community and regional events. Introducing programming such as this would build upon the popularity of town centers and attract not only people in New Albany, but help make the Village Center a regional destination as well.

“I LOVE THE SMALL  
TOWN FEELING I  
GET WHEN I GO  
TO THE VILLAGE  
CENTER”

- PUBLIC COMMENT





THE VILLAGE CENTER ACTS AS A COMMUNITY GATHERING SPACE, WITH RESIDENTS CONGREGATING DAILY AT LOCAL RESTAURANTS AND COFFEE SHOPS.



TO ENSURE THE VITALITY OF THE VILLAGE CENTER, IT IS IMPORTANT TO ATTRACT BOTH RESIDENTS AND VISITORS TO NEW ALBANY.



VILLAGE CENTER RESIDENTIAL

## COMMUNITY

Within New Albany there is a very strong sense of small-town, close-knit community. Residents, city staff, and community leaders alike praised the community for being engaged, welcoming, and proactive. There are numerous organizations, clubs, groups, and activities in which people can easily join such as the Community Garden, the local Farmer's Market, and parenting and children groups among others. Having an engaged community is an invaluable benefit for any city, and therefore steps should be taken to continue to support such vibrant activity.

In order to continue to support and foster an engaged community, community members feel there should be an increased emphasis placed on creating community gathering spaces. While there are some such existing spaces, residents expressed a strong desire more informal gathering spaces. This desire creates a great potential for the Village Center. Repeatedly the Village Center was referenced as the heart of the New Albany community, however it was noted that it was essential to strengthening the role of the Village Center should be a focus moving forward. More specifically, public input during the Strategic Planning process repeatedly stated the desire for a bustling Village Center where people informally gathered on weekends or evenings, and provided a variety of activities including shopping, eating, and simply lingering. In order to attract such retail and create such an atmosphere the 2011 Village Center Strategy emphasized the need to increase density in the immediate area. This coupled with several catalytic projects that have already begun, such as the The Philip Heit Center for Healthy New Albany project, will reinforce the Village Center as the core of New Albany, and will consequently foster community among residents.

Another strong desire expressed by the community was to continue to encourage community events such as the New Albany Walking Classic and Pelotonia. Hosting such activities provides an opportunity to create an event that becomes synonymous with the New Albany name, attracting people from around the region.



NEW ALBANY WALKING CLASSIC



PELOTONIA





COLUMBUS PUBLIC LIBRARY, NEW ALBANY VILLAGE CENTER



NEW ALBANY FARMERS MARKET



NEW ALBANY COMMUNITY GARDENS



CHILDREN PAINTING PUMPKINS IN VILLAGE CENTER





## LAND USE



## LAND USE STRATEGY

This section of the Strategic Plan is meant to illustrate the community's desired use for a particular section of land through the creation of land use maps and development standards. These land use maps do not represent the current legal use for the land, but instead suggest what the parcel should be used for in the future in order to best benefit the New Albany community. The purpose of the land use maps is to act as a tool for city officials to help guide future development and use of land in the city of New Albany. The 2014 Strategic Plan's Future Land Use map has been created based upon recommendations gathered from the 2006, 2001 and the 1998 Strategic Plan Updates, and the Rocky Fork-Blacklick Accord agreement. This plan works in conjunction with these documents to help guide future development of the city of New Albany.

Since the 2006 Strategic Plan, New Albany has grown significantly. As previously mentioned, its population has grown by approximately 29.5%, resulting in an increased built environment within the city. Additionally, the annexation of 300 acres has created new areas that must be addressed. The 2014 Future Land Use map represents these changes, addressing annexed land and reexamining focus areas within the New Albany Planned Expansion Area. The Land Use section of the 2014 Strategic Plan aims to address the development pressures placed on the city by this continued growth, while still allowing New Albany to continue to preserve its rural, pastoral character.

New Albany's growth within the last eight years has led to the need to readdress specific areas within the city's boundaries. Updates to these areas, referred to as areas of change, are based upon the land use recommendations made in 2006, but reflect the maturation of New Albany and are intended to achieve the goals of the community for the 2014 update.

The 2014 Land Use Plan first examines two areas of change, the North Business Park area and the Beech Road and State Route 161 area, which have been updated since the 2006 Future Land Use Map. After, it establishes Village Center Strategies that reiterate the importance of the Village Center to New Albany. From there the Land Use section is divided into each of the broad land use categories: residential, office, and retail. These land uses are then broken down into districts which outline the densities, development goals, and general form. These districts are based upon the recommendations in the previously mentioned Strategic Plan Update and Rocky Fork-Blacklick Accord Agreement. When brought together the different districts create a cohesive land use map that encourages development and growth in New Albany, while allowing the City to maintain its rural, pastoral character and high standard of design.



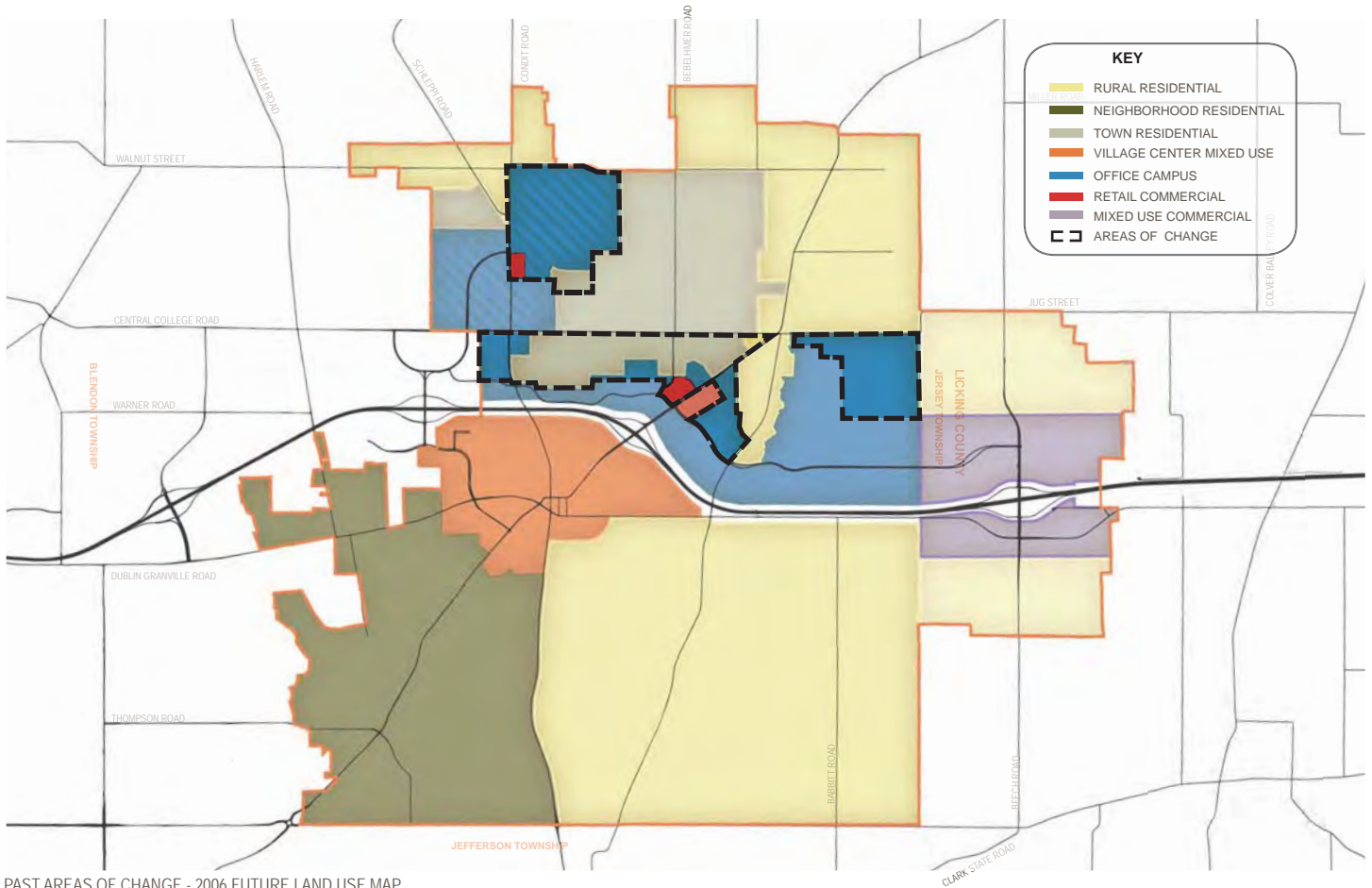
NEW ALBANY VILLAGE CENTER



NEIGHBORHOOD PARK

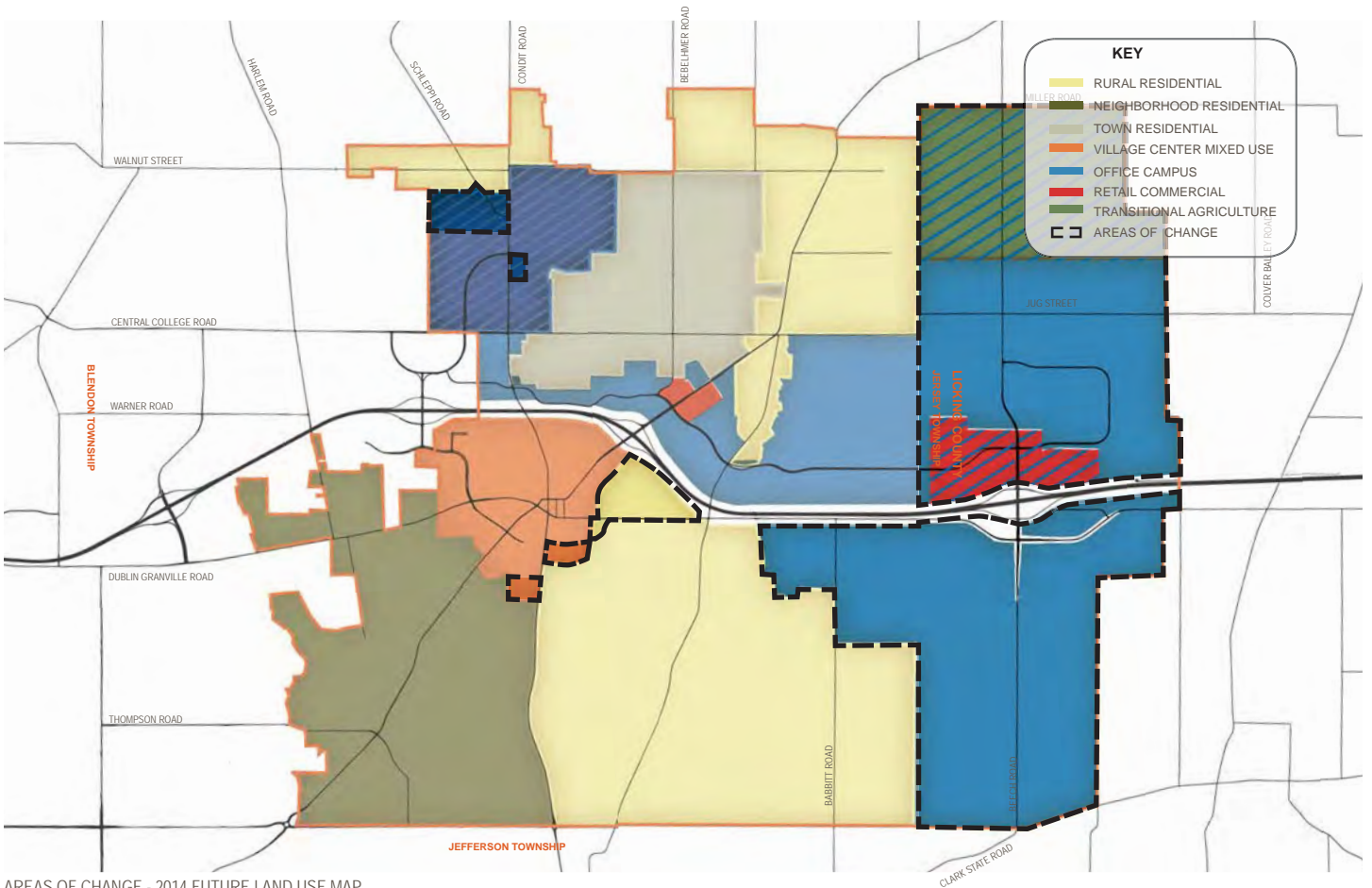


DELAWARE COUNTY  
HARLEM TOWNSHIP



PAST AREAS OF CHANGE - 2006 FUTURE LAND USE MAP

DELAWARE COUNTY  
HARLEM TOWNSHIP



AREAS OF CHANGE - 2014 FUTURE LAND USE MAP

## AREAS OF CHANGE

### NORTH BUSINESS PARK

The continued growth of the New Albany Business Park as well as the Research and Information Sub-District has resulted in the need to expand the amount of land in northern New Albany designated to office use. One potential area of expansion is located north of New Albany Road East, west of Schleppi Road, and south of East Walnut Street. This portion of land will be referred to here as the North Business Park Expansion Area.

As part of the 2006 Future Land Use Plan, the land within the North Business Park Expansion Area was designated as Town Residential use. However in 2010 this area was annexed and rezoned to allow it to become additional Office. By changing its designation, the North Business Park Expansion Area will be consistent with existing zoning and will create the opportunity to continue to expand the New Albany Business Park without impacting any adjacent residential. This will help to further increase the City's tax base by increasing its income tax revenue, one of the primary sources of revenue for the City.

Office development in this area should follow the scale and design of previously constructed developments within the New Albany Business Park. It should also be low in scale and maintain the rural corridor setbacks in order to preserve the rural character of State Route 605. Because this location is north of Central College Road, it should be developed in accordance with the recommendations of the Research & Information Sub-District (see page 67). All office development in this area should be well coordinated to include shared parking areas, regional stormwater management infrastructure, multiple roadway connections, and high quality architecture that follows the high standard established by other developments within the Business Park.

### VILLAGE CENTER

The Village Center was also an area of change in the 2014 Future Land Use Plan. The district was expanded to include the area west of Reynoldsburg-New Albany Road, east of Ackerly Farm Road, and north of The Reserve. This area was previously designated as Neighborhood Residential. Additionally, the area east of Reynoldsburg-New Albany Road near Village Hall Road was also added. This area was previously designated as Rural Estate Residential. The addition of these two areas to the Village Center shows the city's continued commitment to increasing the density of this area. Expanding the Village Center boundary creates the opportunity for higher-density residential, as well as expanded street networks to enhance connectivity.

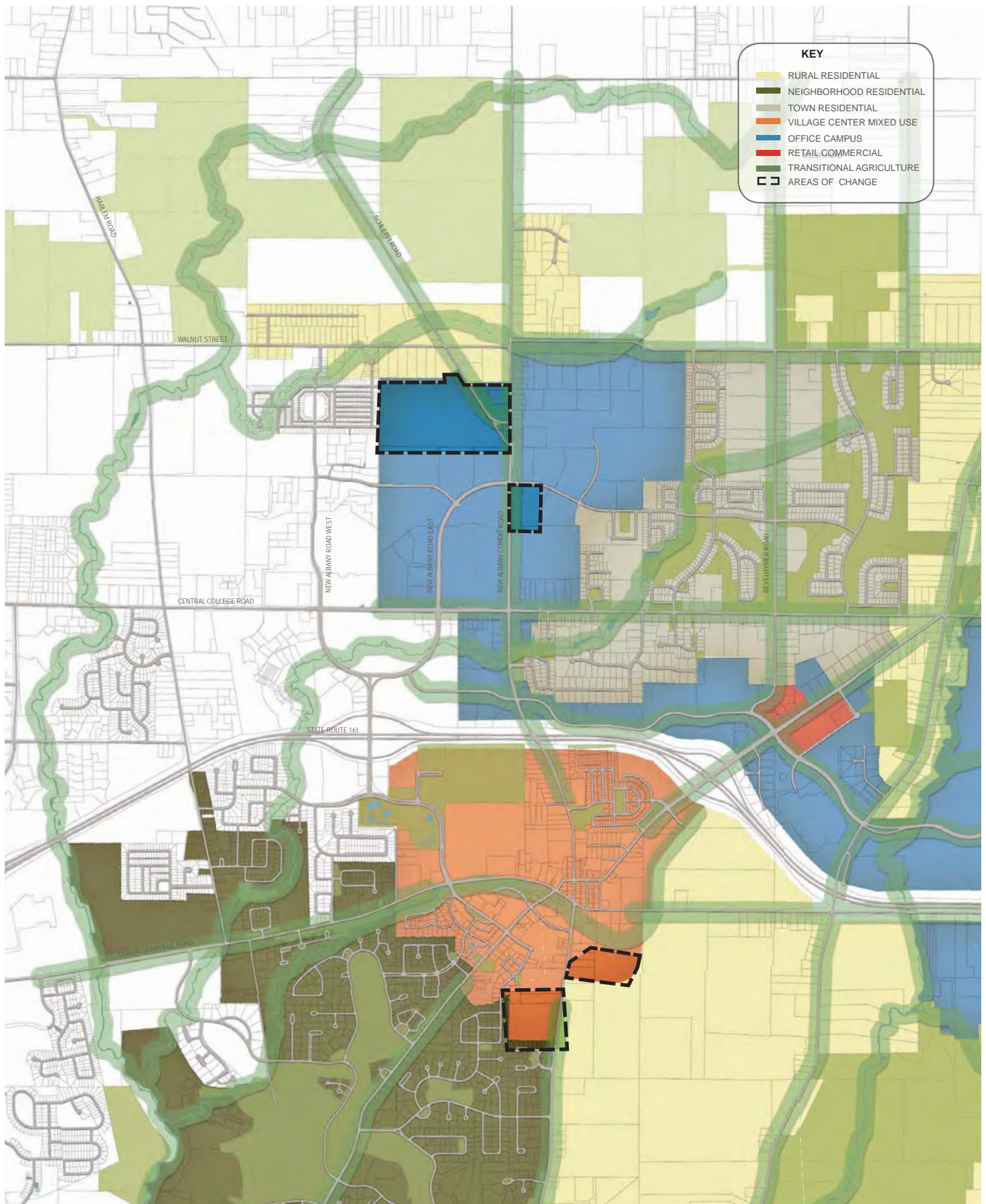


EXISTING OFFICE WITHIN THE NEW ALBANY BUSINESS PARK



DISCOVER REGIONAL HEADQUARTERS, NEW ALBANY BUSINESS PARK





## AREAS OF CHANGE

### BEECH ROAD & STATE ROUTE 161

One of the most dynamic areas of change in New Albany has been around Beech Road in the New Albany expansion area. Since the previous strategic plan update, a new interchange has been created at the intersection of Beech Road and State Route 161 in order to accommodate the increased traffic flow along Beech Road resulting from the new Personal Care and Beauty Campus located along Smith's Mill Loop. This interchange creates new expansion opportunities for the Business Park.

The expansion of the New Albany Business Park south of State Route 161, referred to here as the Business Park South, represents one such expansion opportunity. This area, specifically east of Kitzmiller Road and north of The Golf Club, is valuable land for new office use because of its highway frontage and easy access from the Beech Road interchange. It is suggested that the office land use be extended along the south side of State Route 161 to the west and east of the interchange, and south along Beech Road in order to maximize the freeway frontage and access.

In the area within the Business Park South immediately adjacent to the freeway, office development should be selective and aim to attract headquarters of corporate offices. The architectural and site design for these developments should reflect the site's importance by emphasizing a high level of design that maintains the New Albany brand and protects existing investment in the Business Park. The Business Park South could also integrate a controlled amount of speculative office development. Such office provides flexible available space for smaller businesses. This type of office development must meet the high design standards previously established in the Business Park, and should not be the primary type of office in the Business Park South. All newly constructed office in this area must acknowledge the multiple frontages created by the interstate and the proposed street network and therefore include four-sided architecture that highlights the project's high quality from all vantage points.

It is very important that the city of New Albany strive to achieve a balance of land uses as it plans for the future growth of the city. The City has traditionally emphasized the rural character of the area by preserving open space as growth and development occurs. This priority influenced the creation of the newest land use introduced in the 2014 Future Land Use Map, "office campus/transitional agriculture." This land use establishes a very low density of one dwelling unit per 20 acres to preserve and promote the type of development located in largely agrarian areas. These areas will reinforce the healthy New Albany and farm-to-table goals of the community, as well as provide appropriate land use transition. The office

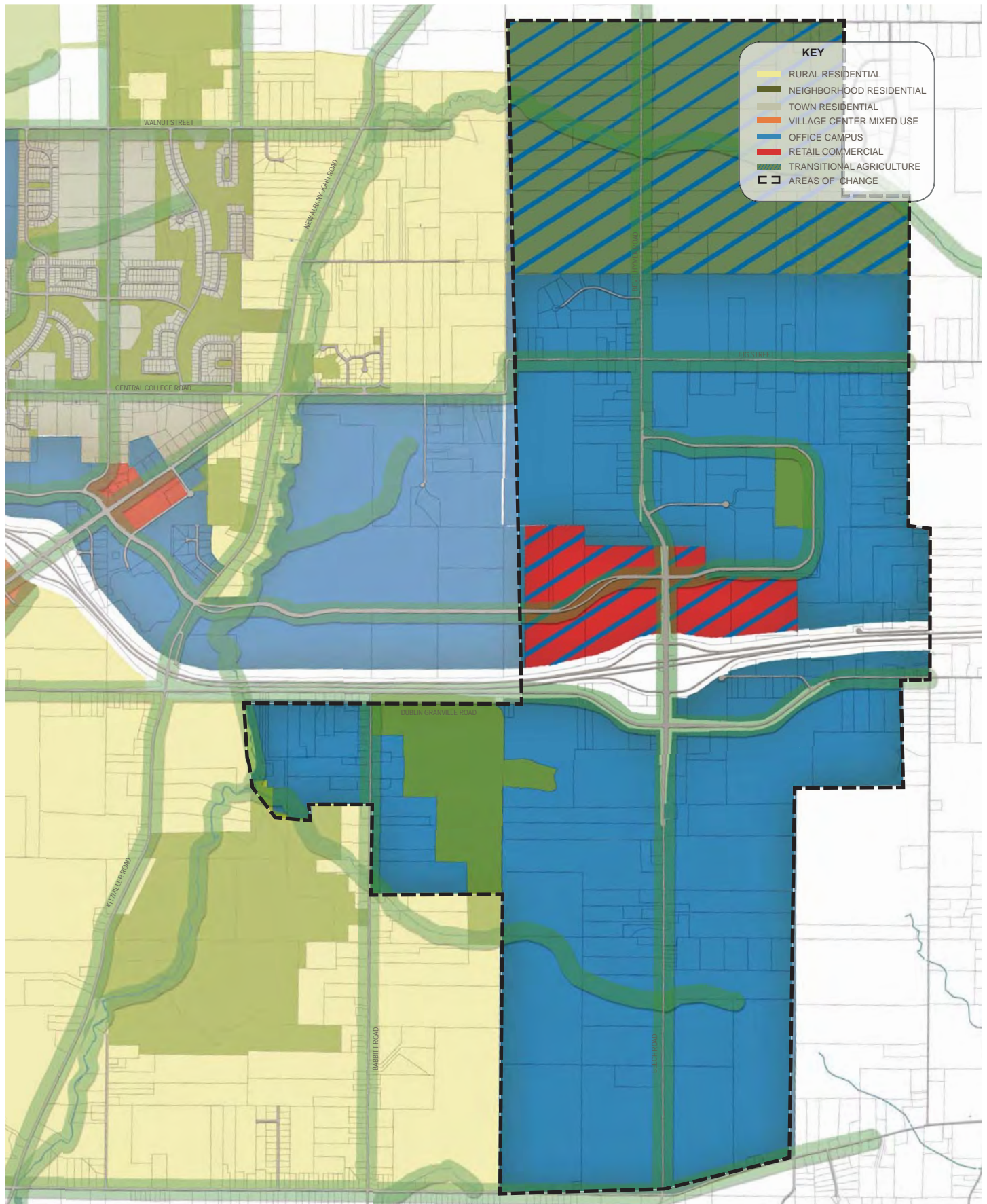
campus/transitional agriculture is designated within Licking County, along Beech Road north of the New Albany Business Park.

The areas located within the transitional agriculture use are not currently serviced by existing sanitary sewer and water lines. Therefore, the development interest in these areas is low because of the cost of extending services to the area. This land use, with very low densities that are consistent with productive farming areas, acknowledges and preserves this land for productive agricultural uses. Should new water and sewer agreements extend service to these areas at some time in the future, it is imperative that these areas are studied to determine the best land use for the interests of the City and the New Albany community.



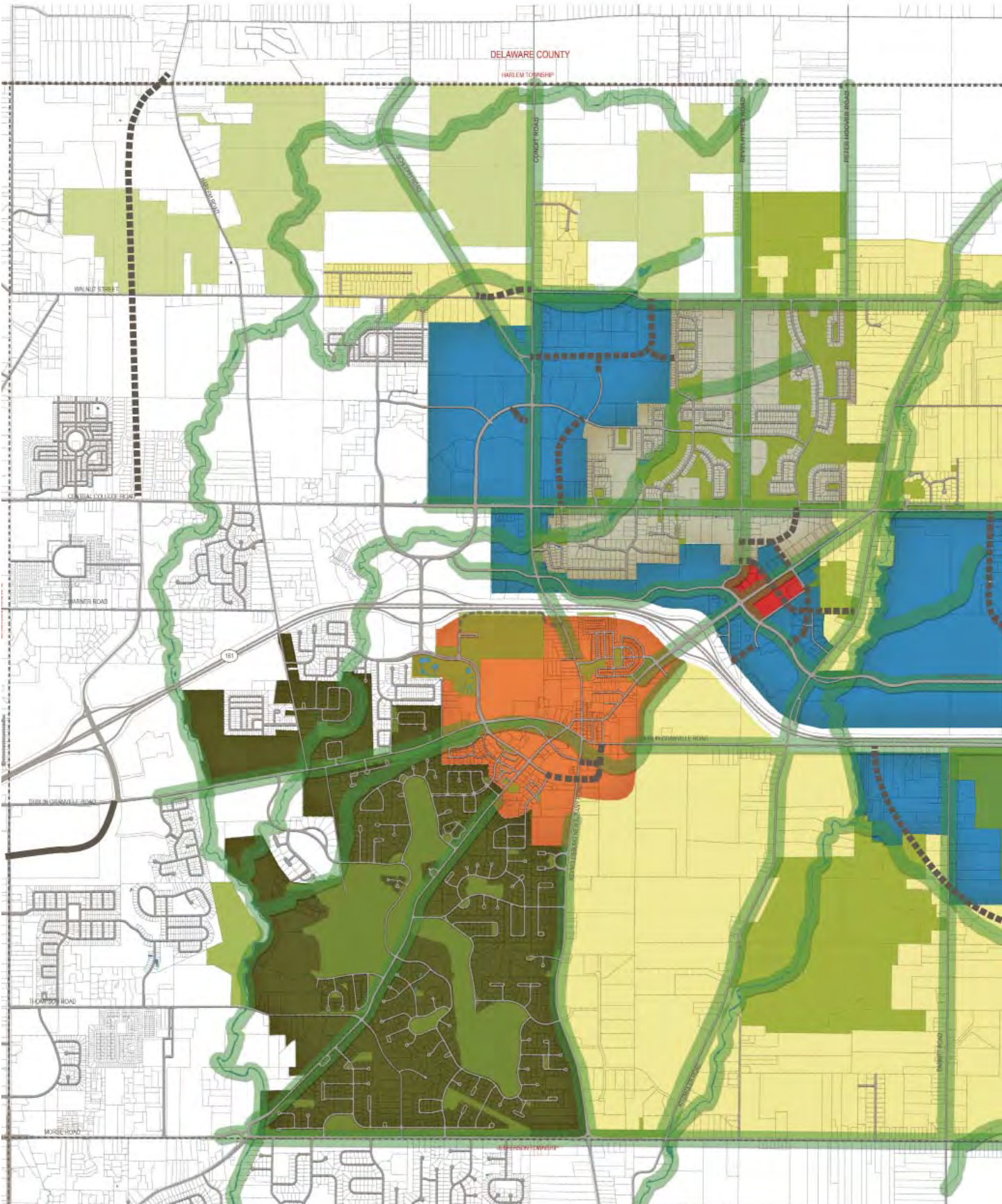
PERSONAL CARE AND BEAUTY CAMPUS







FUTURE LAND USE PLAN







## KEY

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

0' 1500'

## PROPOSED LAND USE

DISTRICT	ACRES	% TOTAL
<b>RESIDENTIAL</b>		
RURAL ESTATE	3965.5	29.7%
NEIGHBORHOOD	1866.0	14.0%
TOWN	954.7	7.1%
SUB TOTAL	6407.8	40.8%
<b>OFFICE</b>		
OFFICE	4115.2	30.8%
R AND I	628.3	4.7%
SUB TOTAL	4743.5	35.5%
<b>RETAIL</b>		
NEIGHBORHOOD RETAIL	39.7	0.3%
MIXED USE COMMERCIAL	320.6	2.4%
SUB TOTAL	360.3	2.7%
<b>VILLAGE CENTER</b>		
SUB TOTAL	605.0	4.5%
<b>OFFICE CAMPUS/TRANSITIONAL AGRICULTURE</b>		
SUB TOTAL	877.7	6.6%
TOTAL	13372.6	100.0%

## VILLAGE CENTER DISTRICT

### INTRODUCTION

The Village Center represents the social heart of the city of New Albany. This mixed-use district is the historic core of the city, and integrates different land uses together to create an active and vibrant core. In order to encourage further development of the Village Center, continued direction must be provided to guide growth in this district. This should be accomplished by strategically planning for the land uses that are applied within the Village Center.

The Village Center is comprised of several land uses, including Retail, Residential, and Office. The seamless blend of these into the buildings and blocks of the Village Center are typical of historic town centers. The 2014 Strategic Plan recognizes that each of these uses, while present in other parts of the city, must meet special, urban-sensitive, standards when applied within the Village Center. These standards will promote a dense, walkable city core that upholds the high level of quality, character and design that has allowed for the success of the Village Center.

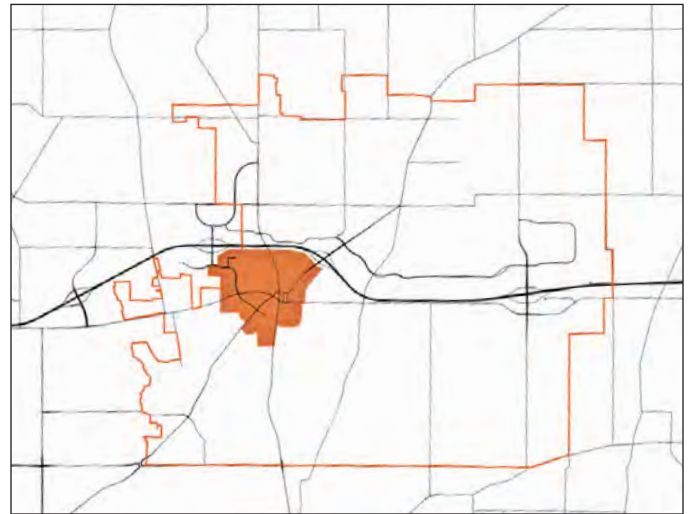
Currently, there are several different activity hubs in the Village Center. There are the shops and restaurants within Market Square, which is generally considered the heart of the Village Center. There are offices and civic uses located along West Main Street. The historic core of the city runs along High Street, and now hosts numerous offices and businesses. The school campus, Rose Run, and several residential neighborhoods are also within the Village Center.

The following Land Use chapter takes special care to establish recommendations for the Village Center. It first outlines four Village Center Strategies that should guide future development within this area. These are to:

- Build on the success of Market Square
- Make the Village Center a gathering place for all ages
- Foster interaction, participation, and community
- Build upon successful community events
- Integrate all areas of the Village Center

In order to realize these goals, careful land use planning is required.

Therefore following the Village Center District, the chapter takes a broader look at land use in New Albany, with each of the different types of land uses, residential, office, and retail, being explored in detail. Within each land use type, specific Village Center criteria are described. The chapter ends with exploring the future build-out projections for New Albany.



VILLAGE CENTER DISTRICT

### VILLAGE CENTER STRATEGY

- Continue to promote a mixture of uses within the Village Center
- Create numerous attractions within the Village Center to allow it to act as both a local and regional attraction
- Promote the Village Center Retail, Village Center Office, and Village Center Residential strategies further explored in the following Land Use portion of the 2014 Strategic Plan
- Continue to promote connectivity within the Village Center, allowing for multiple means of transportation
- Emphasize the role of the pedestrian within the Village Center
- Continue to ensure that further development meets the standards established in the Village Center Form Based Code

## BUILD ON THE SUCCESS OF MARKET SQUARE

Any future development within the Village Center should capitalize on the success of Market Square. The activity in the Village Center generated by Market Square has created momentum that helped spur recent construction of the Philip Heit Center for Healthy Living. The new 55,000 square foot addition to the Village Center, which at the time of this plan is under construction, will include new medical offices in partnership with Nationwide Children's Hospital and Ohio State University's Wexner Medical Center, a recreation fitness center, and community rooms. In addition, new mixed-use office/retail buildings will be built along Market Street.

Originally identified in the Village Center Strategy, Healthy New Albany is an opportunity to create a unique center for health and community activities, programming, and gathering space. This facility and surrounding improvements will help bring residents and visitors to the Village Center, encouraging additional private investment and continue to improve the "heart" of the community.

As development such as this continues to occur in the Village Center, it becomes necessary to consider how best to accommodate the increased amount of visitors to this area. While the Village Center encourages pedestrian connections it must also recognize that there will be an increased need for parking, particularly if it is to become a regional destination. Previous city plans, such as the Village Center Plan, recognized the future need for a strategically designed parking deck that blended in to its urban context. Several potential sites were identified, including behind Market Square or behind Village Hall. Further parking studies will be required to determine the appropriate location, however the final spot should meet several requirements. It should:

- Not exceed the surrounding buildings in height
- Be located off primary streets, behind street-fronting buildings
- Use architecture that preserves the high standard of design in the Village Center
- Provide shared parking for multiple uses within the Village Center.



HEALTHY NEW ALBANY RENDERING



EXAMPLE OF A WELL-DESIGNED PARKING DECK



## VILLAGE CENTER DISTRICT

### MAKE THE VILLAGE CENTER A GATHERING PLACE FOR ALL AGES

One of the indicators of a vibrant town center is its ability to act as an informal gathering place for the community. The Village Center currently fulfills this role, and with the completion of the Philip Heit Center for Healthy New Albany, new programming will be available for residents of all ages. However residents have expressed additional ways in which the area within and around Market Square could be further enhanced.

While the majority of the Village Center's restaurants and shops are geared primarily towards adults, many parents have expressed the desire to see more children-oriented spaces introduced in to Market Square. Potential amenities could include a play area, a splash pad or fountain feature. The Village Center does include community events geared towards children, such as face painting at the Farmers Market, however having an every-day element would add an additional draw to the Village Center, while allowing parents to potentially linger longer. Ideas for such spaces can be found in the Village Center Strategy Plan, which proposes creating a more programed space in the center of Market Square that included a fountain, gardens and reading nooks. Such projects should be prioritized for this space.

In addition to enriching the available amenities in Market Square, consideration should be given to diversifying the housing options within the Village Center. For the Village Center to be successful, it is necessary to include higher density housing within the city core. This means small, more compact units, which creates the opportunity to appeal to an older generation of New Albany residents. An important national trend is the desire for older generations to age in place. With children grown, these individuals no longer need the space they once did and are looking to downsize, however they want to stay in the community they have been living in. Creating smaller housing options close to Market Square allows this population to be near amenities they would frequently use, while adjusting their lifestyle to the needs of this new phase of life. Consequently, this housing also becomes appealing to young professionals, not yet ready to move in to single-family homes. Therefore, increasing the housing options in the Village Center allows the city of New Albany to capitalize on two new populations, and encourages the Village Center to be a community amenity for residents of all ages.

“IT WOULD BE HELPFUL TO HAVE A KIDS PLAY AREA CLOSE TO MARKET STREET. THIS WOULD ENCOURAGE PEOPLE TO SPEND MORE TIME IN THE AREA.”

- PUBLIC COMMENT



CHILDREN PAINTING PUMPKINS AT THE VILLAGE CENTER FARMERS MARKET

### **FOSTER INTERACTION, PARTICIPATION, AND COMMUNITY**

New Albany is a very engaging community, with numerous opportunities for residents to become involved in social groups and local organizations. The Village Center should help to foster such community interaction and participation by providing a centralized location for gathering and activities. Some such activities already exist, such as the weekly Farmers Market that is held between June and September. During this event community members, youth organizations, and the local community garden organization selling goods and produce. Activities such as performances and pumpkin painting are provided for children, and the community comes alive with in the Village Center.

As further development and investments are made to the Village Center, special consideration should be given to creating a space that allows such local activities to happen, as well as creates spaces for less formal community gathering and activities. The Philip Heit Center for Healthy New Albany will help create such space, providing new community rooms, lounge area, and recreational fitness area. Creating public space such as this in the core of the community will encourage the Village Center to be a bustling center of activity, drawing people who want to shop, eat, linger, and participate in the community.

### **BUILD UPON SUCCESSFUL COMMUNITY EVENTS**

Another opportunity the New Albany public expressed a desire to see more of are special events, particularly large-scale community events hosted in the Village Center. The Village Center is home to the annual New Albany Walking Classic, and the finish line of the 180 mile Pelotonia ride. Great events like these help to create a local destination in the Village Center, and is making it a regional destination for Central Ohio. Other communities around Columbus have successfully created such events that attract people from all over, creating a boost for their local economy, and providing visitors with the chance to see all the benefits the New Albany community has to offer. Other examples of such events include the Dublin Irish Festival, Fourth Fridays in Westerville, and the Gallery Hop in the Short North. New Albany and the Village Center have the potential to host such events, which would help to create a regional attraction to the Village Center, and allow other communities in Central Ohio to experience New Albany.



COMMUNITY GARDENS

**“FARMERS MARKET  
AND THINGS  
LIKE THAT ARE  
TERRIFIC!”**

**- PUBLIC COMMENT**

## **INTEGRATE ALL AREAS OF THE VILLAGE CENTER**

Since the 2006 Strategic Plan, Market Square in the Village Center has seen a significant amount of development. The numerous community events along with the construction of the Philip Heit Center for Healthy New Albany, make Market Square the center for civic activity in the city. As this and other areas of the Village Center continue to develop, it is important that this development be done in a strategic manner that builds upon existing infrastructure, creates a dense and walkable district, and integrates all areas of the Village Center. It is important that connections be made between Market Square and other areas of the Village Center to extend the energy and activity throughout district.

To create a cohesive Village Center, multiple connections should be made within the district by expanding upon the existing street network. New road connections will be important in mitigating traffic, providing access between areas in the Village Center, and preserving the character of the district's road corridors. Specific proposed connections are explored in more detail on page 80 of the Transportation Plan. As the street network in the Village Center expands, the urban form of the district should be preserved. New connections should promote short, walkable blocks. The character of the existing and newly proposed Village Center roads is important. Reinforcing the importance of a pedestrian-friendly streetscape with wide sidewalks, streetscape furniture, and easy crossing conditions will encourage pedestrians to travel between Market Square to other areas within the Village Center such as the historic commercial corridor along High Street.

Additionally, further development within the Village Center should be done incrementally over time. Rather than attempting to building out the Village Center in a single approach, new construction should be strategically phased. It should build upon existing infrastructure and extend between activity centers. This will lead to gradual infill that creates active streets throughout the district. As the Village Center continues to develop, existing parking lots should be considered for development sites. The benefits of phasing development incrementally, is that it allows new construction to respond to changes in the Village Center. Parking lots that serve a purpose now may in the future serve the city better as infill sites that increase the density in the city's core. It is important that all future development uphold the existing character of the Village Center and meet the planning and design standards established in the Urban Center Code to ensure a consistent Village Center identity that is upheld over time.

The Rose Run Greenway Corridor is an important natural link that runs through the Village Center and should be emphasized in order to integrate all areas of the Village Center. Previous planning efforts, such as the Rose Run Greenway Corridor Study, recognized the importance and potential of this natural feature as a key open space corridor in the Village Center. It serves the community by providing education opportunities for the nearby School Campus, which helps strengthen the connection between the campus and the retail portion of the Village Center. The greenway corridor helps preserve the stream corridor and introduces an important open space element to the Village Center. Finally, this is a natural element that should be used to enhance connectivity. Because Rose Run extends through the Village Center, expanding trails through the corridor will provide additional connections and allow the corridor to act as a unifying feature. Preserving its presence will provide a natural feature around which future development can be organized. This will allow the corridor to be an active component of the Village Center.





HIGH STREET IN THE VILLAGE CENTER



ROSE RUN EDUCATION OPPORTUNITIES



ROSE RUN



MARKET SQUARE IN THE VILLAGE CENTER

RESIDENTIAL DISTRICTS

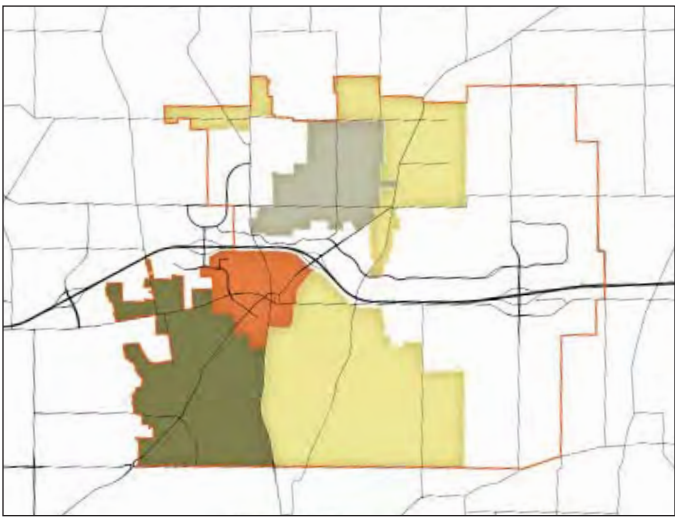
New Albany's residential areas are one of its most defining features. The high-quality, Georgian architecture, the emphasis on multiple connections throughout the community, and the incorporation of community green spaces are all defining characteristics of New Albany neighborhoods. They represent the well-planned character of New Albany's residential developments and result in livable spaces that contribute to the regional success and growth of the city.

As developers continue to build in New Albany, expectations for residential developments should be made clear in order to continue to preserve the tradition of quality neighborhoods. New Albany's well-connected, high quality neighborhoods are an important feature to its residents. Public input gathered throughout the strategic planning process largely reinforced the community's desire for the city to continue to reinforce the existing development standards created for each type of residential development. These development standards are important because they enable the city preserve its high quality of life for residents, as well as its unique rural character.

When discussing residential, six key elements were identified as being critically important to the vitality of New Albany and its neighborhoods. These elements are the foundation for the Residential Strategy established in the Strategic Plan, and that must still be followed with all future development. These six elements are:

- Maintain the scenic and pastoral qualities of the residential districts
- Preserve open space and natural stream corridors
- Maintain a fiscal balance during New Albany's growth
- Integrate new residential neighborhoods with the existing neighborhood fabric
- Retain the distinctive character of New Albany's neighborhoods
- Utilize innovative site design

These components are in addition to the standards and policies found in previous plans. A complete list of Residential Strategies can be found on page 50 of this document. The residential strategy explains the design philosophy and demonstrates the successful components of New Albany's existing neighborhoods that should continue to be emulated in future developments. This plan advocates that all future residential developments in New Albany adhere to this strategy.



RESIDENTIAL DISTRICTS

RESIDENTIAL STRATEGY

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

RESIDENTIAL DISTRICT DENSITIES

Village Center	1,500 units
Rural Estate	1 du/10 acres; or 1 du/acre by means of a density transfer
Neighborhood	1 du/acre gross
Town	1 du/acre - base 1.5 du/acre - density bonus





VILLAGE CENTER RESIDENTIAL



NEIGHBORHOOD RESIDENTIAL



TOWN RESIDENTIAL



RURAL ESTATE



## RESIDENTIAL DISTRICTS

### DESIGN AND QUALITY ARCHITECTURE

New Albany should continue to encourage both innovative and sustainable site design techniques and quality architecture to ensure successful neighborhoods that thrive across time. The city has planned for its long-term success by focusing on sustainability. Therefore residential subdivisions should be designed to be well established neighborhoods that will continue to be places that residents will want to invest in over time.

New communities like I'On in Mount Pleasant, South Carolina, Jackson Meadow in Minnesota, and Prairie Crossing in Illinois are changing the traditional suburban model in terms of site design, use, and architecture to achieve similar sustainability. Neighborhoods such as these promote techniques such as conservation, cluster development and density transfers, which are effective means to preserve open spaces and create interesting neighborhoods. Such practices are promoted in New Albany in order to promote the preservation of open space, which is critical in maintaining natural resources in the area. Already New Albany has successfully promoted such practices with the preservation of wetlands, Swickard Woods, green setbacks, and the continued addition of land to the Metro Park. Continuing such practices will help preserve the rural character of New Albany.

In addition to site design, consideration should also be given to the architecture of New Albany's neighborhoods. Public input gathered through the Strategic Planning Process revealed that one of the most identifying features of the New Albany community is the traditional, neo-classic Georgian architecture of the neighborhoods. While this design has helped to contribute to New Albany's character, consideration should be given to allowing variation into neighborhood design. This can include more contemporary architecture of homes. However such variety should continue to uphold the high quality of, and be complementary to New Albany's existing neighborhoods and their design. Examples of New Albany homes that have successfully achieved this are shown to the right.

Finally, additional design consideration should be given to the increasingly important role of environmental sustainability in the community. New Albany has traditionally been an environmentally conscious community, installing such green infrastructure as pervious paving on Third Street and the bioswale along the parking lot of the New Albany Elementary School. Encouraging such sustainable practices community-wide is a national trend that New Albany should continue to promote. These successful examples

are also design examples of how sustainability can be incorporated in to the high standard of design already established in New Albany. Incorporating sustainable practices in to residential homes and neighborhoods should continue to be strongly encouraged as long as they are able to be incorporated in to the design standards of New Albany. To accomplish this, consideration should be given to updating the Design Guidelines and Requirements and Form Based Code for the City of New Albany in order to encourage the incorporation of such practices in to New Albany's physical infrastructure.



EXAMPLE OF AN APPROPRIATE CONTEMPORARY RESIDENTIAL ARCHITECTURE



EXAMPLE OF DIVERSIFIED RESIDENTIAL DESIGN



A GREEN ROOF ON A NEW ALBANY HOME

## SUSTAINABILITY AND DESIGN

The importance of incorporating sustainable practices and green infrastructure is becoming increasingly obvious in cities and towns across the country. New Albany has been on the forefront of this effort, incorporating pervious pavements, bioswales and other green practices in to the fabric of its community. While green initiatives have been taken by the city, there is a current lack of design standards that allow residents to install such infrastructure in their own homes.

When discussing sustainable practices several big scale practices tend to come to the front of the conversation. These include among others:

- Solar Panels
- Geothermal
- Cisterns
- Wind Turbines
- Green Roofs
- Rain Gardens
- Local Food
- Recycling
- Composting

Incorporating these elements into the design of homes, businesses and civic institutions can be a cause for concern for those concerned about how they will be incorporated in to the design of these places. New Albany has proven that it is possible to implement these practices in a way that protects the timeless design of the community. Further investigation should be made in to how to incorporate sustainable practices in to the Design Guidelines and Requirements of New Albany. Other communities that have successfully accomplished this and should be referenced as examples include, Oklahoma City, OK and Portland, OR.

## RESIDENTIAL DISTRICTS

### VILLAGE CENTER RESIDENTIAL

The town center is the heart of any community. It is the place to gather, socialize and do business. It displays a community's pride, character, prosperity and vitality. A successful town center speaks about the quality of a community and its residents.

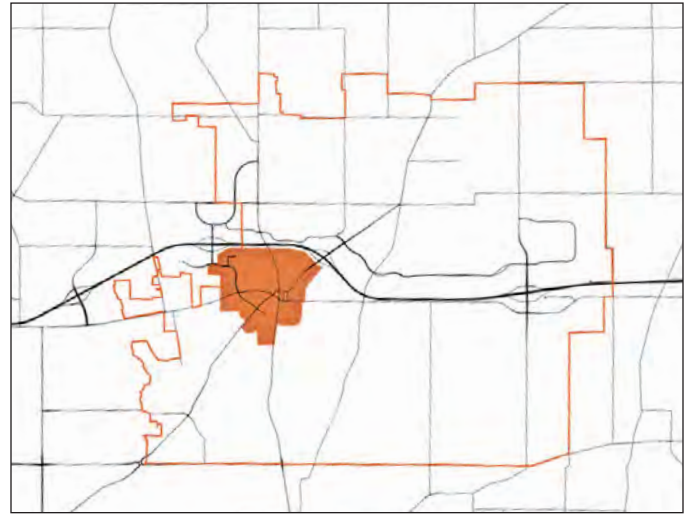
One of the most important ways to ensure the success of New Albany's Village Center is to provide enough residential to support the retail and restaurants currently in business, as well as create enough of a demand to encourage further development.

Residential in the Village Center should be constructed in two forms, multi-family residential and single-family residential. Multi-family residential generally include a higher density of housing, similar to townhouse developments like Keswick Commons and Richmond Square. The types of housing units will vary and can include attached unit clusters, townhouses, or multi-story developments. All unit types should incorporate individual unit entrances at street level.

The development of single-family residential is still encouraged within the Village Center but should occur at a higher density than typically found in other New Albany Districts. Single-family units should be detached, typically on smaller, clustered lots other than in limited infill areas. It is extremely important to provide multiple road and pedestrian connections to this type of use as not to isolate it from the rest of the Village Center. Examples of successful single-family housing in the Village Center include Ealy Crossing, Windsor, and Straits Farms.

By creating higher density residential in the Village Center New Albany is able to attract a yet untapped market of empty-nesters and young professionals. Nationally, these groups tend to want to live within walking distance to entertainment and retail, and they desire smaller homes at more affordable costs. Attracting these populations can help bring the necessary housing to the Village Center to continue to encourage further development, allowing it to thrive as the heart of the community.

Within the Village Center, multifamily residential units have the potential to build-out at 700 units, while single-family residential units have the potential to build-out to 800 units. This would bring the total to 1,500 units in the Village Center, a key number economically that would support Village Center retail.



VILLAGE CENTER DISTRICT

### VILLAGE CENTER DEVELOPMENT STANDARDS

Any development in the Village Center should work to accomplish the community's goal of creating a vibrant community core. To do this, development must:

- Encourage higher residential density in the Village Center by promoting alternative forms of residential development
- Maintain smaller lot sizes, rear alley systems, and community open space in developments
- Continue to create new connections while protecting existing connections between the Village Center, Neighborhoods, and civic spaces.





KESWICK COMMONS, AN EXAMPLE OF ALTERNATIVE HOUSING IN VILLAGE CENTER

## DEVELOPMENT GOALS FOR MULTI-FAMILY RESIDENTIAL

- Buildings should be located close to the street, with front entrances leading off the sidewalk
- Parking should be located to the rear
- On-street parking is allowed in front of developments
- Such development should provide a variety of housing types including townhouses, flats, etc.
- Buildings should be 2-3 stories, following the scale of the neighborhood
- All multi-family residential should be aesthetically pleasing, following the previously established designs standards of the Village Center.



DEVELOPMENTS WITH SMALLER LOTS AND HIGHER DENSITY, SUCH AS EALY CROSSING SHOULD BE ENCOURAGED IN THE VILLAGE CENTER

## DEVELOPMENT GOALS FOR SINGLE-FAMILY RESIDENTIAL

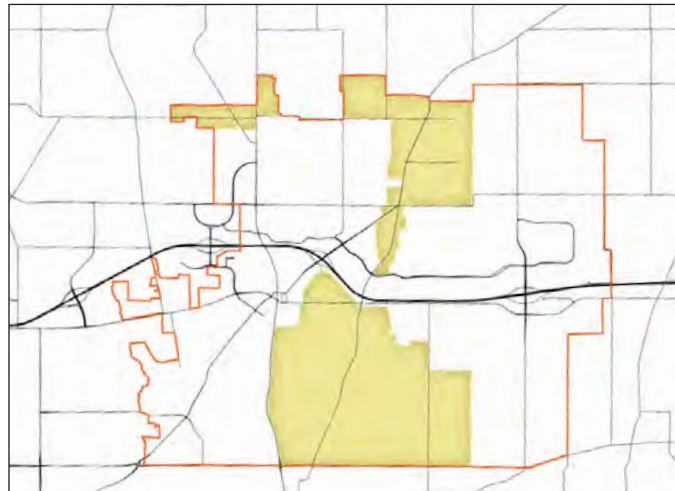
- All buildings should continue to uphold the high quality of architecture established in other New Albany neighborhoods.
- Front facades should be inviting, and have a strong relationship to the street.
- Front entrances should be located on the street
- Developments should continue to emphasize the importance of pedestrian connections to the Village Center
- Off-street parking/garages should be located to the rear with alley access.
- Developments should consist of higher density than found in other New Albany neighborhoods.

## RESIDENTIAL DISTRICTS

### RURAL ESTATE DISTRICT

Because of its low residential density, 1 du/10 acres or 1 du/acre by means of a density transfer, the Rural Estate District is key to maintaining the rural character “edges” of New Albany as expansion continues. The Rural Estate District is 5,963.1 acres in size, located in New Albany as well as New Albany's future expansion areas. The southern portion of the District is bounded by State Route 161 to the north, the Columbus/New Albany water/sewer agreement boundary line to the east, Morse Road to the south, and Reynoldsburg-New Albany Road to the west. The northern portion of the district is located along State Route 62 and Walnut Street, and extends into Licking County.

One allowable development pattern for the Rural Estate District is a conservation development pattern. The individual lots are intended to be



RURAL ESTATE DISTRICT

### RURAL ESTATE DEVELOPMENT STANDARDS

- Houses should be a minimum of 1.5 stories in appearance, and a maximum of three stories.
- This district should include a hierarchy of streets.
- Homes fronting primary roadways should have leisure trails and should adhere to the appropriate corridor typology including setbacks.
- 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 must be set back from the front facade of the house.
- Cul-de-sacs are strongly discouraged. Whenever possible the development design should include strong connections.
- Density transfers from within or outside the district may be used to create rural neighborhoods and open areas.
- Each parcel within the district shall be entitled to 1 unit/10 acres gross. If a density transfer is utilized, the resulting density may not exceed 1 du acre gross density.
- Single family lot design should respond to the character and topography of the land and the combined development should have a unified theme or character that is expressed through the arrangement of the lots.



EXAMPLE OF RURAL ESTATE RESIDENTIAL

“OPEN SPACE GIVES  
THE COMMUNITY  
ELEGANCE AND  
BEAUTY.”

- PUBLIC COMMENT



EXAMPLE OF CONSERVATION DEVELOPMENT

less than 15,000 square feet maximum and clustered on a larger parcel in order to preserve open spaces. The open space in developments such as these typically consist of a minimum of 50% to 60% of the total parcel, and should be placed in a way as to preserve natural features be accessible for the entire community, and consolidate open space on the site to maximize contiguous areas. Conservation developments should be designed to the standard of existing New Albany neighborhoods, and should not include cul-de-sacs. Such developments must follow the Conservation Development Strategy found on page 57.

The second possible development is large estate lots. "The Farms" development, with a density of approximately one dwelling unit per 15 acres is an example of such development. These single family lots should be no less than 10 acres. This pattern provides significant open space and is rural in character. Any and all development of this type must comply with the Rural Estate Development Standards found on page 56.

The remainder of the area either remains in the township or is incorporated into New Albany with an agricultural or R-1 zoning. If this district develops as recommended, the projected population range will be between 8,050 and 9,243 residents.

## CONSERVATION DEVELOPMENT STRATEGY

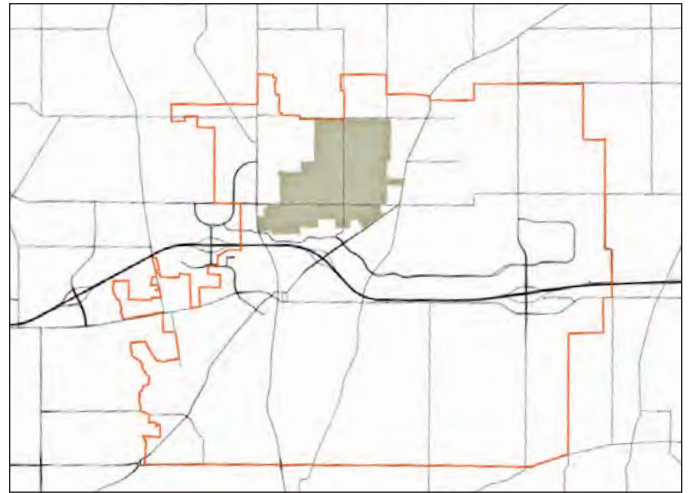
- Conservation development design should be small clustered lots with significant preserved open space.
- Maintain at least 50% to 60% of the site area as open space
- Consolidate open space on the site to maximize contiguous areas
- Neighborhood open spaces and parks should be located within 1,200 feet of all houses.
- Make open space accessible and an amenity to the entire development
- A hierarchy of open spaces is encouraged.
- Each neighborhood should have one large open space near the center of development.
- Maximize the amount of natural open space and enhance with native plantings
- Homes fronting local streets should have five-foot wide sidewalks on both sides
- Keep road widths and pavement to a minimum
- Sidewalks should respond to context of surrounding landscape. They should include rural, natural landscaping along rural corridors, and should include deciduous street trees along local streets.
- Naturalize detention areas with organic shapes and naturalized plantings
- Stormwater management ponds and areas should be incorporated into the overall design as natural features and assets to the community. Shapes of ponds should not appear engineered, but should appear as if the naturally occurred in the location.
- Provide for vehicular connections to adjacent developable parcels
- Traditional symmetrical lots and buildings arranged in a row or a straight line is not encouraged.
- Leisure trails are required along primary roads, and five foot sidewalks are required along secondary roads
- Trails should be located along stream corridors.
- Use of typical zoning standards are not recommended in order to promote creativity in the development design.
- Out-buildings are permitted provided they contribute to the character of the lot.



## RESIDENTIAL DISTRICTS

### TOWN RESIDENTIAL DISTRICT

The Town Residential District is located north of the State Route 161 expressway and immediately east of the business park. The district consists of 957.2 acres. The permitted use within this district is residential. The base density is one unit per acre, with a density bonus of up to 1.5 dwelling units per acre with strict adherence to the development standards. Much of the district has already been developed with a portion of a residential golf course community called the New Albany Links. The projected population range for this district at build-out is between 3,054 and 3,349 residents. All development in this district must comply with the Town Residential Development Standards found below.



Town Residential District

### TOWN RESIDENTIAL DEVELOPMENT STANDARDS

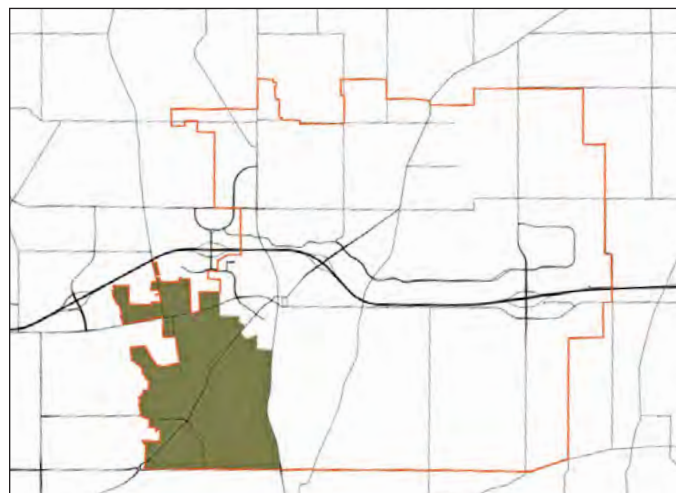
- Houses should be a minimum of 1.5 stories in appearance, and a maximum of three stories.
- This district should include a hierarchy of streets.
- Streets should have five-foot wide sidewalks on both sides of the street, other than in locations approved for eight-foot leisure trails.
- Deciduous street trees should be planted 30 feet on center.
- The maximum lot width should not exceed 90 feet. For areas where density exceeds 1.5 dwelling units per acre the maximum average lot width should be no larger than 80 feet.
- The average single-family lot area should not exceed 12,500 square feet.
- Neighborhood open spaces and parks should be located within 1,200 feet of all houses.
- Stormwater management ponds and areas should be incorporated into the overall design as natural features and assets to the community. Shapes of ponds should not appear engineered, but should appear as if they naturally occurred in the location.
- 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. See also the existing parks section in this plan for park ratio standards.
- Open space should be sited to protect and enhance existing natural features and environmentally sensitive habitats.
- Leisure trail connections must be established throughout the district.
- 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 must be set back from the front facade of the house.
- The maximum width of a garage door that faces the street is ten feet.
- Cul-de-sacs are discouraged in all developments and a multiplicity of connections should be made.

## NEIGHBORHOOD RESIDENTIAL DISTRICT

The Neighborhood District is 1,856.2 acres in size, located in the southwest quadrant of New Albany. This district encompasses the portions of New Albany south of the State Route 161 expressway that are not in the Estate Residential District or the Village Center. Morse Road defines the southern boundary and Reynoldsburg New Albany Road is the east boundary of this district with a portion adjacent to the Village Center.

The majority of this district is already developed with single-family and cluster residential development. The residential neighborhoods south of Dublin-Granville Road are largely part of the New Albany Country Club community that includes the New Albany Country Club facility and its 18-hole private golf course. The development north of Dublin Granville Road and west of the Village Center is a portion of the Hampsted Village subdivision.

The recommended land use for this district is single-family developed at a gross density not to exceed one dwelling unit per acre. The projected population range at build-out within this district is between 5,012 and 5,754 residents.



Neighborhood Residential District

## NEIGHBORHOOD RESIDENTIAL DEVELOPMENT STANDARDS

- Houses should front onto public open spaces and not back onto public parks or roads.
- Houses should be a minimum of 1.5 stories in appearance and a maximum of three stories.
- Rear and side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back from the front facade of the house.
- The maximum width of a garage door facing the street is ten feet.
- Open space should be sited to protect and enhance existing natural features and environmentally sensitive habitats
- Neighborhood open spaces and parks should be located within 1,200 feet of all houses. They should vary in size and be easily accessible to pedestrians.
- Streets should have five-foot wide sidewalks on both sides of the street, other than in locations approved for eight-foot leisure trails.
- Leisure trail connections must be established throughout.
- Deciduous street trees should be planted 30 feet on center.
- Primary roads should be designed according to its designated corridor typology
- Sidewalks should be located on all internal subdivision streets and leisure trails located along all external roadway frontages with connections from sidewalks to the leisure trails.
- Cul-de-sacs are discouraged in all developments and a multiplicity of connections should be made.

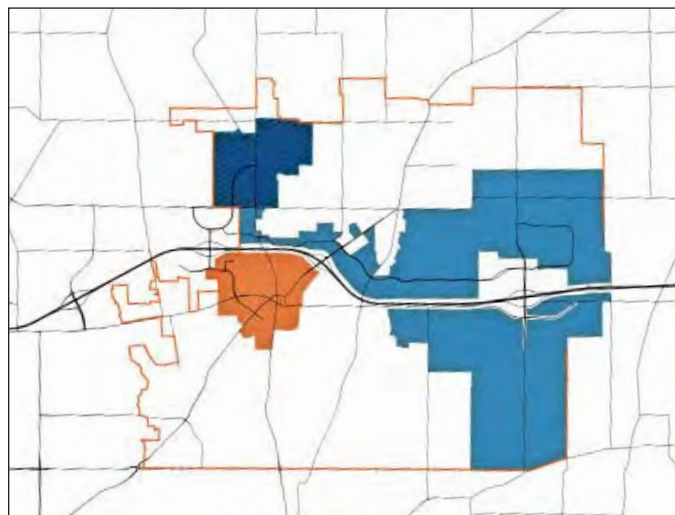
## OFFICE DISTRICT

Office is one of the most important forms of land use for the fiscal health of New Albany. New Albany, like most Ohio cities, generates the majority of its income, 51%, from income tax revenue. The amount of income tax collected is dependent upon the number of employees within a company and the amount of the employees' salaries. The higher the number of employees and the higher the average employee salary, the more revenue there is for the city. In turn, this income will impact the type and amount of services the city is able to provide its residents. It is important to recognize the relationship between these two. The higher quality office a city is able to attract, the higher the income tax that office development generates. The amount of income tax revenue directly impacts the level and amount of services a city can provide its residents. Therefore, it is important to utilize the amount of office space available in New Albany strategically and attract businesses that enable the continued delivery of high quality amenities and services.

New Albany has seen a large amount of growth and success in the development of its office land use. Between 2006 and 2012, the city saw a 75% increase in office/commercial/industrial land use. The majority of this was located in the New Albany Business Park which is expected to reach 12,000 employees by the end of 2013. In order to continue this trend, the city's approach to office development needs to respond to existing trends and project the future need of office space.

An important development in the recent years has been the need for a variety of sizes of office space. Inc@8000 for example, is the city's incubator for technology startups. It provides office space that allows start up companies to utilize resources that enable growth. Additionally, company headquarters such as Bob Evans and Abercrombie & Fitch are also located within the Business Park, showing the city's ability to house large corporate office headquarters. Finally, the city has a limited amount of speculative office space, such as that found at Water's Edge. This type of office space increased in popularity in the recent years. For example, Zarley Industrial Park has, with seven conditional use applications to allow personal service, general office activities, and retail uses, transitioned from primarily an industrial park to being occupied by small businesses. This example shows that there is a need for a certain amount of speculative office development in the city to accommodate smaller, non-corporate businesses.

It is important that speculative office meet the existing standard of design established in the Business Park. This is necessary in order to preserve the investment the city has put into the Park in the form of roads, utility, and



OFFICE DISTRICTS

technology infrastructure, and to protect the investment companies within the Park have made in their offices and headquarters. Preserving this investment will ensure the city's ability to continue to attract high quality companies, in turn helping the vitality of the Business Park and the city of New Albany.

## BUSINESS PARK DESIGN

The growth and success experienced in the New Albany Business Park is due in part to New Albany's ability to differentiate itself from other communities. These include:

- Pastoral setting that is ideal for corporate office campuses
- Large amount of undeveloped land
- High quality of life
- Outstanding natural amenities
- Innovative and significant built environment

## OFFICE STRATEGY STANDARDS

- Office development should preserve and contribute to the pastoral character of the area
- Utilize a campus style pattern so as to capitalize on amenities and provide organized sites that are not isolated from each other
- Preserve open spaces and other amenities
- Utilize innovative architecture and design
- Use progressive techniques to reduce impacts on the environment



- Proximity to sports, entertainment and cultural venues within the community and region
- Available financial incentives
- Investment in high-tech infrastructure
- Creation of business incubator program
- Access to regional and national transportation networks

The strategy for office development in New Albany should capitalize on these assets. This will protect existing investments made by the city and companies in the Business Park and drive further growth.

To achieve the desired sustainable pattern of office development, New Albany should encourage strong ties to the community, foster new business development, and strive for environmental sustainability. These strategies also create an economically sustainable model of development that will better serve New Albany over the long term.

Office development should focus on an office campus layout that preserves open spaces, wooded lots and natural features. The Bob Evans corporate headquarters actively promotes the pastoral setting of their office campus to attract high quality workers. The campus is designed around the existing pastor character, and exemplifies this as part of the company's brand. This is in contrast to the typical suburban office building surrounded by parking. The site consists of buildings that are designed to imitate rural barn, with a modern and sustainable twist. This campus form could attract corporate users as well as be applied to smaller scale office development. It preserves the character of New Albany and offers an office product that no other community in central Ohio is capable of offering.

Corporate office will not comprise the entire stock of future office supply in New Albany. Therefore, standards must be created so different types of office development happens in a coordinated fashion. This will require looking at office development on a holistic scale.

Stand-alone office development is allowable in New Albany, however, it should be developed considering a comprehensive plan that clusters such development into a campus-type setting. By grouping these buildings together, they can function as a campus although they will have different office users. This site-sensitive development pattern has multiple benefits:

- Allows for shared parking which reduces the total number of spaces
- Combined stormwater system eliminates individual retention ponds and

creates an asset that can add to the naturalized landscape of New Albany

- Creation of a campus setting that is walkable and allows for integration with the existing system of Leisure Trails in New Albany
- Centralized, common open space that unifies the development

Such development style can be applied to speculative office development. This type of office space meets the need of small and medium sized businesses. Encouraging this style of site design for speculative office buildings that serve different users will ensure that there is still a cohesive look to the Business Park and that the previously established character is upheld. Such style of campus for this type of business should be considered for the area around Beech Road and the proposed South Horseshoe road network. However it is important that the design of the buildings are approached with four-sided architecture to ensure that the buildings address the multiple frontages created by the new street network.

With the growing variety in the types of business attracted to the Business Park, New Albany must continue to promote a cohesive design that carries the character and charm of the city throughout the increasingly dynamic campuses. Already, the city has set a presence for such effort with the Landscape Design Standards created for the Personal Care and Beauty Campus. This campus introduced a new type of office use to the Business Park. In order to ensure the campus built upon the existing character of the Business Park and the city, design efforts were undertaken for the streetscape, open space and landscaping of the campus. These Design Standards ensured the Business Park maintained its integrated and cohesive identity, yet was able to respond to the settings and use of the new site and campus. As the Business Park continues to grow, it is important to continue to promote such planning and design efforts to preserve the quality of development within the Park.

## INNOVATIVE ARCHITECTURE & DESIGN

The same commitment to a high standard of design that has been successful in the residential and Village Center portions of New Albany should be carried forward to new office development. It is imperative that office development in New Albany reflect long-term building and site design to avoid having a product that becomes outdated quickly. Isolated individual office building sites that typify traditional office development will not provide this long-term tenancy. New Albany needs a product that continues to be relevant and not replaced by the next new set of office buildings elsewhere in the city. By providing a better office product and an environment with amenities that are not offered

## OFFICE DISTRICT

elsewhere, office users will be more likely to remain in New Albany.

In addition to innovative site design, new office development should be encouraged to use iconic architecture that is applied to all sides of the building. As the New Albany Business Park begins to expand south of State Route 161 around Beech Road, the proposed road network will create double fronted sites. This will require additional design consideration to any buildings constructed within the new Business Park South. These buildings will have to be engaging on all sides. Whether the sites are developed as part of a corporate office campus or as speculative development, they should follow successful design examples such as the Bob Evans Headquarter's offices. These office buildings respond to the pastoral surrounding on all four sides, and move beyond the traditional box-style office building.

## TECHNOLOGY

Technology is playing an ever-important role in both the business world and everyday life. It creates new opportunities for interaction that would not normally be available, and can be used to reach people on a global platform. The city of New Albany should prioritize ways in which this tool can be used to benefit the city. The City should utilize technology as a medium to create an interactive partnership between the community, educators, and business professionals.

## ENVIRONMENTAL SUSTAINABILITY

New Albany has set a high standard for the importance of developing environmentally-conscious office space within its Business Park. For example, the city's Green Building Incentives Program provides up to 25% credit on building permit and inspection fees for eligible office development project that advance the city's sustainable practices and green principles. Emphasizing the importance of sustainability in the community by providing such incentives has resulted in successful sustainable office developments such as the Bob Evans Headquarters. This site, which was completed in 2013, achieved an LEED Gold classification for the green practices used throughout the building and site design. The city of New Albany should continue to encourage such sustainable principles in order to benefit the community.

Developing site sensitive design standards and employing green building techniques will go a long way in improving the sustainability of office development. Combining parking lots, stormwater systems and open space makes more efficient use of the land and reduces the environmental impact

of office development. The buildings should also be designed to reduce impacts and minimize energy consumption. The concept of environmental sustainability, however, should go beyond basic site design and architecture. New Albany has already set a high standard in protecting and maintaining its greenways and stream corridors and that should continue as office development occurs.

## AMENITIES & INCENTIVES

As mentioned in the Economic Development Strategic Plan, the availability of retail amenities in close proximity to office uses is important to office tenants. The retail portion of this Plan detailed why New Albany needs to restrict and focus retail development to avoid the pitfalls of over-retailing. With that in mind, as office uses develop, retail should be well planned to serve new developments.

New Albany should also focus retail development in so-called "Third Places," such as coffee shops, upscale dining, bookstores, etc. These places are ideal for off-site meetings, lunch with clients, and provide an amenity that is desired by professionals and should be primarily located in the Village Center. New Albany should also continue with the expansion of its Leisure Trails system to provide an interconnected network of trails that provide easy access to all parts of New Albany. These trails are extremely attractive to office workers because they provide recreational opportunities and contribute to the pastoral image of New Albany that makes it a special place.

The office category contains a total of 1,263.5 acres in Franklin County, which should contain high income-producing office uses. Based on a gross density of 12,000 square feet of office per acre, the office category in Franklin County should produce approximately 15,162,000 square feet of office space.

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

**- PUBLIC COMMENT**

## SUSTAINABILITY GOALS

Goal for Office Development is to create a sustainable office market to provide the support needed to serve the community and one that enhances the aesthetic of landscape and is a contributing part of the built environment. In order to achieve this goal office development must:

- Have innovative, high quality architecture and site design that capitalizes on the existing landscape and character for larger and small scale developments
- Employ 'green' site design and building techniques
- Smaller scale office development should be done in a coordinated fashion to achieve the design goals
- Should incorporate leisure trails within the development and provide connections for the greater system.



OFFICE DEVELOPMENT SHOULD BE DESIGNED TO ACCOMMODATE PEDESTRIAN AND CYCLISTS



INNOVATIVE AND ICONIC ARCHITECTURE SHOULD BE ENCOURAGED FOR OFFICE BUILDINGS IN NEW ALBANY

## GREEN BUILDINGS

U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) standards for Green Buildings address:

- Site Design
- Water Efficiency
- Energy & Atmosphere
- Materials and Resources
- Indoor Environmental Quality
- Innovation and Design Process

Buildings that meet LEED standards:

- Reduce environmental impact
- Enhance occupant well-being and comfort
- Reduce operating cost
- Increase building valuation and return on investment
- Reduce absenteeism and employee turnover

\*\* For Additional Information see the US Green Building Council [www.usgbc.org](http://www.usgbc.org)



CAMPUS STYLE PATTERN SHOULD BE USED - EVEN SMALLER SCALE DEVELOPMENTS SHOULD BE PLANNED WELL TO RESULT IN CAMPUS PATTERN.



## OFFICE DISTRICTS

### RESEARCH & INFORMATION

To maintain the fiscal health of New Albany, it is beneficial to diversify the development opportunities for different types of commercial office uses. Commercial office is not limited to the standard corporate headquarters. It can also include uses such as research and development, technology incubators, as data centers. These types of uses have a focus on new emerging technologies within state-of-the-art facilities to foster business growth. Already New Albany has been successful in recruiting several such types of technology-based businesses to the Business Park. These include data centers such as Nationwide Insurance, and TJX and Motorists, as well as other technology-based companies such as Pharmaforce and E-Cycle.

The research and information office use is expected to continue to grow. As this happens, the city of New Albany will need to balance the types of tech-based businesses in the Research and Information Sub-District. Specifically, the addition of new data-based and call centers will need to be balanced with other types of tech-businesses. Data centers generate high real and personal property tax, and can be a catalyst for other business operations to locate in New Albany. However, they are generally are land intensive, they require lower numbers of employees. This results in a limited opportunity for income tax for the city at the expense of a limited amount of land available for office. Therefore, this type of research and information company should play a supportive role in the Research and Information sub-district, and should not be the dominant type of land use.

Research and Information type office use should continue to be based within the established sub-district, and expand into other parts of the Business Park. Highway frontage is typically not a primary factor for these uses. The city should continue to establish a multitude of sites that have secure edges but also maintain connectivity with the existing road network which will help relieve traffic during times of peak volume. It is important to establish an additional north-south connection through this area with the eventual extension of Souder Road from Walnut Street to Central College Road. All other street stubs ending into a development site should be connected.

Creating sub-districts for research and information uses within the greater office district will help preserve the primary intent of creating an office campus in all other areas. Often research and information uses have particular architectural or mechanical requirements. This is the case for data centers where they are designed to be strictly functional buildings without

much need for an architectural identity. However, it is encouraged that such uses create opportunities where the architecture could be enlivened by expressing the technology, or at least the mechanics required to support the technology within. The use of innovative materials can be especially effective at reducing the massing of a building and creating interest to an otherwise featureless facade. This can also lend to special site planning considerations where safety and security can dictate the arrangement of structures and uses within a site. However, it still remains important to create a buffer between incompatible uses while managing to integrate with the surrounding landscape. Any perimeter treatments should be true to the existing character of adjacent roads and provide an overall enhancement to the district. Strategies such as innovative architecture, good design, and environmental sustainability still apply for research and information uses. Creating organized open spaces with usable amenities also remain an important goal for this sub-district.

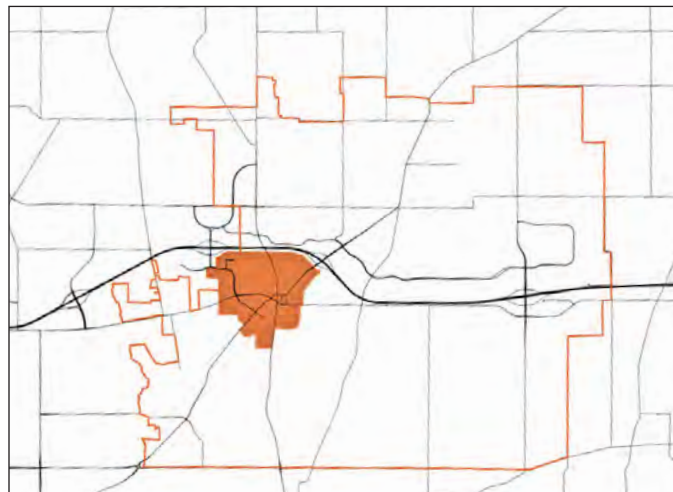
### RESEARCH & INFORMATION STRATEGY

- Reserve area north of Central College Road for uses such as research and development, clean production data centers, and technology incubators.
- Foster growth and retain technology start-ups as they expand and continue to invest in New Albany.
- Maintain high architectural standards for non-customary commercial office buildings to retain the character established by the existing office development.
- Continue office strategies as appropriate within the Research and Information Sub-District.

## VILLAGE CENTER OFFICE

Office within the Village Center should be treated differently than office use in other parts of the city. The dense, town center character of this district encourages professional offices such as health care and law offices. The appropriate location of such offices within the Village Center will vary slightly. The area around Market Square should encourage retail use along the first floor with the majority of the office space to be located on the second story. Along other corridors such as High Street however, office may be located along the first floor. Already these areas include strong standards for such land use. These should be continued with the 2014 Strategic Plan.

With the construction of The Philip Heit Center for Healthy New Albany and the new mixed-use building at Market and Main Street, the city has already begun to see an increase in the amount of office located within the Village Center. The newly constructed health and wellness center will include medical, educational, and fitness uses. As this project acts as a catalyst for further development in the Village Center, this type of office should continue to be encouraged along with additional retail and commercial uses.



MIXED RETAIL/OFFICE



EXISTING VILLAGE CENTER OFFICE

## VILLAGE CENTER OFFICE DEVELOPMENT STANDARDS

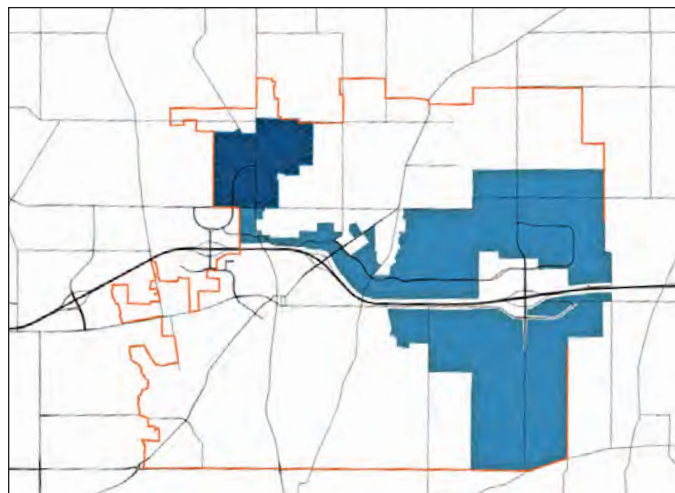
- Continue to promote the development of office space with new construction in the Village Center.
- Encourage office use on the second floor of mixed-use development around Market Square.
- Build upon the existing success of the Village Center and the new Philip Heit Center for Healthy New Albany to encourage further development of health-oriented offices in the Village Center.
- Encourage further office buildings along West Main Street and High Street in the Village Center.
- Ensure that all future construction of office buildings and mixed-use buildings in the Village Center meet the standards established in the Urban Center Code.
- Continue to promote pedestrian amenities, and connections.

## OFFICE DISTRICTS

### THE OFFICE DISTRICT

The Office District is approximately 3,621.1 acres in size, having expanded south of State Route 161 since 2006. The district is located to the north of Central College Road, along the north side of State Route 161 from New Albany's western boundary to its eastern boundary, and along the southern portion of State Route 161 from east of Kitzmiller Road to new Albany's eastern boundary line. New Albany Road East and State Route 605 (New Albany-Condit Road) provide primary highway access to the area north of State Route 161.

There are two types of office that are permitted within the district. Larger format office uses like corporate campuses, freeway-oriented office, warehousing, public service areas and intermodal transit stations at a density between 10,000 and 12,000 square feet per acre. Office development can also be low rise, lower density in order to be sensitive to any adjacent residential districts.



OFFICE DISTRICT

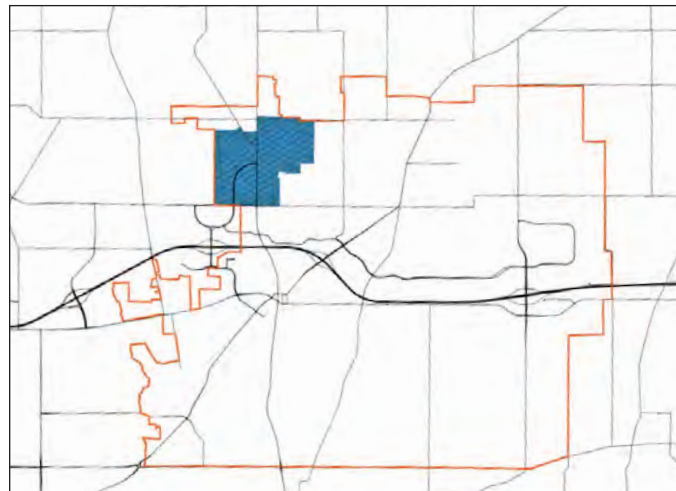
### OFFICE DEVELOPMENT STANDARDS

- Office buildings should not exceed five stories in height.
- The design of office buildings should include four-sided architecture in order to address multiple frontages when present.
- On-street parking is discouraged.
- Primary parking should be located behind buildings and not between the primary street and the buildings.
- Parking areas should be screened from view.
- Loading areas should be designed so they are not visible from the public right-of-way, or adjacent properties.
- Sidewalks/leisure trails should be placed along both sides of all public road frontage and setback 10 feet from the street.
- Common open spaces or greens are encouraged and should be framed by buildings to create a "campus like" environment.
- Appropriate screening should be installed as a buffer between the office district and adjacent residential. If mounding is necessary to achieve this the "reverse slope" type with the gradual slope side toward the right-of-way is preferred.
- Street trees should be provided at no greater a distance than 40 feet on center.
- Individual uses should be limited in size, acreage, and maximum lot coverage.
- No freeway / pole signs are allowed.
- Heavy landscaping is necessary to buffer these uses from adjacent residential areas.
- A 200 ft buffer should be provided along State Route 161
- Structures must use high quality building materials and incorporate detailed, four-sided architecture.
- When sites double frontage sites existing, office buildings should address both frontages.
- 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 should employ shared parking or be designed to accommodate it.
- All office developments should plan for regional stormwater management.
- Office developments should provide connections to the regional trail system.
- Green building and site design practices are encouraged.
- Innovative and iconic architecture is encouraged for office buildings.
- In addition, neighborhood development standards apply (found on page 59) if office is located contiguous to residential scale areas like the Triangle Area or in the Central College/605 Area.



## RESEARCH AND INFORMATION SUB-DISTRICT

The Research & Information Sub-District is approximately 628.3 acres in size and consists of the portion of the Office District north of Central College Road. Since the sub-district does not front on to State Route 161, this area is targeted towards specialty office uses, technology based corporations, and data centers. The Research & Information Sub-District permits all uses recommended in the Office District, but specifically allows development of information and technology based companies which may require special site and building criteria to operate. The office campus development pattern recommended in the Office District is encouraged, but building siting can be flexible if extenuating considerations are demonstrated.



RESEARCH & INFORMATION SUB-DISTRICT

## RESEARCH & INFORMATION DISTRICT

### DEVELOPMENT STANDARDS

- All development standards of the Office District shall still apply
- All associated mechanical operations must be concealed from the public right-of-way and screened architecturally or with landscape in an appealing manner
- A 250 foot rural corridor setback from the center line of the road should be provided along State Route 605 ( New Albany-Condit Road)
- All buffer and landscape screening standards of the Office District apply
- Any periphery security must integrate with the existing landscape and maintain and enhance the character of road corridor
- Multi-tenant and flex space buildings should have a coordinated sign package
- Combined curb cuts and cross-access easements are encouraged
- Innovative and iconic architecture is encouraged for office buildings.
- The use of materials, colors, and texture to break up large-scale facades is required
- Office uses and habitable space should be positioned along the primary fronting road. Other non-fenestrated and large scale building masses should be located to the rear of any

office uses.

- The primary entrance should be clear and distinguishable from the primary fronting road.
- 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.
- All office developments should plan for stormwater management regionally.
- Green building and site design practices are encouraged
- Buildings may use extensive landscaping, site contouring, and sub-surface building to minimize massing and blank facades.
- Development sites should strive to retain and incorporate existing natural features into overall designs.
- Entrances to sites should respect existing road character and not disrupt the Green Corridors strategy objectives
- In addition, neighborhood development standards apply if adjacent to residential development.

## OFFICE CAMPUS/TRANSITIONAL AGRICULTURE

The rural character of New Albany is an important quality for the city and the community, and is one that should be preserved as the city continues to grow. In order to accomplish this, New Albany has historically prioritized preserving natural features and greenspace as an important component of development. The 2014 Future Land Use Plan builds upon this with the introduction of the office district/transitional agriculture land use designation.

Currently, the area shown as office campus/transitional agriculture is not serviced by existing municipal sanitary sewer and water lines or agreements. Providing such services to any type of large development in these areas would be very costly. Therefore, with the existing water and sewer agreements, these areas would best serve the city of New Albany, should they be annexed, as agricultural uses. This land use includes a very low density, one dwelling unit per twenty acres, that is typical of such agrarian areas. This is represented as green on the 2014 Future Land Use Map. However, should services be extended to this area through new agreements, and should that result in increased development pressure, it would best serve the city of New Albany that any development that occurs be office. Therefore, the blue office hatch has been placed over the agricultural use. Together, these uses emphasize the importance of preserving the pastoral character of the area within and around New Albany, while also recognizing the future needs of the City as it grows.

The office campus/transitional agriculture area also helps create an agricultural edge between the growing development of adjacent municipalities and the city of New Albany. The city of New Albany can not always control the development that occurs within the neighboring areas. Intentionally preserving low-density agricultural uses through tools such as the Future Land Use Map, however, can decrease the impact of such development will have. New Albany has historically successfully promoted the same idea with the creation of the Rocky Fork Metro Park, which buffers the city to the north.

The office campus/transitional agriculture land use also creates the opportunities for regional land use planning between New Albany and adjacent municipalities. The areas located within this land use designation fall not only within New Albany's expansion areas, but also within the Johnstown Monroe School District, the Johnstown planning boundary, Jersey Township and Licking County. Therefore any development which occurs in this area will impact not only the city of New Albany, but Johnstown as well.



TRANSITIONAL AGRICULTURE DISTRICT

Encouraging coordination between these municipalities will help ensure a type of development which will work toward the best interests of all involved. This precedence should be used to encourage further regional planning efforts such as collaborating with regional partners on efforts such as multi-purpose trails, long range land use and transportation studies, and protection of regional corridors, greenways, and scenic byways. Encouraging regional planning in areas such as this, which impact multiple municipalities will help ensure a high quality of life for all living in and around the area.

## TRANSITIONAL AGRICULTURE

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



EXISTING AGRICULTURE



# RETAIL DISTRICTS

The 2014 Future Land Use Map proposes a little more than 368.1 acres of retail within New Albany. This consists of 39.7 acres of Neighborhood Retail, 320.6 acres of Mixed Use Commercial, and 340,000 square feet or approximately 7.8 acres of mixed use in the Village Center.

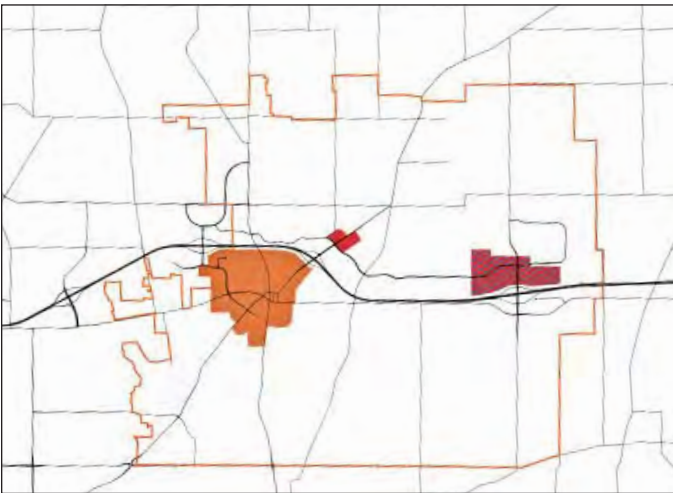
Retail within New Albany should be approached in a thoughtful and planned way that promotes a conservative amount of land being dedicated to this use, and guides development in a strategic manner. Introducing too much retail into the city has the potential to decrease the quality of the retail developments, which can in turn diminish the quality of the road corridors the retail is located along.

Therefore the majority of the retail in the city should be focused in the Village Center. This will promote this areas as the primary commercial destination within New Albany and limit retail that may detract business from Village Center businesses. This is strategic is important in order to help the vitality of the city's core and encourage further investment here.

Outside of the Village Center, retail land use should be limited to areas that have already been zoned for retail. No new retail areas should be encouraged. Instead, the City should focus on creating high-quality retail environments and encouraging retailers to develop on the land currently zoned for retail. If this means swapping currently zoned retail ground for a site elsewhere and more appropriate in New Albany, that would be acceptable.

Retail outside the Village Center is located along US 62 and more recently, at Beech Road north of State Route 161. The intent of these strategically located retail sites is to provide services to Business Park employees. Having close, easily accessible amenities such as restaurants and businesses is important to the city's ability to attract high-quality Business Park tenants.

Careful consideration should be given to the design and development of retail outside the Village Center, such as the commercial areas along Beech Road and US 62. The design of retail outside the Village Center should be compact in nature and 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 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.



RETAIL DISTRICTS

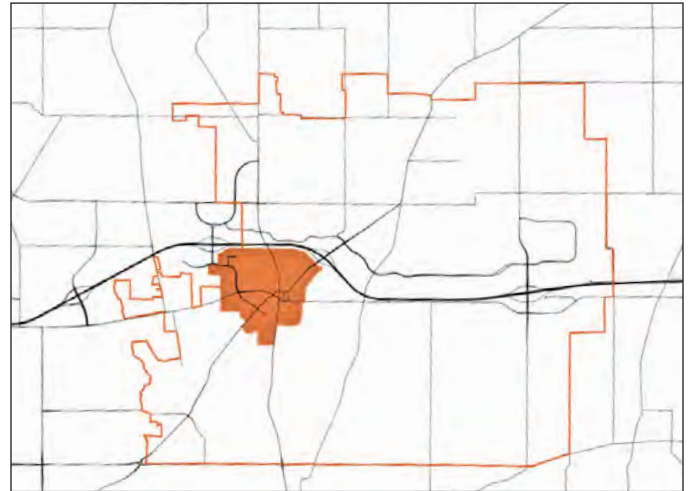
## RETAIL STRATEGY STANDARDS

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

## VILLAGE CENTER RETAIL

Retail within the Village Center should be mixed-use development in accordance with historic town centers. They should intertwine residential, office, and retail within their buildings and blocks. The buildings should have a direct street presence, creating a continual facade with limited breaks. Mass and scale should be in accordance with existing retail in the Village Center. Pedestrian amenities and connections should also be emphasized.

The Village Center should be the primary retail center of the city of New Albany. The type of retail provided in the city's core should not be forced to compete with similar retail around New Albany. By continuing to emphasize Village Center retail, while maintaining the quality of retail outside the Village Center, New Albany can provide the necessary amount of retail to meet the needs of residents and visitors.



VILLAGE CENTER BOUNDARY



VILLAGE CENTER RETAIL

## VILLAGE CENTER RETAIL DEVELOPMENT STANDARDS

- Mixed - use development and retail should be encouraged in the Village Center
- Massing, scale, and street facades should meet the standard established by the Urban Center Code
- Pedestrian amenities should be included
- Village Center retail should be emphasized as the primary retail within the city of New Albany.
- Continued emphasis on connectivity and pedestrian connections should be encouraged

## RETAIL DISTRICTS

### NEIGHBORHOOD RETAIL DISTRICT

The Neighborhood Retail (formerly Freeway Interchange Commercial) District consist of 53.8 acres, located along the US 62 / State Route 161 interchange and at the intersection of New Albany Road East and State Route 605. (See Figure 60, Neighborhood Retail District) It is intended to allow limited retail uses to serve the residents and employees. Any retail development should adhere to the high standards for architecture, site design and landscaping in New Albany.



NEIGHBORHOOD RETAIL DISTRICT



SITE DESIGN AND ARCHITECTURE OF LARGE FORMAT BUILDINGS SHOULD BE DESIGNED TO MINIMIZE THE IMPACTS OF THEIR SIZE.



DRIVE-THRU FOR AUTO-ORIENTED USES SHOULD BE KEPT TO THE REAR OF THE BUILDING TO PROVIDE A STREET PRESENCE THAT IS NOT DOMINATED BY PARKING.

### NEIGHBORHOOD RETAIL DEVELOPMENT STANDARDS

- Retail buildings should have footprints no larger than 80,000 square feet, individual users should be no greater than 60,000 square feet
- Well organized, common green space should be designed with retail developments.
- Landscaping should be high quality, enhance the site and contribute to the natural, pastoral setting of New Albany. Heavy, but appropriate landscaping is necessary to buffer these uses from any adjacent residential areas.
- Individual uses should be limited in size, acreage, and maximum lot coverage
- 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.
- Parking should be located to the rear of the building
- Sidewalks or leisure trails should be included along primary roadways as well as internal to the developments.
- No freeway / pole signs are allowed.
- Structures must use high quality building materials and incorporate detailed, four-sided architecture.
- Drive-thrus are discouraged, if they occur they must be located to the rear of the site.
- Store windows must be a significant part of all street facades.



## MIXED RETAIL/OFFICE

The Mixed Retail/Office District is comprised of 320.6 acres of land and is located to the north of State Route 161 around the Beech Road intersection. This addition to the Future Land Use Map is the result of efforts initiated in the 2006 Strategic Plan Update, which designated this area as Mixed Use Commercial. Although the area is refined and reduced from the 2006 Plan, it is still a continuation of the idea of a mixed use commercial and office area.

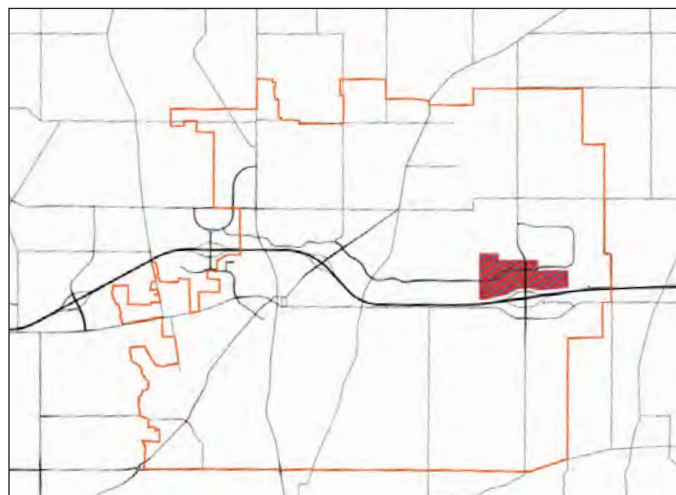
Because of its location, retail developed within this district is more likely to be larger in size, however it should not exceed 92 acres. Once this limitation has been reached, any further development will be office use.

Prior to the construction of any large retail development, the city of New Albany should work in collaboration with interested developers to plan for the future of the site should the development become vacant. This is important in order to protect the private and public investments in the adjacent New Albany Business Park. As part of this planning, the city should consider passing a "dark store ordinance." This ordinance would outline the procedure for the re-purposing of any vacant large retail development, preventing the site from siting empty and deteriorating for any extended period of time.

Finally, any retail development in the Mixed Retail/Office District should take care to follow the retail design standards established through previous retail developments in New Albany.



RETAIL DEVELOPMENTS SHOULD INCLUDE PEDESTRIAN AMENITIES AND CONTRIBUTE TO WALKABLE STREETS.



MIXED RETAIL/OFFICE

## LARGE RETAIL DEVELOPMENT STANDARDS

- All development standards of the Office District and retail district shall still apply
- Parking areas should promote pedestrians by including walkways and landscaping to enhance visual aspects of the development
- When parking vastly exceeds minimum standards, it should be permeable or somehow mitigate its impact.
- Combined curb cuts and cross-access easements are encouraged
- Building architecture and design should complement and follow the standards set by previous retail developments in New Albany.
- A 200 foot building and parking buffer should be provided along State Route 161.
- 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.
- Entrances to sites should respect existing road character and not disrupt the Green Corridors strategy objectives
- Walkways at least 8 feet in width should run the length of the building.
- Green building and site design practices are encouraged
- Large retail building entrances should connect with pedestrian network and promote connectivity through the site.
- Large retail establishments are encourage to contribute features that will encourage pedestrian activity and enhance the space around the retail.

## BUILD-OUT ESTIMATES

The purpose of the 2014 Strategic Plan Update is to create a document that will guide development in the city of New Albany and its future expansion areas. In order to properly plan for the future of New Albany, it is necessary to try to project how the city will grow both in land use and in population. Doing so allows city staff to begin to predict what future challenges the city will face, what its needs will be, and what will need to be done to preserve New Albany's unique rural character and high quality of life for its residents. Build out estimations are therefore an extremely important part of the 2014 Strategic Plan Update.

The following calculations represent what the potential population of New Albany could be if each type of land use were completely built out at a

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

### BUILD OUT ESTIMATIONS

DISTRICT	ACRES	DENSITY	# OF UNITS	SQ. FOOTAGE	POPULATION	POPULATION
					2.7 PERSONS/HOUSEHOLD	3.1 PERSONS/HOUSEHOLD
RESIDENTIAL						
RURAL ESTATE	3965.5	0.1	396		1,069	1,227
NEIGHBORHOOD	1866.0	1.0	1,866		5,038	5,784
TOWN	954.7	1.3				
SENIOR (2.1 PERSONS/HOUSEHOLD)			508		1,067	1,067
OTHER			736		1,987	2,282
SUB TOTAL	6786.2		3,506		9,161	10,360
OFFICE						
OFFICE	4115.2	12,000		49,382,400		
R AND I	628.3	12,000		7,539,600		
SUB TOTAL	4743.5			56,922,000		
RETAIL						
NEIGHBORHOOD COMMERCIAL	39.7	10,000		397,000		
MIXED USE COMMERCIAL	320.6	10,000		3,206,000		
SUB TOTAL	360.3			3,603,000		
VILLAGE CENTER						
MIXED USE	605.0			340,000		
MULTI-FAMILY RESIDENTIAL (2.5 PERSONS/HOUSEHOLD)			700		1,750	1,750
SINGLE-FAMILY RESIDENTIAL (2.5 PERSONS/HOUSEHOLD)			800		2,000	2,000
SUB TOTAL	605.0		1,500		3,750	3,750
TRANSITIONAL AGRICULTURE						
SUB TOTAL	877.7	.05	43		116	133
TOTAL						
TOTAL	13,365.2		5,049	60,865,000	13,027	14,243

Residential build-out figures are based on recommended land uses from the Future Land Use Map and their associated densities. Household sizes of 2.7 to 3.1 persons per household (2.5 for the Village Center and 2.1 for Senior Housing) were used to create a high to low range of estimates. The office and the commercial build out projections are based on the plan recommended densities per acre. The Village Center estimates are based on the specifics of the 2005 Village Center Plan. Build out across time has also been estimated based on reasonable expectations of land development in New Albany.

These projections assume all areas indicated are annexed and develop to their potential according to the recommendations in the 2014 Strategic Land Use Plan. The projections also assume the availability of services in the entire planning area. The following are specific assumptions used to calculate the build out estimations:

## **RESIDENTIAL**

- Rural Estate density has been assumed at 0.5 units per acre at build-out, lower than previous estimates of the Rural Residential and Estate Residential densities in the 2001 Strategic Plan. This is due to several factors, including established development patterns, existing zoning categories and physical elements such as existing golf courses. This development density could be higher in the end based on complete development of zoning rights in place in estate districts, but would likely occur in a later time frame as indicated in the accompanying chart indicating build-out development over time.
- Neighborhood Residential density has been assumed at 1 unit per acre at build-out. This is consistent with earlier plan prediction as well as with observed development patterns. No significant features exist in still undeveloped areas that indicate a large variance from this established pattern.
- Town Residential density has been assumed at 1.1 units per acre at build-out. This is carried forward from the previous master plan assumptions of a density between the allowed range of 1.0 to 1.5 units per acre, although is slightly less than the observed development patterns to this point. No significant features exist in still undeveloped areas that indicate a large variance from the estimated development pattern.
- A Senior housing component has been identified within the Town Residential district due to the existing age-restricted zoning already

in place for 508 units there. A lower household size has been assumed at 2.1 persons per unit since the target market is for senior couples or singles that fit the “empty nester” profile.

## **OFFICE**

- A typical office build-out density of 12,000 square feet per acre has been assumed as an aggregate density. This is consistent with earlier plans and the general build-out observed, although certain users have preserved portions of their site (lowering their density) while warehousing-oriented operations have tended toward more density per acre.

## **RETAIL**

- Retail uses are assumed at 10,000 square feet per acre which is consistent with standard suburban-style retail development outside of the more traditional Village core.

## **VILLAGE CENTER**

- All estimates here are from the Village Center Plan. That plan indicated potential/preferred build-out scenarios for the Village Center district which are reflected here.
- Mixed Use in the Village center estimates 340,000 square feet of commercial use. This could be retail or office in nature and this flexibility is given a complete explanation in the Village Center Plan.
- For residential uses in the Village Center, a lower household size has been assumed at 2.5 persons per unit since the development type is focused on mixed-use and smaller condominium units, targeting groups such as young couples or “empty nesters” who are less likely to have larger household sizes.

## **LICKING COUNTY**

- Residential uses in Licking County is assumed to be present to support agricultural uses and therefore holds the density of 0.05 units per acre at build-out
- Aside from Rural Estate Residential, land use in Licking County should be office or retail in order to limit the amount of residential in this area.







## TRANSPORTATION PLAN

## INTRODUCTION

### PREVIOUS PLANNING EFFORTS

The 2014 Transportation Plan is the first of its kind for the city of New Albany. Traditionally, a city's strategic plan is comprised of two primary parts, a future land use plan and a thoroughfare plan. A thoroughfare plan allows a city to study the existing and future demands of its roadways, and plan for future connections and road conditions that will be needed to address the projected growth of the city. These plans are important because the road connections and projected traffic along these corridors will have a large impact on the development pattern of a city.

The city of New Albany has a long history of planning for its roadways and corridors. Since the 1998 Strategic Plan, each strategic plan has dedicated a portion of the planning process to updating its Thoroughfare Plan. The last time this exercise was undertaken was in 2001. The final product of this, the 2001 Thoroughfare Map, has helped guide future road development within the city for the past decade. With the growth New Albany has experienced, an extensive new thoroughfare planning process was needed for the 2014 Strategic Plan.

### A NEW APPROACH

While the city has previously followed the traditional approach of including a thoroughfare component, this plan takes a new, broader approach. In addition to planning for New Albany's roadways, the 2014 Transportation Plan also plans for alternative modes of transportation including cycling, leisure trails, sidewalks, and transit routes. This holistic approach is inline with a nationwide trend of people increasingly considering multiple modes of travel and transportation alternatives, decreasing their dependence on cars.

The following Transportation Plan includes a Thoroughfare Plan component similar to previous strategic plans, but also includes a Pedestrian and Cyclists Plan and Transit Plan. These components first examine the existing conditions of New Albany's roads, sidewalks and trails. From this analysis, new connections are proposed for the city's roads, trails, and transit routes. This advances the city's standard of connectivity, creating connections by multiple modes of transportation.

In addition to planning for the growth of the city's roads and trails, the Transportation Plan also outlines the proper character of these corridors. Understanding the variation that must occur depending upon the context and use, the character of these corridors should work together to create a

cohesive identity that is aligned with the existing New Albany aesthetics. The character of New Albany's roadways will be further explored in the Street Typology portion of the Thoroughfare Plan.

### TRAFFIC CALCULATIONS

To understand what the demands of New Albany's roadways will be in the future, a traffic model was created to project city traffic volumes in 2035. This model was calculated by the Mid-Ohio Regional Planning Commission, and was based upon an assumed 40% build-out within New Albany and the surrounding areas, with the exception of an assumed 100% build-out of the Village Center and the Beech Road interchange. Based upon this build-out assumption, the traffic model was able to generate average daily traffic counts for New Albany's roads. These numbers represent the average number of cars that are projected to travel along each road a day. These are displayed on the diagram to the right. While these numbers are not exact, they do provide a founded prediction of potential traffic in 2035. These calculations helped inform decisions related to the 2014 Transportation Plan.

The 2014 Transportation Plan works in conjunction with the 2014 Future Land Use Plan. Both are necessary to ensure that the appropriate networks are available to support the future growth and development of the city of New Albany.

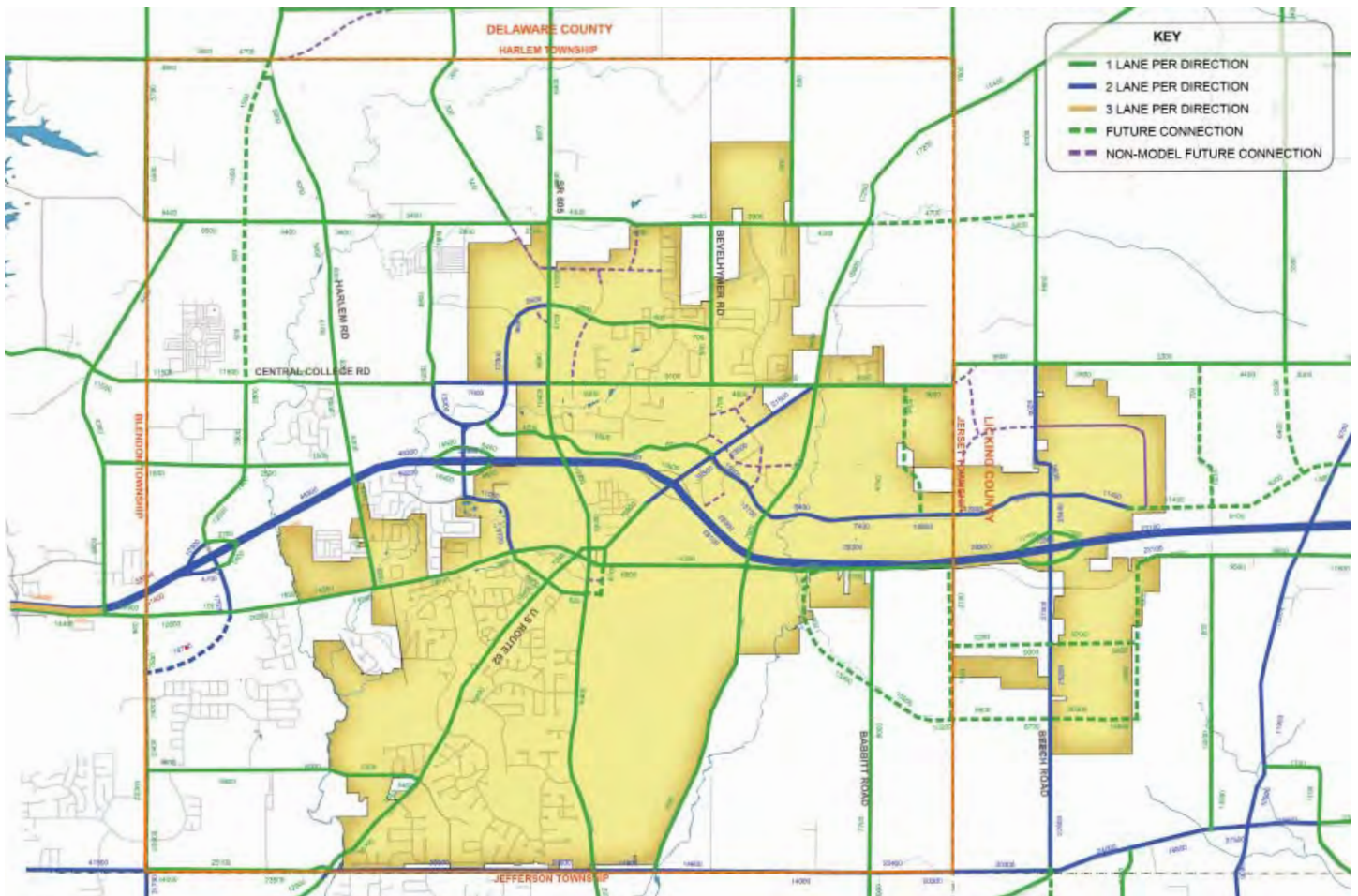




THIRD STREET IN NEW ALBANY, NEW ALBANY'S CORRIDORS GREATLY CONTRIBUTE TO ITS CHARACTER

## THOROUGHFARE GOALS

- Project the future demand on New Albany's roadways
- Create guidelines to preserve the rural aesthetics of New Albany's roadways
- Determine and prioritize future road connections
- Improve the cycling accommodations within the city, making New Albany a bicycle-friendly community
- Continue to expand and improve leisure trail connections
- Encourage transit within and around New Albany



THE CITY OF NEW ALBANY TRAFFIC MODEL

# THOROUGHFARE PLAN

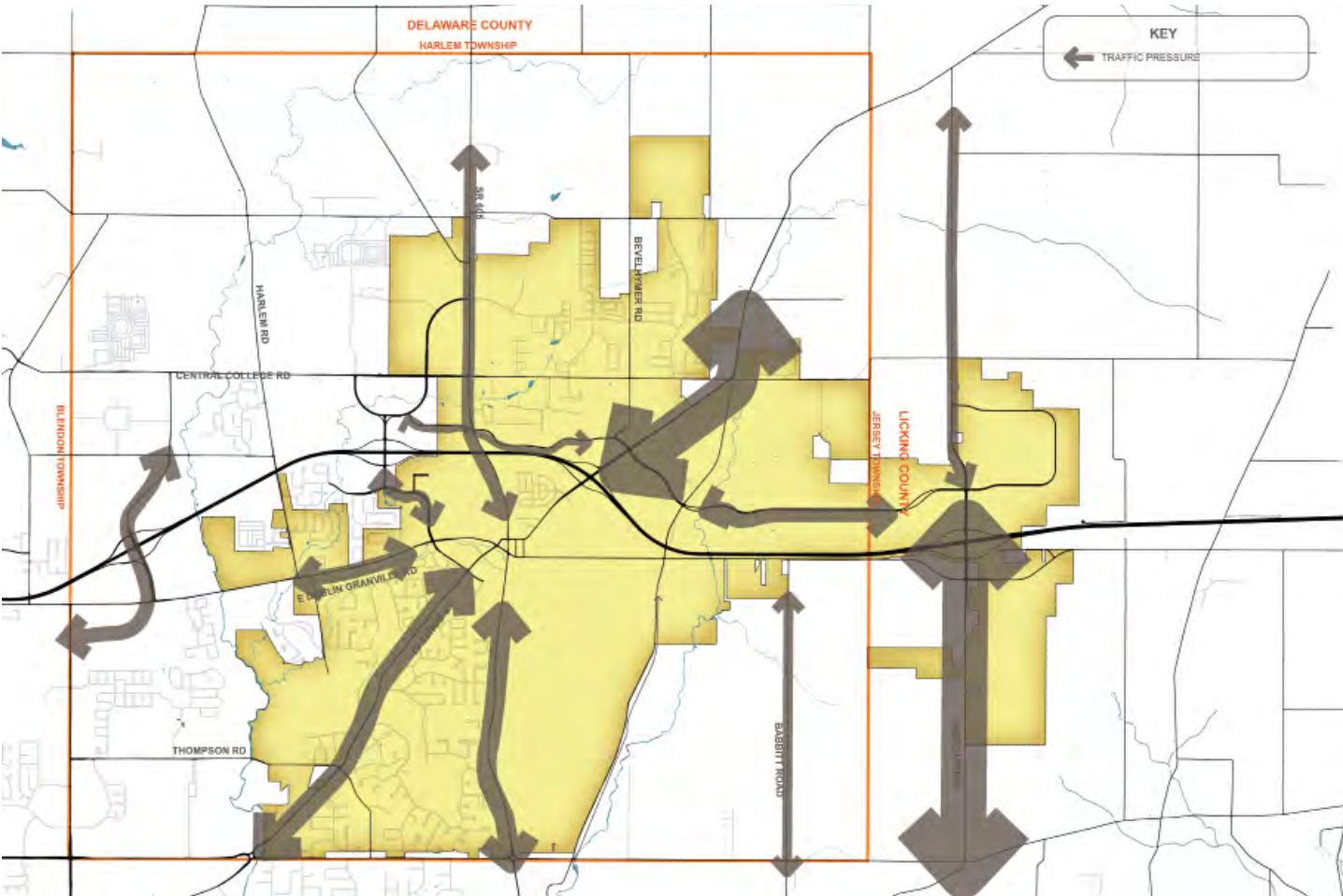
## TRAFFIC VOLUME PRESSURE POINTS

Since the previous 2001 Thoroughfare Plan, the city has undergone an extensive amount of change. Continued growth of the New Albany Business Park, further residential development within both the city limits and the adjacent areas, and continued expansion of the Village Center have all led to increased traffic along New Albany's roadways. This traffic can cause congestion issues during peak times and in specific locations within the city. The Thoroughfare Plan component of the 2014 Transportation Plan must create solutions to these existing pinch points, as well as predict future conflict points.

To best plan for the future of New Albany's roads, it is first important to understand where current traffic challenges exist. Through the use of traffic models, stakeholder interviews, and observations, it quickly became apparent where traffic pressures build causing congestion. These locations are illustrated on the diagram below.

This diagram represents traffic pressures as they exist today. It shows where in the city traffic volumes build up, creating congestion. The direction of the arrow portrays the direction in which the majority of the congestion is heading. The width of the arrow correlates to the amount of traffic on the roadway. The thicker the arrow, the heavier the traffic volume.

Th diagram reveals that one of the most significant factors contributing to increased traffic in the city is the continued growth and success of the Business Park. Employees create heavy traffic congestion at peak hours. This congestion is located along roads that bring employees to the Business Park from various communities outside of New Albany. Beech Road for example is one of the primary corridors connecting employees to work from the south. Because of the narrow, two-laned nature of the road south of Dublin-Granville Road, traffic does not move as efficiently as it could. Similarly, US 62 north of State Route 161 is a major



CURRENT TRAFFIC PRESSURES WITHIN THE CITY OF NEW ALBANY.



connection to the north. During peak hours, this road can become congested. In addition to the roads which bring people in to the Business Park, connections through the Park, specifically Walton Parkway and Smith's Mill Road, are also areas of concern. Because these are the primary east-west roads within the Park they can become heavily congested at peak hours.

While both US 62 and Beech road are heavily used by Business Park employees, they, along with Reynoldsburg-New Albany Road and US 62 south of the Village Center, are also important connections to State Route 161. The road corridors near the interstate must accommodate those passing through towards the Business Park as well as those trying to access and exit the interstate. This creates a large amount of traffic and has ripple effect, creating congestion further down these roads.

Within the city of New Albany two other important corridors that deserve attention are US 62 south of the Village Center and Reynoldsburg-New Albany Road. The character of these corridors are important because they greatly contribute to the aesthetics and character of the city. However in addition to connecting communities south of Morse Road to the Village Center, State Route 161 and the Business Park, these roads are major thoroughfares for New Albany residents. The numerous neighborhoods and collector roads located along these corridors compound traffic traveling through the city toward the Village Center, State Route 161, and the Business Park.

The traffic along Reynoldsburg-New Albany Road and US 62, along with daily traffic along the local streets, and can cause increased congestion within the Village Center. While this area is designed to encourage slower traffic speeds to promote pedestrian activity, a balance must be reached between efficiently moving traffic and creating a pedestrian-friendly area.

Finally, consideration should be given to State Route 161. The interstate is the major east-west connector. The four-lane, divided highway connects a growing number of Licking County communities to Downtown Columbus and other areas around Central Ohio. While the interstate widens to six lanes at Hamilton Road, entering and existing traffic at Beech Road and US 62 can cause congestion issues during rush hours.



THE CONTINUED GROWTH OF THE BUSINESS PARK CONTRIBUTES TO THE CONGESTION ALONG NEW ALBANY'S ROADWAYS



THE 2014 TRANSPORTATION PLAN MUST ADDRESS EXISTING AND FUTURE TRAFFIC VOLUME PRESSURE POINTS IN THE CITY OF NEW ALBANY



# THOROUGHFARE PLAN

## NEW CONNECTIONS

New Albany has historically embraced this idea of creating multiple road connections within the city. Previous planning efforts have discouraged cul-de-sacs and dead-end streets, instead requiring that neighborhoods include numerous connections to adjacent streets. This is an important policy to continue with the 2014 Transportation Plan. Creating multiple connections help to alleviate congestion by providing multiple routes and dispersing traffic. As such, the newly proposed connections for the Transportation Plan are strategically located to help better connect existing neighborhoods, and to address existing and future traffic pressures. These connections are displayed on the diagram below. They do not represent exact road alignments, but instead illustrate the conceptual connection that should be made. Further surveying and planning would be needed to determine the exact location of all future roads.

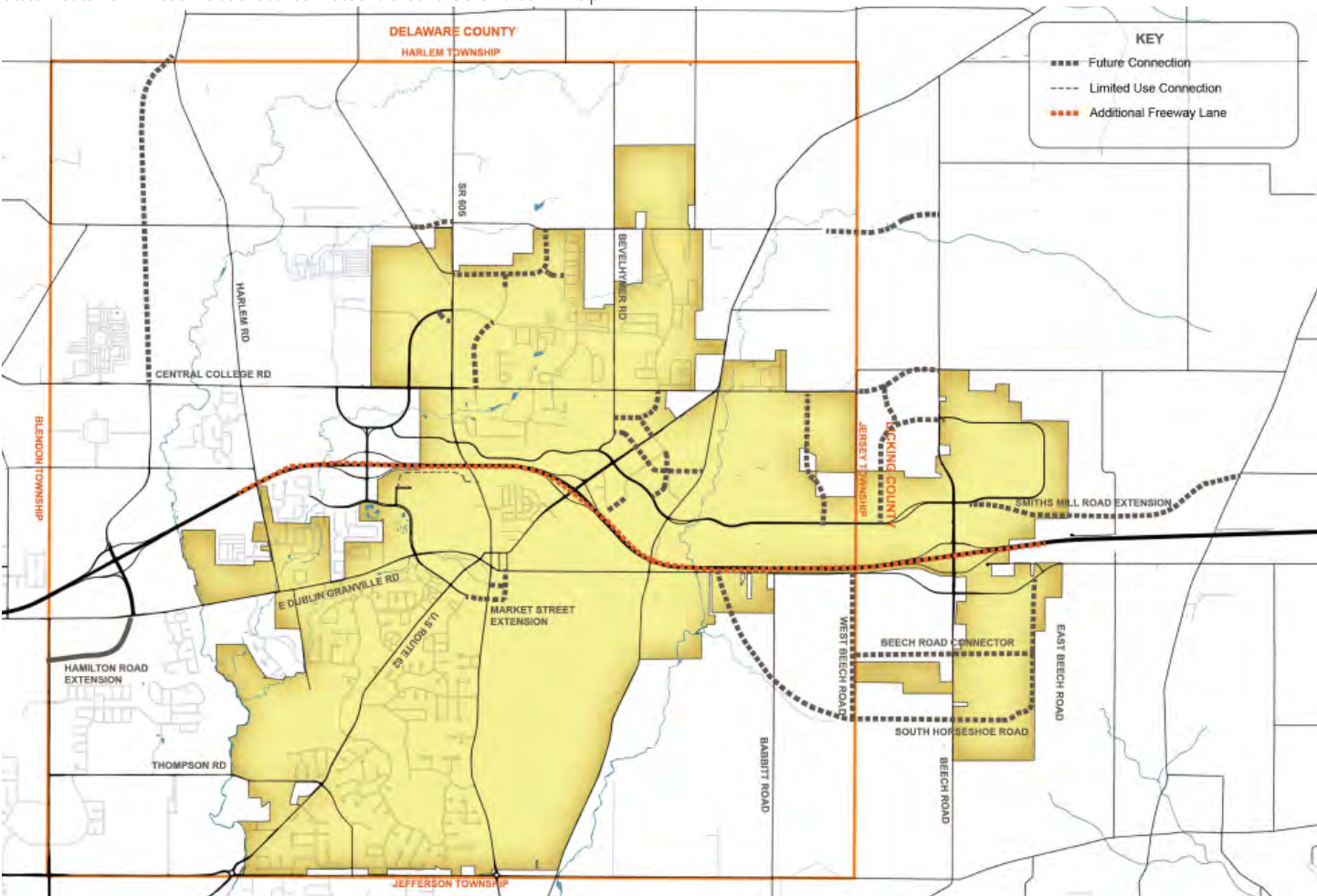
### North of State Route 161

A majority of the new connections are proposed for the area north of State Route 161. These include local connections around US 62 that will help

better connection the neighborhoods and businesses in these areas, as well as new Business Park connections. The new connections within the Business Park around Smith's Mill Road are important because of the continued growth of this area. The Healthy and Beauty Campus has already added 1,400 new jobs, which equates to an increase in vehicles and trucks in this area leading to congestion. As this campus continues to develop with manufacturing companies, there will be a need to accommodate more employees as well as service and delivery trucks. These connections are therefore important to disperse traffic and separate service and delivery trucks from every-day traffic.

### Village Center Connections

Another important area of focus is the Village Center. This part of New Albany has always been approached with careful consideration and design. As the heart of the community, any new connections must be strategically thought through to ensure the quality of the area. The 2014 Transportation Plan proposes three new connections within this area. It is important to note that should streets in the Village Center become disconnected due to new



NEWLY PROPOSED CONNECTIONS

development or changes to the circulation system, new roads should be created to adequately distribute traffic and connect areas within the city.

The first, the Market Square Extension, proposes extending Market Street east beyond Reynoldsburg-New Albany Road, and then connecting it north to the existing Third Street. This allows vehicles traveling north to State Route 161 or the Business Park to have an alternate route. This helps disperse traffic volumes within the Village Center, and helps to prevent the need to build wider, faster moving roads whose character would conflict with the pedestrian-oriented development desired in this area. Creating this new street also opens up development opportunities east of Reynoldsburg-New Albany road as part of the Village Center.

Second, a new connection to better service the school campus is also proposed. A current lack of east-west connections within the school campus causes congestion at key pick-up and drop-off times for students, parents and staff. An east-west connector is important because it could allow buses to access the different schools without having to circumvent the campus. The limited access road should be a small, service road type of facility. The placement of this new connection should be carefully considered and further studied. Specific evaluation of whether the access road could be located with existing State Route 161 right-of-way is necessary. It should respect natural features, such as Swickard Woods, which the city has taken an active role in preserving and honor all state and federal restrictions that are a result of the grant funding used to purchase the park. Copies of the deeds pertaining to the purchase of this land are included in the Appendix of this document.

In order to create a complete street network in the Village Center, it is important to consider how the connections previous discussed in this text and shown on the New Connections diagram will work in conjunction with a secondary street network. As development continues in the city's core, it is important that connections continue to be made to create easy access and connectivity throughout the district. A secondary network of streets in the Village Center would connect destinations in the district. They would be narrower in nature due to their lower traffic demand. These roads should connect to the primary street network and create well-defined blocks to facilitate an urban development pattern. An example of an existing secondary street in the Village Center is Village Hall Road. Secondary streets should be considered and further studied as new projects are proposed in the Village Center. Possible alignments identified in the Village Center Plan and

Urban Center Code should serve as the basis for new secondary streets. New development should be integrated within a street network with multiple connections instead of utilizing a suburban model with multiple curb cuts along major roads.

### ***Beech Road Area Connections***

The area around Beech Road south of State Route 161 is an important area to examine. Both the existing traffic pressures and the proposal of the 2014 Future Land Use Map for further office land use create the need for an expanded road network in this area. This will be a southern expansion of the New Albany Business Park. New connections will be needed to create the roads necessary to support new businesses. Two new north-south connections that run parallel to Beech will connect a new east-west connection south of the existing Dublin-Granville Road. With this connection, the existing Dublin-Granville Road will close, opening up valuable commercial real estate with a free-way frontage. A second east-west road further south will help support additional development on Beech Road. Finally, a connection to the new Theisan Road Extension should be made, as previously mentioned, to strengthen the connection of this new business park area to the Village Center and the city.

### ***State Route 161***

Finally, further exploration should be given to the need for an additional third lane on State Route 161 through New Albany. The existing third lane along State Route 161 ends at Hamilton Road when moving east towards New Albany. The city should work with the Ohio Department of Transportation to evaluate the need to continue this third lane through New Albany.

# THOROUGHFARE PLAN

## ROUNDAABOUTS

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

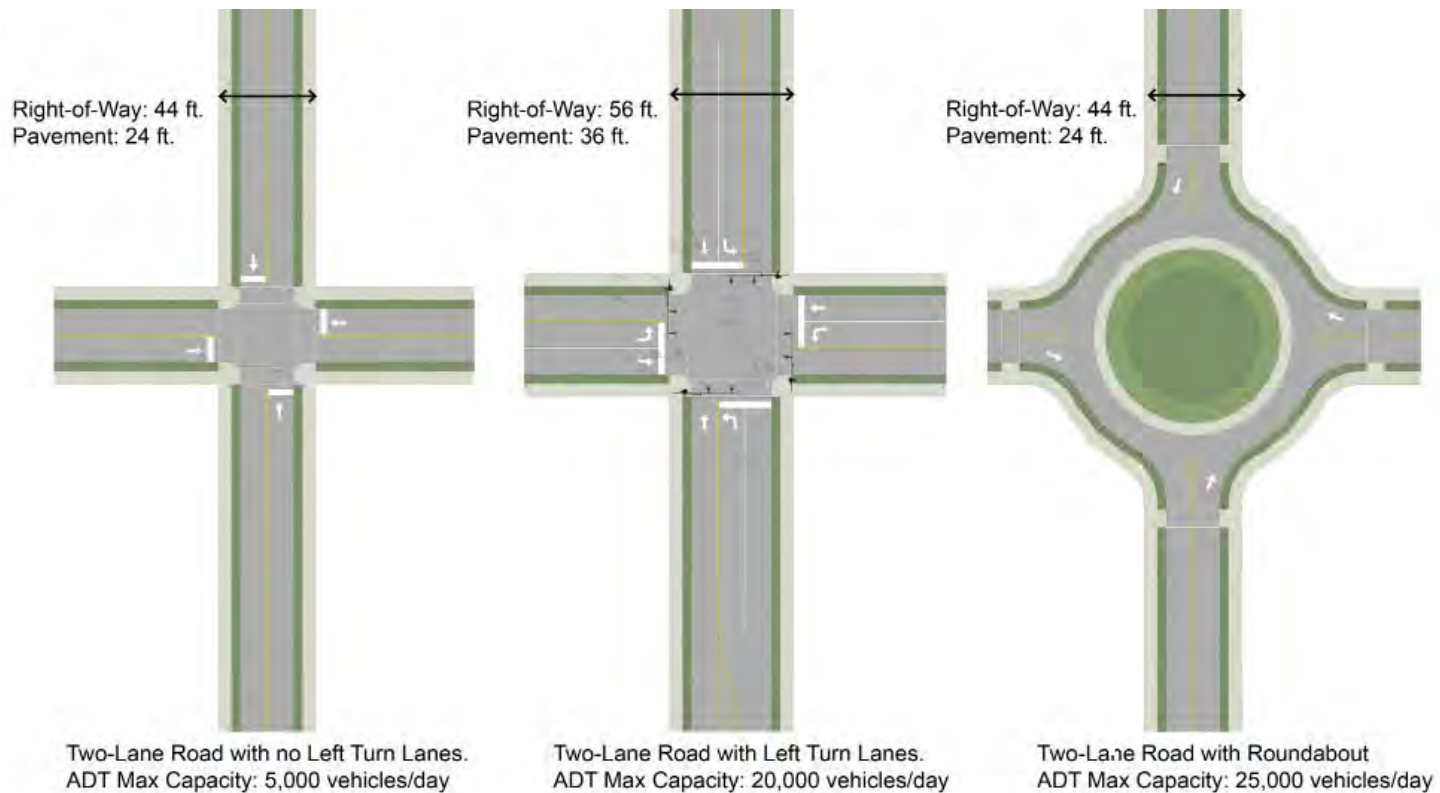
Despite the improvement in the ability of an intersection to manage more traffic, the addition of a turn lane at city intersections has several repercussions. First, it increases the amount of right-of-way and pavement required within the road corridor. Using the assumption that a typical traffic lane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

Because wider streets are not conducive to the New Albany character, the city began evaluating potential solutions that would allow the roads to be effective, yet aesthetically appropriate. From this criteria came the idea of roundabouts.

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

- Ability to maintain narrow corridors
- Increased safety statistics
- Their ability move larger amounts of traffic more efficiently
- Their aesthetics nature that creates a potential gateway for the city

National statistics have found that roundabouts are safer for both pedestrian and vehicles. For motorists, they decrease vehicle traffic speed when entering and exiting the circle, as well as reduce the number of conflict points that exist within the intersection. This means that when accidents do happen in roundabouts, they are less severe than are possible at traditional intersections. While the severity of accidents may decrease, there has been found to be an increase in the number of accidents in roundabouts when they are first installed





in an intersection. This is most often found to be due to the unfamiliarity of drivers to this type of intersection. Because of this, cities with roundabouts often need to include information on the traffic laws pertaining to roundabouts. This is often found on city's websites. While many motorists in and around New Albany are familiar with roundabouts because of the existing ones at Fodor Road and Morse Road, it is recommended that public outreach efforts are made to ensure motorists in New Albany know how to properly drive in roundabouts.

Because of the way roundabouts are designed, pedestrians crossing them are made safer as well because they are only made to focus on one direction of moving traffic at a time. This, combined with the slower traffic speeds leads to decrease pedestrian accidents at this type of intersections. Although roundabouts are statistically found to be safer for pedestrians, consideration also needs to be given to how cyclists operate in this type of intersection. With the growing popularity of cycling in New Albany, additional study will be needed to ensure the safety and comfort of cyclists along all roads and intersections in New Albany.

In addition to safety benefits, roundabouts also provide a solution to the issue of balancing increased traffic volumes in New Albany with appropriate aesthetics. The design of a roundabout allows for traffic to continue moving at a slow and measured pace. Incoming vehicles yield to traffic within the circle, then join the flow before exiting at their desired points. This creates a continued flow that

moves more vehicles more efficiently. As previously mentioned, the typical two-lane road intersection without a turn lane can move 5,000 vehicles per a day. These are the type of intersections that are more aesthetically appropriate for New Albany. The projected traffic volume for the city however show that at most intersections a turn lane would be required to accommodate 20,000 vehicles per day. By installing a roundabout however, an intersection can move 25,000 vehicles a day and maintain the existing 24 feet of road pavement and 44 feet of right-of-way which is desirable for New Albany's roads.

The potential landscaping of a roundabout is also in line with the City's Gateways Strategies. The city has long recognized the ability of a roundabout to be designed in a way that signals a transition into the city. The center island can be designed and landscaped in a way that is synonymous with New Albany's existing character, showing drivers they are entering the city.

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

Category	Advantages	Disadvantages
Safety	Reduced number of conflict points compared to other non-circular intersections. Left-turn conflicts are removed. Slower speeds and less severe accidents Reduced decision making at point of entry. Long splitter islands provide good advanced warning of the intersection. Raised level of consciousness for drivers. Facilitate U-turns that can substitute for more difficult midblock left turns.	Crashes may temporarily increase due to improper driver education. During emergencies, signalized intersections can preempt control. Multilane roundabouts present more difficulties for pedestrians with blindness or low vision due to challenges in detecting gaps and determining that vehicles have yielded at crosswalks. May reduce the number of available gaps for midblock unsignalized intersections and driveways
Operations	Traffic yields, nonstop, continuous traffic flow. Capable of handling higher capacity of traffic than traditional intersections Reduces the number of lanes required between intersections. Eliminates undue delay at signals at off-peak times.	Coordinated signal systems can increase capacity of the network. As queues develop, drivers accept smaller gaps, which may increase crashes. Cannot provide explicit priority to specific users (e.g., trains, emergency vehicles, transit, pedestrians) unless supplemental traffic control devices are provided.
Cost	No maintenance of signals. Lower accident rate and severity; reduced accident costs.	Central island landscaping maintenance.
Pedestrians & Bicyclists	Splitter islands provide pedestrian refuge and shorter one-directional traffic crossing. Pedestrians only need to consider one direction of traffic at a time. Low speed conditions improve bicycle and pedestrian safety. Depending on their skills and level of comfort, bicyclists have the option to take a lane to negotiate through a roundabout.	Pedestrians, especially children, elderly, and handicapped may experience increased delay and reduced safety in securing acceptable gaps to cross. Pedestrians with vision impairments may have the most trouble establishing safe opportunities to cross.
Environmental	Reduced starts and stops; reduced air pollution.	Possible impacts to natural and cultural resources due to potentially greater spatial requirements at the intersection.
Aesthetics	Provide attractive entries or centerpieces to communities Provide opportunity for landscaping and/or gateway to enhance the community. Preservation of narrow road corridors	May create a safety hazard if hard objects are placed in the central island directly facing the entries.

Source: Wisconsin Department of Transportation

## ROUNABOUT TYPOLOGIES

Roundabouts are not a new concept to New Albany drivers. Already there are three roundabouts located at the periphery of the city. With one along Fodor Road and two along Morse Road, drivers have seen how these types of intersections operate. Public input has revealed how roundabouts such as that at Fodor have improved traffic at a challenging intersection. However in order for a roundabout to be successful, it must be properly planned to handle the expected traffic and to blend into the surrounding context. There is not one type of roundabout that can be installed in a cookie-cutter manner throughout the city.

In general three types of roundabouts are recognized by the Federal Highway Administration. These are mini roundabouts, single-lane roundabouts and multilane roundabouts. Each of these roundabout styles are appropriate for specific circumstances. They are able to handle different traffic levels, require different amounts of land depending upon their size, and create different conditions for pedestrians. For example, the Fodor Road roundabout is smaller in diameter and easier for pedestrians to cross. The roundabouts along Morse Road on the other hand do not place as much of an emphasis on pedestrian conditions because their primary purpose is to handle larger amounts of traffic at an efficient rate.

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

The following explores the three types of roundabouts generally installed in the United States. It describes their characteristics and helps identify under what circumstances each would be appropriate. This information is meant as informative. All potential roundabout sites should be studied in detail.

### *Mini Roundabouts*

The smallest type of roundabout recognized by the Federal Highway Administration are mini roundabouts. These roundabouts are often located in areas that are not too heavily congested, and are able to handle up to approximately 15,000 vehicles a day. Mini roundabouts often contain a traversable center island which allows them to fit into existing right-of-ways of intersections. Their installation can help improve intersections that experience congestion from delays. Mini roundabouts operate under the same traffic conditions as other roundabouts with entering cars yielding to traffic moving in a counterclockwise pattern around the inscribed center circle. To summarize the characteristics of a mini roundabout include:

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

These roundabouts are most often found along residential streets. Their small size allows them to be conducive to pedestrian activity.



EXAMPLE OF A MINI ROUNABOUT

### *Single - Lane Roundabout*

The second type of roundabout is the single - lane roundabout. These roundabouts measure between 90 and 180 feet in diameter. They contain a raised center island that could potentially be landscaped to act as a gateway for the city of New Albany. A single-lane roundabout is able to handle slightly more traffic than the mini roundabout, however still encourages low speeds of 20 to 25 miles per hour. Because of the low speeds and smaller sizes, these roundabouts are appropriate for pedestrian settings. Additional landscaping of the center island as well as the splitter islands that separate the entrance and exit lanes, can act as a traffic calming device. To summarize single-laned roundabouts:

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

A single-lane roundabout is planned for the intersection of Main Street and Market Street in the Village Center.



EXAMPLE OF A SINGLE - LANE ROUNDABOUT

### *Multi - Lane Roundabout*

The largest type of roundabout is the multilane roundabout. These move a large amount of traffic at an efficient rate. These roundabouts may vary in size, as is evident by the existing roundabouts in the city of New Albany. Both the roundabouts along Morse Road and Fodor Road are considered multi-lane roundabouts, however they greatly differ in size. The Morse Road roundabouts are larger with several travel lanes within the roundabout circle, allowing cars to move quickly through. The Fodor Road roundabout however has narrower lanes with only one travel lane and one turn-off lane in the roundabout. This makes a smaller roundabout which encourages slower speeds. In general, multi-lane roundabouts meet the following standards:

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

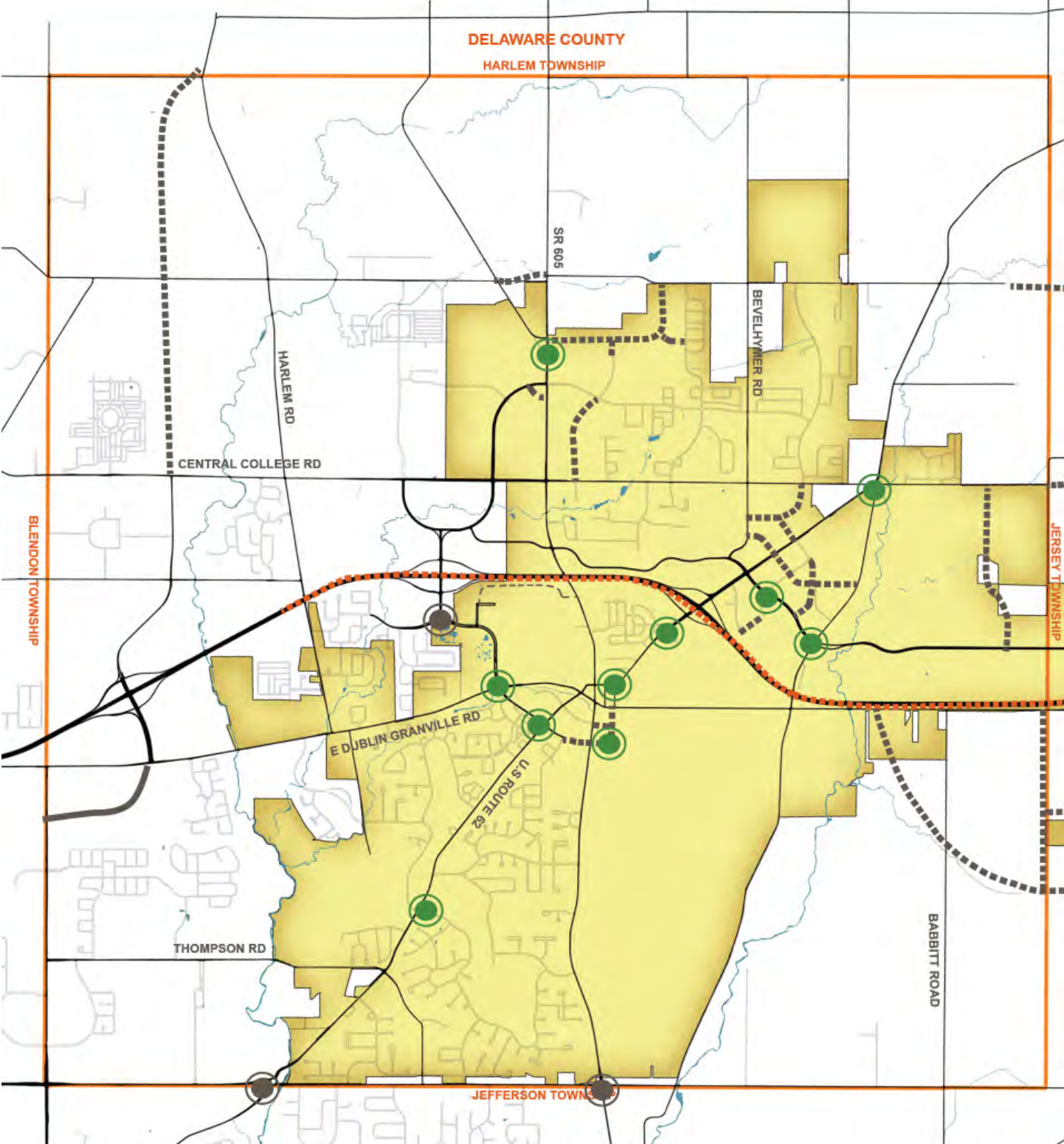
Strategic landscaping of the center island, the splitter islands, and the surrounding area can make multi - lane roundabouts feel smaller.



EXAMPLE OF A MULTI - LANE ROUNDABOUT IN DUBLIN, OH



ROUNDAABOUT RECOMMENDATIONS





## ROUNDABOUT RECOMMENDATIONS

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

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

### KEY

- PROPOSED CONNECTIONS
- LANE ADDITION TO STATE ROUTE 161
- PROPOSED ROUNDABOUTS
- EXISTING ROUNDABOUTS

# THOROUGHFARE PLAN

## THOROUGHFARE PLAN INTRODUCTION

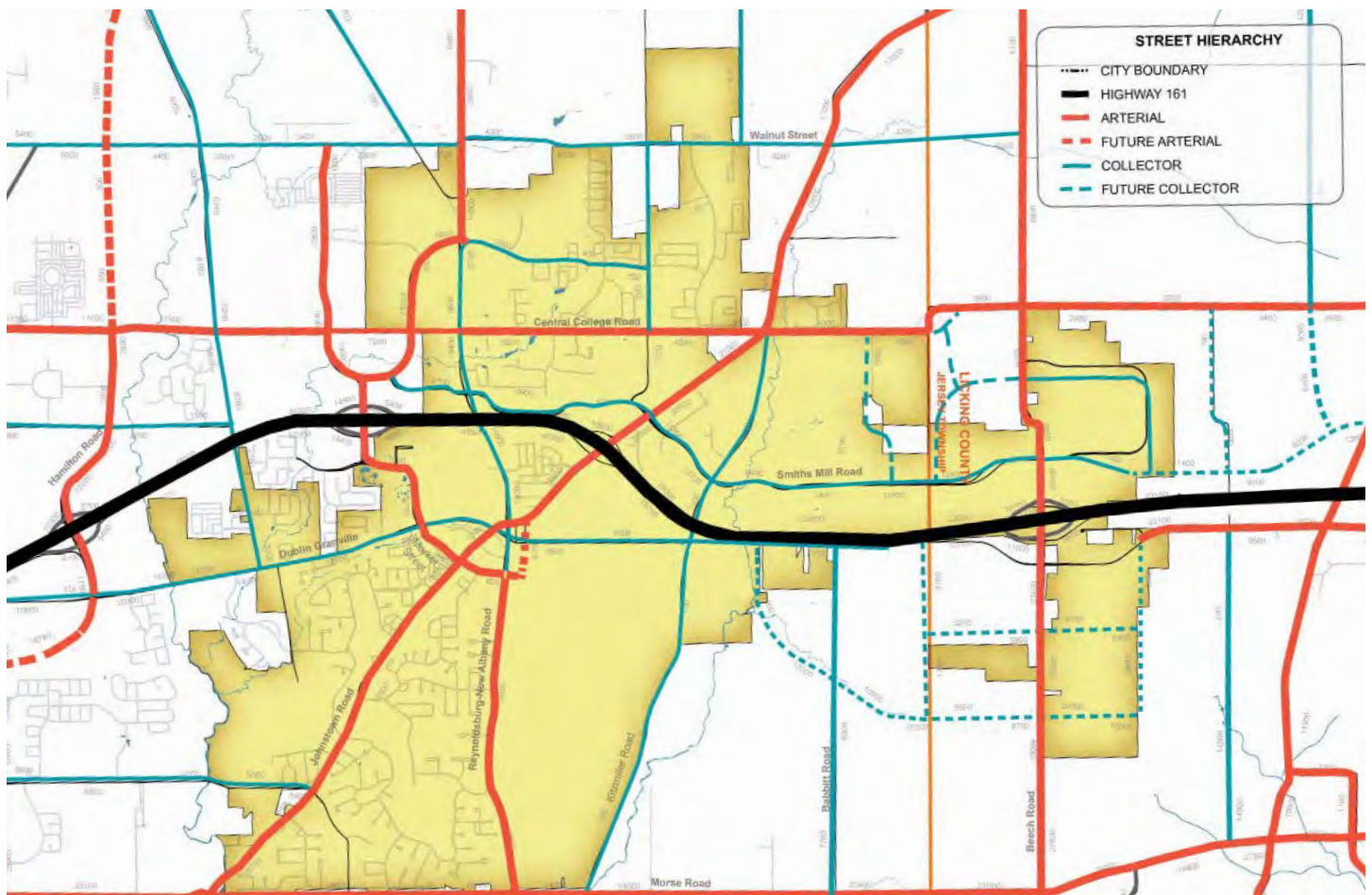
The city of New Albany has included a Thoroughfare Plan component to each of its Strategic Plan updates since the first plan in 1998. The Thoroughfare Plan addresses the future and existing road connections in New Albany, categorizing their functional classification and typology classification. Based upon these categorizations, street character standards specific to each existing and proposed road are determined. These standards are important because they influence the surrounding land use and development standards along these roadways. Such standards are essential to preserving the New Albany character.

The following assigns both a functional and street classification to the existing and proposed road connections previously established as part of the Thoroughfare Plan. It explains the importance of these classifications in more detail and provides examples of the street character that should apply to each classification. This Thoroughfare Plan should guide development along New Albany's corridors.

## Functional Classification

A functional classification system assigns a commonly accepted class title to each road connection based upon how it connects and is used throughout New Albany and the surrounding area. Within this classification system there are four types of roads. These are freeway, arterial roads, collector roads, and local roads. Beginning with the largest and working down, each type of street serves a purpose in the amount of traffic and speed of traffic expected on the road. These functions will in return impact the appearance of the roads. The following describes how each type of road is classified and what their functions are:

- Freeway: This is considered the highest category within the classification system. These roads move large amounts of traffic very quickly. They connect major activity centers within a region, as well as connect regions to regions. In New Albany this is the classification for State Route 161.



ARTERIAL AND COLLECTOR ROADS



- **Arterial Roads:** These roads are also major thoroughfares, connecting between communities, as well as to the freeway. Because these roads connect between municipalities, it is important that their design coincides with that of others' arterial streets. This allows for a seamless transition into and out of New Albany.
- **Collector Roads:** Collector roads primarily run within a city. They provide connections between local roads, arterial roads, and local community activity centers. In New Albany collector roads will include many of the older rural roads as well as many newly proposed roads.
- **Local Roads:** Finally, local roads are primarily neighborhood roads that connect to arterial and collector roads. These streets have the lowest operating speeds and deliberately discourage through traffic.

The diagram to the left applies each of these functional classifications to New Albany's existing and proposed street network. The assignment of this classification is important to determining how the road classifications that coincide with neighboring municipalities ensures seamless transition between communities and reiterates the importance of working with surrounding cities and townships.

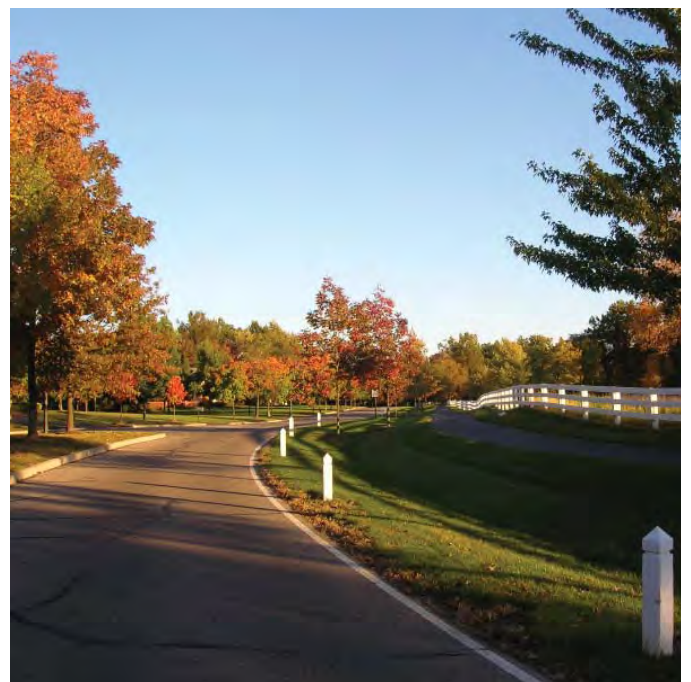
### *Typologies*

In addition to the functional classifications, the New Albany street network is also categorized into typology classifications as well. This type of classification is concerned more with the aesthetics and character of New Albany's streets than their technical designation and function.

The city of New Albany has always placed a strong priority on the character of its road corridors, understanding their significant contribution to the city's identity. As a result of this, previous planning documents have created a strong design foundation that guides the development of aesthetics along the city's corridors. The street typology classification presented in the 2014 Transportation Plan builds upon this foundation. It incorporates previously established typologies with newly defined ones that describe the various street character conditions of New Albany's roads.

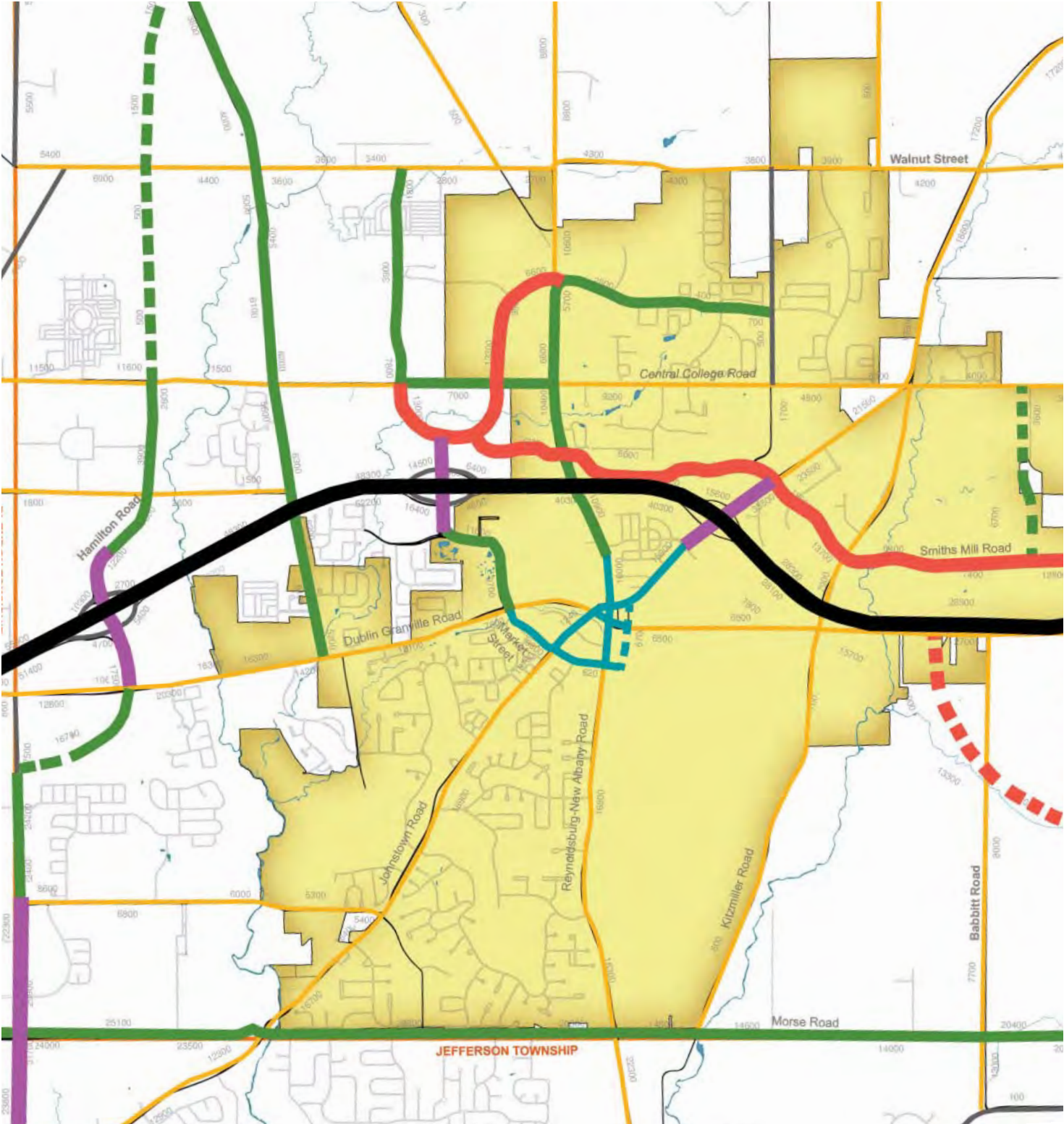
These different typologies work together to create a cohesive system of streets that allows for a seamless transition between the different land uses

around New Albany. The rural and semi-rural corridors located towards the periphery of the city preserve the pastoral character New Albany has always projected. Transitioning from the rural areas to the Business Park, the streets become more manicured. This means the introduction of features such as street lights, leisure trails, and potentially wider roads to accommodate the increased traffic that is naturally around these areas. Connecting the Business Park and commercial areas to the interstate are major arterial streets. These are wide, multilane portions of roads that are designed to move large amounts of traffic on and off the interstate easily. Within the Village Center, the roads become narrowed, with wide sidewalks, zero-setback buildings, and a strong character of traditional town centers. The "New Albany Thoroughfare Plan - Street Typologies" map found on page XX assigns the city's street network with the appropriate typologies.



NEW ALBANY'S ROADS CONTRIBUTE TO ITS OVERALL CHARACTER

THOROUGHFARE PLAN - STREET TYPOLOGIES





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

#### KEY

- STATE ROUTE 161
- MAJOR COMMUTER STREET
- COMMERCIAL STREET
- FUTURE COMMERCIAL STREET
- SEMI-RURAL STREET
- FUTURE SEMI-RURAL STREET
- VILLAGE CENTER STREET
- FUTURE VILLAGE CENTER STREET
- RURAL STREET



## THOROUGHFARE PLAN

### STREET SECTIONS

Each of the different typologies assigned to New Albany's roads create a very distinct street character or streetscape. These streetscapes differ depending on the primary purpose of that corridor. For example, Village Center roads place more emphasis on the sidewalks and pedestrian accommodations while the Major Commuter corridors primarily focus on moving large amounts of traffic. Despite the variety of the road types, each should still embody a quality of design that represents New Albany.

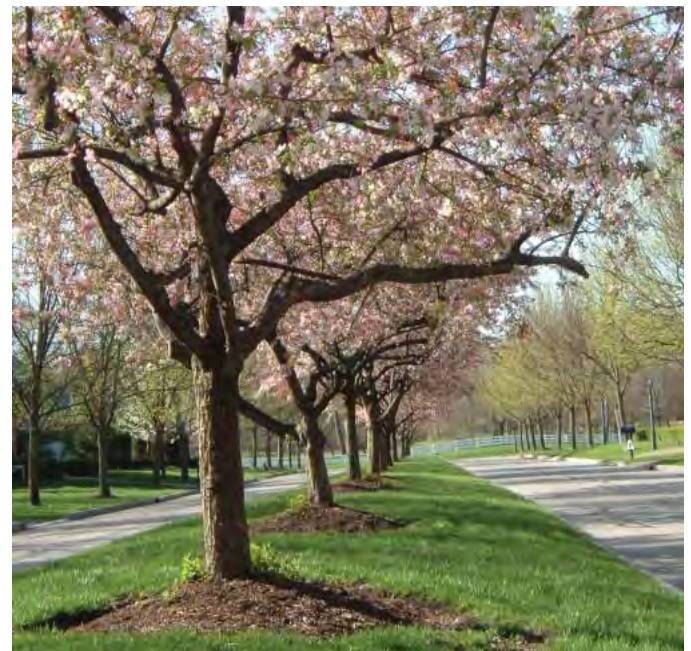
To illustrate what each type of New Albany street should generally look like, the 2014 Transportation Plan includes street sections for each different street typology. These sections incorporate both the functional classification and the typology classification together to create a model of an appropriate streetscape that is able to function appropriately according to its functional classification while meeting important design standards. These sections illustrate the importance of adapting the functional classification into a streetscape that preserves the New Albany character.

The sections are broken down into street typologies first. These are the rural, semi-rural, major commuter, commercial, and Village Center designations. The typologies are then further broken down into both arterial and collector roads. Included with each section are detailed standards that establish the necessary construction criteria for each road type. These include a set of streetscape standards that create a criteria for the construction of features within the streetscape, and the design priorities which establish the primary and secondary objectives which the features within each streetscape attempt to promote. Finally, each section includes a typology cross section. These models represent the ideal appearance of each street section, illustrating how the above streetscape standards should be implemented.

When used together, the information presented in each street section provides standards that should be met by New Albany's road networks. These street sections capture the high-quality streetscape the city of New Albany has become known for. They provide the means to preserve this character as the city continues to develop.



EACH OF NEW ALBANY'S STREETS PROMOTE A PRIMARY AND SECONDARY PURPOSE. THE VILLAGE CENTER STREETS FOR EXAMPLE STRIVE TO PROMOTE PEDESTRIAN ACTIVITY.



WHILE EACH OF NEW ALBANY'S CORRIDORS VARY IN STREETScape DESIGN, EACH

MAJOR COMMUTER

Major Commuter corridors are located primarily between State Route 161 and the arterial and collector roads within New Albany. Their primary purpose is to move large amounts of traffic on to and off of the interstate. These corridors consist of six lanes plus a potential turn lane.

Key



Design Priorities

*Primary:* Efficient access to and from the interstate, Connection to Business Campuses within the Business Park

*Secondary:* On-street Bicycle accommodations, leisure trail connections

Street Pavement	
Drive Lane Width (4-6 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	5' Bike Lanes (2)
Parking	No
Pavement Edge	Curb
Total Pavement Width	67'-89'
Streetscape	
Streetscape Character	Semi Rural
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	107'-129'

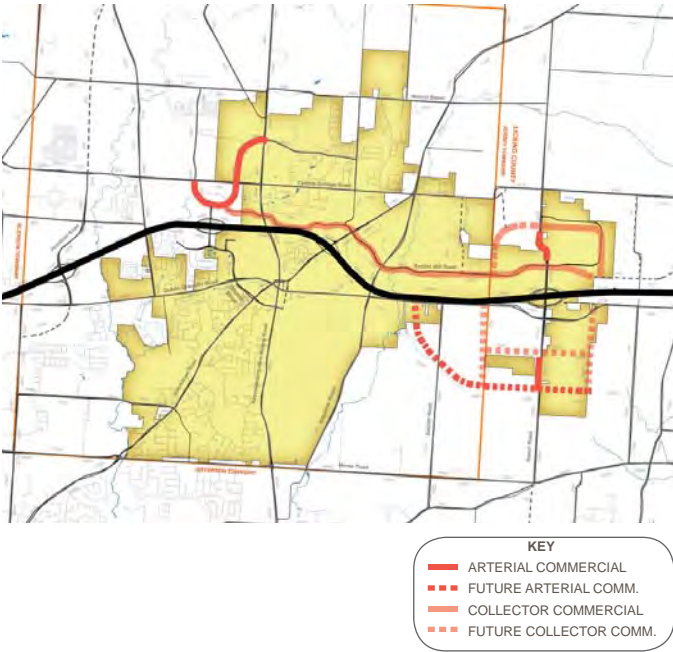
Road Typology



COMMERCIAL - ARTERIAL

Commercial roads are located primarily within the New Albany Business Park. Commercial arterial roads are those which are located along roads that connect to regions outside of New Albany. These roads require additional lanes to accommodate heavier traffic traveling into the Business Park.

Key



Design Priorities

**Primary:** Access to the Business Park, reinforce character of New Albany Business Park, leisure trail connections, right of way fence  
**Secondary:** On-street Bicycle accommodations, landscaped tree lawn, street furniture such as street lamps.

Standards

Street Pavement	
Drive Lane Width (4-6 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	5' Bike Lanes (2)
Parking	No
Pavement Edge	Curb
Total Pavement Width	67'-89'
Streetscape	
Streetscape Character	Semi Rural
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	107'-129'

Road Typology

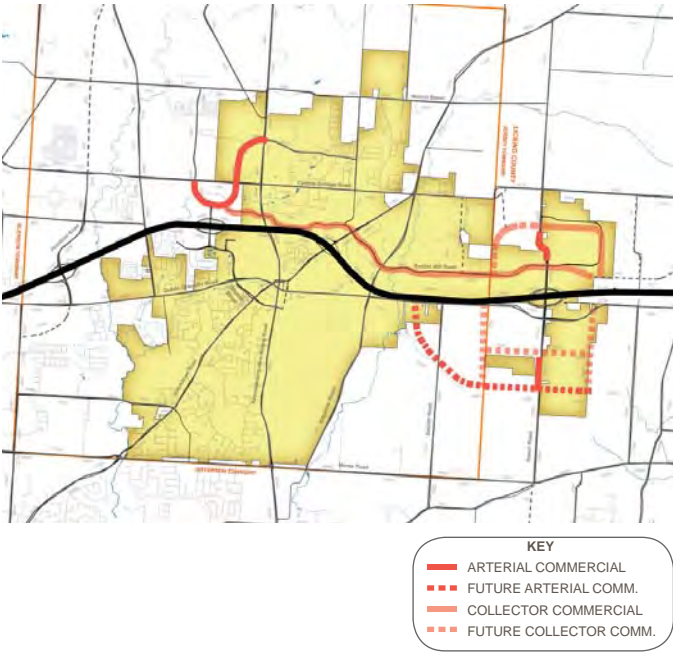




COMMERCIAL - COLLECTOR

Commercial roads are located primarily within the New Albany Business Park. The commercial collector roads can be narrower than the arterial version. They connect within other arterial and collector roads, and are used primarily for traversing through the Business Park.

Key



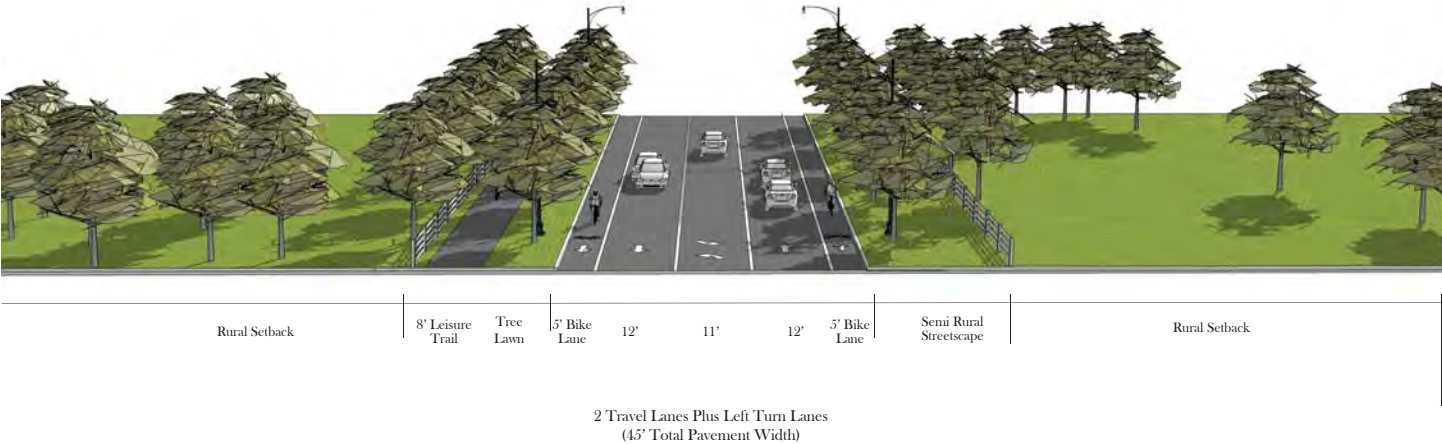
Design Priorities

**Primary:** Access to campuses within the Business Park, reinforce character of New Albany Business Park, leisure trail connections, right of way fence  
**Secondary:** On-street Bicycle accommodations, landscaped tree lawn, street furniture such as street lamps.

Standards

Street Pavement	
Drive Lane Width (2-4 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	5' Bike Lanes (2)
Parking	No
Pavement Edge	Curb
Total Pavement Width	45'-67'
Streetscape	
Streetscape Character	Semi Rural
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	85'-107'

Road Typology



SEMI RURAL - ARTERIAL

Semi-rural arterial roads connect to more intense uses such as the Learning Campus and the Business Campus. These streets typically include four lanes plus a turn lane, with leisure trail and an organized pattern of deciduous street trees on either side.

Key



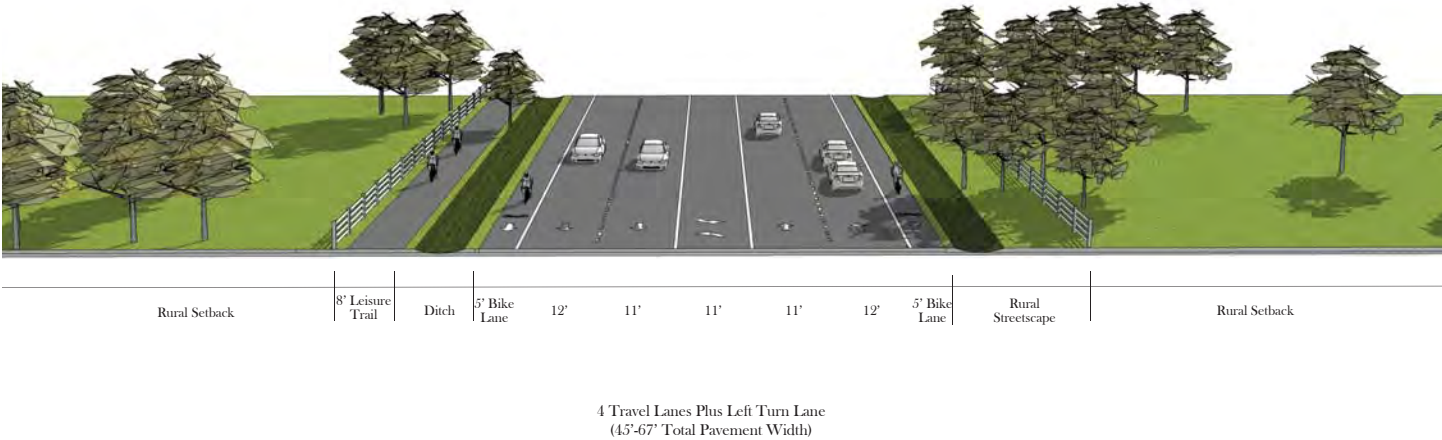
Design Priorities

**Primary:** Reinforce rural character of New Albany, leisure trail connections, on-street bike accommodations, right of way fence  
**Secondary:** Organized deciduous tree lawn, pavement width

Standards

Street Pavement	
Drive Lane Width (2-4Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	5' Bike Lanes (2)
Parking	No
Pavement Edge	Ditch
Total Pavement Width	45'-67'
Streetscape	
Streetscape Character	Rural
Tree Spacing	Irregularly Spacing
Streetlights	No
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	85'-107'

Road Typology



SEMI RURAL - COLLECTOR

Semi-rural collector roads create transitions between less intense land uses. They connect within the city of New Albany, and are used to travel between destinations within the city of New Albany. The narrower nature of these roads may create a more rural feel than the semi-rural arterial roads.

Key

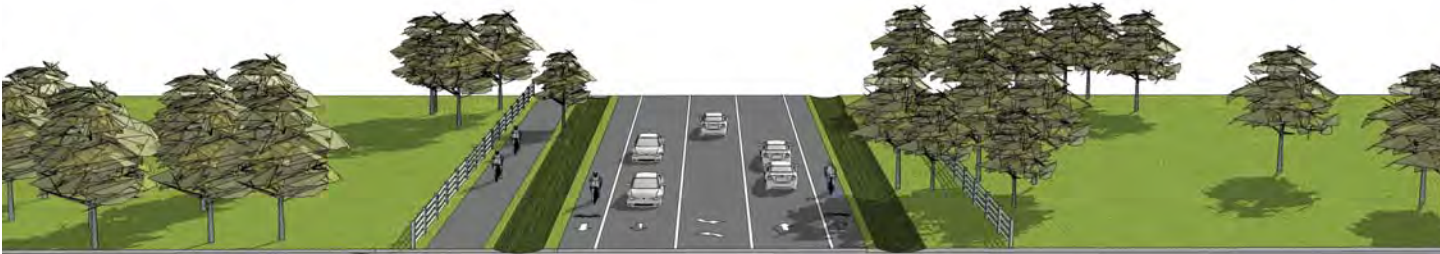


Design Priorities

- Primary:** Reinforce rural character of New Albany, leisure trail connections, on-street bike accommodations, right of way fence
- Secondary:** Organized deciduous tree lawn, pavement width

Standards

Street Pavement	
Drive Lane Width (2-4Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	5' Bike Lanes (2')
Parking	No
Pavement Edge	Ditch
Total Pavement Width	45'-67'
Streetscape	
Streetscape Character	Rural
Tree Spacing	Irregularly Spacing
Streetlights	No
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	85'-107'



Rural Setback	8' Leisure Trail	Ditch	5' Bike Lane	12'	11'	12'	5' Bike Lane	Rural Streetscape	Rural Setback
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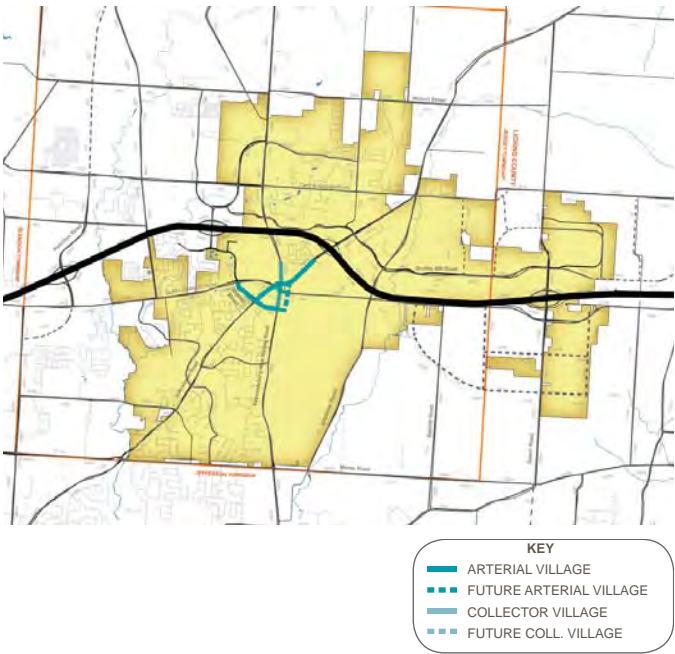
2 Lanes Plus Left Turn Lane  
45' Total Pavement Width)



VILLAGE - ARTERIAL

The character of the Village Center roads is very important. The Village Center arterial roads consist of two travel lanes as well as on-street parking. Bike sharrows are included in the travel lane adjacent to the parking lane. Zero-setback of buildings and street trees create a village feel to these corridors.

Key



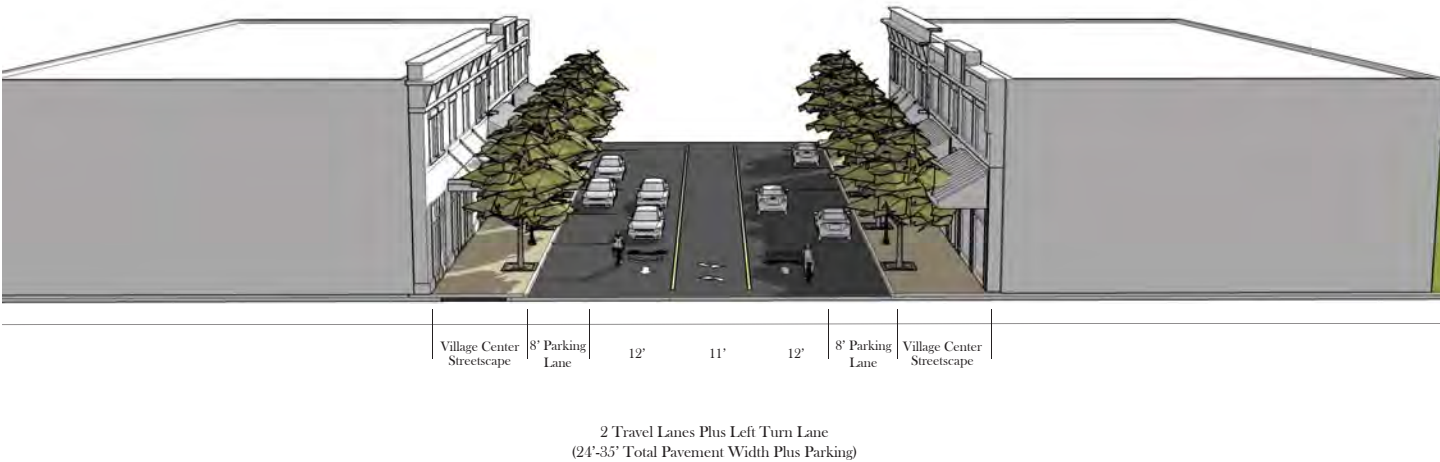
Design Priorities

- Primary:* Create a pedestrian-oriented streetscape, bike sharrows, on-street parking
- Secondary:* Street trees

Standards

Street Pavement	
Drive Lane Width (2 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	Sharrows
Parking (2 Lanes)	8'
Pavement Edge	Curb
Total Pavement Width	51'
Streetscape	
Streetscape Character	Village
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	No
Tree Lawn	Grates or Planters
Right of Way Fence	No
Sidewalk	Yes
Right of Way	
Total Right of Way	83'

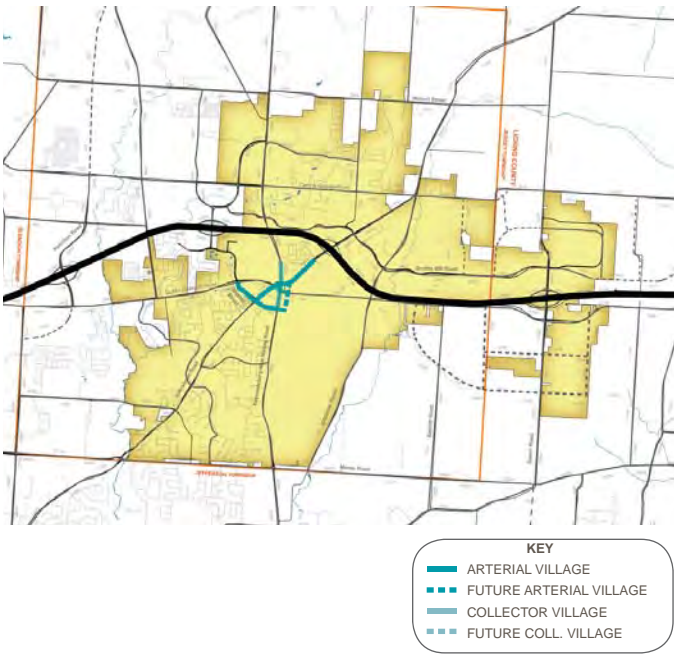
Road Typology



VILLAGE - COLLECTOR

Village Center collector roads are narrower than their arterial counterparts. They include one travel lane each direction and an 8 foot lane of on-street parking. Bicycle sharrows are included within the travel lanes to encourage road cyclists through this area.

Key



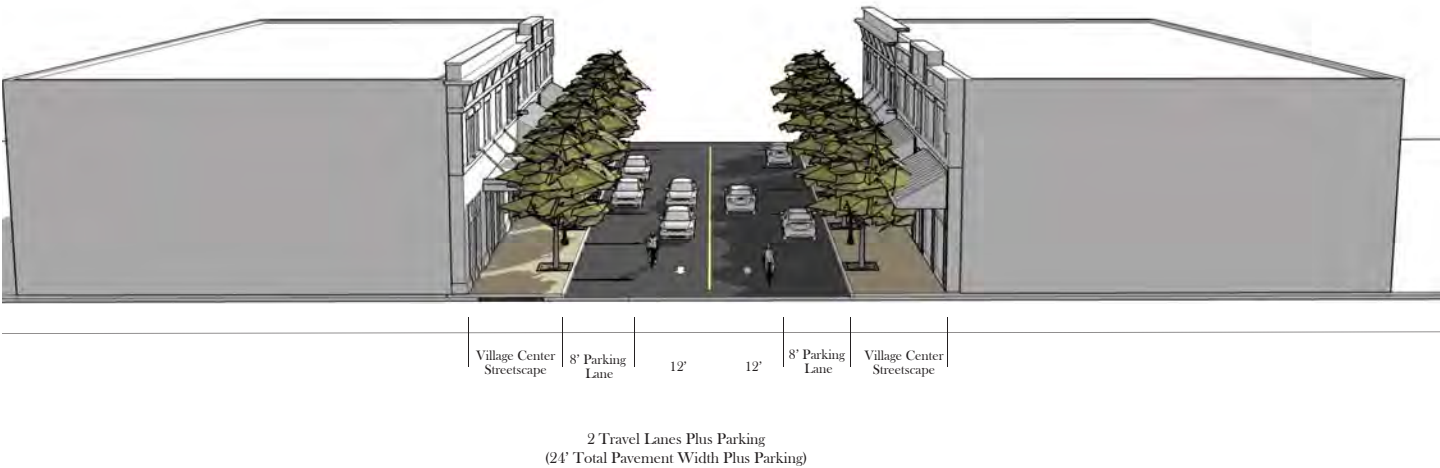
Design Priorities

- Primary: Create a pedestrian-oriented streetscape, bike sharrows, on-street parking
- Secondary: Street trees

Standards

Street Pavement	
Drive Lane Width (2 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	Sharrow
Parking (2 Lanes)	8'
Pavement Edge	Curb
Total Pavement Width	51'
Streetscape	
Streetscape Character	Village
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	No
Tree Lawn	Grates or Planters
Right of Way Fence	No
Sidewalk	Yes
Right of Way	
Total Right of Way	72'

Road Typology



LOCAL NEIGHBORHOOD - ARTERIAL

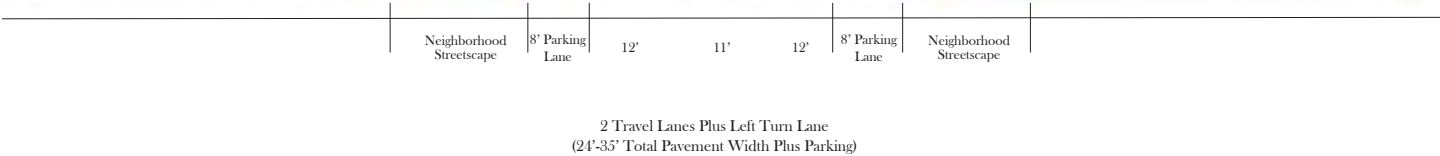
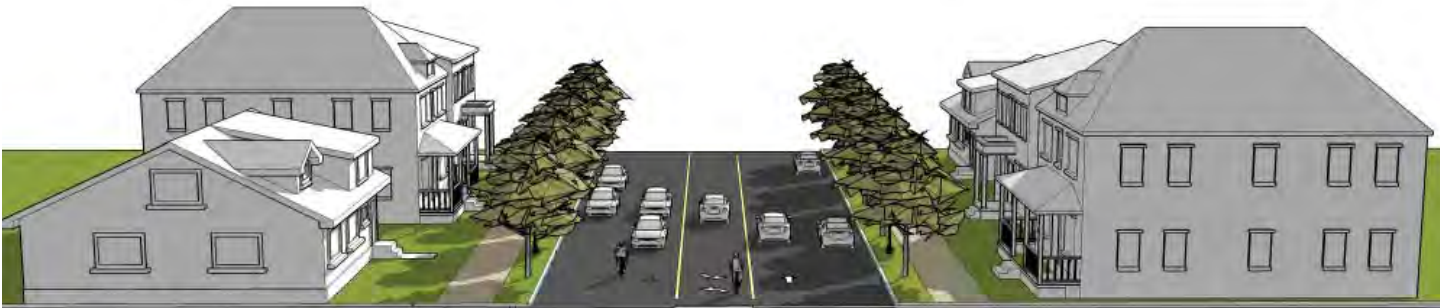
The local streets are those which connect within the city's neighborhoods. The arterial local neighborhood streets consist of two travel lanes, one in each direction, and a center turn lane. This turn lane can be a landscaped island when a turn lane is not needed. These roads are primarily located at the entrances of residential neighborhoods.

Design Priorities

- Primary: Connect to residential properties, width of lanes, pedestrian amenities, reinforcing neighborhood feel
- Secondary: On-street parking, center turn lane

Standards

Street Pavement	
Drive Lane Width (2 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	11'
Bike Facility	No
Parking (2 Lanes)	8'
Pavement Edge	Curb
Total Pavement Width	35'
Streetscape	
Streetscape Character	Neighborhood
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	No
Tree Lawn	Yes
Right of Way Fence	No
Sidewalk	Yes
Right of Way	
Total Right of Way	67'





LOCAL NEIGHBORHOOD - COLLECTOR

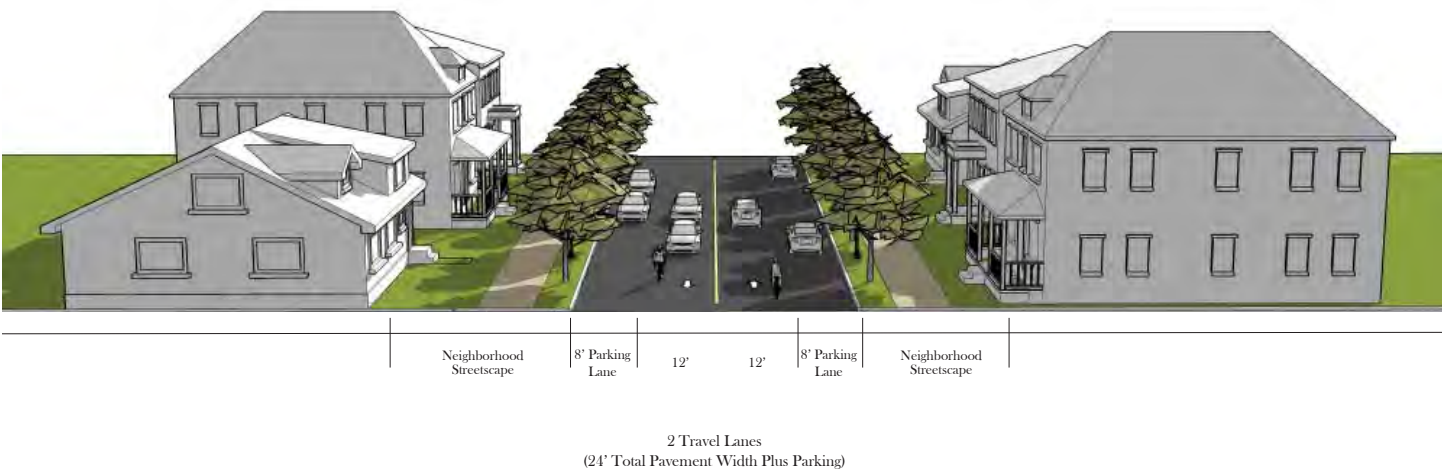
Collector local neighborhood streets are similar to the arterial version, the difference being they do not contain a center turn lane. These roads are located within New Albany's neighborhoods. Collector local neighborhoods should consist of one travel lane in each direction and un-marked on-street parking.

Design Priorities

- Primary: Connect to residential properties, width of lanes, pedestrian amenities, reinforcing neighborhood feel
- Secondary: On-street parking

Standards

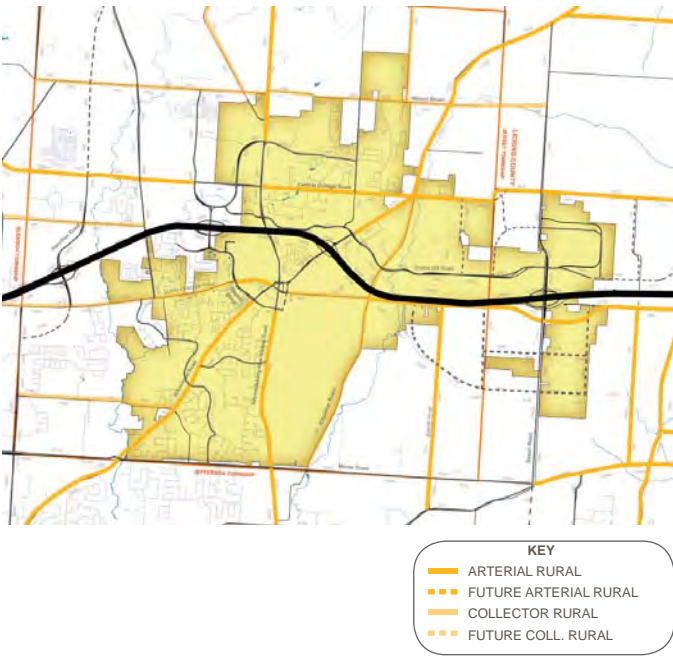
Street Pavement	
Drive Lane Width (2 Lanes)	11' (12' Outside Lanes)
Turn Lane Width	No
Bike Facility	No
Parking (2 Lanes)	8'
Pavement Edge	Curb
Total Pavement Width	24'
Streetscape	
Streetscape Character	Neighborhood
Tree Spacing	30'
Streetlights	Yes
Leisure Trail	No
Tree Lawn	Yes
Right of Way Fence	No
Sidewalk	Yes
Right of Way	
Total Right of Way	56'



RURAL - ARTERIAL/COLLECTOR

While the rural arterial and collector roads differ in functional class, the character of these corridors are the same. Both should consist of two-lanes lanes measuring 12 feet in width. The narrowed road corridor buffered with a green setback creates the rural aesthetic known in New Albany. On-street bike accommodations should be made to promote cyclists' safety.

Key

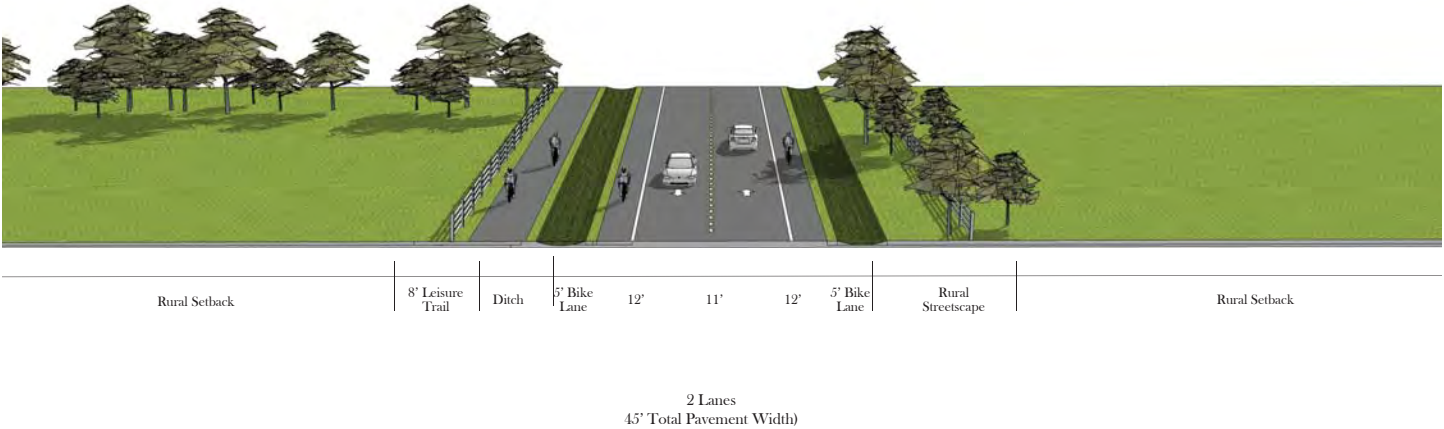


Design Priorities

- Primary: Width of road lanes, right of way fence, on-street bike accommodations, green setback
- Secondary: turn lane

Standards

Street Pavement	
Drive Lane Width (2-4Lanes)	11' (12' Outside Lanes)
Turn Lane Width	No
Bike Facility	5' Bike Lanes (2')
Parking	No
Pavement Edge	Ditch
Total Pavement Width	34'-56'
Streetscape	
Streetscape Character	Rural
Tree Spacing	Irregularly Spacing
Streetlights	No
Leisure Trail	8'
Tree Lawn	8'
Right of Way Fence	Yes
Right of Way	
Total Right of Way	74'-96'







## PEDESTRIAN & CYCLIST PLAN

### INTRODUCTION

In addition to its Thoroughfare component, the 2014 Transportation Plan also addresses pedestrian and cycling transportation within New Albany. The city has long placed a strong emphasis on the planning of alternative modes of transportation such as these, specifically through the construction of multi-use leisure trails. The 2006 Leisure Trail Master Plan created a master plan to guide the further development of these trails in a way that created an interconnected trail system. The success of these trails is evident, making them one of the most popular amenities for the New Albany community. This portion of the plan further advances the existing leisure trails system and introduces the need to accommodate a second population of more serious road cyclists on its roadways.

With the growing popularity of cycling nationwide, two different types of cyclists have begun to emerge. These are the recreational bicycle rider and the more serious road cyclist. Recreational cyclists are slower-moving bicyclists that are most likely to use the leisure trails. These tend to be families, children, and those using the trails to get from one point in the city to another. When discussing the leisure trail system with focus groups during the 2014 Transportation Plan process, this is the population that is assumed to be using the trails. The second group of cyclists are more serious, faster-moving road cyclists. This type of rider has very different needs than the recreational rider. Their rides tend to be done in groups and along rural roads that accommodate the cyclists' preferred speed and distance. Large groups of these riders meet regularly in the city, using it as a starting point for their evening and weekend rides. The Transportation Plan attempts to recognize and address the needs of both these groups.

The following Pedestrian and Cyclist Plan begins by studying New Albany's leisure trails. It examines the existing conditions of the trails, building upon this to propose new extensions and connections that would connect currently under-connected areas to the city and the Village Center. These connection recommendations are important because they have the potential to bring additional economic development opportunities to the city and the Village Center. From the leisure trail focus, the Pedestrian and Cyclist Plan shifts to the road cyclist population. It evaluates the needs and challenges that come with this sport to determine how best to safely accommodate and continue to encourage road cycling. Finally, the Plan ends by studying sidewalk and leisure trail sections. These sections outline the potential pedestrian streetscapes, and what the appropriate design standards, amenities, and safety elements are for each.

The ideas presented in the Pedestrian and Cyclist Plan are intended to identify future development goals for the city's pedestrian and bicycle infrastructure. Further studies will be needed to better understand the steps needed to turn these goals into projects. Therefore, it is recommended an additional planning effort is undertaken to create a New Albany Bicycle Master Plan. This plan should build upon the foundation established in the 2014 Transportation Plan's Pedestrian and Cyclist Plan. It should further evaluate the leisure trail connections proposed in the following section, determine how to best accommodate road cyclists along New Albany's roads, establish a plan for introducing needed amenities for cyclists, and analyze how on-street facilities should coordinate with the leisure trail system. This Bicycle Master Plan will elevate the ideas proposed in the Pedestrian and Cyclist Plan.



RECREATIONAL CYCLISTS TEND TO BE RIDERS THAT TRAVEL AT SLOWER SPEEDS AND ARE MORE COMFORTABLE ALONG THE LEISURE TRAILS AND SIDEWALKS

## EXISTING CONDITIONS

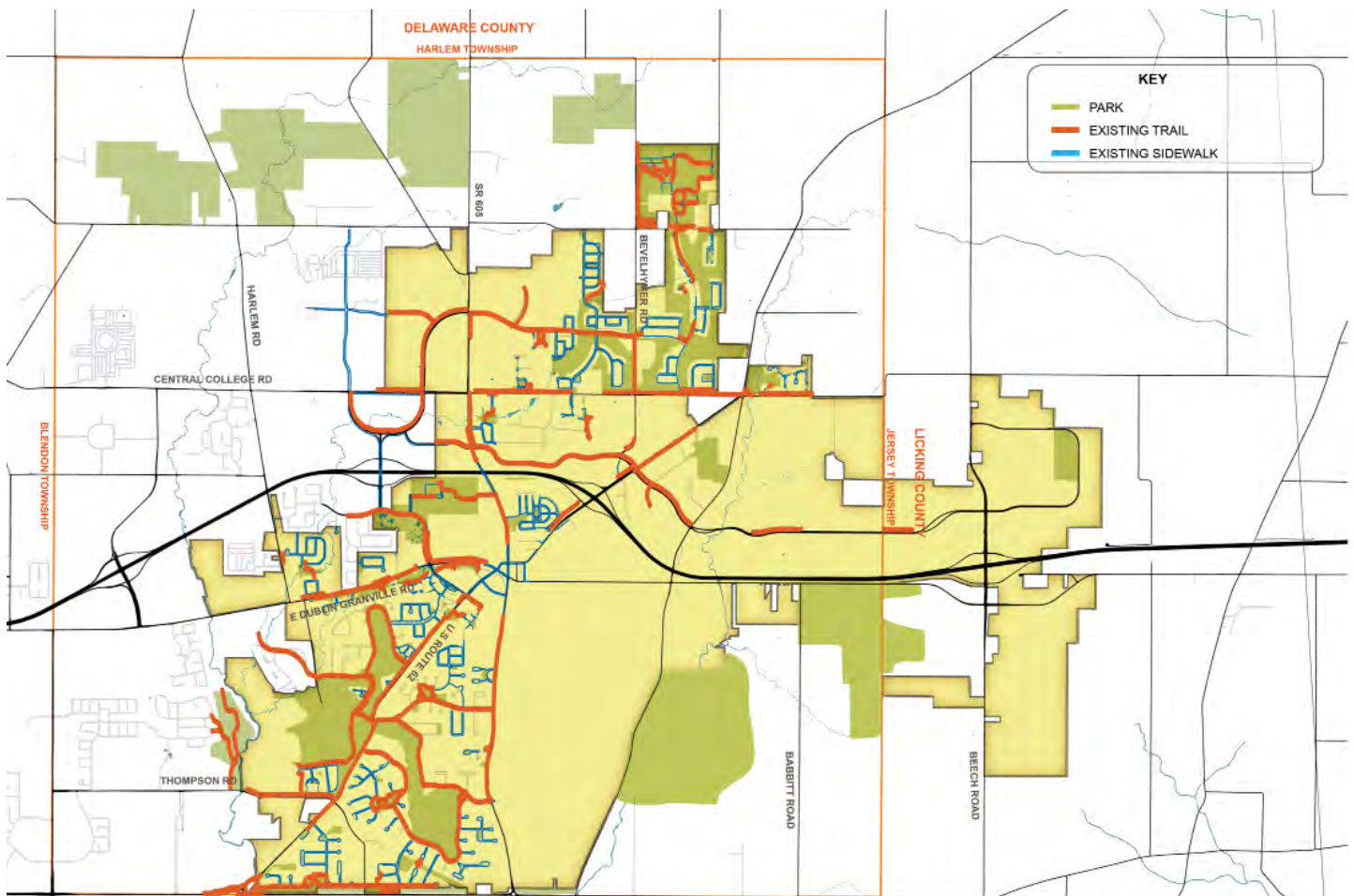
The leisure trail system reflects the high priority of livability within New Albany, as well as the growing popularity of running, walking and bicycling in the community. The existing trails are part of a larger planned system that connects users within New Albany as well as to the growing regional trail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

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

Despite continued growth of the leisure trails, there are missing trail links that need to be addressed in order to create a complete system. Through public

input, the most popular missing links in which residents and stakeholders would like to see trails completed are within the Business Campus and between the Village Center and the neighborhoods north of State Route 161. With these areas in mind, constructing trails along all existing gaps within the system should be a high priority of future leisure trail construction.

New Albany has been active in completing missing links in the leisure trail system by requiring land developers to install leisure trails or utilizing grant opportunities. In 2012 the city received \$346,000 in federal Safe Routes to School grants to fill the final gaps to the school campus. Because of these funds, the city will be able to extend leisure trails along SR 605 between Chatham Green Drive and Kardules Fields Way, along Dublin-Granville Road between Meadway Drive and Morgan Road, and along Dublin-Granville Road between Market Street and the historic Ealy House.



EXISTING LEISURE TRAILS

## PEDESTRIAN & CYCLIST PLAN

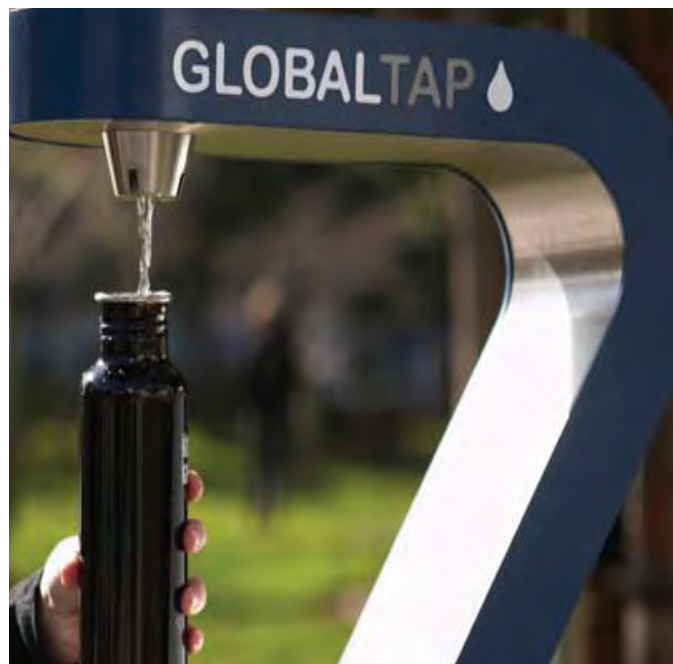
### FUTURE LEISURE TRAILS

The leisure trail system in New Albany has done an exceptional job of connecting residents to neighborhoods, the Village Center, the School Campus, and to other amenities within New Albany. The existing 27 miles of trail are the constructed portion of a larger system that is planned for the city. The planned future trails are shown on the diagram to the right. The ultimate goal for the trail system is to include leisure trails within all the corridors of the city. While completing existing gaps should be a priority in leisure trail construction, new trails that build upon the existing should also be prioritized.

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

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

As New Albany continues to grow so does the opportunity for its leisure trails to create connections not within the city, but to adjacent communities, businesses and areas outside the city as well. The following portion of the Pedestrian and Cyclist Plan explores these potential new connections in more detail. It evaluates how the trails can create economic development opportunities for the city, and specifically for the Village Center by connecting to new areas both within and adjacent to New Albany. By providing new safe, alternative routes to currently under connected areas such as the Business Park, adjacent neighborhoods, and the new Metro Park, New Albany can attract an entirely new population to its Village Center creating the needed clientele to drive further economic development.



POTENTIAL AMENITIES ALONG THE LEISURE TRAIL INCLUDE WATER STATIONS



PREVIOUS PLANNING EFFORTS CALLED FOR POTENTIAL CIRCUIT TRAINING STATIONS ALONG THE LEISURE TRAILS

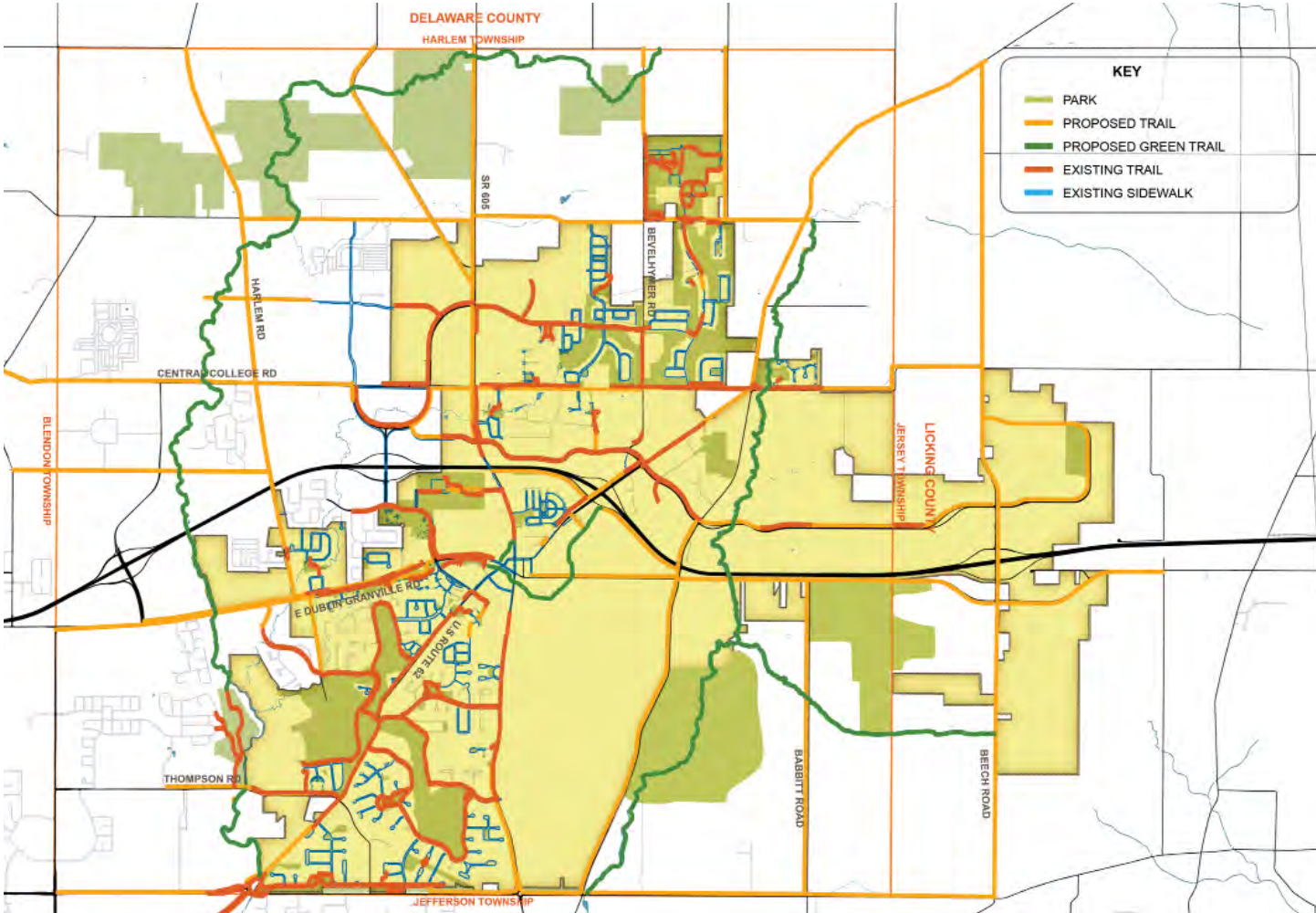




TRAILS SHOULD INCLUDE AMENITIES SUCH AS BENCHES



CREATE NEW NATURE-BASED TRAILS ALONG THE CITY'S NATURAL FEATURES



FUTURE LEISURE TRAILS IN NEW ALBANY AND ADJACENT AREAS



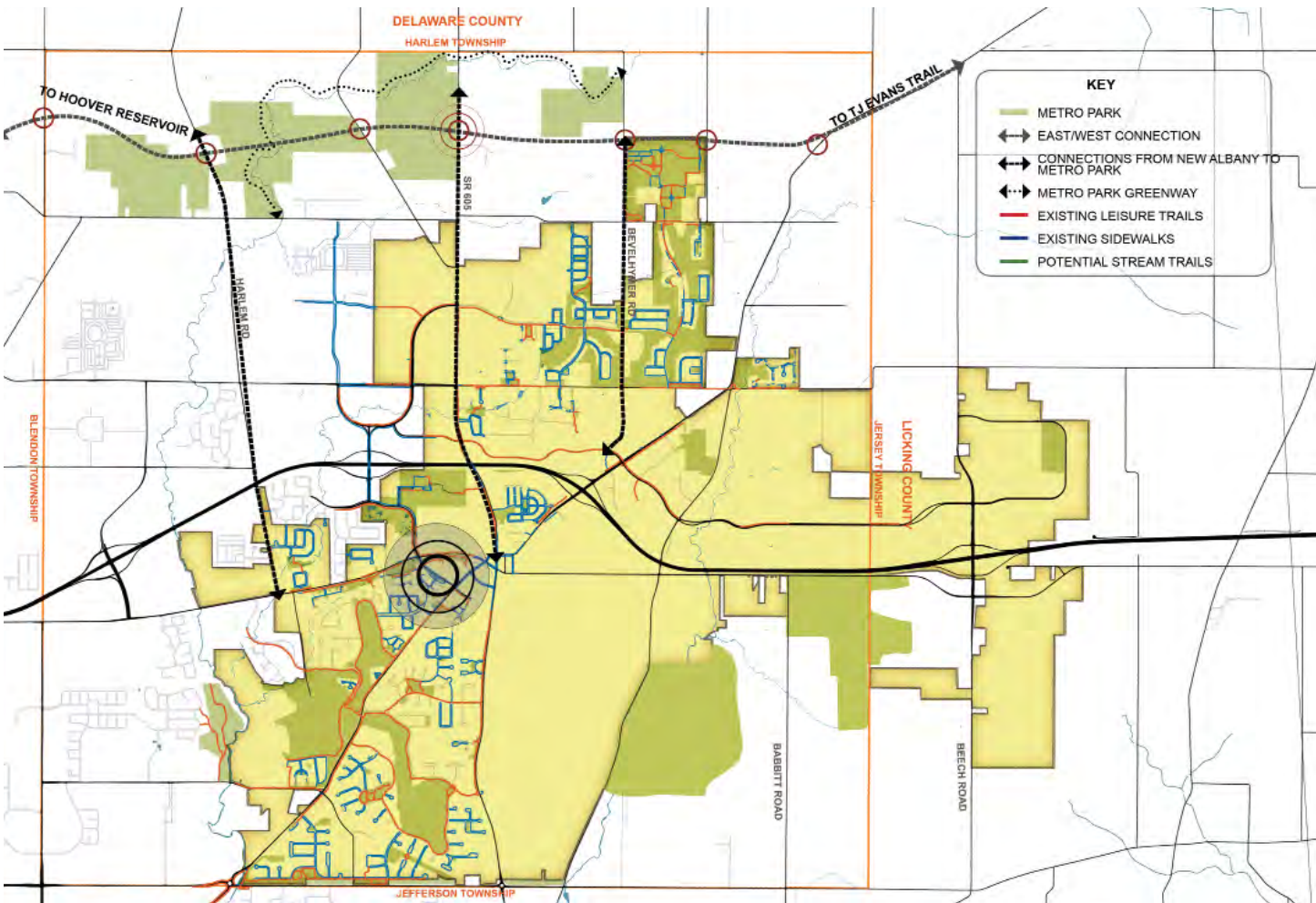
# PEDESTRIAN & CYCLIST PLAN

## METRO PARK CONNECTIONS

New Albany has a unique opportunity to connect the developing Metro Park to the city's neighborhoods and Village Center by way of bicycle connections. The Metro Park is located directly north of the city, and to date has acquired over 400 acres with plans to grow to over 600 acres. Once complete the Park will be a unique amenity for the New Albany community and will act as a regional attraction to the area.

The Metro Park's potential as a regional destination can be enhanced by creating east-west connections to nearby regional trails. New Albany has the distinct advantage of being located within close proximity to several regional trail systems. These include the TJ Evans Trail through Licking County, and the Ohio to Erie and Alum Creek trails to the west. Connecting the Metro Park to these trail systems by means of new trails will making it accessible by both car and bicycle.

Bicycle accommodations should also be made along Harlem Road, Bevelheymer Road, and State Route 605 by either extending leisure trails along these roads or creating on-street bike accommodations on the roads such as bike lanes or sharrows. Both types of improvements would be best to accommodate all types of users. These connections will make the park accessible to the New Albany community, and make New Albany, the Village Center, and New Albany shops and restaurants accessible to park users.



REGIONAL TRAIL NETWORKS NEAR NEW ALBANY

## ADJACENT NEIGHBORHOOD CONNECTIONS

Another opportunity is to connect the neighborhoods adjacent to New Albany to the Village Center through the leisure trail system.

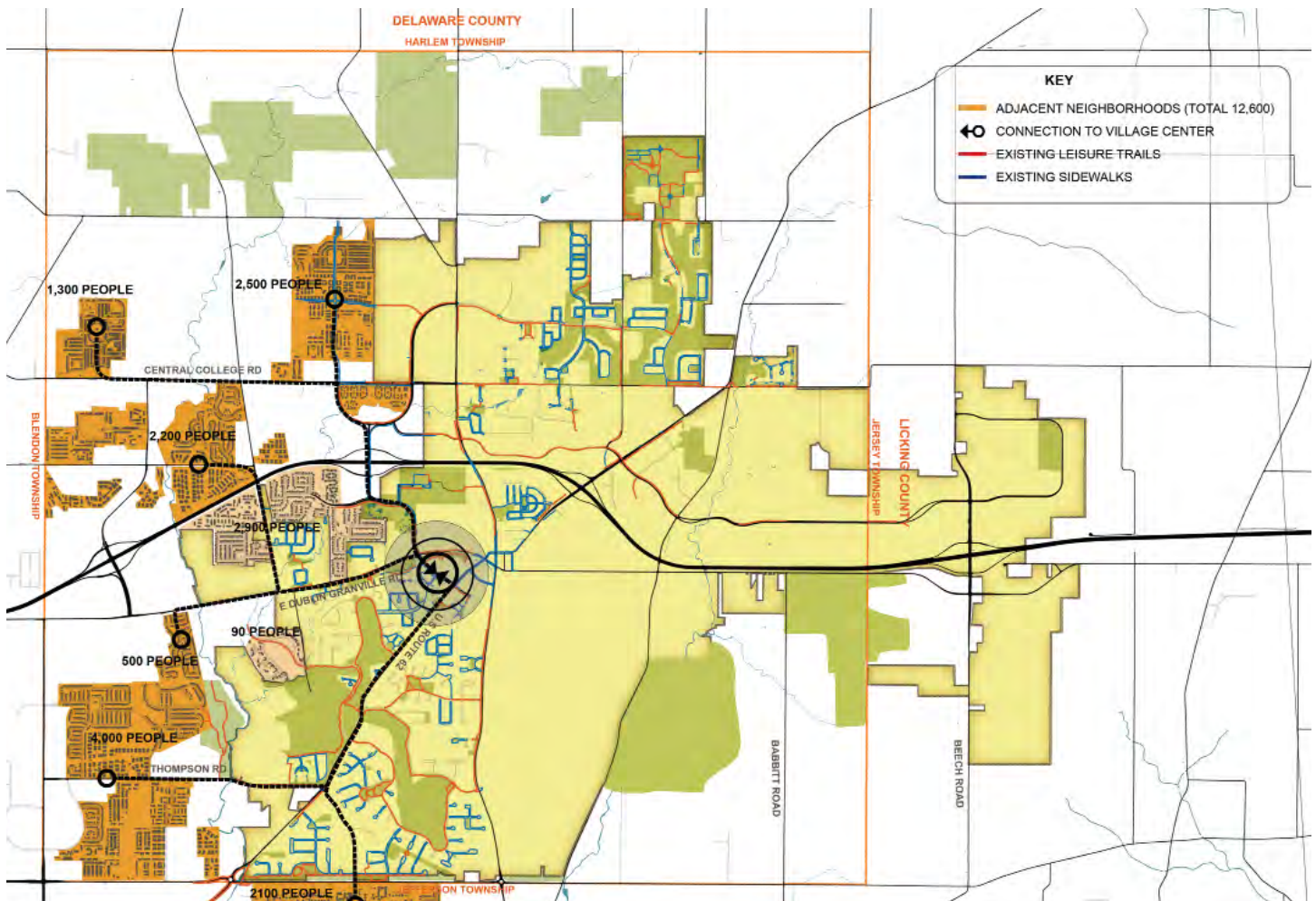
The neighborhoods bordering the city of New Albany are often associated as part of the city. They emulate the streetscape, architecture and distinct features, such as the white fence line, that New Albany is known for.

Additionally, because these areas are included in the Plain Local School District, their residents are already often involved in the New Albany community through the schools. Extending the leisure trail system will help better connect these residents to the New Albany community and the amenities it offers.

As of 2010, the U.S. Census indicated that there are approximately 15,600 residents living in the neighborhoods immediately west and south of New Albany. These neighborhoods are indicated on the map below.

Currently, a lack of alternative connections to these areas forces residents to drive to the nearest restaurants, shops, and entertainment. As a result, they may not feel as tied to the New Albany community and are more likely to travel farther to other commercial developments such as those along Hamilton Road and within Easton Town Center.

Creating leisure trail connections between New Albany and these adjacent neighborhoods would not only benefit the residents of these surrounding communities, but also the merchants in the Village Center as well. Stronger connections increase the opportunity for these residents to travel to the Village Center for their shopping, dining and entertainment needs. Connecting this population of 15,600 potential new customers will greatly help support the city's shops and restaurants. Such growth in patronage helps to encourage further investment and development of the Village Center.



PROPOSED CONNECTIONS FROM NEARBY NEIGHBORHOODS TO VILLAGE CENTER



# PEDESTRIAN & CYCLIST PLAN

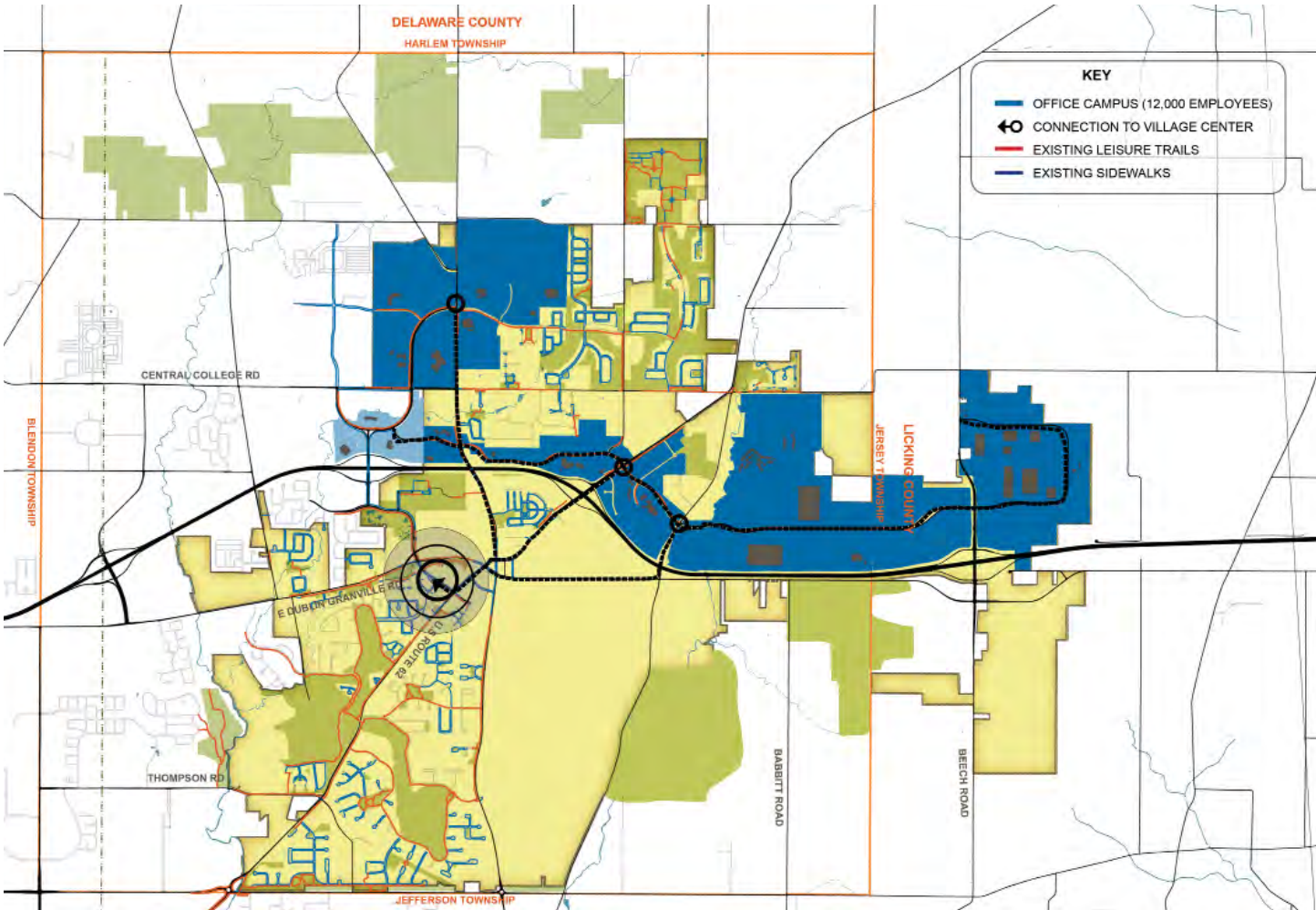
## BUSINESS PARK CONNECTIONS

Similar to the idea of connecting adjoining neighborhoods, strengthening leisure trail connections to the New Albany Business Park could create an additional customer base for the Village Center. New Albany's Business Park is home to numerous corporate headquarters and offices. As of 2012, there were more than 12,000 employees within the park. While there are existing trails within the four campuses that make up the Business Park, they are not well connected, either to outside destinations or within the Park itself.

Completing these trails within the Park, and creating connections between the Business Park and the Village Center, provides an appealing amenity to both employers and employees. It also helps bring those 12,000 employees to the restaurants and shops at Market Square during their lunch breaks, after work, or for business meetings. This again creates a large addition to the existing Village Center customer base, helping support existing businesses and encouraging new development and investment.



LEISURE TRAIL BIKER



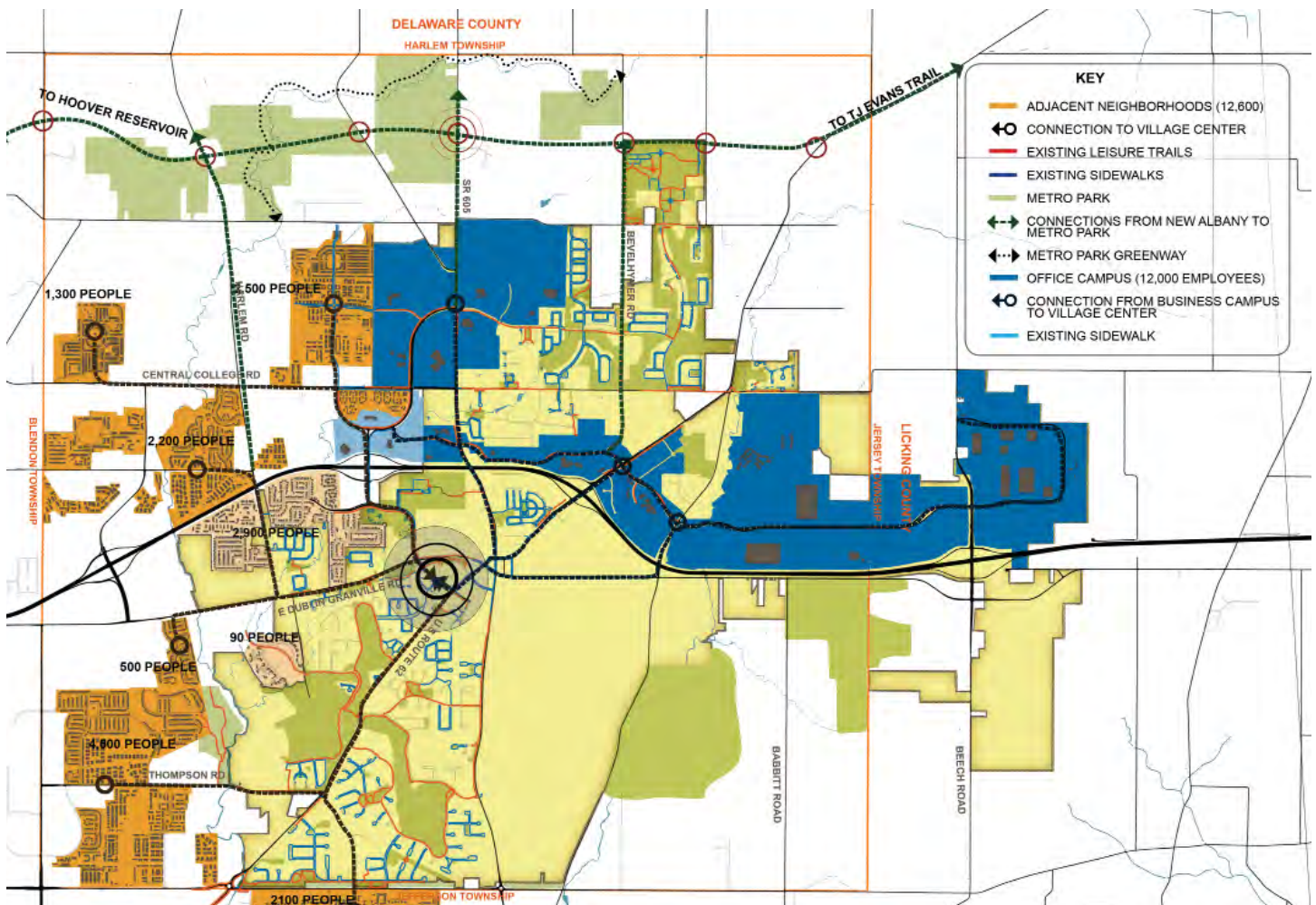
PROPOSED CONNECTIONS FROM BUSINESS PARK TO VILLAGE CENTER

## COMMUNITY CONNECTIONS AND THE VILLAGE CENTER

As part of the 2011 Village Center Strategy Plan, an economic analysis was conducted to understand the economic conditions needed to create a strong Village Center that included the type of retail and restaurants desired by residents. The analysis concluded that the current density of residents per retail boutique store in New Albany, 333 residents, was lower than any other retail area and comparison city. This number could not support the amount and type of retail desired by the community. In general economic studies have shown that to support a 1,500 to 3,000 square foot corner store, the size of a typical boutique, approximately 1,000 households need to be located within a five minute walk of the store. This shows that in order to continue to encourage economic development of the Village Center, the city must attract more consumers.

By creating the new connections proposed in the Pedestrian and Cycling Plan, New Albany can connect a large enough patron-base to support its desired retail.

According to the 2010 Census, the current population for the City of New Albany is 7,724. The proposed connections to the New Albany Business Park would encourage the 12,000 employees to frequent the restaurants and shops of the Village Center after work, during their lunch, or for meetings. With this connection the number of potential Village Center consumer support jumps from the 7,724 to 19,724. Adding the connections to the neighborhoods adjacent to New Albany increases this number by 15,600. This means the proposed leisure trail connections will help attract 35,324. This is more than four times the current number of potential Village Center patrons. This number can only be strengthened by the additional Metro Park visitors now connected to the Village Center as well. By bringing these individuals to the Village Center through leisure trail connections, the city of New Albany can gain the amount of customers needed to encourage additional investment and development, and to attract the types and amount of restaurants and retail desired by residents.



COMMUNITY CONNECTIONS TO THE VILLAGE CENTER



## PEDESTRIAN & CYCLIST PLAN

### ON-STREET CYCLISTS ACCOMMODATIONS

Since 2006 New Albany has experienced a large growth in the popularity of road cycling. This is part of a nationwide trend, in which a new population of cyclists is being recognized. These individuals prefer to ride on the road instead of trails because of the distance and speed their rides require.

The Pedestrian and Cyclists Plan acknowledges this group of cyclists, and identifies key actions that should be taken to encourage the role of New Albany as a cycling hub for this type of biking.

Because of its location and numerous rural corridors, New Albany has become a hub for road cycling. The city participates in cycling events such as Pelotonia, which passes through the New Albany Business Park and ends in Market Square. Additionally, several cycling clubs, The Cycling Club and Girls with Gears, have formed in the city. These groups use the Village Center and School Campus as starting points for group rides on the weekends and evenings. To better inform this portion of the Transportation Plan, these cycling groups were engaged in the planning process. Surveys were distributed to club members through which feedback was gained concerning the existing challenges and future needs of the cyclists.

#### *Survey Results*

From the information gathered through the surveys, the Transportation Plan was able to identify several important factors that should be addressed to better accommodate road cyclists. First, the survey identified which roads are the most challenging to cyclists. These were US 62, Reynoldsburg-New Albany Road, and Dublin Granville Road. According to comments, these roads are uncomfortable for cyclists because of the high speed of traffic combined with narrow shoulders. Typically, it is recommended that bicyclists have 5 feet of dedicated bike lanes to make them feel comfortable and safe on busy roads. The lack of a shoulder forces crowding of cyclists by cars passing by. This can create unsafe conditions for the cyclists.

Second, the surveys helped identify which roads cyclists would most like to see bicycle accommodations along. These top three roads were also the top three roads that are the most challenging to cyclists, US 62, Reynoldsburg-New Albany Road, and Dublin Granville Road. To improve the safety of these roads for cyclists, dedicated bike lanes of approximately 5 feet should be considered at strategic points along these corridors. Additionally, sharrows should also be considered with the Village Center. The Village Center roads are not conducive to bicycle lanes because of their on-street parking. Placing

sharrows in the travel lanes will notify drivers of the need to share the road with cyclists. The recommended Bicycle Master Plan that was previously mentioned will determine where and what types of bike accommodations are appropriate for New Albany's roads.

In addition to dedicated bike lanes along key rural and semi-rural corridors, cyclist-oriented road improvements should be considered with the Village Center as well. These include creating sharrows along neighborhood and Village Center roads to show the need to share the road between motorists and cyclists. Consideration should also be given to improving intersections along key cycling routes to allow bicycles to trigger stop-lights.

In addition to addressing cyclists along its streets, planning should be given to improving the existing bicycle amenities within the city. In order to improve the city's ability to host group rides, key trail head locations should be identified. These may coincide with current popular starting points for cyclists such as the School Campus and Market Square. Wherever the locations are, they should include amenities for rides. Examples of such amenities are:

- Additional bicycle racks that are tailored toward road bicycles
- Repair stations for simple repair of bicycles
- Bike lockers
- Water stations
- Potential route maps

Including these facilities will assist cyclists with long rides and improve New Albany's role as a cycling hub.

The popularity of bicycling, both as a sport and a means of transportation, will continue to increase nationwide and within New Albany. Therefore, it is important that the city of New Albany plan for the needs of this growing population. The recommended New Albany Bicycle Master Plan will study how to best implement the on-street cycling accommodation ideas identified in this plan.

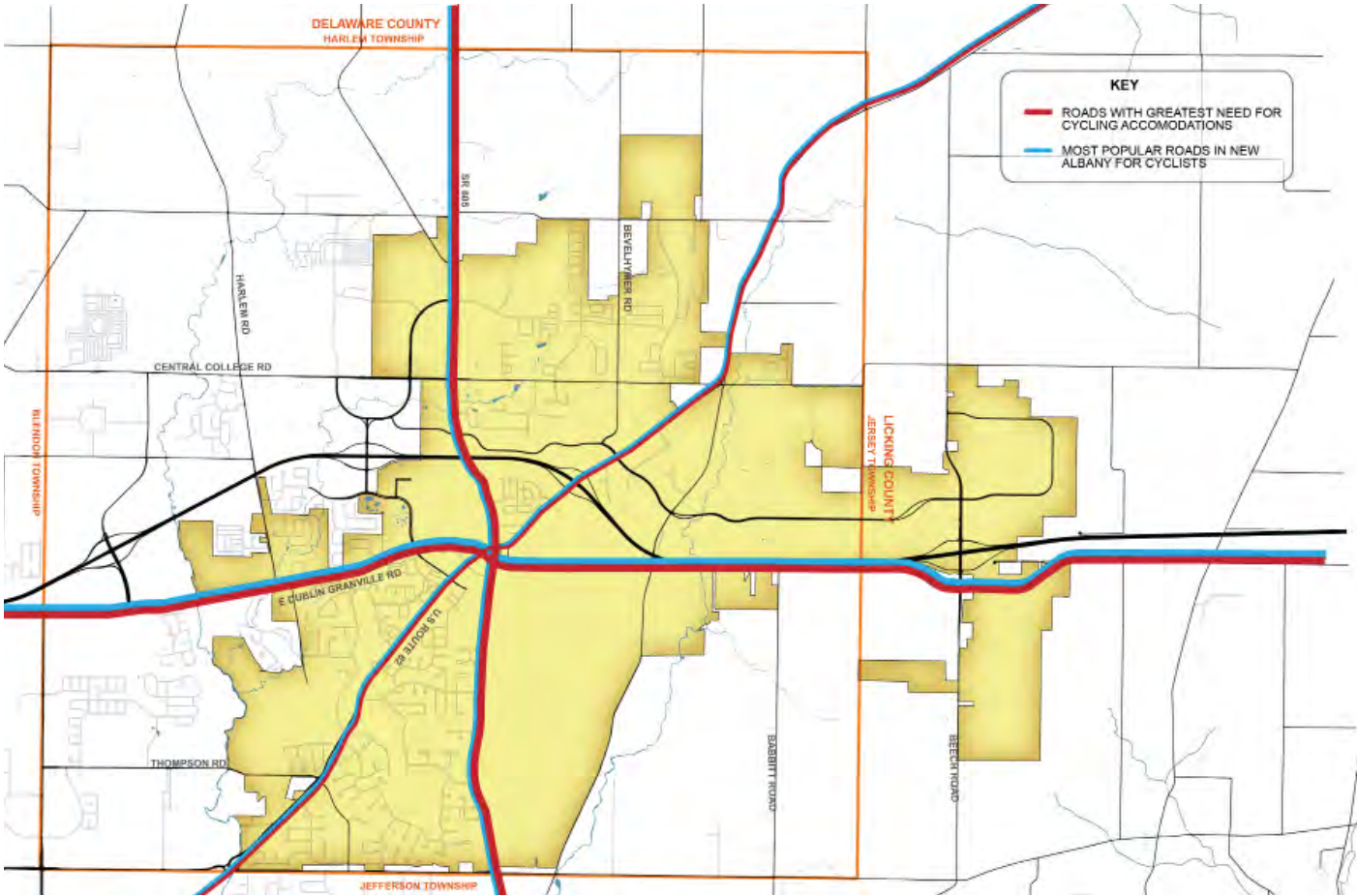




BICYCLE AMENITIES SUCH AS BIKE LOCKERS SHOULD BE INTRODUCED IN THE VILLAGE CENTER AND AT TRAIL HEAD LOCATIONS



MARKET SQUARE IS ONE OF THE POPULAR PLACES FOR CYCLISTS TO MEET BEFORE WEEKEND AND EVENING RIDES



RESULTS OF THE CYCLIST SURVEY

## PEDESTRIAN & CYCLIST PLAN

### TRAIL SECTIONS

Pedestrian connections within the city are an important priority for New Albany residents, and pedestrian activity within areas such as the Village Center is integral to the success of local shops and businesses. In order to ensure such activity and connections, it is important that the pedestrian zones are comfortable and engaging. The sidewalk and trail sections to follow should be used as models for New Albany's sidewalks and leisure trails.

The following trails sections are broken down into typologies. The first, the Nature Trail, is an extension of New Albany's leisure trails. These run along the city's natural features and green corridors. The second type of trail is the Rural Corridor Trail which runs along the city's roads designated with a rural typology. Finally, the Semi-Rural Trails run along the roads that are more developed than the rural roads. These include the semi-rural, commercial, major commuter, and neighborhood typologies.

The sidewalk sections are based upon which part of the city the sidewalks are located. The first type, the Village Center Sidewalk, is more commercial-based. Its wider pavement and potential amenities make the space ideal for areas such as the Village Center. The second type, the residential sidewalks, are the sidewalks found within New Albany's neighborhoods. These are narrower than the Village Center sidewalks and include less amenities. These sidewalks connect to the leisure trail system.

Included with each sidewalk section is a model. This is meant to be used as a benchmark for the development of the trails and sidewalks. These sections include specific information concerning the materials to be used, tree lawn widths, and safety enhancements. These standards allow for some variation within each section, however the general character of these should be consistent with the high quality pedestrian streetscape already existing in New Albany.



LEISURE TRAILS ARE IMPORTANT TO THE CONNECTIVITY OF NEW ALBANY



THE SIDEWALKS WITHIN NEW ALBANY'S NEIGHBORHOODS ARE NARROWER, BUT PROVIDE CONNECTIONS TO THE CITY'S LEISURE TRAILS



**GREEN CORRIDOR LEISURE TRAIL**

Leisure trails within rural corridors will tend to meander through a more naturalized landscape, including clustered street trees clustered in natural patterns. The trail is set back at least 12’ from the street.

**Standards**

Leisure Trail	
Width	8'-12'
Material	Asphalt
Alignment	
Primary Users	Pedestrians and Recreational Cyclists
Safety Enhancements	Striped crosswalks
Design Considerations	Water fountains, respite areas including benches, scenic look-outs, circuit training stations, trail heads
Signage	Wayfinding
Lighting	No Lighting

**Section**



**Character Image**



EXAMPLE OF A LEISURE TRAIL THROUGH A GREEN CORRIDOR



# PEDESTRIAN & CYCLIST PLAN

## SEMI-RURAL CORRIDOR

The purpose of the New Albany Leisure Trail System is to create connections between the various neighborhoods and the Village Center. Along semi-rural corridors the trail system typically runs parallel to the road, includes street lights and deciduous street trees placed in a well organized pattern within the tree lawn, is wide enough to accommodate both pedestrians and cyclists. When appropriate, 5 foot bike lanes should be included in both directions for road cyclists.

### Standards

Leisure Trail	
Width	8'
Material	Asphalt
Road Separation	Tree Lawn
Primary Users	Pedestrians and Recreational Cyclist
Safety Enhancements	Striped crosswalks, lighting
Design Considerations	Water fountains, respite areas including benches, scenic look-outs, circuit training stations, trail heads
Signage	Wayfinding
Lighting	Commercial Street Lights
Bike Lane	
Width	5' (2 lanes)
Material	Asphalt
Road Separation	Lane Line
Road Markings	Bike Lane Symbols
Primary User	Road Cyclist
Lighting	Commercial Street Lights

### Section



### Character Image



EXAMPLE OF A SEMI-RURAL CORRIDOR LEISURE TRAIL ALONG SMITH'S MILL ROAD

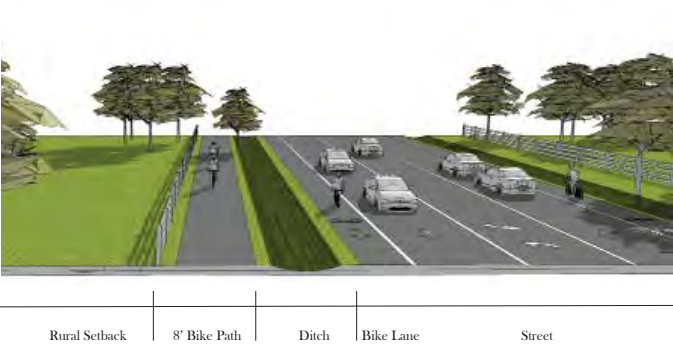
RURAL CORRIDOR

Leisure trails within rural corridors will tend to meander through a more naturalized landscape, including clustered street trees clustered in natural patterns. The trail is set back at least 12’ from the street. Leisure trails are intended for pedestrians and recreational cyclists. When appropriate, 5 foot bike lanes should be introduced along the rural roads. These are to be used by road cyclists.

Standards

Leisure Trail	
Width	8’
Material	Asphalt
Road Separation	Ditch
Primary Users	Pedestrians and Recreational Cyclist
Safety Enhancements	Striped crosswalks
Design Considerations	Water fountains, respite areas including benches, scenic look-outs, circuit training stations, trail heads
Signage	Wayfinding
Lighting	No Lighting
Bike Lane	
Width	5’ (2 lanes)
Material	Asphalt
Road Separation	Lane Line
Road Markings	Bike Lane Symbols
Primary User	Road Cyclist
Lighting	No Lighting

Section



Character Image



EXAMPLE OF A RURAL CORRIDOR LEISURE TRAIL

PEDESTRIAN & CYCLIST PLAN

VILLAGE CENTER CORRIDOR

Sidewalks within the Village Center are meant primarily for pedestrians. The design of these sidewalks comply with existing urban form to incorporate higher density land uses. The character of these sidewalks is important, and should be designed to continue to the high quality of design established by existing Village Center streetscapes. Bicyclists should be encouraged to use the roads. Bike Sharrows on the road affirm the place of cyclists on the road.

Standards

Sidewalk	
Width	6' Minimum
Material	Concrete
Road Separation	Tree or Planter
Primary Users	Pedestrians
Safety Enhancements	Striped crosswalks
Design Considerations	Benches, Trash Receptacle, Bike Racks
Signage	Wayfinding
Lighting	Village Center Street Lights
Bike Facilities	Sharrows
Road Markings	Bike Sharrow Symbol
Primary User	Road and Recreational Cyclist
Lighting	Village Center Street Lights

Section



Character Image



WIDER SIDEWALKS WITH THE VILLAGE CENTER ENCROUAGE PEDESTRIAN ACTIVITY



RESIDENTIAL SIDEWALK

Residential Sidewalks provide connectivity both within neighborhoods and to greater New Albany and the Leisure Trail System. In addition to connectivity these sidewalks also help contribute the character of New Albany's community with wide tree lawns. Residential Sidewalks are primarily intended for pedestrian activity. Because of the slow speed of traffic, cyclists should be encouraged to share the road with motorists.

Standards

Sidewalk	
Width	6' Minimum
Material	Concrete
Road Separation	Tree or Planter
Primary Users	Pedestrians
Design Considerations	
Lighting	Neighborhood Street Lights
Bike Facility	No Additional Bike Facilities

Section



Character Image



NEIGHBORHOOD SIDEWALKS PROVIDE IMPORTANT CONNECTIVTY BUT ARE NARROWER

## TRANSIT PLAN

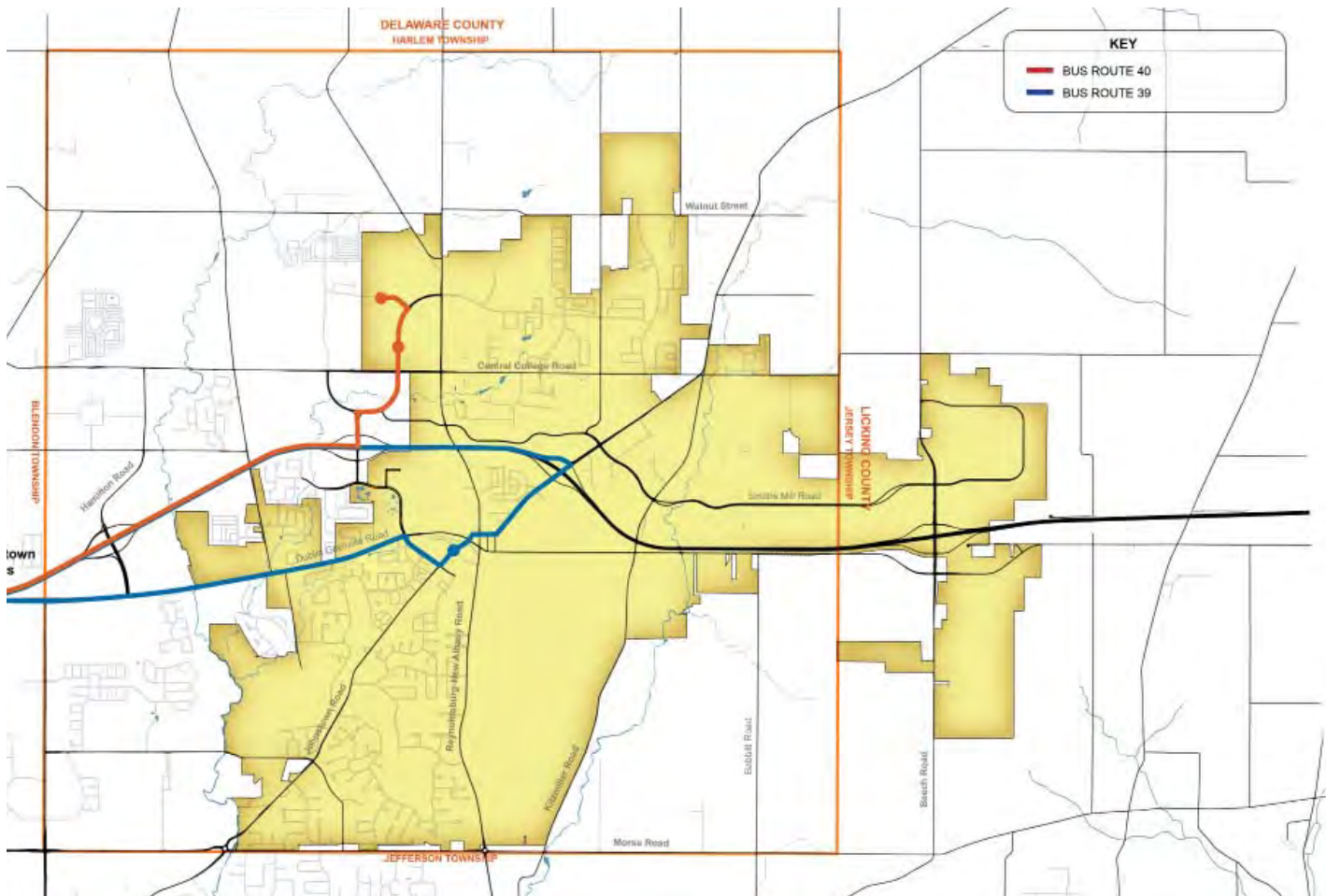
### EXISTING TRANSIT

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

Public transit is currently available in New Albany through the Central Ohio Transit Association (COTA) Park & Ride program. There are two express routes that run from New Albany to Downtown Columbus during weekdays, Express Routes 39 and 40. Express Route 40 departs from the New Albany Business Park and Express Route 39 departs from the New Albany Park and Ride in the Village Center. While there are consistent ridership numbers for these bus routes, it is relatively low. The city is currently working with COTA to develop a new park and ride facility to help improve ridership and potentially use it as a catalyst for other future transit projects.



EXISTING PARK & RIDE STOP IN THE VILLAGE CENTER



EXISTING PARK & RIDE COTA ROUTES IN NEW ALBANY



**NEW PARK & RIDE FACILITY**

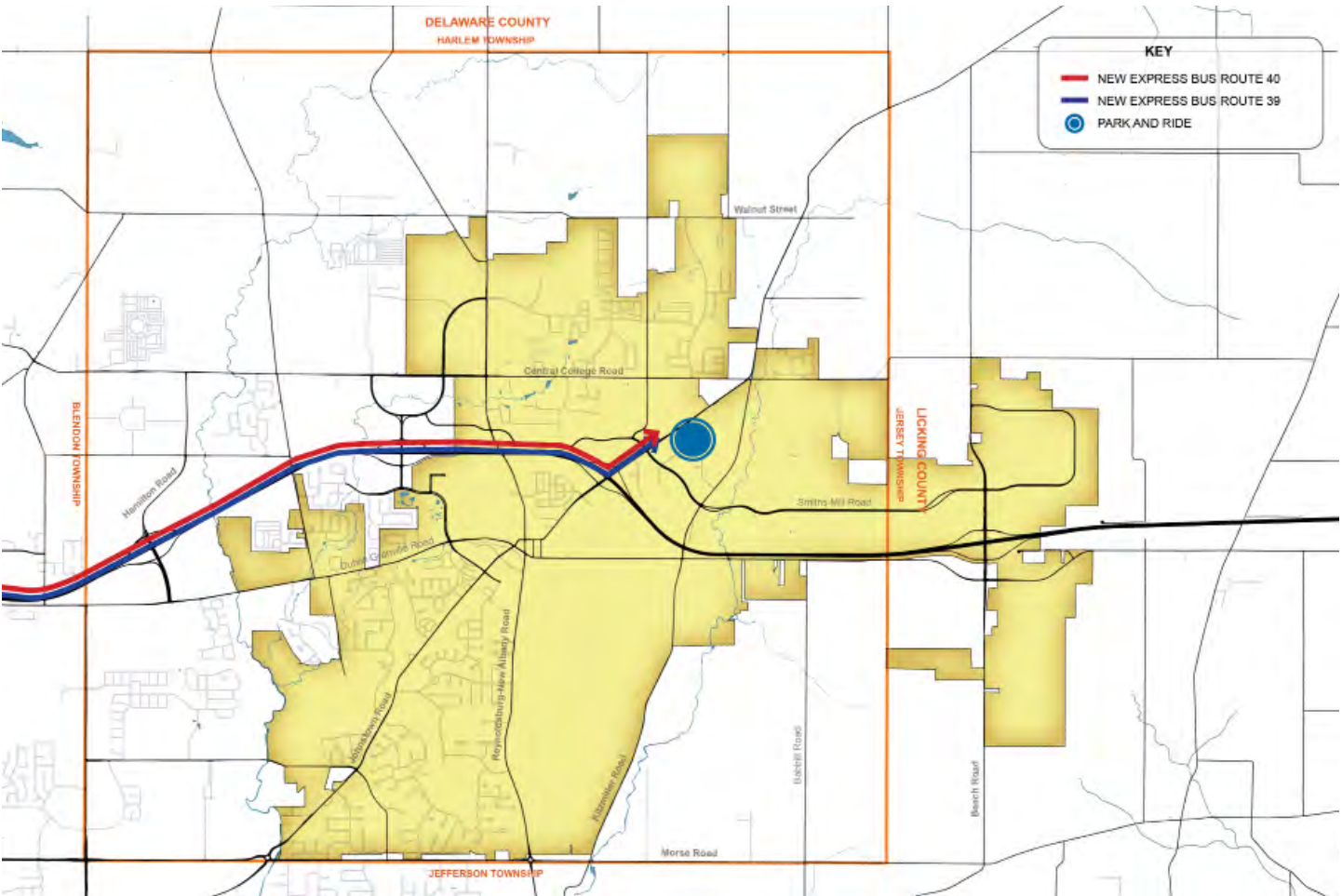
In the fall of 2014 the city of New Albany announced the construction of a new park and ride facility that would be located along Forest Drive, just north of Smith's Mill Road. The 2.5 acre site will host a total of 176 parking spaces, the first 87 of which will be built in the first phase. Construction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

Located nearby, also along Forest Road will be a gas station and several other businesses that will be tailored toward the needs of riders. These include such businesses as child day care and laundry mats. Providing businesses that meet a daily need for transit riders encourages higher ridership by making the experience more convenient.

In addition to building the park and ride facility, COTA will also be improving the bus schedules. The two routes will make quicker, more efficient trips to again make the use of public transit more convenient and boost ridership.



PRELIMINARY DESIGN OF PROPOSED PARK AND RIDE FOR NEW ALBANY



FUTURE PARK & RIDE FACILITY BEING CONSTRUCTED



## TRANSIT PLAN

### MASS TRANSIT FOR COMMUTERS

The new park and ride facility creates multiple opportunities for New Albany to enhance transit within the city as well. The flexible design for the new space should encourage further development of the facility in the future to accommodate additional transit amenities.

One such potential of the site is to utilize the park and ride for not only COTA users, but also New Albany Business Park employees as well. Creating shuttle routes that would depart from the facility and take employees to the different campuses within the Business Park could greatly reduce the amount of traffic around this area during peak hours. This would help reduce congestion and have environmental benefits as well. A potential shuttle route should also be considered between the Village Center and the Park & Ride. This would help encourage transit riders to go to the Village Center for shopping, dining and entertainment, further helping the local businesses and strengthening the connection between the employees and the city they work in.

The new park and ride can also be used to help activate additional projects that may complement the park and ride. Introducing bicycle amenities onto the site would allow Business Park employees and COTA riders to ride their bike to the park and ride and then using the COTA or shuttle for the rest of their commute. The alleviation of the need for a car for a work commute allows New Albany to appeal to a younger demographic of young professionals. This population tends to prefer to live in areas that do not require them to depend on a car. Potential bicycle amenities to be considered should be bike lockers, repair stations, and water stations. Creating a bike share station at the site that works in conjunction with other bike share stations around the business campus and potentially the city could provide another alternative mode of transit in New Albany.

Building upon the environmental benefits of public transit, the park and ride could incorporate sustainability practices into its future design. Simple stormwater management tools such as bioswales and pervious pavements can help the aesthetics of the site and reduce stormwater runoff. Additionally, incorporating other green amenities such as electric car charging stations will help further promote the environmental consciousness New Albany promotes. With the promotion of sustainable practices and alternative transportation options, the new park and ride facility has the potential to become a model for similar facilities in other cities.



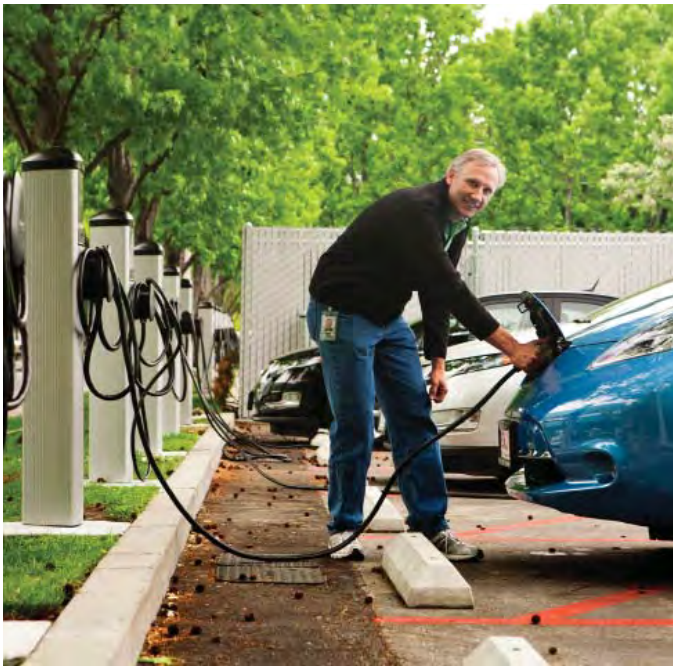
THE NEW SITE SHOULD PROMOTE SUSTAINABLE PRACTICES SUCH AS BIOSWALES AND PERVIOUS PAVEMENT



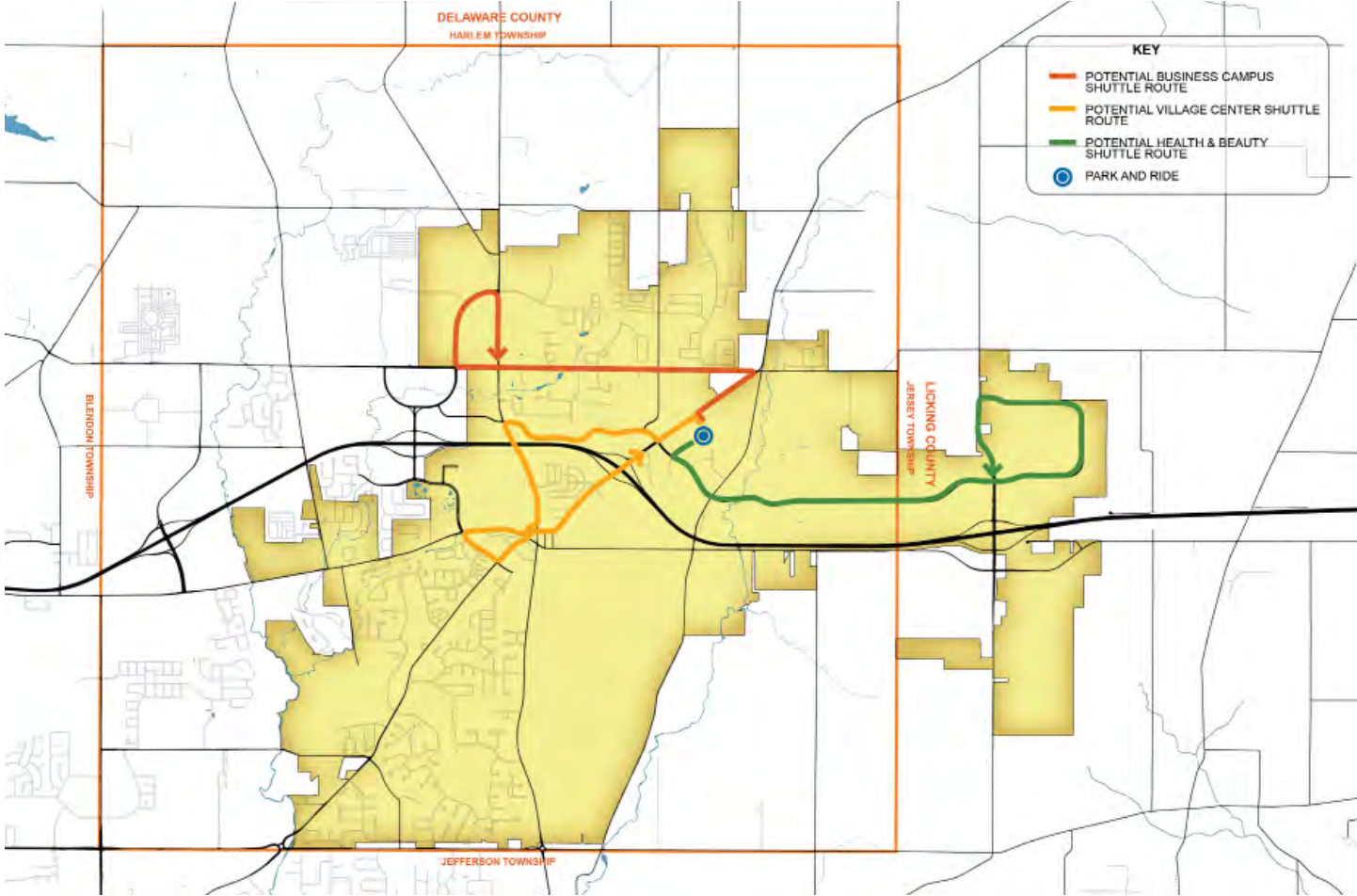
SHUTTLE ROUTES WITHIN THE BUSINESS PARK WOULD HELP DECREASE TRAFFIC CONGESTION AND MEET AN EXISTING NEED FOR TRANSIT IN NEW ALBANY



INTRODUCING A BIKE SHARE STATION AT THE PARK AND RIDE PROMOTES FURTHER ALTERNATIVE MODES OF TRANSPORTATION



ELECTRIC CAR CHARGING STATIONS SHOULD BE CONSIDERED FOR THE PARK AND RIDE



POTENTIAL SHUTTLE ROUTES IN NEW ALBANY







## CORRIDOR STRATEGY

## CORRIDOR STRATEGY

### INTRODUCTION

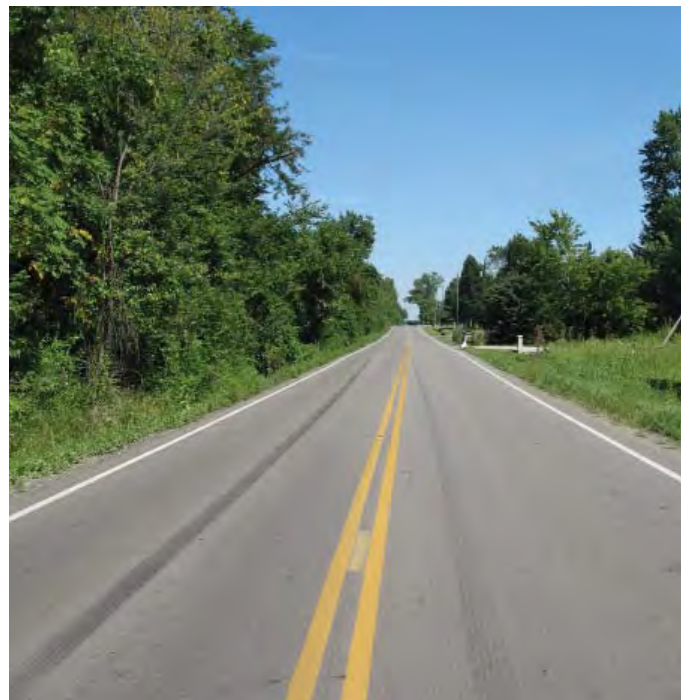
New Albany's corridors have many different uses in addition to their roadways. They help define the aesthetics of the community, offer opportunities for gateways, contribute to the character, and determine the usability of the community for residents and visitors. The 2014 Transportation plan takes great care in establishing high standards for the roads, sidewalks, and leisure trails of New Albany's corridors. In order to ensure that the other features of the corridors work with these in a complementary fashion, a Corridor Strategy was created. This strategy outlines approaches for how to best utilize New Albany's corridors.

First, this section outlines how to incorporate the utilities such as power lines, needed to support the development in New Albany. These should be installed in a discreet manner to prevent them from taking away from the aesthetics of New Albany's roads. Second, it explores how best to use the corridors as gateways to the city. Creating a "gateways strategy" establishes a foundation to guide how best to create an impactful entrance into the city. Finally, the standards for the green corridors are confirmed. The city of New Albany has long preserved its natural features and aesthetics by creating a green corridor that runs along its stream and road corridors. This is an important feature that will greatly impact the city as it continues to grow.

By following the strategies outlined in this Corridor section, the city of New Albany can ensure the character of its corridors as the city continues to develop and change.

### CORRIDOR STRATEGY

- Maintain existing strategy for managed growth
- Establish a multiplicity of connections
- Limit road widening
- Define form of corridors
- Define gateway locations and character
- Promote green corridors
- Provide bike and pedestrian corridors



NEW ALBANY'S CORRIDORS GREATLY CONTRIBUTE TO THE CITY'S CHARACTER

## UTILITY CORRIDOR

In addition to prescribing the elements of the corridors, it is also recommended that any opportunity to bury or move overhead power lines should be taken.

As development occurs in New Albany, overhead utility lines should be eliminated over time. The presence of these detracts for the aesthetics of the corridors, and increases the chances of issues such as power outages. Therefore, if there is an opportunity for New Albany to move or bury utility lines, it should be considered a community priority and it should be considered as a potential public project. Already, efforts have been made in various parts of the city to move utility lines underground as part of new construction projects. In the Village Center along Main Street and High Street, lines were buried as part of streetscape improvements. Examples of how this improved the aesthetics of the corridor can be seen in the images below.

Within the Village Center there is also an option, where alleys are present, to move overhead lines behind primary building facades to the alleys. This achieves the same aesthetic goal at a likely lower cost.

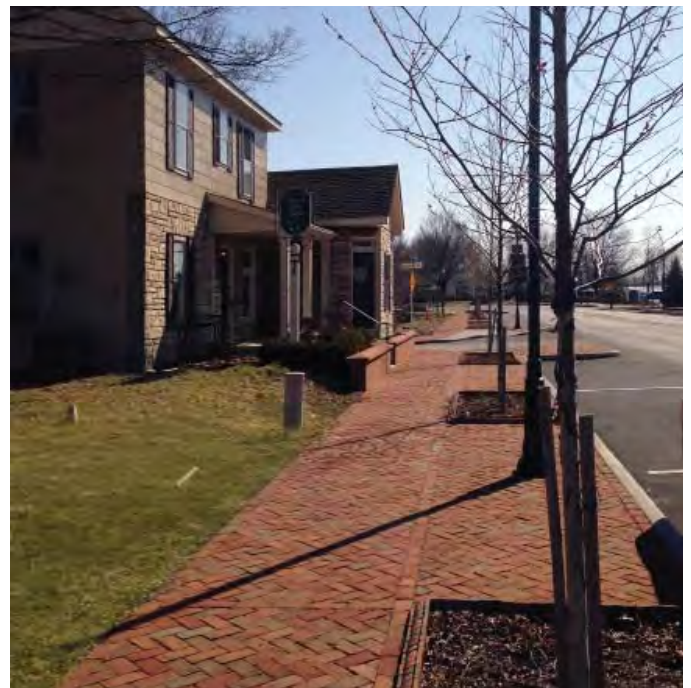
The burial or movement of utility lines will improve the character of the corridors in New Albany and will contribute to the overall rural, pastoral aesthetic.

## UTILITY CORRIDOR STRATEGY

- Require burial of all utility lines at the time of development along rural and semi-rural corridors
- Require burial or moving behind primary building facades of all utility lines along primary roads within the Village Center
- If possible village should bury or move utility lines to achieve a village goal



MAIN STREET IN THE VILLAGE CENTER PRIOR TO STREETScape IMPROVEMENTS AND THE BURYING OF UTILITIES



MAIN STREET IN THE VILLAGE CENTER AFTER STREETScape IMPROVEMENTS AND THE BURYING OF UTILITIES



## 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.

These three types of gateways can be identified as Freeway Gateways, Village Gateways, and Village Center Gateways should each have a different treatment appropriate to the condition.

### *Freeway Gateways*

It is appropriate at these gateway locations to define them using signage, landscaping, and/or a monument feature. Due to the heavy volume of traffic any other treatment would likely not be feasible. However, it is critical that the experience of getting off the freeway and coming into New Albany still set the type of tone that is desired by the community. Any signage or landscaping should adhere to the established New Albany aesthetic. It should be small and in keeping with other signage character of New Albany.

### *Village Gateways*

Village Gateways serve as the entry points to New Albany at the municipal boundary along major roadways that are not freeways. Unlike the freeway gateways these do present an opportunity to signify the entrance to New Albany through an experience rather than only signage or landscaping. When crossing into New Albany along these major roadways it should be intuitively understood that you have entered another place.

This distinctive experience cannot be achieved by a sign. It is a collection of events that the resident or visitor experiences while traveling along the corridor road.

By using the roadway character, the vistas, natural features and unique materials the resident or visitor will experience the transition from surrounding communities into New Albany rather than simply receiving a cue from a sign.

Not all gateway points should be addressed in identical fashion, but should coincide with the established corridor typologies. Any experiences or markers should be subtle and integrate with the surrounding landscape

defined by the rural and semi-rural corridors at the points of entry.

Another appropriate gateway option for the village gateways are roundabouts. Examples of this can be seen along Morse Road at its intersections with Interstate 62 and Reynoldsburg-New Albany Road, and at the Fodor Road and New Albany Road. When done correctly, and in a way that reflects New Albany's character, these can signal to residents that they are passing in to a unique community.

Passing through a village gateways should create a 'green moment' for the visitor or resident. It may be realized through a signature bridge at a stream crossing, a change in pavement material banded across the road, a well landscaped roundabout, or the openness created from the corridor setback or adjacent greenspace. By capitalizing on the natural character of the community a legitimate break is created between communities. The placement of open space and rural corridor setbacks at the entry points, or the 'Green Moments' help maintain the pastoral quality of New Albany. .

### *Village Center Gateways*

Village Center Gateways signal the transition from the rural or semi rural condition to the Village Center condition. This transition should also be intuitive and subtle. For example, streetscape changes such as leisure trails changing to sidewalks, building setbacks diminishing, and higher density development appearing will all signal the change into a more commercial area.

More apparent gateways such as roundabouts may also be used. The planned roundabout at Main Street and Market for example will act as a clear gateway into the Village Center. The landscaped center island, the appearance of pedestrian accommodations, and the changed streetscape that are all associated with the roundabout will work with the reduced speed a roundabout requires to signal to motorists that they are entering a predominately pedestrian area.

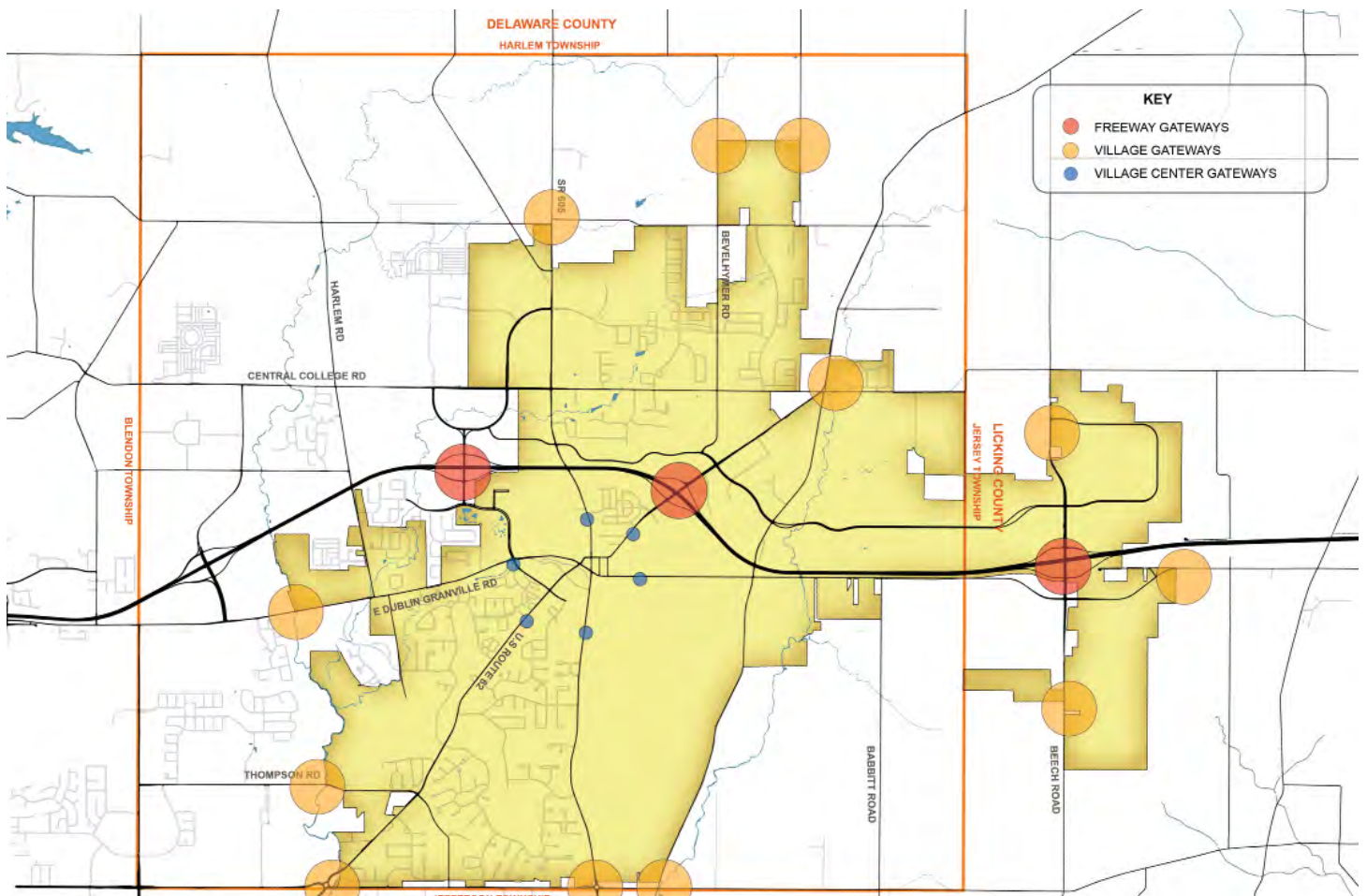
While these three types of gateways may differ, they should resemble a similar character. This will allow them to work together to create a type of systematic transition as visitors travel through New Albany.

## GATEWAY STRATEGY

- 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\monuments at the gateways that complement the subtle gateway transition
- Manage freeway exits to present a gateway to New Albany from 161 through the use of signage, bridge design and landscape



EXAMPLE OF A ROUNDABOUT ACTING AS A GATEWAY FEATURE



GATEWAY TYPES THROUGHOUT NEW ALBANY

## CORRIDOR STRATEGY

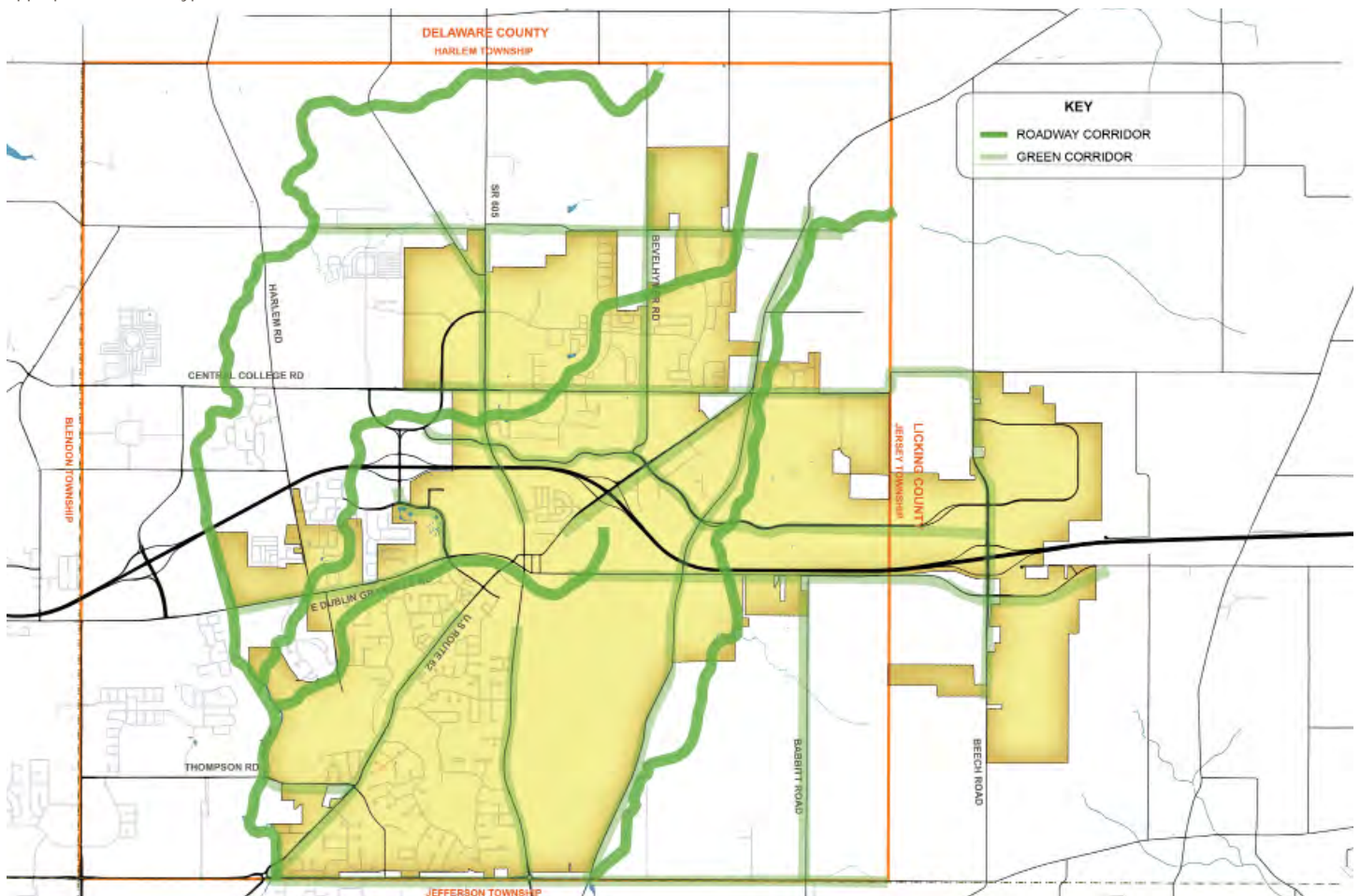
### GREEN CORRIDORS

New Albany's green corridor strategies are one of the city's important tools to preserving its rural, pastoral aesthetics and promoting the preservation of its natural features. Green corridors are pre-established setback requirements along New Albany's roads and streams that are intended to preserve open space and soften the environmental impact development in the city inflicts.

Preservation of these corridors has been occurring over time in New Albany. The roadway corridor setback has been preserved as part of the Rocky Fork Blacklick Accord, and the 2003 Rose Run Greenway Corridor Study established the corridor preservation strategy for Rose Run in the Village Center. The roadway corridor buffers along the roadways maintain the rural character of New Albany. The open space vistas are maintained and the character of the community is preserved. These setbacks are required for both all road typologies in New Albany with the exception of the Village Center roads whose urban character is not conducive to the rural character the setbacks create. The chart to the right outlines the green corridor setback appropriate for each type of road.

The stream corridor setbacks are required along New Albany's streams and creeks. They should be a minimum of 150' per side for a total of no less than a 300' riparian preservation zone. While intended to roughly mirror the stream pattern the riparian corridor width can adjust based on floodplain and stream preservation conditions as long the 300' corridor is maintained. The corridors along the streams are meant to preserve a buffer for the protection of the water quality of the streams. The buffer protects the water from non-point source pollutants and stormwater runoff impacts.

Additionally, the stream greenways present the unique opportunity to create new parkland within the setback. New Albany has historically emphasized the importance of having public parkland easily accessible to residents of all neighborhoods. As part of this, neighborhood parks are incorporated into most all developments in the city. Capitalizing on the greenspace within the setback requirements could create a system of linear parks, which would allow for greenway connections within the community.



GREEN CORRIDORS PLAN



Depending on the location and natural features present, this parkland can be either active or passive use. New Albany has many unique natural features. Creating connections to these areas, such as has been done in Swickard Woods and the Rose Run Corridor, makes these areas accessible to the public and allows for the enjoyment of features that have been so carefully preserved. In addition to passive park space, new active parks could be introduced when appropriate. This could create new parks and community gathering space for neighborhood which may not currently have easy access to nearby parks.

Introducing elements such as leisure trails, park benches, and playgrounds when appropriate, will make the greenway corridors accessible to the community and allow for connections throughout the community along the streams. By creating parks within the stream greenway setback, the city of New Albany can add hundreds of acres of parkland to the community.

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

SETBACK REQUIREMENT BY ROAD TYPOLOGY

### GREEN CORRIDOR STRATEGY

- Incorporate both active and passive parkland along stream corridors
- Utilize the stream corridors as greenway connections throughout the community
- Preserve open space whenever possible at the designated gateway locations into New Albany
- Preserve stream corridors
- Preserve setbacks along roadway corridors
- Utilize green corridors for leisure trails and recreational opportunities
- Preserve green corridors at the time of development



SUGAR RUN CORRIDOR





## RECOMMENDATIONS



# VILLAGE CENTER RECOMMENDATIONS

## VILLAGE CENTER RECOMMENDATIONS

### BUILD ON THE SUCCESS OF MARKET SQUARE

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



### MAKE THE VILLAGE CENTER A GATHERING PLACE FOR ALL AGES

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



HEALTHY NEW ALBANY



NEW ALBANY FARMERS MARKET

### FOSTER INTERACTION, PARTICIPATION, AND COMMUNITY

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



### BUILD UPON SUCCESSFUL COMMUNITY EVENTS

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



PUBLIC LIBRARY MARKET SQUARE



PELTONIA IN NEW ALBANY

# COMMUNITY CONNECTIONS RECOMMENDATIONS

## VILLAGE CENTER RECOMMENDATIONS

### INTEGRATE ALL AREAS OF THE VILLAGE CENTER

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

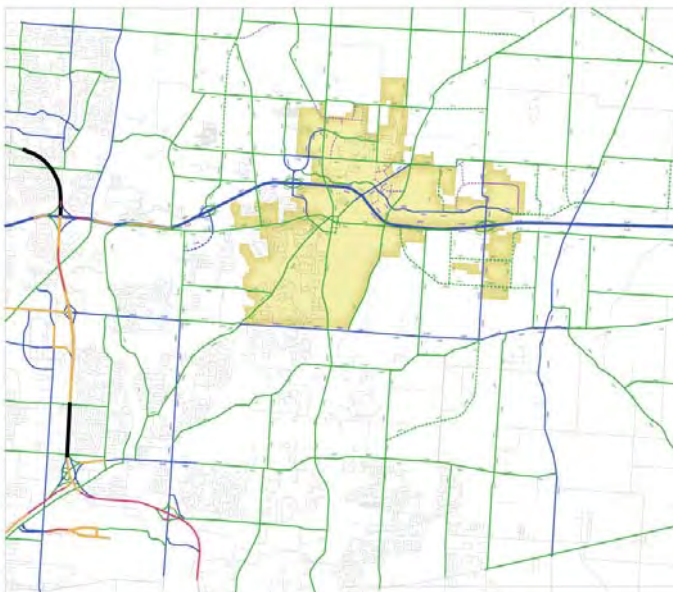


HISTORIC VILLAGE CENTER

## TRANSPORTATION PLAN RECOMMENDATIONS

### REGIONAL PLANNING

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



REGIONAL THOROUGHFARE PLAN



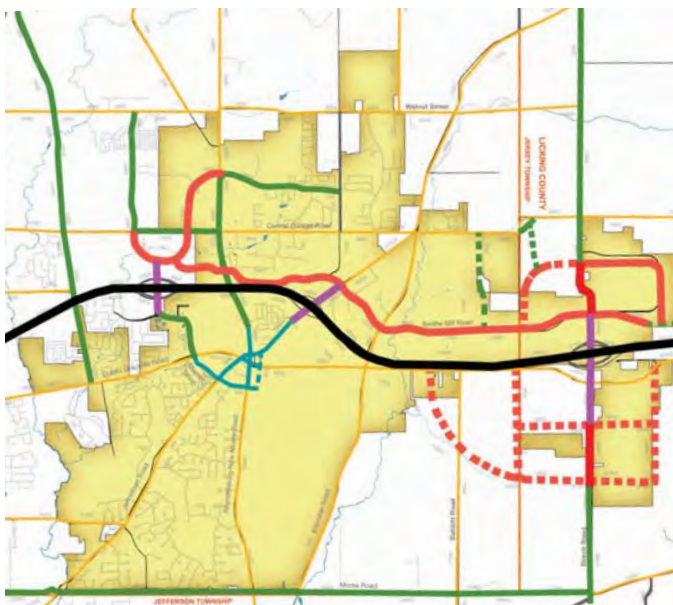
## THOROUGHFARE PLAN

- Address cities traffic pressure points
- Create new connections
- Develop Roundabout first policy
- Preserve and enhance the Cities rural corridors

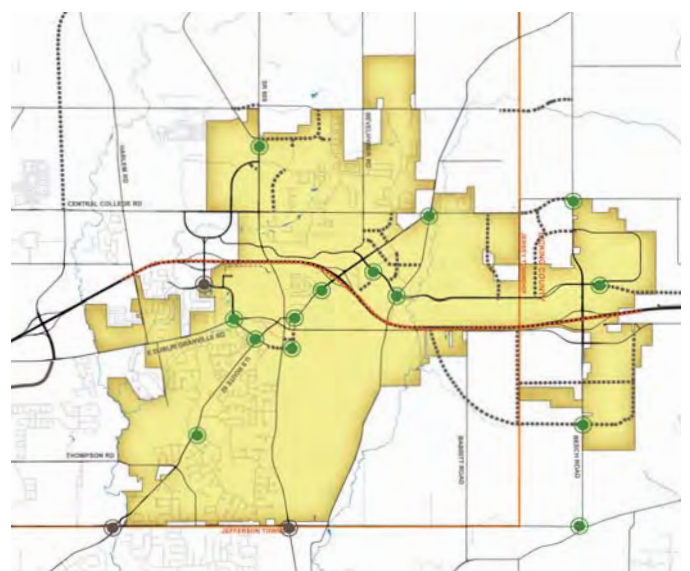


## ROUNDAOUBTS FIRST POLICY

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



NEW ALBANY THOROUGHFARE PLAN



NEW ALBANY ROUNDAOUBT PLAN

# COMMUNITY CONNECTIONS RECOMMENDATIONS

## TRANSPORTATION PLAN RECOMMENDATIONS

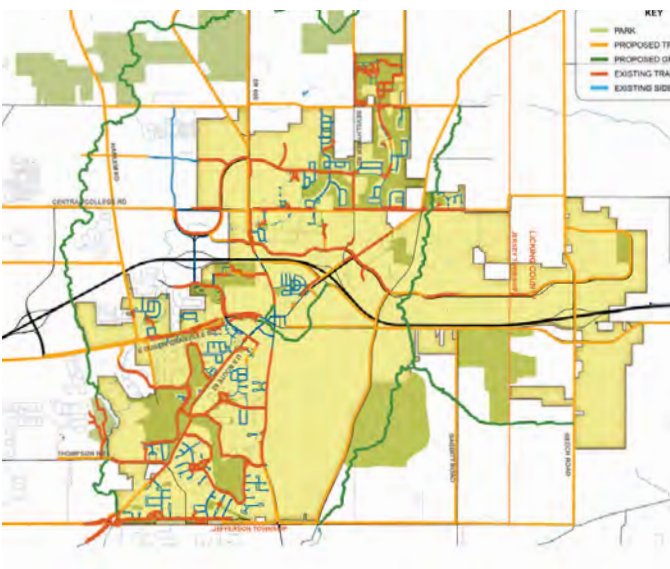
### PEDESTRIAN AND CYCLIST PLAN

- Continue implementing the Leisure Trail Plan
- Make connections to the Rocky Fork Metro Park
- Make connections to adjacent neighborhoods
- Make connections to the business park
- Make connection to the Village Center
- Develop on street cyclist accommodations.
- Establish a system to systematically monitor trail users to understand patterns of use and improve trail planning efforts.
- Perform preliminary engineering on desired trail segments to assist in capital planning decisions and maximize responsiveness to grant programs.
- Promote safety for walkers, runners and cyclists by building facilities, amenities and supporting educational opportunities.

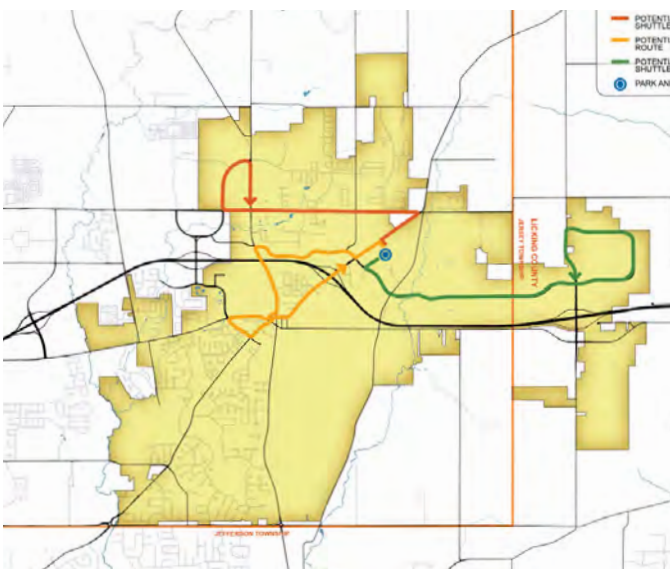


### TRANSIT PLAN

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



PEDESTRIAN AND CYCLIST PLAN



TRANSIT PLAN

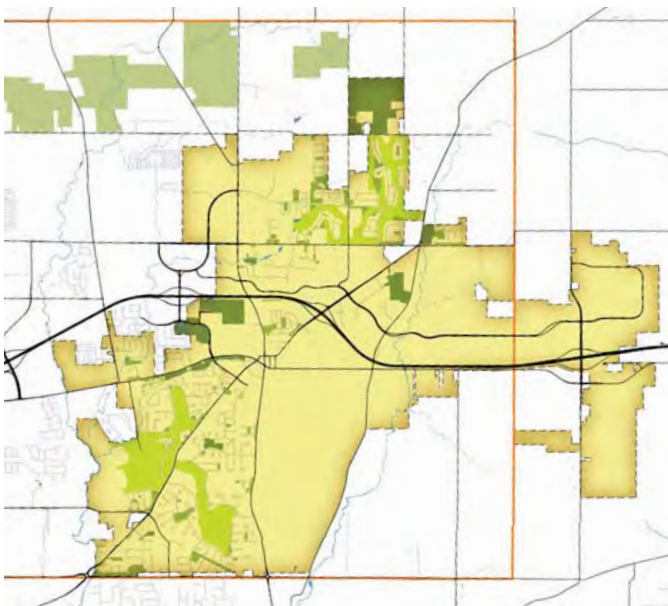
## PARKS & GREENSPACES

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

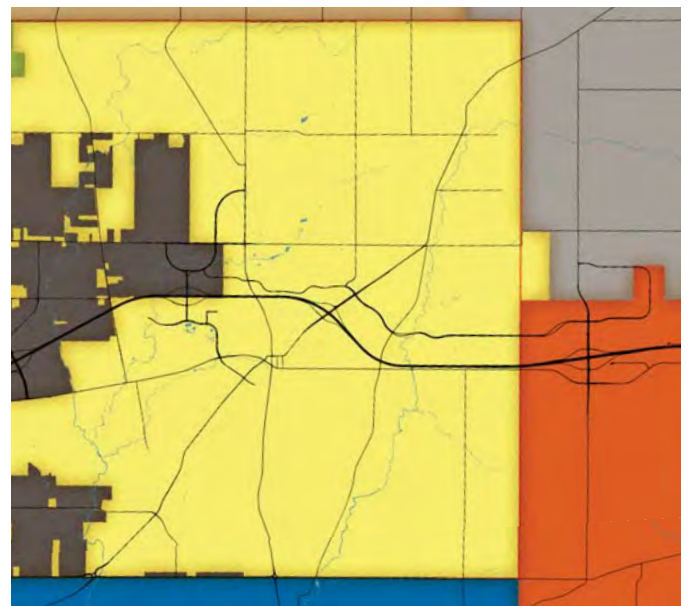


## REGIONAL COORDINATION

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



EXISTING GREENSPACE



SCHOOL DISTRICTS



# COMMUNITY CONNECTIONS RECOMMENDATIONS

## TRANSPORTATION PLAN RECOMMENDATIONS

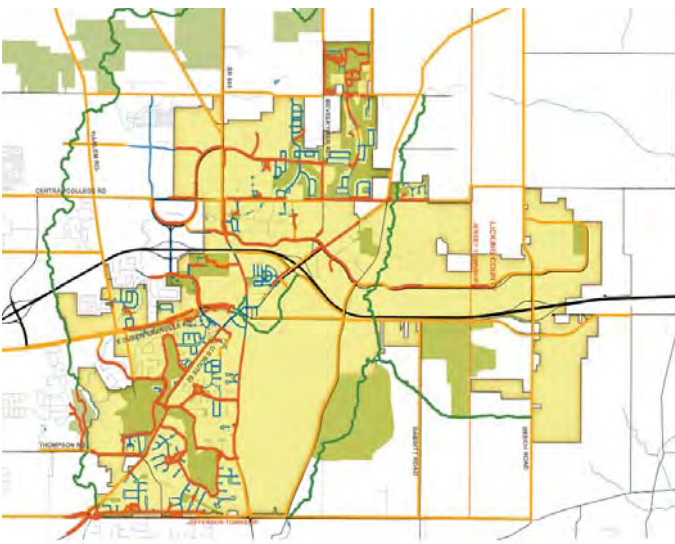
### ENHANCE CONNECTIVITY IN THE CITY

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

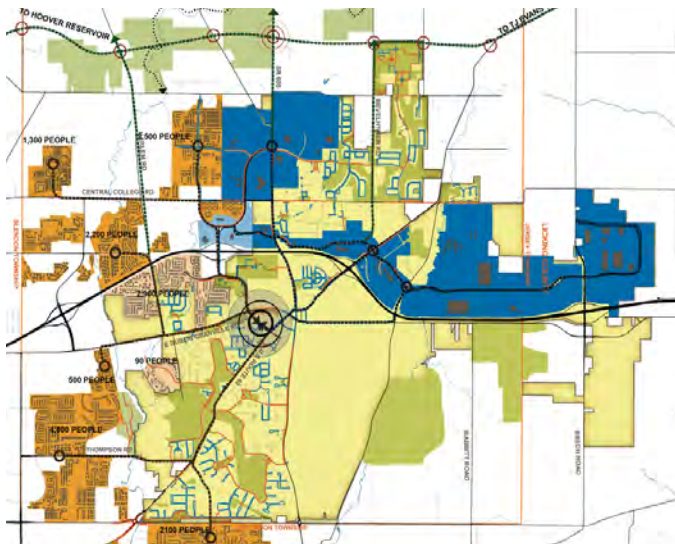


### CONNECT THE VILLAGE CENTER TO THE BUSINESS PARK AND ADJACENT NEIGHBORHOODS

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



EXISTING AND PROPOSED LEISURE TRAILS



CONNECTIONS TO THE VILLAGE CENTER

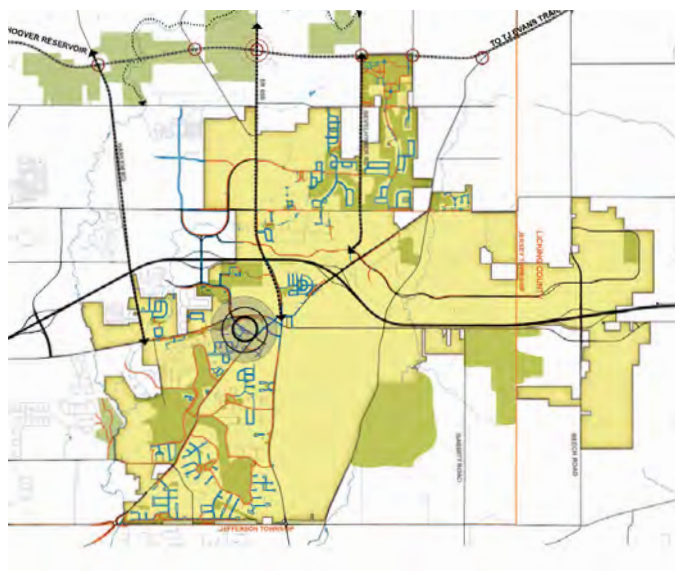
## METRO PARK CONNECTIONS

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

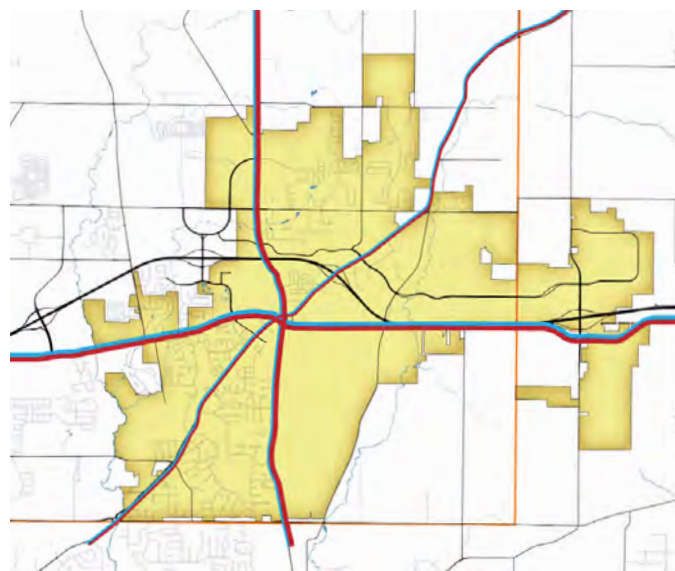


## ON STREET REGIONAL CYCLING

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



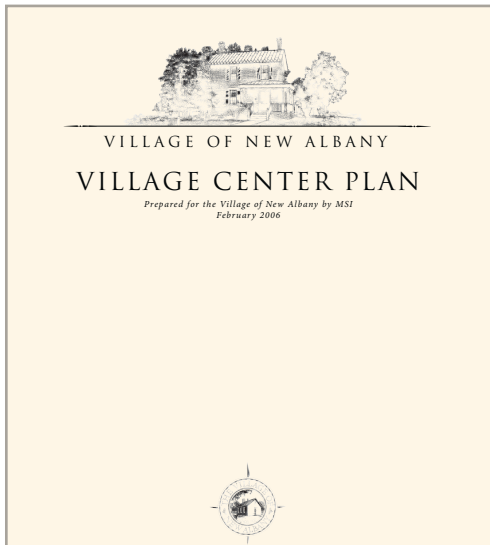
CONNECTIONS TO BUSINESS PARK AND ADJACENT NEIGHBORHOODS



CONNECTING NEW ALBANY AND THE REST OF CENTRAL OHIO WITH ON-STREET CYCLING ACCOMMODATIONS

## VILLAGE CENTER RECOMMENDATIONS

### PREVIOUS PLANS - 2006 VILLAGE CENTER PLAN



2006 VILLAGE CENTER PLAN COVER

#### GENERAL

- Future development of the Village Center will occur in two nodes.
- The northern commercial corridor located along Main Street and High Street on the northeast side of the Village Center should develop with a mix of uses with a concentration on residential and office uses. Retail uses are encouraged largely to service the office and residential community in the area.
- The second node, located in the southwestern portion of the Village Center should develop with a greater emphasis on retail and entertainment uses. This area should house the higher concentration of Village Center restaurants and similar uses. It will become the focal point of development that is likely to draw a crowd from outside the Village Center.
- Encouraged mixed-use development and integrated land uses
- Utilize conceptual master plan in development review to establish a successful Village Center Form

#### VILLAGE CENTER FORM

##### *District*

- Identify opportunities for public investments to further the goals of the plan.

##### *Blocks*

- Blocks within the Village Center should be established at appropriate lengths so as to promote walkability and increase interest. This length should be no greater than 600 feet long and 300 feet wide, smaller blocks should be encouraged
- Blocks should be delineated by publicly dedicated streets at their perimeter. Every attempt should be made to reduce block size to less than the maximum length
- Blocks should be arranged to provide multiple vehicular and pedestrian connections.

##### *Buildings*

- The Design Standards must be implemented in conjunction with this plan to address the form and materials of individual buildings
- Civic and institutional uses should be located within the Village center according to the development priorities in this plan.

##### *Corridors*

- The Village Center street hierarchy recommended in this plan should be followed and conditions along each street should adhere to the recommended condition for that street type
- Along primary corridors, as defined in the street hierarchy, additional curb cuts should be avoided.
- Gateway treatments should be located where recommended in this plan. This is also an appropriate use for capital improvement money according to the recommended phasing plan.
- All overhead utility lines located along primary neighborhood streets should be relocated outside of these corridors, either buried or moved to alleys behind the buildings



## CONNECTIVITY

- Create as many vehicular and pedestrian connections as possible between districts.
- Connect the Village Center with a leisure trail along the west side of Reynoldsburg New Albany to tie into the Plain Township Cemetery and the subdivision to the south
- Establish a leisure trail on the west side of High Street/New Albany Condit Road north of Chatham Green Drive



COMMUNITY ACTIVITIES AT THE FARMERS MARKET

## PARKING

- On-street parking should be provided along all Village Center streets. These spaces will be allotted full parking credits. Only in instances that it is not possible by extenuating circumstances (such as a safety reason) should on-street parking not be provided.
- Shared parking should be prioritized for businesses in the Village Center.
- Parking allocation should focus on the Village Center as a whole, not for any specific development
- Public parking should be located in strategic locations.
- Dual credits will be allocated for uses in mixed-use buildings which have alternating parking demands.
- Dual credits will be allocated for uses in mixed-use buildings which have alternating parking demands.
- Internal landscape requirements will be waived for parking areas with less than 25 spaces.
- A parking garage should be constructed as additional Village Center commercial development occurs. Until then off and on-street surface parking should be used to service the developing retail and office uses.



PUBLIC LIBRARY MARKET SQUARE

## VILLAGE CENTER RECOMMENDATIONS

### PREVIOUS PLANS - 2006 VILLAGE CENTER PLAN

#### GREENSPACE

- Establish organized public gathering spaces to enhance Village Center identity, promote economic development and provide an amenity to residents and visitors
- Public spaces should include the development of a central village green, Founders Park and enhanced streetscape.
- Public spaces can be provided with development by integrating promenades, seating plazas, pocket parks, and similar urban features.
- Public open spaces provide an opportunity to promote and preserve the heritage of the community.
- Public open space such as a civic sculpture garden should be incorporated into major civic structures such as the Performing Arts Center.
- Setbacks recommended for the Rose Run Corridor in the Rose Run Plan should be adhered to in all development.
- Provide for additional open space in new development
- Rose Run Stream Restoration



NEW ALBANY WETLANDS

#### STORMWATER/SUSTAINABILITY

- 2nd and 3rd Streets Pervious Pavement
- Green Streets on other Village Center streets
- Miller Avenue water quality and detention basin
- Rose Run Floodplain Enhancement
- An overall stormwater plan for the Village Center should be undertaken focusing on a
  - comprehensive approach rather than a site-by-site review
  - Revise parking requirements with new Village Center zoning or overlay district to provide adequate, but not unnecessary, parking
- Set maximum parking ratio for overall Village Center to avoid over-parking of sites.
- Environmental Center: Providing an Opportunity for Research and Education
- Stormwater Mitigation Strategy: Approaching Stormwater Quality and Quantity Comprehensively
- Sustainable Streets: Retrofitting Village Center Streets with Sustainable Infrastructure
- Market Square water quality wetland basin
- Retention/detention ponds should not be located along public roadways, but internally on the site if needed. Stormwater should be handled according to an overall village plan and not on a site-by-site basis.



NEW ALBANY MARKET SQUARE

## CATALYTIC IDEAS

- 
- Efforts should be made to make the final connections through the Rose Run Corridor from Founder's Park and areas westward.
- Provide an opportunity for research and education through the construction of an environmental center.
- Construct a Founder's Park that will act as an organizing element to the surrounding municipal buildings. The design of the park which should connect to the Rose Run Corridor to the north will require the re-orientation of the Village Hall parking area to provide this green connection. This park will create an important linkage between the residential units located south of Village Hall Road and the Rose Run Corridor.
- Create a space for meeting school and community recreation needs with the construction of a field house and practice fields.
- Transforming the Village Center Green into Market Square Commons will create a destination and community gather space that builds off the surrounding civic and commercial uses. This space should provide both passive and active uses for residents of all ages.
- Enhancement efforts should be made to the Rose Run corridor. These include new pathways, increased and improved bridge crossings, enhanced crosswalks across Dublin-Granville Road, and thinning the vegetation canopy and adding open space. Special consideration should be given to creating connections between Rose Run and Ealy Crossing and the Founders Park site. Additional amenities such as public art and lighting should also be considered.
- Create a Rose Run Environmental Study Center that will provide a venue for community environmental education and outreach. The Center should service the New Albany Plain Local School District's environmental studies program, as well as provide opportunities for community education. Green infrastructure and construction, such as LEED certification and pervious parking, should be incorporated.
- Construct a Founder's Park that will act as an organizing

## CATALYTIC IDEAS CONT...

- element to the surrounding municipal buildings. The design of the park which should connect to the Rose Run Corridor to the north will require the re-orientation of the Village Hall parking area to provide this green connection. This park will create an important linkage between the residential units located south of Village Hall Road and the Rose Run Corridor.
- Create a space for meeting school and community recreation needs with the construction of a field house and practice fields.

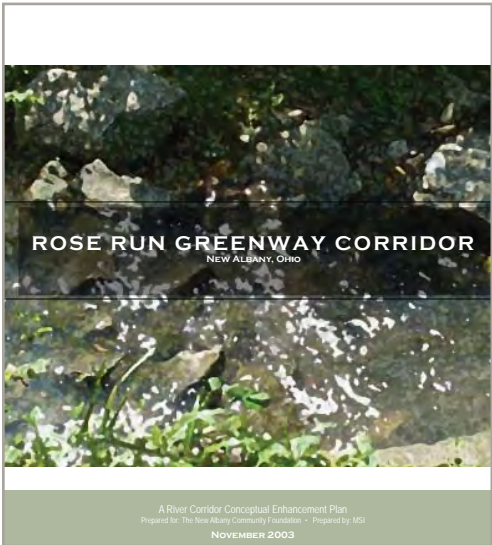


NEW ALBANY WALKING CLASSIC



# VILLAGE CENTER RECOMMENDATIONS

## PREVIOUS PLANS -2003 ROSE RUN GREENWAY CORRIDOR



2003 ROSE RUN GREENWAY CORRIDOR COVER

## 2010 VILLAGE CENTER STORMWATER MITIGATION PLAN



2011 VILLAGE CENTER STRATEGIES COVER

### ROSE RUN II

- Restored stream channel
- Restored floodplain
- Circular internal path network
- External pathway linkages
- Wetland boardwalk system
- Boardwalk overlook
- Ealy House integration

### MARKET STREET INTERSECTION

- Full pedestrian access
- External pathway linkages
- Integration with new and existing park designs

### FOUNDER'S PARK

- Restored stream channel
- Restored Old Burying Ground
- Circular internal path network
- External path linkages
- Shared Parking
- Village Hall integration

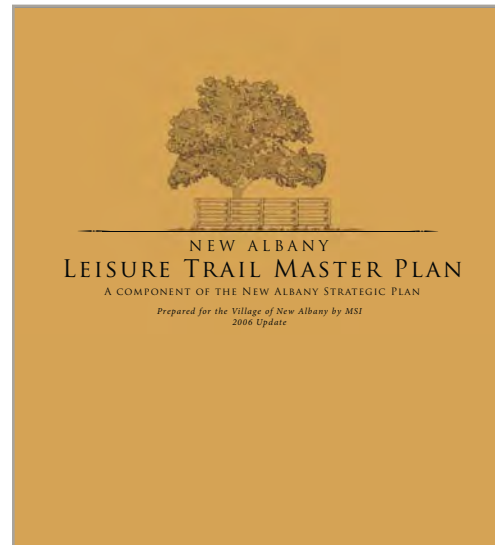
- Market Square water quality wetland basin
- Rose Run Stream Restoration
- 2nd and 3rd Streets Pervious Pavement
- Green Streets on other Village Center streets
- Miller Avenue water quality and detention basin
- Rose Run Floodplain Enhancement

## 2011 VILLAGE CENTER STRATEGY



2011 VILLAGE CENTER STRATEGIES COVER

## 2006 LEISURE TRAIL MASTER PLAN



2011 VILLAGE CENTER STRATEGIES COVER

- Rose Run Redux: Enhancing the Rose Run Corridor in the Village Center
- Environmental Center: Providing an Opportunity for Research and Education
- Founder's Park: Creating a true Village Center Gathering Place
- Healthy New Albany: Integrating Wellness into the Village Center
- Field House/Practice Fields: Meeting School and Community Recreation Needs
- Stormwater Mitigation Strategy: Approaching Stormwater Quality and Quantity Comprehensively
- Sustainable Streets: Retrofitting Village Center Streets with Sustainable Infrastructure
- Residential Alternatives: Diversifying the Housing Options within the Village Center
- Environmental Awareness Signage: Raising Awareness about Environmental
- Market Square Commons: Transforming Market Square into a Community Gathering Space

- Prioritize new trails and links by the Loops and Routes map
- Add bike lanes to the Rural Corridors
- Develop wayfinding for trail system
- Add circuit training stations
- Add trail heads
- Provide bike racks in the Village Center
- Link into regional trail systems

LAND USE RECOMMENDATIONS

PREVIOUS PLANS - 2006 STRATEGIC PLAN

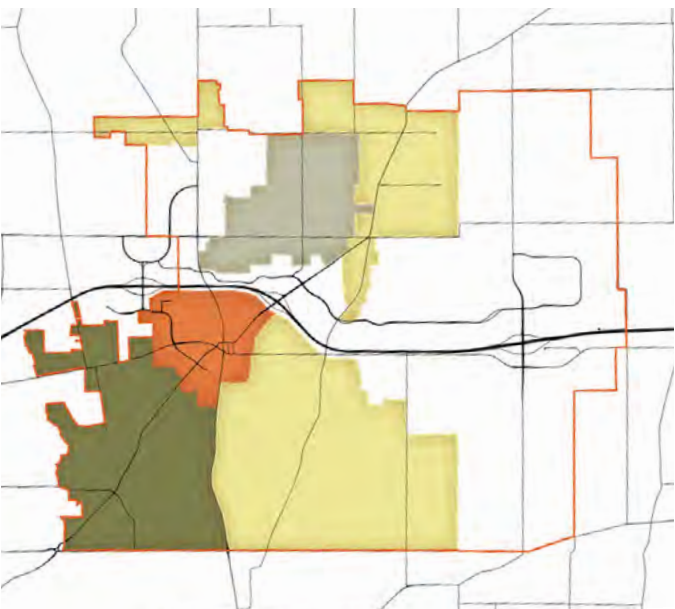
RESIDENTIAL STRATEGY

- Follow the development strategies for each of the residential districts found on pages 54, 56, 58, and 59.
- Continue to make the Village Center as the highest density residential district in New Albany by encouraging various housing styles.
- Consider alternative growth strategies to reduce the number of residential units in the outlying residential areas of the community by encouraging cluster/conservation development patterns for single family residential.
- Revisit New Albany design codes to encourage sustainable practices in residential developments and homes.

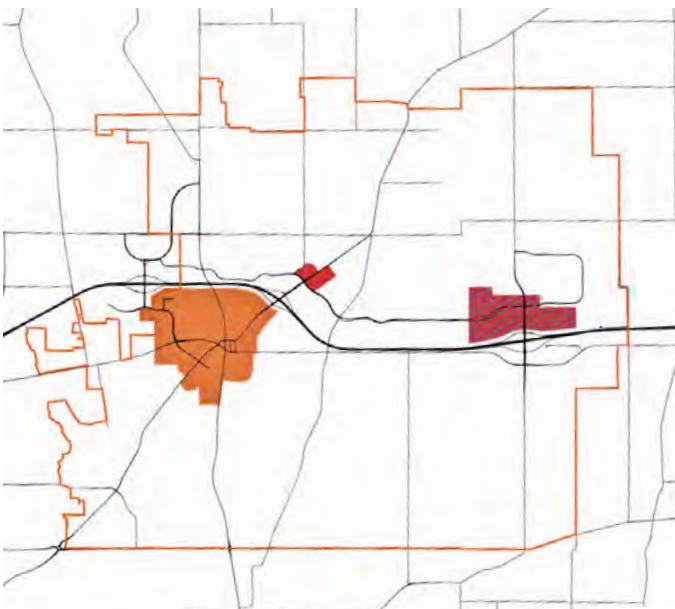


RETAIL STRATEGY

- Follow the development strategies for each of the retail districts, which can be found on pages 69, 70, and 71.
- Encourage retail to be neighborhood scale in design.
- Continue to promote retail and commercial uses in the Village Center.



FUTURE LAND USE RESIDENTIAL



FUTURE LAND USE RETAIL

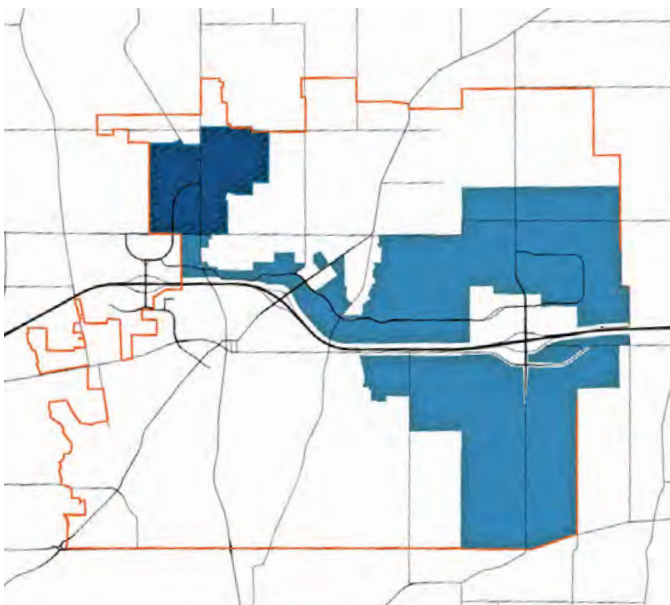


## OFFICE STRATEGY

- New Albany should preserve the pastoral character of the area by requiring coordinated office development with preservation of open spaces in office developments, shared parking, combined stormwater infrastructure.
- Require that new office development continues to set New Albany apart from other suburban markets by using innovative design and providing a unique product like corporate campuses, high tech industry, medical office, etc.
- New Albany should target incentives to encourage office development that meets the goals of New Albany and de-emphasize incentives for users that do not.
- New Albany should continue to cultivate and enhance its image and identification, regionally and nationally.
- New Albany should allow convenience retail located to provide services to employees only in a limited quantity

and in accordance with the strategic plan retail strategies.

- New Albany should continue to invest in amenities such as the leisure trails system.
- Village should develop design standards for innovative site design and architecture in office developments.
- Continue to follow the development strategies for the office districts found on pages 65, 66 and 67.



# CORRIDOR RECOMMENDATIONS

## PREVIOUS PLANS - 2006 STRATEGIC PLAN

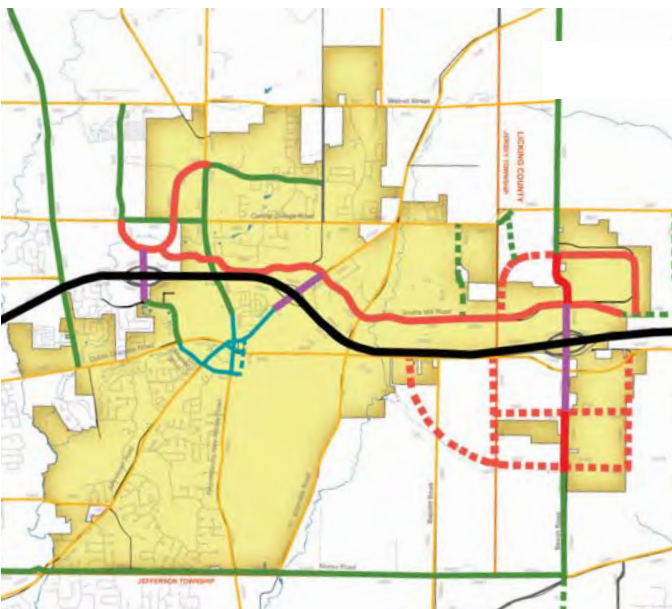
### ROADWAY CORRIDOR STRATEGY

- Adopt Roadway Hierarchy and roadway typologies to be implemented as development occurs along New Albany's roadways.
- Preserve green space according to the green corridor map.
- Encourage the northern stretch of Interstate 62 to be recognized as a scenic byway.
- Encourage multiplicity of connections wherever possible.

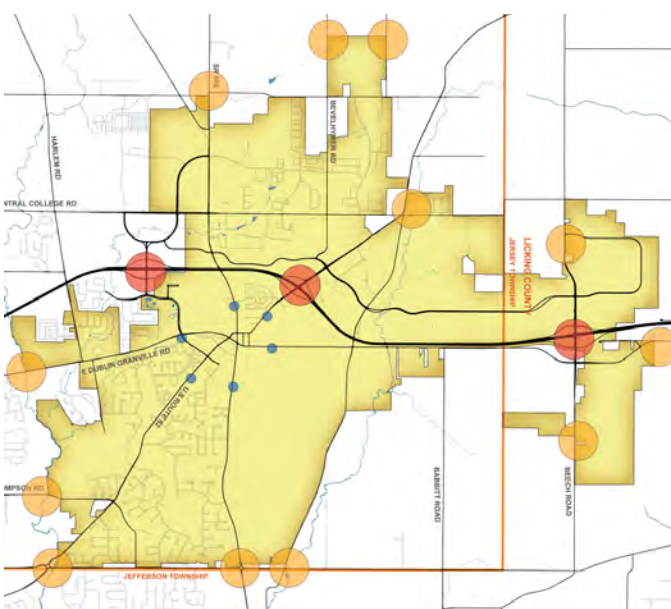


### GATEWAY STRATEGY

- Preserve open spaces whenever possible at the designated gateway locations into New Albany.
- Formalize the 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\monuments at the gateways that complement the subtle gateway transition.
- Manage freeway exits to present a gateway to New Albany from 161 through the use of signage, bridge design, etc.
- Follow Gateway Strategies established on page 128.



TYOLOGIES



NEW ALBANY GATEWAYS

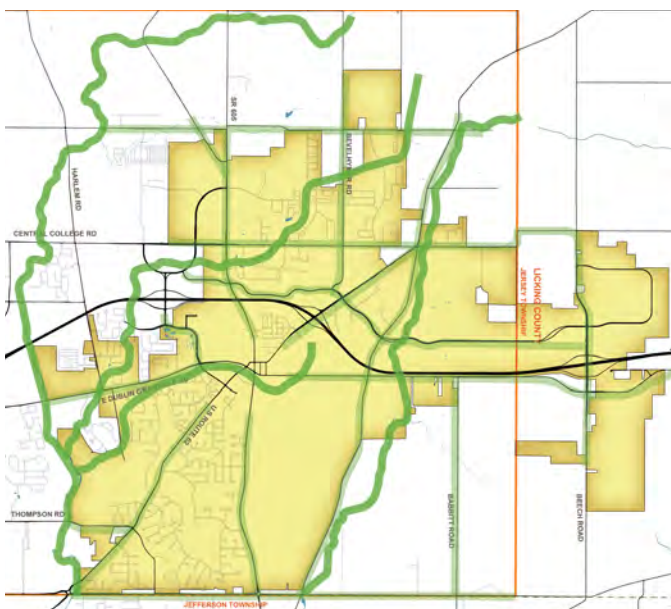
## GREEN CORRIDOR STRATEGY

- Preserve stream corridors.
- Preserve setbacks along roadway corridors.
- Utilize green corridors for leisure trails and recreational opportunities.
- Preserve green corridors at the time of development.
- Follow Green Corridor Strategies found on page 130.



## UTILITY CORRIDOR STRATEGY

- Require burial of all utility lines at the time of development along rural and semi-rural corridors.
- Require burial or moving behind primary building facades of all utility lines along primary roads within the Village Center.
- If possible village should bury or move utility lines to achieve a village goal.
- Follow Utility Corridor Strategies found on page 127.



GREEN CORRIDORS



UTILITIES CORRIDOR



# LEISURE TRAIL RECOMMENDATIONS

## PREVIOUS PLANS - LEISURE TRAIL PLAN

### LEISURE TRAIL FORM

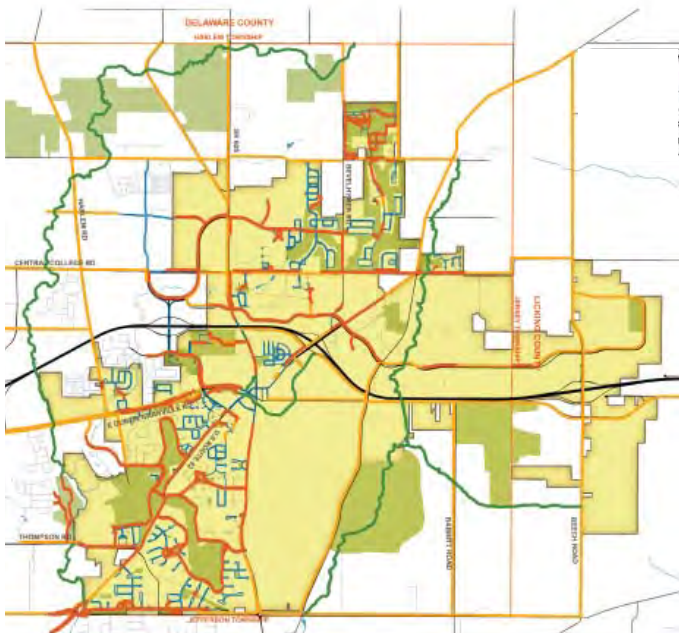
- Construction of leisure trails/sidewalks should occur according to the corridor map and its designated priorities and typologies. Dedicated leisure trails should occur on the side of the road that is most safe for users and is appropriate given existing trails.
- The wayfinding and usability of the leisure trail system should be improved. Improvements may include: Signage, pamphlets for distribution, mapping, route markers, mileage markers
- Asphalt is the material used for all primary leisure trails, however the material may be diversified in some locations. Different materials can decrease environmental impacts of impervious surface and provide other benefits. Alternative materials may be more appropriate in certain locations, such as trails following designated green corridors. Alternative materials may include: crushed stone, crushed stone with stabilizer, polypavement (liquid soil solidifier tilled into native soil), pervious concrete, crushed aggregate, grass pavers. All alternative materials should be evaluated against cost, maintenance, accessibility and feasibility considerations.
- Successful maintenance of the leisure trail system is critical to the long-term success of the system. Careful attention should be paid to the city's ability to maintain the trails that are built.

### AMENITIES

- Circuit training stations along the trails could be added to increase the fitness and recreation experience for the residents and employees of the city
- Coordinate trail heads throughout the system to provide locations for parking so individuals may join the system. Trailheads should be planned to reflect the overall system and the regional connections. Trailheads may include parking, bike racks, information, maps, etc.
- Additional amenities should be added along the leisure trails to accommodate cyclists and pedestrians. These include: water fountains, benches, picnic tables
- Pull-off areas should be located along trails to allow for rest and respite by trail users. These areas should be strategically located to prevent too many from being located near each other and should take advantage of natural features along the trail system.



BIKER IN FRONT OF PHELPS'S HOUSE



FUTURE LEISURE TRAILS MAP



BIKE IN THE VILLAGE CENTER

### NEW TRAIL CONSTRUCTION

- Require the construction of leisure trails according to the future trails map, if development occurs, leisure trails should be constructed
- In areas where leisure trails are not likely to be constructed in conjunction with a development, the Village should work to complete those links
- Connections to complete loops should be the secondary priority of the city. These loops provide quality recreational opportunities and can connect users to the broader routes system.
- Leisure trails along the green corridors designated in the plan should be the third priority of the city. These provide unique opportunities for recreation and are critical to the success of the overall system.
- Pursue grant opportunities for new trail construction
- Explore the feasibility of selling naming rights to the system components to fund future trail expansion
- Commercial development must construct or provide fee-in-lieu of for the construction of new leisure trails
- Cost of construction of leisure trails should be established for the city to help guide decision making for future trail construction.
- Require trail or sidewalk connections to be constructed with new development

### VILLAGE CENTER

- Utilize the leisure trail system to connect residents, visitors, and employees to the Village Center.
- Within the Village Center the relationship between vehicles, pedestrians and bicycles will have to be managed well to ensure safety due to the urban form and increased density. For safety reasons, encourage through bike movement on roadways or dedicated leisure trails, not sidewalks, encourage slow speeds within the Village Center, provide signage explaining expected conduct in the Village Center for pedestrian,s bicycles and motorists.
- Active or more experienced bikers should be encouraged to use the roadways for travel through the Village Center while passive or leisure bikers with destinations in the Village Center may use the sidewalks provided their speed is slow and caution is paid around pedestrians and at intersections.
- Bike racks should be located where leisure trails terminate into the Village Center so that riders could walk to their Village Center destinations if the prefer.
- Wayfinding map signs could be added in the Village Center to indicate key locations as well to explain the overall trail system
- Amenities that would accommodate regional cyclists should be added to the Village Center. These may include bike lockers, showers, repair stations etc.
- Extend leisure trails to neighborhoods adjacent to the city of New Albany that still fall within the Plain Local School District boundaries.

# LEISURE TRAIL RECOMMENDATIONS

## PREVIOUS PLANS - LEISURE TRAIL PLAN

### REGIONAL CONNECTIONS

- Along the Rural Corridors it may be possible, where dedicated leisure trails will not be constructed, to provide bike lanes as part of the roadway. These bike lanes would be accommodated by expanding the asphalt and striping a dedicated bike lane along the rural roadways.
- Encourage coordination and collaboration with neighboring communities to expand the regional network and work together to complete links between communities
- Consider partnerships with regional, state and federal resources to acquire grants, complete projects, determine needs of the users and monitor the level of wear on the trails

### NEIGHBORHOOD LOOPS

- Connection points between sidewalks in the neighborhoods and the leisure trail system should be made in all instances. Users should be able to travel seamlessly from the neighborhoods and join the greater system. These connections points should also be made to sidewalks in the Village Center.
- The New Albany Walking Club and other community groups should work with the city to determine if there are specific neighborhood loops that the entire city should be made aware of. Those recommendations should be incorporated into the wayfinding efforts of the city.
- Additional efforts should be made to study the ability to better connect areas north of State Route 161 to the Village Center. These areas include existing and future residential neighborhoods, the Business Campus, and the community and metro parks.



ON-STREET BIKE ACCOMMODATIONS



NEW ALBANY LEISURE TRAIL



## NATURAL CORRIDOR

- Encourage construction of leisure trails that extend away from the roadways into the green corridors and along the stream beds and natural features of New Albany.
- Provide opportunities for interaction with natural features along these trails
- Additional amenities should be added along the leisure trails to accommodate cyclists and pedestrians. These include: water fountains, benches, picnic tables
- Trails located in green corridors along streams may benefit from a wider asphalt footprint allowing for two wide travel lanes. Asphalt may be widened up to 10' with a median stripe
- Trails located in green corridors along streams may benefit from a wider asphalt footprint allowing for two wide travel lanes. Asphalt may be widened up to 10' with a median stripe
- Leisure trails in these areas may be appropriate locations for alternative materials including pavers, pervious concrete or other pervious surfaces



LEISURE TRAILS THROUGH NATURAL CORRIDORS

## SAFETY

- Measures should be take in priority areas to increase safety for users of the system. These areas include: locations where the trail crosses a roadway, trails serving the Learning Campus, trails in the Village Center
- Increase safety measures may include: Increased signage to alter drivers to a leisure trail crossings, raised or different materials at crossings, signage indicating Rules of Conduct for the system, pedestrian triggered stop lights



SAFETY BIKE ACCOMMODATIONS IN THE VILLAGE CENTER





## APPENDIX



APPENDIX

HE 16-1  
Form LPA (Corp.)  
Payment by State  
4-83

32782617

TIME 9 20 AM  
RECORDER FRANKLIN CO. OHIO

131639

WARRANTY DEED

AUG 12 1996

KNOW ALL MEN BY THESE PRESENTS:

THAT The New Albany Cooper, Limited Partnership, A Delaware Limited Partnership 2200

hereinafter referred to as the Grantor in consideration of the sum of \_\_\_\_\_

Donation Dollars (Donation)

to it paid by the State of Ohio, in the name, and for the use, of \_\_\_\_\_

the Village of New Albany the Grantee, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey to the said Grantee, its successors and assigns forever, the following described real estate:

Situated in the Village of New Albany, County of Franklin, State of Ohio, and in Section \_\_\_\_\_, Town \_\_\_\_\_, Range \_\_\_\_\_, and bounded and described as follows:

PARCEL NO. 1 WD

10.000 ACRES

Situated in the State of Ohio, County of Franklin, Village of New Albany, being located in Quarter Township 3, Township 2, Range 16, United States Military Lands and being 10.000 acres of that tract of land as conveyed to The New Albany Company Limited Partnership by deed of record in Official Record 14590G17, all references being to records of the Recorder's Office, Franklin County, Ohio and being more particularly bounded and described as follows:

Beginning at an iron pin in the southerly Limited Access right-of-way line of relocated State Route 161, 146.65 feet right of centerline station 1102+59.70, said line also being the northerly line of said Quarter Township 3, said iron pin being located North 86° 25' 57" West, a distance of 398.79 feet from the northeasterly corner of said Quarter Township 3;

Thence South 03° 11' 41" West, leaving said line and crossing Grantor's property, a distance of 1209.73 feet to an iron pin set in the northerly line of that 50.661 acre tract as conveyed to Plain Township Board of Education by deed of record in Official Record 15669E17;

Thence North 86° 35' 54" West, being along the northerly line of said 50.661 acre tract, a distance of 359.93 feet to an iron pin set;

Thence North 03° 11' 41" East, leaving said northerly line and crossing Grantor's tract, a distance of 1210.78 feet to an iron pin set in said southerly Limited Access right-of-way line, being said northerly line of Quarter Township 3;

Thence south 86° 25' 57" East, along said Limited Access right-of-way line (northerly line of Quarter Township 3), a distance of 359.93 feet to the place of beginning; containing 10.000 acres of land, more or less.

(Continued on Page 2)

O.R. 14590 Page G17

Grantor claims title by instrument(s) of record in Box \_\_\_\_\_  
County Recorder's Office.

DOT-3272

206691  
CONVEYANCE TAX  
EXEMPT  
A  
JOSEPH W. TESTA  
FRANKLIN COUNTY AUDITOR

TRANSFERRED  
AUG 12 1996  
JOSEPH W. TESTA  
AUDITOR  
FRANKLIN COUNTY OHIO

BL 16-1  
Form LPA (Copy 1)  
Payment by RECEIVER  
4-83

32782F07

TIME 9 20 AM  
RECORDED FRANKLIN CO. OHIO

WARRANTY DEED

131629

AUG 12 1996

KNOW ALL MEN BY THESE PRESENTS:

RICHARD S. METZGER RECORDER

That The New Albany Company Limited Partnership, A Delaware Limited Partnership RECORDER'S FEE 18.00

hereinafter referred to as the Grantor in consideration of the sum of One Million and 00/100 Dollars (\$1,000,000.00)

to it paid by the State of Ohio, in the name, and for the use, of the Village of New Albany the Grantee, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell and convey to the said Grantee, its successors and assigns forever, the following described real estate:

Situated in the Village of New Albany, County of Franklin, State of Ohio, and in Section 2, Town 2, Range 16, and bounded and described as follows:

PARCEL NO. 1 400

20.000 ACRES

Situated in the State of Ohio, County of Franklin, Village of New Albany, being located in Quarter Townships 3 and 4, Township 2, Range 16, United States Military Lands and being 20.000 acres of that tract of land as conveyed to The New Albany Company Limited Partnership by deed of record in Official Record 14590G17, all references being to records of the Recorder's Office, Franklin County, Ohio and being more particularly bounded and described as follows:

Beginning at a P.K. Nail in top concrete post at the northeasterly corner of said Grantor's tract, said P.K. Nail also being in the southerly Limited Access right-of-way line of relocated State Route 161, 146.57 feet right of centerline station 1109+80.49, said right-of-way line also being the northerly line of said Quarter Townships 3 and 4;

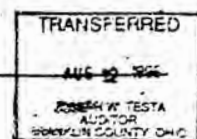
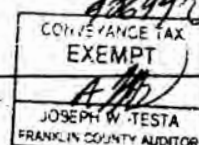
Thence South 01° 11' 41" West, leaving said Limited Access right-of-way line and Quarter Township line and being along the westerly lines of a 0.561 and 0.671 acre tracts as conveyed to Ruth A. Alexander by O.R. 26477C17, 0.814 acre tract as conveyed to Charles E. Willey and Kay A. Johnson by O.R. 26538A04, 1.106 acre tract as conveyed to Gary R. and Sandra L. Wheeler by O.R. 17114I18, 1.058 acre tract as conveyed to H.B. and L.D. Maning by D.B. 1694 P. 31, 1.154 acre tract as conveyed to J.R. and D.J. Richards by D.B. 2572 P. 457, 1.411 acre tract as conveyed to Earnest Wheeland by O.R. 29860B20 and 1.279 acre tract as conveyed to Joseph D. and B.K. Morlan by D.B. 3547 P. 326; a distance of 1207.65 feet to an iron pin in the northerly right-of-way line of McElwee Drive (50.00 feet in width) at the southwesterly corner of said Morlan tract, said iron pin also being at the northeasterly corner of that 50.661 acre tract as conveyed to Plain Township Board of Education by deed of record in Official Record 15665E17;

Thence North 86° 35' 54" West, along the northerly line of said 50.661 acre tract, a distance of 720.79 feet to an iron pin set;

(Continued on Page 2)

Grantor claims title by instrument(s) of record in O.R. 14590 Page G17  
County Recorder's Office;

DOT-3272



# **VILLAGE OF NEW ALBANY**

## **TRANSPORTATION ENHANCEMENT GRANT APPLICATION SCENIC AND ENVIRONMENTAL ACQUISITION PROGRAM**



**EXHIBIT 3:  
TRANSPORTATION ENHANCEMENT PROGRAM APPLICATION**

**INSTRUCTIONS:** Complete form and submit five copies of the completed application to the appropriate Metropolitan Planning Organization or ODOT District Office.

<b>Applicant</b>		<b>Date</b>	
Village of New Albany		February 1, 1994	
<b>Mailing Address</b>		<b>City-State</b>	<b>Zip Code</b>
6145 Johnstown Rd.		New Albany, OH	43054
<b>Contact Person</b>	<b>Title</b>	<b>Telephone Number</b>	
Ellen Walker	Village Administrator	614/855-3913	
<b>Metropolitan Planning Organization (if applicable) or County</b>			
Mid-Ohio Regional Planning Commission			
<b>Proposal Name</b>			
New Albany Scenic and Environmental Land Acquisition Program			
<b>Proposal Location (include COUNTY-ROUTE-SECTION Number, if applicable)</b>			
New Albany / Franklin Co. FRA-161-16.75 / LIC-161-0.00			
<b>Proposal Category - CHECK ONLY ONE CATEGORY:</b>			

- ☒ **Scenic and Environmental Enhancements**      ☐ **Historic/Archaeological Enhancements**
- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>• Acquisition of scenic easements and scenic sites</li><li>• Scenic highway program</li><li>• Landscaping and other scenic beautification</li><li>• Control and removal of outdoor advertising</li><li>• Mitigation of water pollution due to highway runoff</li></ul> | <ul style="list-style-type: none"><li>• Acquisition of historic sites</li><li>• Historic highway program</li><li>• Historic preservation</li><li>• Archaeological planning and research</li><li>• Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)</li></ul> |
|--|--|

☐ **Pedestrian and Bicycle Facilities**

- Provision of facilities for pedestrians and bicycles
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).

Enhancement Funds Requested:	\$ 600,000	=	67 % of Total
Local Funds Committed to Project:	\$ 300,000	=	33 % of Total
<b>Total:</b>			
\$ 900,000		=	100%

Include all of the following as part of the application:

- ☒ Complete and detailed description of the proposed project and its relation to the intermodal transportation system. Location maps, elevations, photographs included, as necessary, to fully illustrate the project.
- ☒ Complete and detailed breakdown of the proposed construction/implementation costs -- certified by a professional engineer or architect -- and sources of funding.
- ☒ Complete and detailed description of the project's characteristics and benefits.
- ☒ Anticipated date for completion of project design.
- ☒ A certified copy of a resolution from the applicant's governing body authorizing the submission of the application for Enhancement funds and agreeing to share in the project cost.

(For office use only)

ODOT District Number: \_\_\_\_\_

MPO and/or ODOT District Ranking: \_\_\_\_\_ out of \_\_\_\_\_ proposals received.

**TRANSPORTATION ENHANCEMENT GRANT APPLICATION  
SCENIC AND ENVIRONMENTAL ACQUISITION PROGRAM  
VILLAGE OF NEW ALBANY**

**PROGRAM OVERVIEW**

The relocation of State Route 161 has caused the Village of New Albany to seek the timely purchase of 30 acre tract of land that is extremely important to the land use and public facility plans of the municipality. These plans when fully implemented will have the effect of concentrating public facilities and commercial land uses in the center of the Village, thus reducing vehicular travel and increasing the likelihood of pedestrian activity. In addition the purchase will preserve valuable natural resources, enhance a wetland conservation area and provide excellent educational and recreation opportunities for the public as well as enhance the appearance of the new highway.

**PROGRAM DEVELOPMENT/CHARACTERISTICS AND BENEFITS**

Over the last three years, the Village of New Albany has completed a number of plans that document the needs and desires of the municipality with respect to the preservation of natural resources, (The Natural Features Study--adopted September 21, 1993), the extent and location and image of the land uses within the historic center of New Albany (The Village Center Planning Study --Adopted April 6, 1993) and with respect to the new service demands caused by the new population ( The Principles of Understanding ratified on April 28, 1993 by representatives of the Village, School Board, Township Trustees, the Community Assessment District Authority, the library system, U.S. Health Corporation and a representative of the Ohio State University).

These planning documents permit Village, Township and School Officials to continually assess the critical planning needs of the community and to strategically and quickly respond to opportunities or threats to the implementation of community plans. It was in this planning context that local officials determined that the relocation of S.R. 161 and the establishment of the wetlands mitigation area necessitated the Village and the School District to critically look at all potential public land use needs while the opportunity still existed. Despite the advantages of both the highway relocation and the wetland mitigation area, both projects present real barriers to the expansion of the community facilities that local officials are trying very hard to concentrate within an area that is pedestrian accessible.

The alignment of relocated S.R. 161 creates an isolated 30 acre parcel of land within the municipality. The land is zoned R-4, Suburban Single Family Residential District and will be serviced by sewer and water within the year.

Village Officials anticipate that the market demand for single family lots permitted by the zoning district will be extremely strong in New Albany. This coupled with predictions of a strong regional housing market over the next few years makes it very likely that the land will be developed in the very near future. The existing financial position of the burgeoning Village makes it necessary to seek assistance for this important purchase.

This grant application is being made at this time because it is now clear that the highway and the wetland development will limit public facility planning options within the central portion of the Village. Private development options are limited as well. The land is prime for development as it is easily attached and associated with the emerging village center neighborhood. Given the barriers and the development pressures the Village must act now to secure this land within the public domain. In addition this application will demonstrate that the purchase of the 30 acre tract will also accomplish and serve many community goals that are also consistent with the proposal selection criteria established to evaluate ISTEIA Grant applications.

It is important to note that this request comes as a result of a very public planning process. The planning processes that preceded this application included strong public participation at well publicized meetings and public hearings. The New Albany Planning Commission, the New Albany Village Council and the Plain Local School Board have strongly supported the application. As can be seen in the Appendix this application is sponsored by many local service, business and educational organizations as well.

The community goals served by the purchase of the 30 acre tract include:

1. **IMPLEMENTATION OF A COMMUNITY FACILITIES PLAN.**  
The plan was designed to concentrate needed public and private facilities in the center of the Village thus reducing vehicular travel time and creating an attractive pedestrian environment. This plan was motivated in part by the fact that the areas largest developer, The New Albany Company, has plans to develop an extensive trail system that will link all new developments with private and public facilities including those within the central village area. This is a plan that is strongly endorsed by the Village Officials who are interested in extending the transportation system to all areas within the Village. The proposed trail plan of the Village is attached to this application and incorporates the plan being implemented by the New Albany Company.
2. **ACQUISITION AND PRESERVATION OF 15 ACRES OF WOODLANDS.**  
This wooded area was identified within the New Albany Natural Features Study as a very valuable resource that the Village should



make an effort to protect in some manner. By incorporating the woods into the park and the school campus, this resource will be accessible to public within a true activity center and enjoyed in a manner similar to a metropolitan park. See Appendix L for more information.

3. **THE ESTABLISHMENT OF A SCENIC BUFFER ALONG THE HIGHWAY.**

The relocated highway will pass along the north edge of the woodlands. The purchase of the 15 acre woods will preserve this natural buffer along the highway. The purchase of the open cultivated 15 acres will permit the municipality to extend the woods with new planting along the highway. See Appendix F for more detail.

4. **CONTRIBUTION TO THE ESTABLISHMENT AND THE PRESERVATION OF THE WETLANDS CONSERVATION AREA.**

This mitigation is being created as part of the relocation of S.R.161. The wetlands mitigation project is supported by the village, which has pledged to accept title and maintain the wetlands once it has been established. For technical reasons identified as part of this application, the 30 acre tract is part of the stream and watershed drainage course that will feed the ODOT wetlands and therefore, it is critical to the establishment of the conservation area. The importance of this drainage area is highlighted in Appendix L.

5. **PROVIDE EDUCATIONAL OPPORTUNITIES FOR ALL AGE GROUPS WITH THE LEARNING CAMPUS.**

The woods and the wetlands will provide educational opportunities for the students in the adjacent schools. This application includes a draft K-12 curriculum that will be employed to take advantage of the convenient educational opportunities offered by the wooded area and the wetlands. This curriculum was prepared in collaboration with educators at The Ohio State University who are deeply interested in both the state-of-the-art curriculum development and the scientific value of the natural resource laboratory of the learning campus. The local historical society envisions the use of the woods and the central campus to reconstruct an 1840 log cabin and recreate various historic developments and to demonstrate aspects of early village life for the educational and social benefit of the entire community.

6. **TO PROVIDE RECREATIONAL OPPORTUNITY FOR THE WHOLE COMMUNITY.**

The purchase of the 30 acre tract will provide needed active and passive recreation for the entire community. The Village, Township and the School District will enter an agreement that will make new recreational improvements in collaboration with the sports and physical fitness related improvements planned for the schools. All

these facilities will be available to the entire community. The purchase of the property contiguous to the campus will make this joint use relationship a reality. Each entity has an interest in leveraging more open space, saving the taxpayers money by efficient use and elimination of duplicate facilities and in making all the facilities extremely convenient. The woodland provides the opportunity to create trails, picnic areas and shelters that will become a community focal point as well as be a access point to the entire wetlands conservation area.

### **Financial Justification**

Within the Village of New Albany a number of major changes are taking place all at a very rapid place. The population is expected to burgeon during the coming years and the Village is currently undertaking many public improvements to meet the public service demands of those new residents. These improvements include sanitary sewers, water lines, storm water lines, school construction and road improvements. The town is taking itself to the limits of its economic resources in trying to achieve community planning goals while strategic implementation is still possible. While being a growing community will and does have very real advantages, it is a very difficult process. The best time that the municipality can effect positive change is while the major growth is taking place. Unfortunately, this is also the time that the municipality can least afford to do all the things that would make the Community more functional, attractive and humane. This grant application is extremely important as it will permit the municipality, township, and school district to achieve their well documented planning goals.

### **IMPLEMENTATION AND COST**

In compliance with the federal regulation with respect to land aquisition, the cost figures of this application are based on an estimate of the per acre cost of land within the New Albany Area. It is the applicants understanding that the final purchase price must be negotiated and determined by ODOT.. The estimates are based on a general knowledge of land value and recent purchases by ODOT for right of way. For purposes of this applicaton it is estimated that the land will be \$30,000 per acre.

### **Financial Program to purchase 30 acre tract.**

#### **ISTEA Funds**

\$30,000/acre X 20 acres = \$600,000 or 67% of total purchase

#### Local Funds

\$30,000/acre X 10 acres= \$300,000 or 33% of total purchase

It is expected that the local share will come from a land dedication by the property owner in satisfaction of the Village's mandatory open space dedication requirement. The property owner has acknowledged that this is an agreeable arrangement.

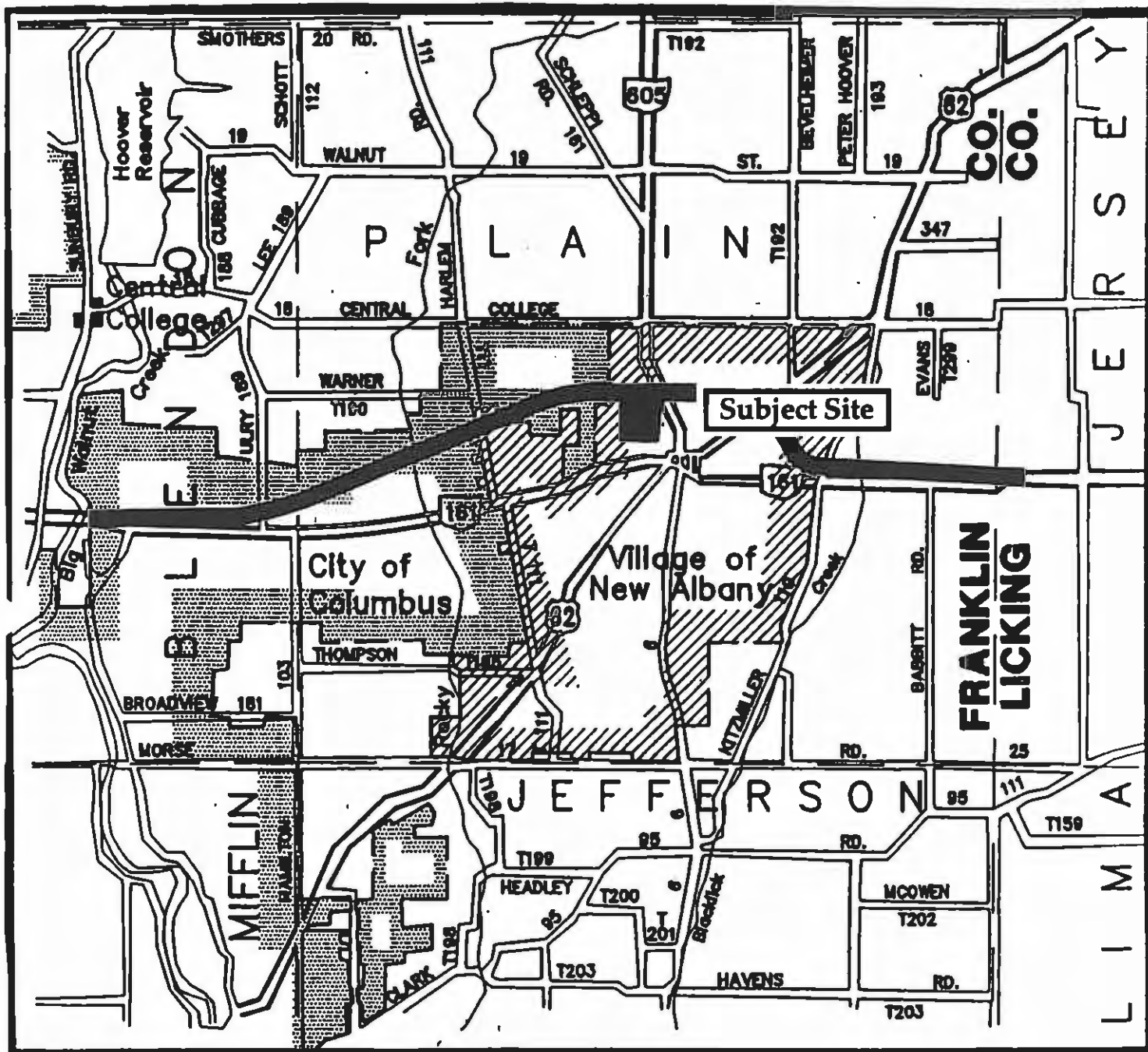
The acquisition program may begin immediately upon the availability of the grant funds.

### **Application Appendix Table of Contents**

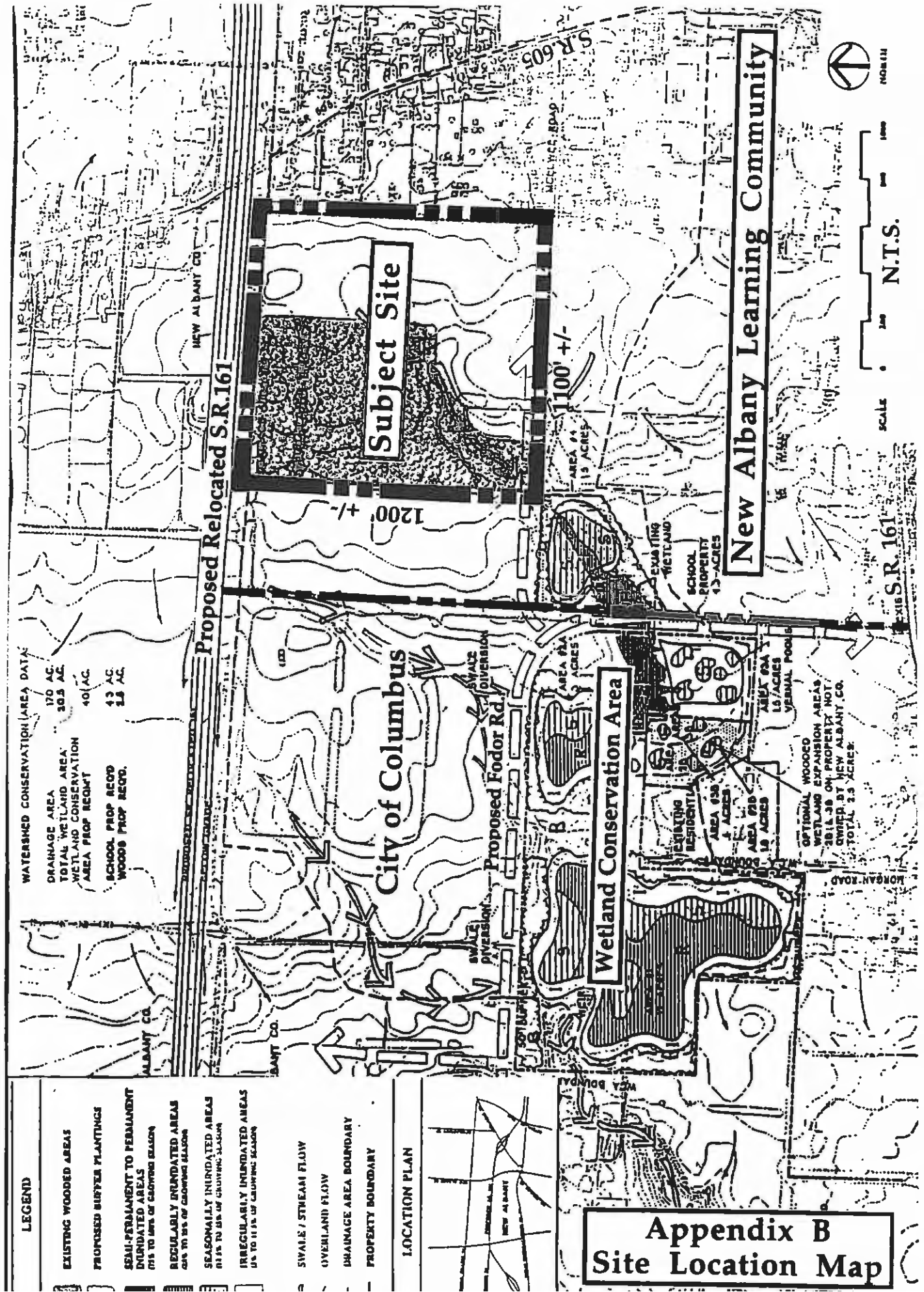
- A. Regional Location Map
- B. Site Location With Approximate Dimensions of Acquisition
- C. Site Photo Inventory
- D. Resolution of the Village Council of New Albany
- E. Financial Statement of the Village of New Albany
- F. Highway Buffer Plan
- G. Letter from School District on public accessibility
- H. Copy of the appropriate sections of the Village Center Study
- I. Copy of appropriate sections of the Community Facilities Report.
- J. Copy of the appropriate sections of the Natural Features Study
- K. Copy of appropriate sections of the Learning Community Principles of Understanding
- L. Technical documentation of the woodland and wetlands watershed and buffer
- M. Letters of endorsement and co-sponsorship:
  - 1. Plain local/New Albany Board of Education
  - 2. Plain Township Trustees
  - 3. The Plain/New Albany Historical Society
  - 4. U.S. Health Corporation/Wellness Center



5. New Albany Area Business Association
6. High School Environmental Studies Club
7. New Albany Middle School Principal
8. Plain Local Education Association
9. Elementary Teachers
10. Fifth Third Bank
11. Plain Township/New Albany Youth League
12. New Albany Girls Softball Association
13. New Albany Lions Club



Appendix A  
Regional Location Map







# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#1**



**#2**

# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#3**



**#4**



# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#6**



**#5**

# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#7**



**#8**



# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)

**#9**



**#10**





# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#12**



**#11**

# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#13**



**#14**



# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#16**



**#15**

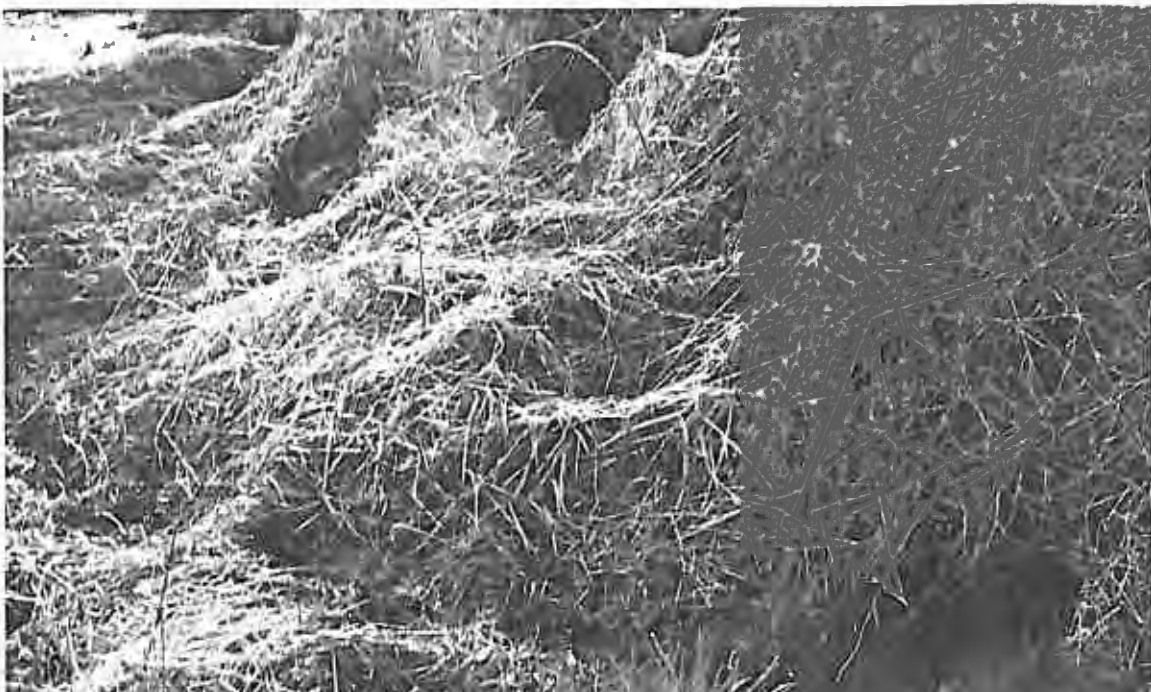


# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)



**#18**



**#17**

# SITE PHOTO INVENTORY

(SEE LOCATION INDEX)

**#19**



**#20**





Preparation Date: 1/14/94

Introduced:

Revised:

RESOLUTION 001-94

AUTHORIZING THE ADMINISTRATOR TO FILE A GRANT  
APPLICATION WITH THE OHIO DEPARTMENT OF TRANSPORTATION  
FOR THE PURPOSE OF ACQUIRING FUNDS FOR ACQUISITION OF A  
SCENIC EASEMENT IN CONJUNCTION WITH A HIGHWAY  
CONSTRUCTION PROGRAM

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established Funds for Transportation Enhancement Activities including Historic Site Enhancement, Scenic and Environmental Enhancement, and Pedestrian and Bicycle Facilities; and,

WHEREAS, the Village of New Albany desires to acquire land adjacent to the Route 161 Expressway to enhance the scenic attributes of the Expressway and replace lost open space caused by construction of the Expressway and resulting development.

NOW THEREFORE, BE IT ORDAINED by the Council of the Municipality of New Albany, County of Franklin, State of Ohio:

SECTION 1: That the Village of New Albany hereby authorizes the Administrator to file a grant application with the Ohio Department of Transportation for the purpose of acquiring funds for the acquisition of a scenic easement adjacent to the Route 161 Expressway.

SECTION 2: That this Resolution shall take effect at the earliest period allowed by law.

Certified as passed this 18 day of January, 1994.

Cally S. Kardules  
Cally S. Kardules, Mayor

Ellen Walker  
Ellen Walker, Administrator

ATTESTED:

Fred W. Ehrman  
Fred W. Ehrman, Clerk/Treasurer

THIS FORM APPROVED BY:

Brent Patterson  
Brent Patterson, Village Attorney

I, Fred W. Ehrman, Clerk/Treasurer of the Village of New Albany, Ohio hereby certify that this document is a true and correct copy of Resolution 001-94 passed by Council on January 18, 1994, signed by Mayor Cally S. Kardules and was effective on January 18, 1994.

Fred W. Ehrman 1-28-94  
Fred W. Ehrman, Date  
Clerk/Treasurer

Appendix D



Village of New Albany Balances  
As of 12/31/93

Village Of New Albany-All Accounts  
1994

Page 1

Account	11/30/93 Balance	12/31/93 Balance
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
1000-Star Bank	50,047.30	22,974.57
1001-Auditor of State	0.00	0.00
1002-Liberty Mortgage Acct	0.00	0.00
1005-1-StarOhio 01-23500	146,842.73	107,230.40
1005-2-StarOhio 01-32687	85,149.81	85,395.68
1005-3-Star Ohio 01-36274	6,353.66	0.00
1009-Receivables Clearing	0.00	0.00
1010-Petty Cash - P.D.	100.00	0.00
1040-Petty Cash - Zoning	73.50	0.00
1060-Petty Cash - Street	100.00	0.00
1070-Admin. Petty Cash	100.00	0.00
1100-Cash with Fiscal Agt.	0.00	0.00
1500-Holding Account	0.00	0.00
Receivables-A/R Account	41,792.93	0.00
Undeposited received payments	0.00	0.00
<b>TOTAL CURRENT ASSETS</b>	<b>330,559.93</b>	<b>215,600.65</b>
<b>TOTAL ASSETS</b>	<b>330,559.93</b>	<b>215,600.65</b>

**LIABILITIES**

**CURRENT LIABILITIES**

Charge-Back-Charge Back Account	0.00	0.00
Decker-Ret-Retainer	5,782.00	0.00
Escrow-40021-NACC Club Hse Escrow	0.00	0.00
Escrow-40023-New Albany Farms	0.00	0.00
Escrow-40123-NA Farms Escrow	0.00	0.00
Escrow-4A-Section 4A Escrow	0.00	0.00
Escrow-5-I-Section 5 Escrow	0.00	0.00
Escrow-5-II-Section 5-II Escrow	0.00	0.00
Escrow-6-Section 6 & 6A Escrow	0.00	0.00
Escrow-8-Section 8 Escrow	0.00	0.00
Escrow-9-Sec 9 Inspection Fees	0.00	0.00
Escrow-B-Street "B" Cul-de-Sac	0.00	0.00
Escrow-Justis-Justis Insp. Escrow	0.00	0.00
Escrow-Xmas-Xmas Decorations	85.14	0.00
Ext-Pay-Extended Pay Plan	0.00	0.00
ODNR-ODNR Grant	1,000.00	0.00
Open-PO-Open Purchase Orders	1,249.31	0.00
Payables-A/P Account	54,447.60	0.00
Payroll-Deplife-Dep Life Premium	0.96	4.80
Payroll-FCCSEA-FC Child Support	0.00	
Payroll-FICA-Soc. Sec. Withholding	0.00	
Payroll-FWH-Fed Tax Withholding	0.00	
Payroll-HEALTH-Health Benefits	2,240.49	4,275.32
Payroll-LWH03-N A Tax Withholding	0.00	318.46
Payroll-MCARE-Medicare Withholding	0.00	0.00

Appendix E

Village of New Albany Balances

As of 12/31/93

Village Of New Albany-All Accounts

Page 2

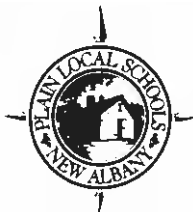
14

Account	11/30/93 Balance	12/31/93 Balance
Payroll-PERS-PERS Withholding	648.63	15.31
Payroll-PFPF-PFPF Withholding	767.28	0.00
Payroll-REYN-Reynoldsburg Alt Tax	7.84	12.33
Payroll-SWHOH-Ohio Tax Withholding	1,371.62	2,036.54
Payroll-SWLK-Southwest Licking	22.33	32.83
Payroll-UNFRMS-Uniform Charges	15.00	0.00
Payroll-VISION-Vision Withholding	75.15	134.64
Payroll-VPERS-Village PERS Contrib	1,013.52	24.39
Payroll-VPFPF-Village PFPF Contrib.	5,758.53	8,657.55
Payroll-WrkComp-Workers Comp Contrib.	12,856.38	14,006.58
<b>TOTAL CURRENT LIABILITIES</b>	<b>87,341.78</b>	<b>29,518.75</b>
<b>TOTAL LIABILITIES</b>	<b>87,341.78</b>	<b>29,518.75</b>
<b>EQUITY</b>		
<b>EQUITY ACCOUNTS</b>		
101-General Fund	9,749.57	7,339.07
201-Street Fund	557.89	770.12
202-Highway Fund	1,216.36	1,170.58
209-Law Enf. Trust Fund	921.56	921.56
210-MVL Tax Fund	7,749.25	8,142.58
213-Enforcement/Ed Fund	1,920.00	1,955.00
401-Cap Improvement Fund	111,268.04	57,448.76
403-Issue II Fund	23,546.79	22,769.79
705-Col Sewer Cap Fund	12,852.23	16,186.54
706-Escrow Agency Fund	73,436.46	69,377.90
Open Bal Equity-Opening Bal Equity	0.00	0.00
<b>TOTAL EQUITY ACCOUNTS</b>	<b>243,218.15</b>	<b>186,081.90</b>
<b>CURRENT EARNINGS</b>	<b>0.00</b>	<b>0.00</b>
<b>TOTAL EQUITY</b>	<b>243,218.15</b>	<b>186,081.90</b>
<b>TOTAL LIABILITIES AND EQUITY</b>	<b>330,559.93</b>	<b>215,600.65</b>



After acquisition of the property, the Village will work with ODNR to develop a reforestation plan along the highway. This buffer will be approximately 100 to 150 feet in depth from the right of way. Since the objective will be to duplicate the appearance of the existing woods, it is expected that the species used in the reforestation will be those that presently exist in the woods.





## PLAIN LOCAL SCHOOL DISTRICT

6425 New Albany-Condit Road • New Albany, Ohio 43054 • (614) 855-2040 • FAX 855-2043

January 28, 1994

Keith Morris, Chairman  
Village of New Albany Planning Commission  
6145 Johnstown Road  
New Albany, OH 43054

Dear Mr. Morris:

The New Albany/Plain Local School District is pleased to indicate its support of the Village of New Albany's application for an ISTE A grant, and as such is willing to conceptually provide ingress/egress onto board-owned property, conditional upon formal approval by the Board of Education and legal counsel.

The New Albany/Plain Local School District is optimistic that the legal considerations will be satisfactorily resolved, and we look forward to our relationship with the Village of New Albany in providing this amenity to the community.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Johnson", written over a circular stamp.

Ralph A. Johnson  
Superintendent

/kl

- c Mrs. Diane Goedeking, President, Board of Education
- Mr. Milton R. McKillip, Treasurer, Plain Local Schools
- Dr. Gary L. Sweitzer, Director of Curriculum, Plain Local Schools
- Mrs. Cally Kardules, Mayor, Village of New Albany
- Mrs. Ellen Walker, Village Administrator
- Council Members/Planning Commission



VILLAGE OF NEW ALBANY  
*Village Center Study*

November 1992  
*prepared for:*

**VILLAGE COUNCIL**

*Cally Kardules, Mayor*  
*George Hilyard, President of Council*  
*Charles Clark*  
*Nancy Curlis*  
*Michael Mott*  
*Marion Shockey*  
*William Resch*

**STEERING COMMITTEE**

*Cally Kardules, Chair*  
*Marion Shockey*  
*William Resch*  
*Gene Williams*  
*Tom Keesee*  
*William Schubert*  
*Robert Dickendesh*

**Appendix H**

*prepared by:*



**Excerpts:**

**To document Village planning efforts to  
create a compact pedestrian oriented  
Village Center.**

## STUDY RECOMMENDATIONS

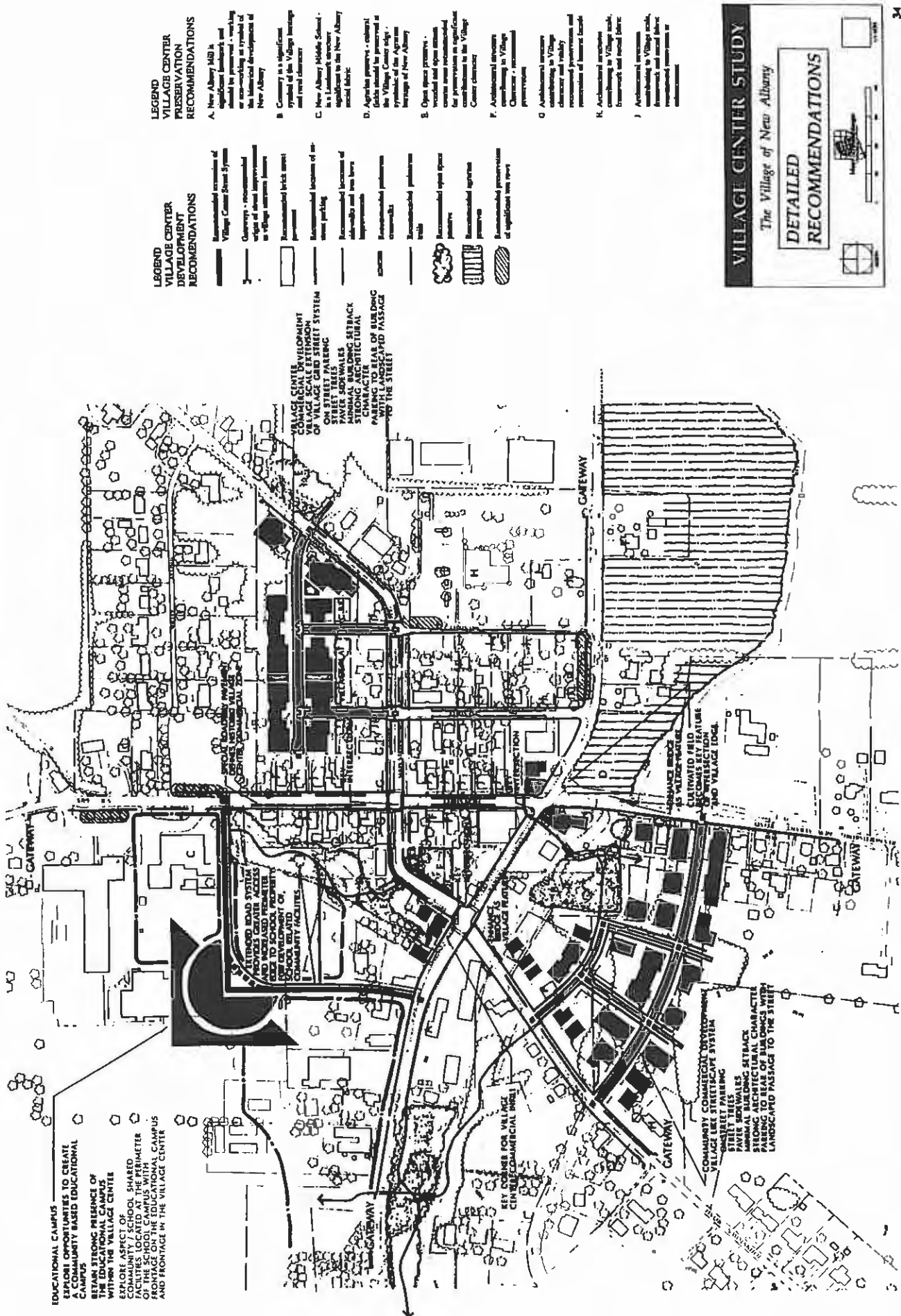
The recommendations of this study are graphically illustrated on three drawings. The drawing labeled Contextual Recommendations, identifies recommended development patterns and design features on the land surrounding the study area. The recommendations are illustrated in a very generalized form to indicate important design concepts that should be incorporated into future development projects. These concepts are important in defining and enhancing the image of the Village Center. The drawing labeled Detail Recommendations, identifies the specific recommendations for the study area. The development concepts included on the drawing include recommendations with respect to land use, street patterns, structure and open space preservation and other design concepts. The drawing labeled Design Standards, illustrates study recommendations with respect to streetscape character and pedestrian amenities.

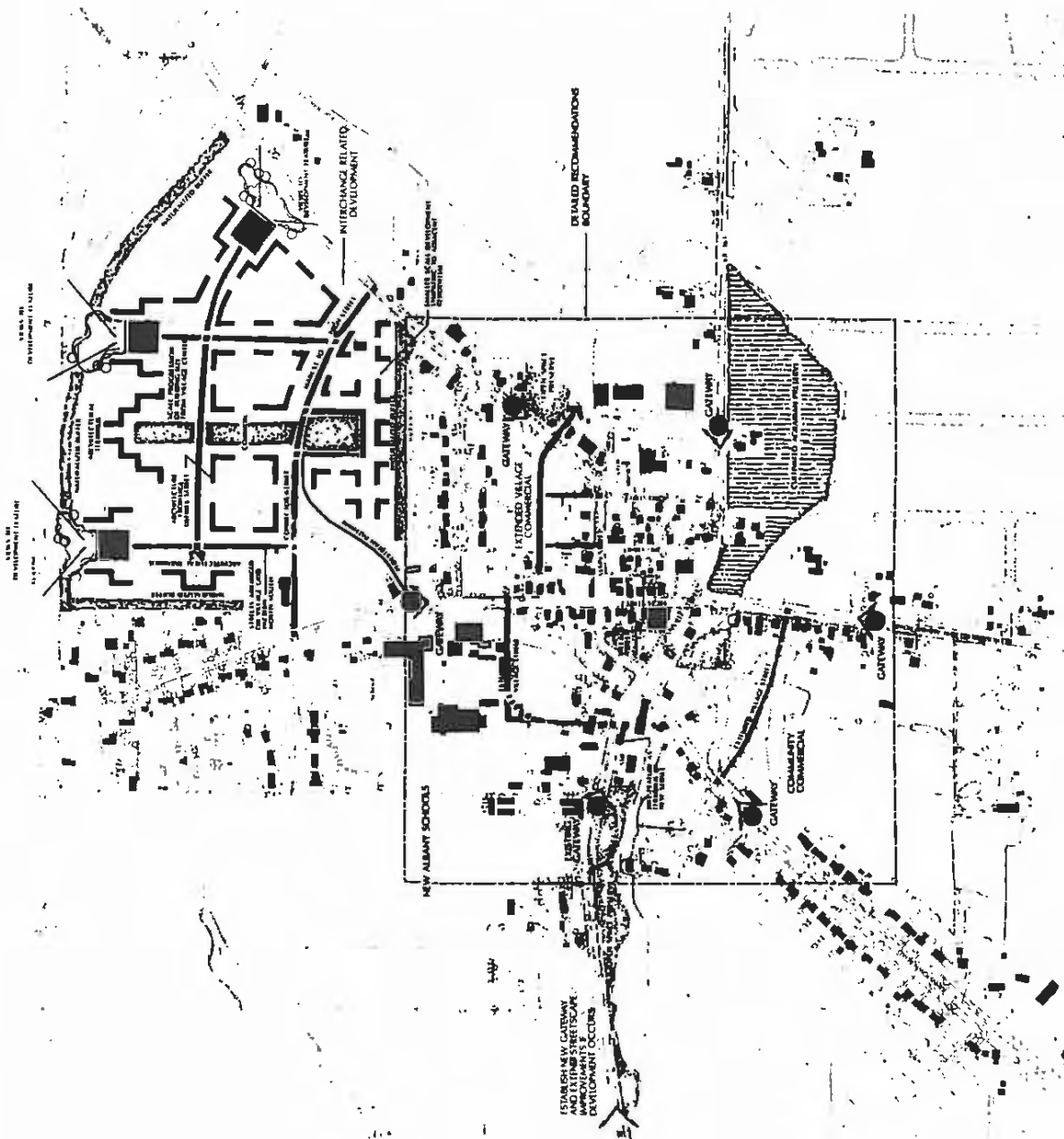
### Major Recommendations

1. There should be no alternative but to keep the Village Hall in the Village Center. Site acquisition must be pursued based on the alternatives of this study or based on other opportunities that achieve the same objectives. A site should be identified even if the construction of the building is not immediate.
2. Open the future school campus onto the Central Village. A new road connecting Granville Street and High Street will put the campus on the Village grid and open up opportunities for joint school and community facilities. The school walkways will become extensions of the village sidewalks.
3. Encourage higher density retail and office uses on the vacant land within the Village Center. This development should be on new streets that connect the state routes in a manner similar to the existing streets. General office and retail uses should be developed south of Granville Street. Specialty retail uses (gift shops, flavor shops, pottery, etc.) should be developed on the vacant land northeast and northwest of E. Main Street. A visitor center or future Chamber of Commerce building may be located right at the bend of E. Main Street. Parking could be provided to visitors who just exited the freeway by-pass.
4. The Architectural Review Board must require master plans for developments that will be constructed in more than one phase. The master plans must demonstrate that the entire development will be architecturally harmonious, pedestrian oriented and sited in such a way so as to enhance the image of the rest of the Village.
5. Do not rezone more commercial property outside the Central Village until the viability of the core is reasonably apparent.
6. Control future development at the U.S. 62 interchange. Limit the amount of land devoted to retail uses to no more than what is presently zoned. Require the developments to be planned in such a way that the design respects the Village Center. The design concepts to consider include a large natural buffer along the by-pass, open views from the by-pass and U.S. 62, a connecting street between Main Street (U.S. 62) and High Street, a street arrangement that emulates the Village grid street pattern and the use of architecture to define the street.



7. Key open space should be acquired or be required to preserve the rural edges of the Central Village. This open space may be acquired through open space dedications or density transfers.
8. Create a streetscape based on the recommendations of this study to encourage pedestrians to venture to the limits of the Central Village. The Village Center is ideally situated to connect to pedestrian trails, ways or sidewalks from all directions.





## RECOMMENDATIONS

Open the future school campus onto the Central Village. A new road connecting Granville Street and Village Street will put the campus on the Village grid and open up opportunities for joint school and community facilities.

Encourage higher density retail and office uses on the recent land within the Village Center. The development should be on new streets to existing streets. Retail and office uses should be developed south of Granville Street. Specialty retail uses should be developed on the recent land northeast and northwest of E. Main Street.

Control future development at the U.S. 62 Interchange. Limit the amount of land developed to retail uses. Require the development to be planned in such a way that the design respects the Village Center.

Key open space should be acquired or be required to preserve the rural edge of the Central Village. This open space may be acquired through open space dedication or density transfers.

## VILLAGE CENTER STUDY

The Village of New Albany

## CONTEXTUAL RECOMMENDATIONS





SUMMARY REPORT  
of the COMMUNITY FACILITIES COMMITTEE

VILLAGE OF NEW ALBANY

# COMMUNITY FACILITIES PLAN

com-mu-ni-ty \kə-'myū-nət-ē\ *n. pl. -ties* [ME *comunele*, fr. MF *comunele*, fr. L *communitat-, communitas*, fr. *communis*] 1 : a unified body of individuals: as a : STATE, COMMONWEALTH b : the people with common interests living in a particular area; broadly : the area itself (the problems of a large ~) c : an interacting population of various kinds of individuals (as species) in a common location  
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FELLO



DECEMBER 1991

Appendix I

Excerpts:  
In Support of Community Planning Goals

## COMMITTEE GOAL STATEMENTS

### STEP #2 WHAT DO WE WANT?

Following much discussion the Committee defined a set of goals for the Village to use to test the many ideas and suggestions for new facilities as well as solutions to identified existing Village problems.

The following goals are proposed by the Committee as worthy of review and adoption by City Council.

- \* 1. Develop a coordinated plan for the growth of New Albany and Plain Township which will centralize the community services while retaining the rural historical lifestyle that has made and will make the area a great place to live.
2. Develop a program for creating a new Village/Township Hall as a place to manage the changes around us and be a symbol of the community past/present/future. (Short term: Look at the middle school building.)
3. Create a facility for senior citizen gatherings and activities.
4. Define the short and long term needs for various facilities needed to support the projected growth of New Albany. The list of facilities will include the following: fire department, police department, roads and streets department, zoning department, building inspection department, signage, maintenance, library, museum (especially The Historical Society), schools, parks and recreation, transportation (other than roads and streets), electric, telephone, gas, cemeteries, and community parking. Define development and design standards to guide the growth of the listed facilities.
- \* 5. Minimize the potential for the bypass to become a barrier within the community.
6. Enhance the opportunities to shop in a village atmosphere. (Granville and Westerville offer nearby examples to emulate.)
7. Change our image as "a speed trap".

schools are centrally located and accessible to the entire Village and Township. The school intends to keep its central campus location for the foreseeable future and is still planning for the use of the lands on the new school complex. The next year would be critical in working with the school system to plan the use of the new school campus in this fashion.

## **PARK AND OPEN LAND USE**

Area parks or forest preserves will supplement other community or municipal recreation facilities by providing large conservation areas for nature appreciation, field sports, and picnicking. Development is best limited to the provision of access roads and parking areas, toilets, shelters, water supply, and rough mowed meadows around which picnic tables are grouped. Game courts, swimming pools, or golf links are not recommended. The emphasis is on nature. (Earthscape A Manual of Environmental Planning by John Simonds)

The committee recommends that this type of park be established on the south side of State Route 161 below the new school complex. This area will contain a school sponsored nature land lab that can be used jointly by the community and the students in the school system. The land lab should be left in as primitive a manner as possible. The wetlands areas should be preserved to protect the aquatic plant and animal life in the areas. The pond would provide a special environment for fish and waterfowl studies. A large nature study building could be built in order to study the birds and wildlife and house classes for the entire school population. Plant and tree studies could be done in the forest and field areas. Walking paths would be built in this area with as little disruption to the environment as possible in order to keep the natural beauty of the land lab area. Community members would use these facilities in the evenings, on weekends and throughout the day to walk in a peaceful and natural area.

The park open area would also be the site of an historic reservation on the northern perimeter. The area already has a beautiful brick building which could house the New Albany - Plain Township Historical Societies collection of artifacts from the area. The school may be involved by rebuilding the Swickard Log Home which the school currently has possession of within this historic area adding to the importance of the area to historic preservation. If the school is involved the log home may be used as a teaching resource where students of all grade levels would be involved in pioneer living projects and craft studies. The historic area may also be used to bring other buildings of historic significance if and when they become available. This type of historic clustering may be seen in the area of Gahanna to the southeast of State Route 62 and Havens Corners Road where several historic buildings are clustered in one park area.

Around the outside perimeter of the designated lands an access road would be constructed. This road would not intrude on the natural areas in the center of the park but would parallel a bike and hike trail that would run just to the inside of the road. The road would connect three picnic grove areas which would contain picnic tables and outdoor grills for picnics and family reunions. The picnic areas would be rough cut to provide space for volleyball, badminton, touch football and other outdoor activities. The hike bike trail in the park would eventually be linked to the other hike bike trails which would be built in the community. The central location of this land and its nearness to the school complex offers the community a unique opportunity to develop a school community facility which would provide historic, educational, ecological and recreational benefits for our citizens.



\* The Committee also sees benefits for the entire Plain Township-New Albany area through the construction of hike bike trails throughout the entire area. These trails would connect all of the neighborhoods in New Albany and Plain Township, both old and new. This bike path would also connect the school complex, businesses, historic town center, and recreation facilities to all neighborhoods. This hike bike trail would be jointly planned and developed by the Plain Township Trustees and the Village Government. The bike path should be planned prior to the construction of the 161 bypass in order to avoid areas of the township being separated from other portions, leading to a feeling of isolation in some areas.

Two mini-park areas could also be planned. A small park could be made out of the area in front of the current Village Hall. This area already has a beautiful monument and some trees which could provide a focal point for a brick walkway with benches and landscaping which would highlight the monument to past members of the community who have served it. If the Middle School becomes available to the Village government the area in front of the building and directly to the south of the building have great potential for a landscaped and bricked area which could hold benches, walkways and future monuments that could highlight and create a nice setting for the Village Hall, much like Westerville has done in front of their government building in the older portion of their city.

\* Potential areas of funding and cooperation to complete this project would ensure that the burden for this type of development would not rest solely on the limited funds of the Village government. Tax benefits may be granted to people who are willing to permit the use of their land for ecological/historic preservation or bike path right-of-ways. A school community partnership may be developed for the construction of ball fields for the community to use. Public groups who would benefit from these types of facilities should be willing to help economically, like the Plain Township-New Albany Historical Society and little league and soccer groups. Many of the science and history teachers would be willing to work on a committee to develop the kind of educational facilities which would be generated.

\* Grants would also help to relieve the financial burden. Grants are available from groups like the Ohio and National Environmental Protection Agencies, several wildlife agencies, soil conservation groups, and national wetlands preservation groups. The Ohio Department of Transportation has monies available to help communities develop bike-hike trails. Many educational grants are available through the school and the teachers which would help fund the land lab and historic portions of the park. The Columbus Public Library will develop a complete listing of all the agencies, private and public, who would supply funding for these types of projects.



# COMMITTEE RECOMMENDATIONS

- CREATE A RECREATION & PARKS PLAN FOR THE VILLAGE OF NEW ALBANY
- FOUR TYPES OF PARK RECREATION & OPEN SPACE LAND USE SHOULD BE SET ASIDE OR ACQUIRED TO MEET FUTURE NEEDS OF THE COMMUNITY

## RECREATION

- BALL FIELDS, TENNIS COURTS, ETC. SHOULD BE LOCATED WITHIN THE SCHOOL CAMPUS
- DUAL USAGE BY SCHOOL & COMMUNITY
- BENEFITS:
  - LITTLE DUPLICATION OF FACILITIES
  - EXTENDED USE OF SCHOOL FACILITIES
  - MEETING ROOMS, LOCKER ROOMS, AND FULLY EQUIPPED FACILITIES AVAILABLE TO THE COMMUNITY
- CREATE A COMMUNITY CAMPUS



## **TRAIL SYSTEM & SCENIC CORRIDORS**

- UTILIZE BYPASS & ROADWAY RIGHT-OF-WAY TO DEVELOP A SCENIC LANDSCAPED CORRIDOR
- DEVELOP SCENIC CORRIDOR WITH BIKE/HIKE TRAILS ALONG CREEKWAYS
- DEVELOP BIKE/HIKE TRAILS THROUGHOUT THE TOWNSHIP & VILLAGE
- LINK WITH PLANNED NEW ALBANY CO. TRAIL SYSTEM
- LINK PARKS, SCHOOL, BUSINESSES AND RECREATION FACILITIES WITH THE NEIGHBORHOODS

## **GATEWAY & VILLAGE GREEN DEVELOPMENT**

- DEVELOP CENTRAL VILLAGE GREEN WITH CONNECTOR TO THE SCHOOL CAMPUS & COMMUNITY FACILITIES
- DEVELOP GATEWAY PARKS AT MAJOR VILLAGE ENTRY POINTS TO ENHANCE THE VILLAGE IMAGE AND ESTABLISH THE VILLAGE IDENTITY
  - BYPASS INTERCHANGES
  - EAST 161 NEAR KITZMILLER ROAD
  - WEST 161 NEAR HARLEM ROAD
  - MORSE ROAD & U.S. 62
  - MORSE ROAD & S.R. 605
  - CENTRAL COLLEGE AND S.R. 605
  - CENTRAL COLLEGE AND U.S. 62 AND KITZMILLER

## COMMUNITY PARK

- ACQUIRE 28.5 ACRE PARCEL SOUTH OF STATE ROUTE 161 - PROXIMATE TO SCHOOL CAMPUS & VILLAGE CORE
- PARCEL UNDER SINGLE OWNERSHIP
- NICEST SINGLE FORESTED BLOCK OF LAND WITHIN THE VILLAGE
- ESTABLISH THE CROWN JEWEL WITHIN THE EMERALD NECKLACE OF SCENIC CORRIDORS
- FACILITIES
  - NATURE STUDY, LAND LAB
  - HISTORICAL BUILDING
  - LOG CABIN RELOCATION & RECONSTRUCTION
  - COMMUNITY SHELTER
  - PICNIC GROVE
  - NATURE TRAILS, WALKING, BIKING



## NATURAL FEATURES STUDY

### *The Village of New Albany*

#### Appendix J

#### **Excerpts:**

**To document Village policy of promoting land acquisition to preserve woodlands.**



## VEGETATION

One of the most pleasing visual qualities of the New Albany area is derived from the variety of vegetation in the landscape. The vegetation along the streams and fence lines, the open cultivated fields outlined by wooded backdrops and the woodlands areas themselves all work to create a visual image that shapes and defines the developed area of the Village. Besides providing a strong visual interest to the landscape, the existence of vegetative cover is a very useful indication of soil conditions. Since farming was the major enterprise of the New Albany area, the existence of untilled fields with vegetative cover ranging from woodlands to scrub brush, indicates soil conditions that are too poor to cultivate. In most instances the soils are too wet for farming. The presence of certain vegetative species is one of the indicators of a wetlands.

Vegetation is an important element for general and site planning purposes due to the aesthetic, recreational and environmental amenities it provides. Wood lots provide an opportunity for passive recreation and education. The woodland areas may be incorporated into an open space plan that will serve both a recreational and a visual scenic purpose. Trees along the stream banks will prevent erosion and the sedimentation of the streams.

The Vegetation Inventory Map is primarily to be used for the formulation of development policy. With respect to woodlands, the choice need not be limited to development or no development. New Albany should be able to preserve some portion of the existing woodlands and also permit development if its development policies are based upon comprehensive community priorities.

### Definition

The Natural Resource Inventory defines and identifies areas of vegetation types

based on their characteristics. The vegetation types are defined as areas of primary growth, secondary growth, fence rows and cultivated fields.

### Primary Growth Areas

Areas of primary growth are characterized as older woodlands areas with high overstory. Species include Ash, Oak (white, red pin, burr), Hickory, Beech, Elm, Maple (red, sugar, black), Poplar (yellow, tulip), Walnut and Gum.

### Secondary Growth Areas

Areas of secondary growth are characterized by younger immature woodlands. Species include locust (yellow, black), Maple (red, sugar), Oak (pin), Ash and Sassafras.

### Fence Row

Trees within the fence rows are generally the same tree species found in the areas of secondary growth. Typically the fence row trees are the result of a field division and form interesting edges within the Community. Occasionally they were intentionally planted as windbreaks.

### Cultivated Fields

The primary crops in the New Albany Area are corn and soybeans. These fields provide an interesting texture and visual element within the Community and their presence is a reminder of historic New Albany's agrarian tradition.

The Inventory also includes evaluations of selected woodlands as identified on the Vegetation Inventory Map.

Area A: This 70 acre area is now a large wooded area that was once extensively pastured. The eastern portion of the site is almost pure Hawthorn trees. The rest of the woods consists of Black Cherry, Pin Oak,

## Methods

The Vegetation Inventory Map was prepared utilizing aerial photographs and supplemented with field observations. The inventory sources also included an analysis completed by Bohm NBBJ for the New Albany Company.

## Planning and Regulations

The protection of woodlands as a natural resource can be implemented in many ways. The vegetation inventory permits the Village to comprehensively consider the various woodlands areas for incorporation into an open space plan. The woodlands found to be most desirable may be purchased outright by the Village or more likely made part of an open space dedication requirement when the area is developed. The areas most likely to come into the public domain are the woodlands within the flood plains. Rather than save the entire woods, the Village may be able to work with the property owners to acquire easements of open space along future roadways that would preserve the scenic quality of the woods. These areas may be dedicated as part of an open space requirement or purchased with the aid of matching grants, donations or other revenue.

In areas that are to be developed, the Village should maintain a policy of setting standards for preservation and requiring that all trees not in the path of development be preserved. Enforcement of erosion and sedimentation regulations will also preserve critical woodland resources. Woodland areas and fence rows should be sensitively incorporated into the design of subdivisions.

Box Elder, Sugar Maple, Honey Locust, and Shagbark Hickory.

Area B: There is a three acre lake located on the west side of this 84 acre area. The northern portion of the site consists of younger timber while the southern portion contains large Beech (two foot diameter) and Black Cherry on the higher elevations. Mixed oak, mainly Red Oak, is found on the lower wetter sites. The understorey consists of Dogwood and Spice Bush.

Area C: This 92 acre area consists of mature timber that is surrounded by a dense border of Hawthorn.

Area D: The majority of this 50 acre site is Beech, Maple, Shagbark Hickory woods with a pin oak swamp forest. There is a dense understorey of Grape, Hawthorn, Spice Bush, Blue Beech and fair spring flora.

Area E: This 36 acre site is a small wet woods containing Red and Swamp White Oaks. The understorey is Spice Bush, Blue Beech, and sapling Sugar Maple. There are scattered beech trees on the higher areas. The S.R. 161 By Pass is planned to cross the southern quarter of the site. The Village should pursue an open space easement along the new highway in order to maintain a scenic buffer/corridor.

In this survey tracts B, D and E were judged to be slightly lower quality areas, but would be of value when preserved as green space or open space.

### Source:

Geener, Elizabeth, A Natural Inventory of Franklin County and Vicinity. The Ohio Department of Natural Resources, Division of Natural Areas and Preserves, Natural Areas Section, Columbus, Ohio, 1975.



PRIMARY GROWTH



SECONDARY GROWTH



FENCE ROWS



CULTIVATED FIELD

# **NATURAL FEATURES STUDY**

*The Village of New Albany*

## **VEGETATION**



## PRINCIPLES OF UNDERSTANDING

### BACKGROUND:

Events have reached a critical phase in our community warranting collaboration of a number of governmental and private entities. The rapid development of new housing will trigger a significant increase in population in the next five to ten years. These events will call for an increase in and an improvement of municipal and township services - police and fire; new school facilities and programs; health services; senior citizen programs; recreational services; and mechanisms to deal with other quality-of-life issues - infrastructure, library, environmental protection.

Because of the impending deadlines and events that are rapidly approaching there is a need to reach some understandings among the institutional, governmental, and private organizations regarding the projections of goals and future programming. It is crucial, if we are to use our resources wisely and provide our constituents quality services, that these statements of goals and appropriate timelines be shared.

For successful planning and coordination of these activities, understandings between various institutions need to be arrived at in order to maximize the use of our resources. At the January 14th meeting, an attempt will be made to initiate certain "principles of understanding" among the entities. Whereas these understandings are not legally binding, they do attempt to establish a general compact that spells out specific acts and reflects modes of action necessary to accomplish certain tasks. These understandings will signify an agreement among the respective groups to commit their organization to principles or goals necessary for the common good. It is requested that each organization, whether it be governmental, business, or institutional, resolve through its trustees, boards, or directors, a formal endorsement that will demonstrate to the other entities the general direction of its plans during this developmental stage in New Albany's growth. These resolutions should be initialed or resolved by the stakeholders by January 30, 1993.

R.A.J., January 14, 1993

### Appendix K

Excerpts:

To Document the Efforts of the Community in  
Jointly Planning Public Facilities.



Therefore this letter incorporates some draft statements articulating (1) the physical facility implications of this new growth and, (2) the relationships between each of the entities and all others represented in this initial collaborative effort. Our task over the next few weeks will be to revise and refine these statements and get the appropriate endorsement.

## Technical Implications, Educational and Recreational Benefits of the 30 acre Swickard Woods/Recreation Fields ISTE A Grant Acquisition to the U.S. Corps, OEPA, ODOT Approved 30 acre Wetland Conservation Area

The purpose of this report is to summarize the scientific, technical, recreational and Learning Community rationale behind the necessity to preserve the 15 ac. Swickard Woods and the 15 ac. farm field to the east, as publicly accessible open space in the village of New Albany.

### Seven Planning Related Documents:

- The 1991 Joint Community Facilities Report - Council Approved
- The 1992 Historic Center Village Study - Council Approved
- The 1992 ODOT - Wetlands Conservation Area Conceptual Report
- The 1993 Natural Features Study - Council Approved
- The 1993 U.S. Corps of Engineers 404 Permit
- The 1993 OEPA 401 Water Quality Permit
- The 1993 Final Design Blueprints of the Wetlands Mitigation Area

are the staff recommendation basis for the two unanimous decisions by the Village Council on 1/18/94 and the Village Planning Commission on 1/24/94 to approve application for an ISTE A Grant, based on a 2/3 grant funded purchase -1/3 local match via 10 acres of open space credit to the New Albany Company, owner of the property

## RATIONALE

### **I. The thirty acres proposed to be acquired by the ISTE A Grant will achieve:**

The following general and specific goals and objectives of the CONCEPTUAL WETLAND MITIGATION PLAN FRA/LIC-161-116.75/0.00 FRANKLIN COUNTY, OHIO - OHIO DEPARTMENT OF TRANSPORTATION - PID-9098 (Revised September 24, 1992)

#### **A. The Site and Watershed Management Objective listed in Sec. 3.11 on Page 21**

"To protect the watershed of the WCA, ODOT anticipates the need to secure agreements with current land owners and the Village that they will not undertake any activities which may result in diversion of water within the watershed".

#### **B. The Replacement Wetland Goals and Objectives are listed in Sec. 3.2 on Page 7 & 8**

"The primary goal is to construct a high quality wetland complex...that has reliable hydrology to support the desired replacement wetland hydroperiod characteristics and which will provide important sediment/toxicant reduction and floodflow alteration functions."

- ◆ Specific Goal 2 is to create wetlands which have similar hydrology...as those to be impacted by the proposed (highway) project.
- ◆ Specific Goal 3 - To construct replacement wetlands which provide similar wetland functions.
- ◆ Specific Goal 8 - To provide passive recreation opportunities for area residents.

**II. The Watershed of the Wetland Conservation Area(WCA)must be protected (Ref. Sec.3.11 Management Objective) by preservation of the Swickard Woods & Field.**

The 30 acre Swickard Woods and Farm Field combined with the existing School Site represents approximately 1/3 of the 170 acre watershed to the entire Wetland Conservation Area. The WCA watershed is comprised of three subbasins. The easternmost swale extends north to the stream channel and an existing wetland (U.S. Jurisdictional 2.83 acres total, Ref. Appendix A and Sec.3.4.3 Surface Hydrology and Water Quality - Page 11 WCA Conceptual Report)

The water source for this area would be base flow in the intermittent stream, surface runoff and direct precipitation. (Ref. Sec.3.5.5 WCA - Site 4 Page 15) This intermittent stream, an unnamed tributary of Sugar Run and the Rocky Fork Creek, traverses northeast through the Swickard Woods and provides nearly 100% of the surface water sustaining the existing wetlands primarily located on the school property..

The Swickard Woods is a second growth, approximately 140 year old, nearly climax forest with many 60-80 ft. White Oak, Beech, and Shagbark Hickory Trees dominating the canopy. This is the only large mature woodland remaining in the Historic Center Village. The southern part of this woods contains hydric soils along the flood plain of the stream. At the northern edge of the Swickard Woods, there is a groundwater discharge area which nourishes Wetland #1100, which will be impacted or filled during the construction of the New Albany Bypass.

If the 30 acres (woods and field) proposed by the village to be acquired by the ISTE A Grant, would be developed into 1/4 acre residential urban development, the existing jurisdictional wetlands as well as the soon to be enhanced and created wetlands area, would be subjected to a "flush" of stormwater in contrast to the natural system now in place for hundreds of years or more. If public policy were to allow this dense development to occur, the primary replacement goal, (Sec. 3.2) cited above, would not be achieved and the reliable hydrology now provided by the Swickard Woods to the existing wetlands on the school property, would be lost. In addition, the sediment reduction, toxicant absorption, and flood flow alteration function provided by the woodland buffer north of the Wetland Conservation Area would be lost.

**III. Conclusions:**

1. The Schools and the Village have formally agreed to accept title to the Wetland Conservation Area after the establishment period and to maintain and provide stewardship to the WCA in perpetuity. The preservation of the woodland and field proposed in the ISTE A Grant will allow the natural watershed buffer to the existing school owned jurisdictional wetland to function and will minimize artificial manipulation of the hydrology of the restored and created wetlands.
2. The addition of these thirty acres to the 30 acre Wetland Conservation Area will create a functional community nature preserve of sufficient size, complexity, and diversity of habitat that the following major categories of wetland/woodland functional values will be achieved:
  - ◆ open space and aesthetics(outdoor recreation, environmental education, research)
  - ◆ hydrologic modifications(flood control, groundwater recharge&discharge)
  - ◆ erosion prevention & sediment retention to protect the Rocky Fork Watershed
  - ◆ life support for wildlife(microbial,invertebrate,vertebrate,micro/macrosopic plants)
  - ◆ water quality/toxin removal(pesticides,herbicides,nutrient residues, etc from urbanization)
  - ◆ geochemical storage(carbon,sulfur,iron,manganese, and other minerals)



3. The Woodland/Field ISTEA Grant parcel, adjacent to and within the LEARNING COMMUNITY Joint Facility Site will enhance the following Principles of Understanding Goals:
- ◆K-12 Grade Curriculum (eg.Stewardship & Intergenerational Strands)
  - ◆The Eastland Vocational School Environmental Management State Funded Unit
  - ◆The Ohio State University Link to our Public School District  
(Concurrent enrollment, Joint Pallustrine Marsh Research Field Station)
  - ◆U.S. Health Corporation Healthy Community Network Philosophy
  - ◆Plain Twp./New Albany Historical Society Log Cabin Reconstruction & Programs
  - ◆Township Senior Center Recreation,Intergenerational and Life Long Learning Goals
  - ◆Joint Use Recreation Fields for all ages - Boys and Girls Youth Leagues/Families/Seniors

RT. 161 NEW CLONY-BYPASS

**ISTEA**  
**GRANT**  
**ACQUISITION**  
**Area**  
**(30 ACRES)**

WOODLAND PARK  
WOODLAND PARK  
WOODLAND PARK

WWW.DOT  
MILV.COM

## LEARNING COMMUNITY CAMPUSES

WETLAND AND LANDMARK

Yoor

"Ethics rests upon a premise: that an individual is a member of a community of interdependent parts...a concept which enlarges the boundary of our community, beyond our individual, family, and institutional relationships, to include soil, waters, plants, and animals or collectively, the LAND."

*Aldo Leopold*

Also reported

**APPENDIX M**

**LETTERS OF ENDORSEMENT  
AND  
CO-SPONSORSHIP**





## PLAIN LOCAL SCHOOL DISTRICT

6425 New Albany-Condit Road • New Albany, Ohio 43054 • (614) 855-2040 • FAX 855-2043

December 28, 1993

Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

Dear Mr. Habig:

Within the next several weeks the Village of New Albany will be submitting to the Mid-Ohio Regional Planning Commission an application for an ISTE A Grant for the purpose of creating a buffer south of the New Albany Bypass and adjacent to the school campus. The Board of Education of the Plain Local/New Albany Schools would like to underscore its enthusiastic support of this endeavor. The School Board has collaborated extensively with Village officials in planning of open space. We feel that the grant would have significant positive effects on our community. The Board of Education would encourage your strong consideration of the application.


The School District as well as the Village has been involved extensively in long rang planning to create a learning community that integrates village and school resources in several areas. The application that you will soon receive will outline how a 15 acre greenbelt would be established that would play an intricate roll in preserving the U.S. Jurisdictional Wetlands located on our school property as well as compliment a 30-acre wetlands conservation area also adjacent to the school campus.

Extensive efforts are currently underway for the school to plan an outdoor educational environmental laboratory that would be of sufficient size and biological diversity to serve our community 's educational, recreational and open space land-use goals.

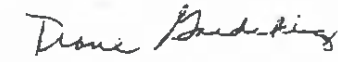
Given the limited resources during this early stage of our community's growth we view the ISTEA application as a crucial part of our long range efforts. The Ohio State University and the Eastland Vocational School District are currently assisting the School District and the Village in helping create an environmental management program that would ensure the stewardship of the wetlands and woodlands greenbelt that we are in the process of developing. If successful in securing an ISTEA Grant the property acquisition would compliment these plans in a significant manner. The greenbelt being proposed around our village and school campus would be a major focus of study by our students and a community resource for the senior citizens as well as the general community.

We would like to go on record as heartily endorsing the Village of New Albany's application for the ISTEA Grant. We would like to be listed as an official sponsor of the application.

Sincerely,



Ralph Johnson  
Superintendent of Schools



Diane Goedeking  
Board of Education President

## **NEW ALBANY SCHOOLS**

### **K-12 Curricular Goals for the use of the Wetland/Woodland Conservation Area Integration of the following programs into all Learning Community Programs:**

- \*Social Studies - (Ohio History-recreate original ante-bellum lifestyles, pioneer lost art crafts, impact of human development, agriculture, and economy on our natural features)**
- \*Art - (Painting, Drawing, Photography)**
- \*Language - (Interpretive Writing, Outdoor Drama)**
- \*Math/Computer - (Orienteering, Mapping, Surveying, Water Budget, Plant/Animal Species Database Inventory)**
- \*Science - (Wildlife Studies, Stewardship, Compilation of a Wetland/Woodland Field Guide for use by the entire community)**
- \*Vocational - (Environmental Studies Program in conjunction with the Eastland Vocational Center)**
- \*Research -(Concurrent enrollment with O.S.U. School of Nat'l Resources)**





# Plain Township Board of Trustees

ESTABLISHED 1810

BOX 273 • NEW ALBANY, OHIO 43034

January 7, 1994

Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

Re: Grant Application - Village of New Albany, ISTE A Grant

Dear Mr. Habig:

The Village of New Albany will be submitting to M.O.R.P.C. an application for the above mentioned Grant for the purpose of creating a buffer South of the By-Pass and adjacent to the Plain Local School District and would be of great help in preserving the Wetlands in our area.

The Board of Trustees passed a resolution at its January 4, 1994 meeting giving full support to the Village in its application request.

We trust that M.O.R.P.C. will favorably approve this grant application.

Sincerely,

A handwritten signature in cursive script that reads "David E. Curtis".

David E. Curtis, Chairman  
Plain Township Board of Trustees

dec/cef

Trustee

**DAVID E. CURTIS**

4659 Reynoldsburg-New Albany Rd.  
New Albany, Ohio 43054  
855-1759

Trustee

**HENRY L. REEB**

5040 Walnut Street  
Westerville, Ohio 43081  
882-2112

Trustee

**DONALD R. SHOEMAKER**

7860 Peter Hoover Road  
New Albany, Ohio 43054  
855-2152

Clerk

**KAREN STAGG**

20 S. High St. - P.O. Box 307  
New Albany, Ohio 43054  
855-1375

# New Albany Plain Township Historical Society

Mid Ohio Regional Planning Commission  
Mr. William Habig, Executive Director  
285 E. Main Street  
Columbus, Ohio 43215

Dear Mr. Habig,

The New Albany-Plain Township Historical Society has been working with the Village of New Albany and Mr. Bill Resch on the Wetlands/Parklands project. Mr. Resch and I recently made a presentation to the New Albany-Plain Township Historical Society on the benefits of acquiring a greenbelt area adjacent to the Wetlands and the learning community. The members of our society were in favor of endorsing this project for many reasons. The members saw this project as a way to create some intergenerational experiences for the students and the older generations in our area.

The New Albany School system currently owns a log structure which was built circa 1840's. This building was deeded to the school by the society in order to provide a learning center where historical society members could interact with the students

## Areas of possible interaction:

- +Student participation in lost arts crafts (weaving, blacksmithing, pioneer farming)
- +Small pioneer plantings taught by local farmers
- +Wildflower plantings by society members and students
- +Overnight pioneer experience for primary students
- +Society members as docents for students

The school and the Historical Society will rebuild this cabin near the wetlands and 30 acre area under discussion to provide a place to allow the activities which were mentioned above.

Our organization believes that the benefits to our community are essential for the positive growth of our community. We believe that the heritage of our community will also be better preserved and illustrated because the woods in question have been owned by the Swickard family which is also the family which occupied our log cabin. For the forgoing reasons we heartily support the effort of the Village to acquire the 30 acres in question.

Rudolph A. Sever



President New Albany Plain Township Historical Society  
PO Box 219  
New Albany, Ohio 43054

# U.S. HEALTH CORPORATION

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**ERIE CHAPMAN, JD**  
President and  
Chief Executive Officer

3555 Olentangy River Rd.  
Columbus, Ohio 43214  
(614) 566-4430

**TRACY WIMBERLY**  
Senior Vice President

January 11, 1994

Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

Dear Mr. Habig,

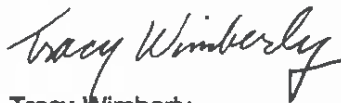
For the past two years, U.S. Health Corporation has been involved in helping the community of New Albany establish a campus which will promote health and learning. Integral to this campus is the natural environment which provides a laboratory for learning. Therefore, we are genuinely pleased to endorse the Village of New Albany's application for an ISTEA Grant which will be submitted to the Mid-Ohio Planning Commission within the next several weeks.

In projecting models of health care for the future, we have discovered the importance of designing support systems for individuals, families and communities which will enhance individual and cooperative well-being. Fundamental to creating a sense of well-being are opportunities in which people can experience the reality of nature: its seasons, rhythms and lessons. Highlighted is the importance of conserving our land and learning ways in which to replenish the earth.

We believe preservation of the wetlands and woodlands greenbelt and development of an environmental laboratory will serve as a model to many communities in guiding individuals into a respectful, knowledgeable relationship with nature which promotes health and learning.

U.S. Health Corporation strongly endorses the Village of New Albany's application for an ISTEA Grant and we urge your support of this proposal. Thank you for your consideration.

Sincerely,



Tracy Wimberly  
Senior Vice President

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**COLUMBUS**

†Riverside Methodist Hospitals  
Grant Medical Center  
U.S. Health Financial Services

*Life Choices National  
Television and Magazine*  
† founding hospital

**PORTSMOUTH**

Southern Ohio Medical Center

**KENTON**

Hardin Memorial Hospital

**MARION**

Marion General Hospital

**FINDLAY**

Partner with Blanchard Valley  
Hospital in the Ohio Alliance  
for Health

**Hospital Alliance  
of Ohio** - Sponsor

**MANAGED HOSPITALS**

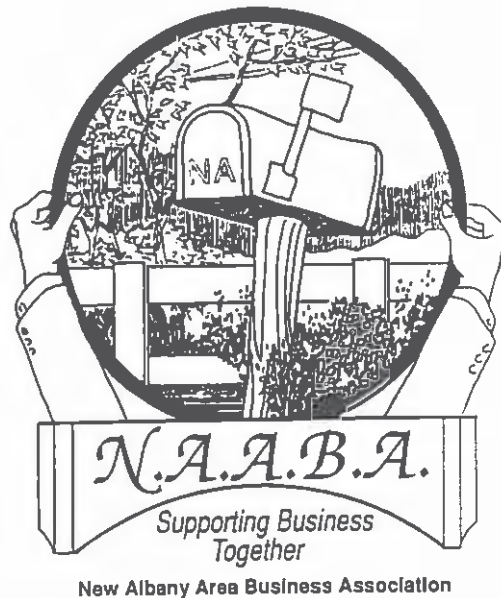
Bucyrus Community Hospital, Bucyrus  
Morrow County Hospital, Mt. Gilead

Shareholder-

**VHA.**

VOLUNTARY HOSPITALS OF AMERICA, INC.®





Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

January 15, 1994

Dear Mr. Habig,

The New Albany Area Business Association is pleased to endorse and be an official sponsor of an ISTE A Grant (Highway Corridor Enhancement Program) which the Village of New Albany plans to submit for your consideration.

The grant will make it possible to preserve an existing fifteen acre mature Beech-Oak-Hickory Woodland and a fifteen acre farm field that can be used for recreation field by our school children, and older members of our village and township families. This entire proposed thirty acre site is just north of a joint-use Learning Community Campus which has been in the planning stages for the last three years to meet the needs of our rapid rate of development.

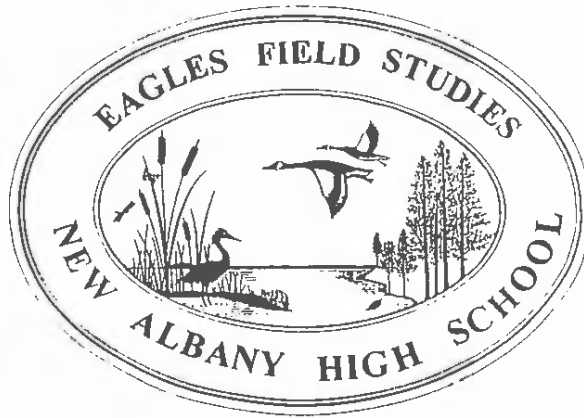
We believe that this greenbelt/open space will provide:

- ◆ an aesthetic northwest greenbelt entrance to village
- ◆ a sight and sound barrier between the schools and the new highway bypass
- ◆ the additional space needed by our schools for their outdoor education and physical education programs.
- ◆ an amenity that will enhance the unity of our entire community and be a destination traffic generator that will preserve property values and promote higher levels of commercial activity in our Historical Center Village.

With the limited financial resources of our community's government and school entities to meet the open space acquisition and infrastructure needs of our rapidly growing community, this opportunity to apply for an ISTE A Grant is timely.

Sincerely,

  
John Shockey - President  
New Albany Area Business Association



Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

January 16, 1994

Dear Mr. Habig,

It has come to our attention that the Village of New Albany plans to apply for an ISTE A Grant that can preserve natural areas along newly built freeways. We, the student members of the New Albany Environmental Studies Club and our teacher advisor Mr. Oldaker, support this effort and we would like to be an official sponsor of this grant application.

We are particularly pleased that the grant funds, if awarded, are proposed to be used to acquire the Swickard Woods, a fifteen acre woodland that we have had permission from the Fodor Family in the past and now from the New Albany Company to study. It is an old woods, with some trees that exceed one hundred years in age. In the Spring, the woodland floor blossoms with wildflowers.

This woods also contains a small intermittent stream which feeds water to the existing wetlands on our school property and is in the headwaters of the Sugar Run and Rocky Fork Creek Watershed. Our club is a part of the Rocky Fork Watershed Protection Association and we recently volunteered to be the monitors and stewards of the section of the watershed. Having this natural area that is adjacent to our school grounds preserved for future generations is a very important goal of our club.

Thank you for making this grant opportunity available to our community.

Sincerely,

Alicia Foulk, President  
Environmental Studies Club

Mr. Kevin Oldaker  
Faculty Advisor

# **NEW ALBANY MIDDLE SCHOOL**

6425 New Albany-Condit Road  
New Albany, Ohio 43054  
(614) 855-2030

Linda J. Martin, Principal

January 24, 1994

Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, OH 43215

Dear Mr. Habig:

The Village of New Albany is submitting to the Mid-Ohio Regional Planning Commission an application for an ISTE A Grant to create a buffer south of the New Albany Expressway and adjacent to the schools. The 10 acres of land are key to the development of an environmental laboratory to be integrated into the school curriculum and to be used by the learning community.

It is our goal to create an environment where citizens embrace and appreciate their community, including nature areas. All residents, pre-schoolers to senior citizens, will benefit from this proposed outdoor education environmental laboratory.

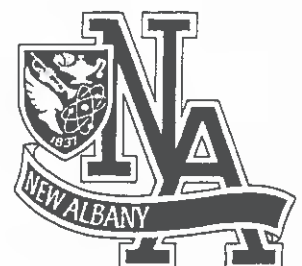
It is my hope that the Mid-Ohio Regional Planning Committee will approve the grant. I strongly endorse the application being submitted by the Village of New Albany.

Sincerely,

*Linda J. Martin*

Linda J. Martin  
Principal

LJM/dh





# PLAIN LOCAL EDUCATION ASSOCIATION

Plain Local/New Albany Schools - New Albany, Ohio 43054

Mr. William Habig  
Mid-Ohio Planning Commission  
285 East Main Street  
Columbus, Ohio 43215

January 25, 1994

Dear Mr. Habig,

The Plain Local Education Association, which represents the professional interests and goals of our public school district's classroom teachers, wishes to be listed as a co-sponsor of the ISTEA (Highway Enhancement) Grant application being submitted by the Village of New Albany.

For the past three years, representatives of our organization have been involved with Township, Village, School and private sector leaders in the collaborative planning of a centrally located Learning Community campus. This site is located only 1200 ft. south of the New Albany Bypass and will attempt to maximize the joint use of our public facilities and open space.

Our major goal is to foster community unity and maximum support for the needs of our families and individuals of all ages. One of the basic premises of our life-long learning curriculum is stewardship, what some have called, the "land ethic". In the words of Aldo Leopold, "It is a concept which enlarges the boundary of our community, beyond our individual, family, and institutional relationships, to include the soils, waters, plants, and animals or collectively, the land."

The Grant Proposal by the Village Government to acquire a scenic easement or greenbelt buffer will help achieve the above goal by:

- enhancing our outdoor education and environmental studies program
- providing a sight and sound barrier between our school and the new bypass
- preserving the only large, mature woodland left in our historical village and
- providing a natural buffer to protect the school's existing wetland from highway runoff

We are pleased that this opportunity of federal, state and local cooperation is available.

Sincerely,



Don Miller - President  
Plain Local Education Association



# New Albany Elementary

6425 New Albany-Condit Road  
New Albany, Ohio 43054

(614) 855-2035

January 31, 1994

Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

Dear Mr. Habig,

As we all know, our woodlands, wetlands, and parks are shrinking in size and number. Someday there may not be enough around where our children can go to appreciate and learn about nature and wildlife first hand or have safe areas in which to participate in their sports activities.

As teachers, we greatly value opportunities in which our children can learn through real life experiences. We believe the preservation of the fifteen acre Swickard Woods and the fifteen acre farm field will greatly help to enhance the education of our children here in New Albany. Many of our elementary classes have gone to the woods to observe the vegetation and animals there. Some of the teachers have also begun to develop a field guide along with activities which can be used by them and their students as they visit the woodlands/wetlands area.

Therefore, we the teachers of New Albany Elementary, heartily endorse and wish to be a sponsor of the application for an ISTE Grant which the Village of New Albany plans to submit for your consideration.

Sincerely,

Janice Joursley  
Kathryn L. Denison  
Vivian E. Bevel Turner  
Sue A. Trainers  
Donna M. Roth  
Ron Whitman

Gymnast Linton Emma Lee Tolliver  
Mary Jones  
Liane Luck  
Marcia Swmonds  
Wanda E. Funk  
Mary Jones Santee  
Kim E. Keaneley  
Shirley Shiver

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**FIFTH THIRD BANK**

NEW ALBANY BANKING CENTER

January 3, 1994

Mid Ohio Regional Planning Commission  
Mr. William Habig, Executive Director  
285 East Main Street  
Columbus, Ohio 43215

Dear Mr. Habig:

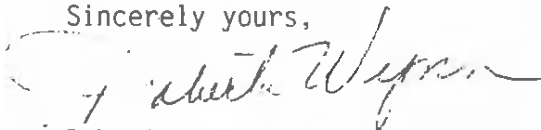
We support the ISTE A Grant request which will provide funds to assist in purchase and preservation of the most mature woodlands in this area, which will also compliment the adjacent 30 acre wetlands conservation area.

The establishment of green space areas has been an integral part of long range community planning. These areas are necessary to maintain and sustain natural habitats as well as provide a living learning center for students and adults.

Obtaining this area will provide continuance of living natural history and creates a legacy for future generations.

Fifth Third applauds the community for its efforts to obtain and preserve green space areas.

Sincerely yours,



Roberta Wynn,  
Assistant Vice President  
New Albany Banking Center Manager

njk



# PLAIN TOWNSHIP YOUTH LEAGUE



Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main Street  
Columbus, Ohio 43215

January 8, 1994

Dear Mr. Habig,

The Plain Township Youth League enthusiastically endorses and wishes to be a sponsor of the application for an ISTE A Grant the Village of New Albany plans to submit.

We understand that the Grant, along with local support, will make it possible to preserve an existing fifteen acre mature Beech-Oak-Hickory Woods as well as a fifteen acre farm field both of which are adjacent to our community's school site. Preserving these thirty acres of open space along the New Albany Bypass will greatly help our youth league's efforts to secure adequate recreation fields for our leagues of all ages. The resources of our league and the community have not been able to keep up with the public-use space needs of our rapidly developing community. This is a welcome opportunity.

Most important, having this land will enable our league to continue our tradition of joint use of recreation fields with the schools. We applaud the cooperative planning that is being carried out by the village, the school district, and the township governing bodies.

Sincerely,

A handwritten signature in cursive script that reads "Chris Glaze". The signature is fluid and stylized, with a large initial "C" and a long, sweeping underline.

Chris Glaze - President  
Plain Township Youth League

# **New Albany Girls Softball Association**

**Mr. William Habig, Executive Director  
Mid-Ohio Regional Planning Commission  
285 E. Main St.  
Columbus, Ohio 43215**

**January 17, 1994**

**Dear Mr. Habig,**

**The Village of New Albany is considering submitting an ISTE A Grant, which we understand is a program that provides federal funds to acquire scenic easements or open space corridors along new highway construction projects.**

**Our schools, village and township have been planning a centrally located joint community facility where all the citizens could share in a school, recreation and nature preserve campus. The opportunity to have a scenic and woodland easement between the new highway bypass and our school, wellness center, senior center, library, and recreation facilities is very welcome. The thirty acre greenbelt grant proposal will provide a desirable sight and sound barrier between the new freeway and our town's public area.**

**Our league would like to be listed an official sponsor of this grant application.**

**Sincerely,**

  
**Harry Sage  
League Commissioner**

# NEW ALBANY LIONS CLUB

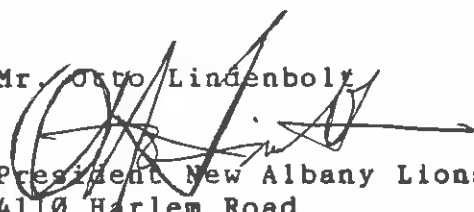
Mid-Ohio Regional Planning Commission  
Mr. William Habig, Executive Director  
285 E. Main Street  
Columbus, Ohio 43215

Dear Mr. Habig,

We the members of the New Albany Lions Club having heard of the proposed wetlands/parklands project give our hearty support to this project as this project will make our community a better place to live. We think that the central location of athletic fields and community playing fields will improve the recreational opportunities for our communities adults and children. The central location of the parklands near the school complex will allow for the use by all the residents of Plain Township and the Village of New Albany. The reconstruction of an historical building on this site will make a fine asset for our heritage and will foster cooperation between the generations.

The addition of the 30 acres of woodlands to the already established wetlands to the south of the 161 bypass will create a buffer zone to the school and houses which will be close to the new freeway improvement . We believe that the Commission should award the grant to community to help us to develop our future.

Mr. Otto Lindenboly



President New Albany Lions Club  
4110 Harlem Road  
New Albany Ohio 43054



