



ORDINANCE O-78-2023

**AN ORDINANCE APPROVING THE APPLICATION ESTABLISHING
THE NEW ALBANY VILLAGE CENTER COMMUNITY
ENTERTAINMENT DISTRICT**

WHEREAS, the Mayor received an application from The New Albany Company LLC to create The New Albany Village Center Community Entertainment District, a copy of the application is attached hereto as Exhibit A; and

WHEREAS, notice of such application was published as required by Ohio Revised Code §4301.80; and

WHEREAS, it is in the interest of the City of New Albany, and the general interest of the community, traveling public and region to facilitate a Community Entertainment District for the opportunities it will bring to the city, supporting more restaurants and retail inside the city limits; and

WHEREAS, the mayor has favorably recommended to council the approval of the application based on meeting the criteria of the Ohio Revised Code §4301.80, for The New Albany Village Center Community Entertainment District.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of New Albany, Counties of Franklin and Licking, State of Ohio, that:

Section 1. Council determines and finds the proposed The New Albany Village Center Community Entertainment District will contribute to the entertainment, retail, educational, sporting, social, cultural, or arts opportunities for the City of New Albany and the surrounding area.

Section 2. The application for the proposed The New Albany Village Center Community Entertainment District meets the criteria of Ohio Revised Code §4301.80.

Section 3. The application submitted by The New Albany Company LLC is hereby approved and the entire proposed area described in the application is hereby designated "The New Albany Village Center Community Entertainment District."

Section 4. The city's review and approval of the application has been conducted in accordance with the requirements and time periods set forth in Ohio Revised Code §4301.80.

Section 5. The city manager is directed to file a certified copy of this ordinance with the Ohio Department of Liquor Control.

Section 6. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of the council, and that all deliberations of the council and or any of its committees that resulted in such formal action were in meetings open to the public, in compliance with Section 121.22 of the Ohio Revised Code.

Section 7. Pursuant to Article 6.07(B) of the New Albany Charter, this ordinance shall become effective thirty (30) days after adoption.

CERTIFIED AS ADOPTED this 01 day of Aug, 2023.

Attest:


Sloan T. Spalding
Mayor


Jennifer H. Mason
Clerk of Council

Approved as to form:


Benjamin S. Albrecht
Law Director

Legislation dates:	
Prepared:	06/12/2023
Introduced:	06/20/2023
Revised:	07/24/2023
Adopted:	08/01/2023
Effective:	08/31/2023

**CERTIFICATION BY CLERK OF COUNCIL
OF PUBLICATION OF LEGISLATION**

I certify that copies of Ordinance **O-78-2023** were posted in accordance with Article VI, Section 6.12 of the Charter of the City of New Albany, for 30 days starting on August 2, 2023.


Jennifer Mason, Clerk of Council

8/1/23
Date

**APPLICATION
FOR
DESIGNATION OF THE NEW ALBANY VILLAGE CENTER
AS A COMMUNITY ENTERTAINMENT DISTRICT**

The New Albany Company LLC, a Delaware limited liability company (the “Applicant”) is the owner of the property located in New Albany, Ohio commonly known as “New Albany Village Center” (“NAVC”). The Applicant hereby requests to create The New Albany Village Center Community Entertainment District (“NAVC CED”) pursuant to Ohio Revised Code Section 4301.80. The purpose of creating NAVC CED is to allow for commercial and retail development of the area. The following information is provided in response to the provisions of Ohio Revised Code Section 4301.80:

1. Applicant’s Name and Address:

The New Albany Company LLC
c/o Brent Bradbury
8000 Walton Parkway, Suite 120
New Albany, Ohio 43054

2. Map or Survey:

Attached hereto as **Exhibit A** is a survey in sufficient detail to identify the boundaries of the proposed NAVC CED. Attached hereto as **Exhibit B** is a legal description of the proposed NAVC CED.

3. General Statement of Nature and Types of Establishments:

NAVC is a mixed-use project which currently includes a diverse mix of office, retail, restaurant, bars, residential, recreation, and health and lifestyle uses. A current list of the establishments existing in the NAVC is attached hereto in **Exhibit C-1**.

4. Establishments Not Yet Developed and Time Frame for Completion:

NAVC CED plans to include a diverse mix of office, retail, restaurant, bars, and health and lifestyle uses as well as various types residential living spaces. The planned establishments are to be developed before the end of the fourth quarter of 2033. A list of the planned establishments is attached hereto in **Exhibit C-2**.

5. Uses in Accord with Master Zoning Plan or Map:

NAVC CED is in accord with the zoning map and plan. Attached hereto as **Exhibit D-1** is a schedule of the zoning district classifications, ordinance numbers, and dates of adoption for each of respective parcel within the NAVC CED. Attached hereto as **Exhibit D-2** are copies

of the ordinances for each respective parcel within the proposed NAVC CED. Attached hereto as **Exhibit D-3** is a copy of the Official Zoning Map of the City of New Albany.

6. Surveyor's Certificate that CED Contains No Less than 20 Contiguous Acres:

Attached to Exhibit B is a certification from a surveyor or engineer licensed under Chapter 4733 of the Revised Code indicating that the area encompassed by the proposed CED contains no less than twenty (20) contiguous acres.

**Mayor's Recommendation
to the Legislative Authority**

*This Recommendation must be submitted to the legislative authority within
thirty (30) days after receiving the Application.*

Sloan Spalding, Mayor of the City of New Albany, hereby recommends to New Albany City Council that this Application be _____ [insert approved or disapproved].

Sloan Spalding,
Mayor of the City of New Albany

Date: _____, 2023

Exhibit A

COMMUNITY ENTERTAINMENT DISTRICT

QUARTER TOWNSHIPS 3 AND 4, TOWNSHIP 2, RANGE 16

UNITED STATES MILITARY DISTRICT

CITY OF NEW ALBANY, COUNTY OF FRANKLIN, STATE OF OHIO



LINE NUMBER	SOURCE	LINE NUMBER	SOURCE	LINE NUMBER	SOURCE	LINE NUMBER	SOURCE	LINE NUMBER	SOURCE
1	THE NEW ALBANY COMPANY LLC	11	THE NEW ALBANY COMPANY LLC	21	THE NEW ALBANY COMPANY LLC	31	THE NEW ALBANY COMPANY LLC	41	THE NEW ALBANY COMPANY LLC
2	THE NEW ALBANY COMPANY LLC	12	THE NEW ALBANY COMPANY LLC	22	THE NEW ALBANY COMPANY LLC	32	THE NEW ALBANY COMPANY LLC	42	THE NEW ALBANY COMPANY LLC
3	THE NEW ALBANY COMPANY LLC	13	THE NEW ALBANY COMPANY LLC	23	THE NEW ALBANY COMPANY LLC	33	THE NEW ALBANY COMPANY LLC	43	THE NEW ALBANY COMPANY LLC
4	THE NEW ALBANY COMPANY LLC	14	THE NEW ALBANY COMPANY LLC	24	THE NEW ALBANY COMPANY LLC	34	THE NEW ALBANY COMPANY LLC	44	THE NEW ALBANY COMPANY LLC
5	THE NEW ALBANY COMPANY LLC	15	THE NEW ALBANY COMPANY LLC	25	THE NEW ALBANY COMPANY LLC	35	THE NEW ALBANY COMPANY LLC	45	THE NEW ALBANY COMPANY LLC
6	THE NEW ALBANY COMPANY LLC	16	THE NEW ALBANY COMPANY LLC	26	THE NEW ALBANY COMPANY LLC	36	THE NEW ALBANY COMPANY LLC	46	THE NEW ALBANY COMPANY LLC
7	THE NEW ALBANY COMPANY LLC	17	THE NEW ALBANY COMPANY LLC	27	THE NEW ALBANY COMPANY LLC	37	THE NEW ALBANY COMPANY LLC	47	THE NEW ALBANY COMPANY LLC
8	THE NEW ALBANY COMPANY LLC	18	THE NEW ALBANY COMPANY LLC	28	THE NEW ALBANY COMPANY LLC	38	THE NEW ALBANY COMPANY LLC	48	THE NEW ALBANY COMPANY LLC
9	THE NEW ALBANY COMPANY LLC	19	THE NEW ALBANY COMPANY LLC	29	THE NEW ALBANY COMPANY LLC	39	THE NEW ALBANY COMPANY LLC	49	THE NEW ALBANY COMPANY LLC
10	THE NEW ALBANY COMPANY LLC	20	THE NEW ALBANY COMPANY LLC	30	THE NEW ALBANY COMPANY LLC	40	THE NEW ALBANY COMPANY LLC	50	THE NEW ALBANY COMPANY LLC

EMHIT

July 14, 2023

Scale: 1" = 100'

DATE: 2023-07-14

BY: [Signature]

Professional Seal: [Seal]

Professional of Surveying No. 881

Engineering No. 12137

NOTE: This plat is subject to the provisions of R.S. 111.01, which requires that all maps be recorded with the State of Ohio. This plat is subject to the provisions of R.S. 111.01, which requires that all maps be recorded with the State of Ohio. This plat is subject to the provisions of R.S. 111.01, which requires that all maps be recorded with the State of Ohio.

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
1	100,000	2.28	0.000228
2	200,000	4.56	0.000456
3	300,000	6.84	0.000684
4	400,000	9.12	0.000912
5	500,000	11.40	0.001140
6	600,000	13.68	0.001368
7	700,000	15.96	0.001596
8	800,000	18.24	0.001824
9	900,000	20.52	0.002052
10	1,000,000	22.80	0.002280

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
11	1,100,000	25.08	0.002508
12	1,200,000	27.36	0.002736
13	1,300,000	29.64	0.002964
14	1,400,000	31.92	0.003192
15	1,500,000	34.20	0.003420
16	1,600,000	36.48	0.003648
17	1,700,000	38.76	0.003876
18	1,800,000	41.04	0.004104
19	1,900,000	43.32	0.004332
20	2,000,000	45.60	0.004560

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
21	2,100,000	47.88	0.004788
22	2,200,000	50.16	0.005016
23	2,300,000	52.44	0.005244
24	2,400,000	54.72	0.005472
25	2,500,000	57.00	0.005700
26	2,600,000	59.28	0.005928
27	2,700,000	61.56	0.006156
28	2,800,000	63.84	0.006384
29	2,900,000	66.12	0.006612
30	3,000,000	68.40	0.006840

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
31	3,100,000	70.68	0.007068
32	3,200,000	72.96	0.007296
33	3,300,000	75.24	0.007524
34	3,400,000	77.52	0.007752
35	3,500,000	79.80	0.007980
36	3,600,000	82.08	0.008208
37	3,700,000	84.36	0.008436
38	3,800,000	86.64	0.008664
39	3,900,000	88.92	0.008892
40	4,000,000	91.20	0.009120

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
41	4,100,000	93.48	0.009348
42	4,200,000	95.76	0.009576
43	4,300,000	98.04	0.009804
44	4,400,000	100.32	0.010032
45	4,500,000	102.60	0.010260
46	4,600,000	104.88	0.010488
47	4,700,000	107.16	0.010716
48	4,800,000	109.44	0.010944
49	4,900,000	111.72	0.011172
50	5,000,000	114.00	0.011400

LINE NUMBER	AREA (SQ. FT.)	AREA (AC.)	PERCENTAGE
51	5,100,000	116.28	0.011628
52	5,200,000	118.56	0.011856
53	5,300,000	120.84	0.012084
54	5,400,000	123.12	0.012312
55	5,500,000	125.40	0.012540
56	5,600,000	127.68	0.012768
57	5,700,000	129.96	0.012996
58	5,800,000	132.24	0.013224
59	5,900,000	134.52	0.013452
60	6,000,000	136.80	0.013680

Exhibit B

**COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES**

Situated in the State of Ohio, County of Franklin, City of New Albany, located in Quarter Townships 3 and 4, Township 2, Range 16, United States Military District, being all of that 5.026 acre tract conveyed to Village of New Albany, Ohio by deed of record in Instrument Number 199911050278774, all of Reserve A and Reserve B of "Village Hall Road Dedication and Easements Section 2", of record in Plat Book 110, Page 38, conveyed to Village of New Albany, Ohio by deed of record in Instrument Number 20161209016976, all of that 4.808 acre tract conveyed to City of New Albany by deed of record in Instrument Number 201307050113290, a remainder of that 0.786 acre tract conveyed to The New Albany Company LLC by deeds of records in Official Record 29142E07 and Instrument Number 199811120289607, a remainder of that 98.701 acre tract conveyed to The New Albany Company LLC by deeds of record in Official Record 14590G17 and Instrument Number 99811120289607, a remainder of that 2.385 acre tract conveyed to The New Albany Company LLC by deeds of record in Official Record 14590G17 and Instrument Number 199811120289607, a remainder of that 19.975 acre tract conveyed to The New Albany Company LLC by deeds of record in Official Record 13030C10 and Instrument Number 199811120289607, all of that 1.73 acre tract conveyed to Market Street Associates, LLC by deed of record in Instrument Number 201808070105672, all of that 0.274 acre tract conveyed to Market Street Associates, LLC by deed of record in Instrument Number 201808070105674, all of that 1.714 acre tract conveyed to Market Street Associates, LLC by deed of record in Instrument Number 201110030125094, all of that 0.265 acre tract conveyed to Ashville Building Ventures, LLC by deed of record in Instrument Number 201111030142212, all of that 0.675 acre tract conveyed to DNA MMI LLC by deed of record in Instrument Number 201309190160264, all of that 0.007 acre tract conveyed to DNA MMI LLC by deed of record in Instrument Number 201509180131696, all of that 0.007 acre tract, 1.006 acre tract and 0.009 acre tract conveyed to DNA MMII LLC by deed of record Instrument Number 201608120106038, all of that 1.319 acre tract conveyed The New Albany Company LLC by deed of record in Instrument Number 201808070105495, part of that tract conveyed to The New Albany Company LLC by deed of record in Official Record 13237C20, all of that 1.103 acre tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201702230025781, all of that 0.139 acre tract conveyed to Office Building One Corp. by deed of record in Instrument Number 200012130251449; the remainder of that tract conveyed to The New Albany Company Limited Partnership by deed of record in Instrument Number 199810070257140, all of the remainder of that tract conveyed to The Fifth Third Bank of Columbus by deed of record in Official Record 17464E03, all of that 0.422 acre tract conveyed to The Fifth Third Bank of Columbus by deed of record in Instrument Number 199810070257141, all of that 0.880 acre tract conveyed to 153 W. Main LLC by deed of record in Instrument Number 202204260063814, those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 200507050130939, that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201111140147342, that 0.645 acre tract conveyed to 49 E. Granville Road LLC by deed of record in Instrument Number 201912270173753, part of that 1.808 acre tract conveyed to Whitebarn Organics, LLC by deed of record In Instrument Number 201209250143281, part of that 1.892 acre tract conveyed to Whitebarn Organics, LLC by deed of record in Instrument Number 201209250143283, part of that 4.553 acre tract conveyed to Whitebarn Organics, LLC by deed of record in Instrument Number 200203110063000, part of the remainder of that 73.792 acre tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201312310212561, all of that 1.116 acre tract conveyed to Whitebarn Organics, LLC by deed of record in Instrument Number 201209250143273, all of that 0.547 acre tract conveyed to Whitebarn Organics, LLC by deed of record in Instrument Number 201209250143281, part of that 2.138 acre tract conveyed to Whitebarn Organics, LLC by deed of record in Instrument Number 201209250143273, part of that 0.064 acre tract conveyed to Columbus and Southern Ohio Electric Company by deed of record in Deed Book 1154, Page 304, part of that 0.066 acre tract conveyed to Columbus and Southern Ohio Electric Company by deed of record in Deed Book 1734, Page 369, all of that 0.825 acre tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 200801240011670, all of the remainder of that tract conveyed to Ann A. Ulry by deed of record in Deed Book 350, Page 330, all of that 0.645 acre tract conveyed to 49 E. Granville Road LLC by deed of record in Instrument Number 201912270173753, all of that 0.384 acre

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 2 -

tract conveyed to New Albany Company LLC by deed of record in Instrument Number 202003050033173, all of that 0.822 acre tract conveyed to The New Albany Company, LLC by deed of record in Instrument Number 201808290117095, all of that 1.603 acre tract conveyed to Old Mill NA LLC by deed of record in Instrument Number 202102090025842, all of that 1.474 acre tract conveyed to M & N Properties LTD. by deed of record in Instrument Numbers 199810010250195 and 199901210016267, part of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 200301070006112, part of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 200708210147391, all of that tract conveyed to The New Albany Company LLC by deed of record in Official Record 23259C06, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 201509280135758, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201605250066065, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 201808100107713, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 202302150014767, all of that tract conveyed to The New Albany Company LLC by deed of record in Official Record 13779G14, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 201912160168932, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201912160168969, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201405230064437, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201407180092377, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201311270197041, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 202009290147728, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201808100107713, all that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 202007010094955, all of those tracts conveyed to The New Albany Company LLC by deed of record in Instrument Number 201912160168970, all of that tract conveyed to The New Albany Company LLC by deed of record in Instrument Number 201605250066064, part of that 4.272 acre tract conveyed to Village of New Albany, Ohio by deed of record in Instrument Number 200411240270346, and portions of right-of-way within Reynoldsburg-New Albany Road, Market Street, Main Street (Columbus-Millersburg Road/U.S. Route 62), Dublin-Granville Road, Village Hall Road, High Street, Second Street, Third Street, Ulry Avenue, Locust Alley and Walnut Alley, (all references refer to the records of the Recorder's Office, Franklin County, Ohio) being described as follows:

Beginning, for reference, at the centerline intersection of Reynoldsburg-New Albany Road with Village Hall Road, of record in Plat Book 110, Page 45;

Thence South 10° 16' 52" West, with the centerline of said Reynoldsburg-New Albany Road, a distance of 39.99 feet to a point;

Thence South 79° 42' 29" East, across the right-of-way of said Reynoldsburg-New Albany Road, a distance of 40.00 feet to a point in the easterly right-of-way line of said Reynoldsburg-New Albany Road and in the westerly line of said 4.553 acre tract, being the TRUE POINT OF BEGINNING;

Thence South 10° 16' 52" West, with said easterly right-of-way line, the westerly line of said 4.553 acre and 1.892 acre tracts, a distance of 315.58 feet to a point;

Thence North 88° 19' 49" West, across said Reynoldsburg-New Albany Road, a distance of 75.90 feet to a point on the arc of a curve in the northerly right-of-way line of said Market Street;

Thence with said northerly right-of-way line, the following courses and distances:

**COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES**

- 3 -

with the arc of a curve to the right, having a central angle of 84° 32' 05", a radius of 20.00 feet, an arc length of 29.51 feet, a chord bearing of South 52° 47' 21" West and chord distance of 26.90 feet to a point;

North 84° 56' 36" West, a distance of 412.69 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 15° 16' 00", a radius of 932.93 feet, an arc length of 248.58 feet, a chord bearing of North 77° 18' 36" West and chord distance of 247.85 feet to a point of compound curvature;

with the arc of a curve to the right, having a central angle of 02° 39' 42", a radius of 1034.91 feet, an arc length of 48.08 feet, a chord bearing of North 68° 20' 45" West and chord distance of 48.07 feet to a point of compound curvature;

with the arc of a curve to the right, having a central angle of 12° 35' 10", a radius of 958.82 feet, an arc length of 210.63 feet, a chord bearing of North 60° 43' 18" West and chord distance of 210.20 feet to a point;

North 54° 25' 43" West, a distance of 51.22 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 08° 51' 02", a radius of 960.00 feet, an arc length of 148.29 feet, a chord bearing of North 50° 00' 12" West and chord distance of 148.15 feet to a point;

North 45° 34' 41" West, a distance of 82.64 feet to a point;

North 45° 50' 53" West, partially across the right-of-way of said Main Street, a distance of 258.75 feet to a point of curvature;

with the arc of a curve to the left, having a central angle of 04° 47' 55", a radius of 1040.00 feet, an arc length of 87.10 feet, a chord bearing of North 50° 45' 06" West and chord distance of 87.07 feet to a point; and

North 53° 09' 04" West, a distance of 413.71 feet to a point at a westerly corner of said 1.714 acre Market Street Associates tract;

Thence with the perimeter of said Market Street Associates tracts, said City of New Albany and Village of New Albany tracts, and the westerly terminus of said Village Hall Road, the following courses and distances:

North 36° 50' 56" East, a distance of 238.00 feet to a point;

South 53° 09' 04" East, a distance of 179.50 feet to a point;

North 36° 50' 56" East, a distance of 109.00 feet to a point;

North 53° 09' 04" West, a distance of 9.25 feet to a point;

North 42° 58' 26" East, a distance of 37.84 feet to a point;

North 37° 17' 53" East, a distance of 19.97 feet to a point;

North 30° 30' 09" West, a distance of 227.75 feet to a point;

North 04° 41' 42" East, a distance of 42.71 feet to a point;

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 4 -

North 86° 04' 06" West, a distance of 243.40 feet to a point;

South 03° 55' 54" West, a distance of 61.27 feet to a point;

South 36° 50' 56" West, a distance of 106.75 feet to a point;

South 53° 09' 03" East, a distance of 179.50 feet to a point; and

South 36° 50' 56" West, a distance of 238.00 feet to a point in said northerly right-of-way line;

Thence with said northerly right-of-way line, the following courses and distances:

North 53° 09' 04" West, with said northerly right-of-way line, a distance of 260.00 feet to a point;

North 47° 27' 52" West, a distance of 229.24 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 26° 42' 19", a radius of 450.00 feet, an arc length of 209.74 feet, a chord bearing of North 34° 06' 43" West and chord distance of 207.85 feet to a point; and

North 20° 45' 33" West, a distance of 7.87 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 106° 39' 21", a radius of 40.00 feet, an arc length of 74.46 feet, a chord bearing of North 32° 34' 08" East and chord distance of 64.17 feet to a point in the southerly right-of-way line of East Dublin Granville Road;

Thence with said southerly right-of-way line, the following courses and distances:

North 85° 53' 48" East, a distance of 473.09 feet to a point;

North 86° 41' 51" East, a distance of 158.78 feet to a point;

North 03° 15' 07" East, a distance of 20.10 feet to a point on the arc of a curve;

with the arc of a curve to the right, having a central angle of 01° 27' 40", a radius of 5699.58 feet, an arc length of 145.36 feet, a chord bearing of North 88° 14' 58" East and chord distance of 145.35 feet to a point;

North 88° 58' 48" East, a distance of 291.29 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 15° 55' 00", a radius of 606.62 feet, an arc length of 168.52 feet, a chord bearing of South 83° 03' 42" East and chord distance of 167.98 feet to a point; and

South 75° 06' 12" East, a distance of 242.01 feet to a point;

Thence South 06° 06' 41" West, with the easterly line of said 5.026 acre tract, a distance of 182.72 feet to a point in the northerly line of said 1.474 acre tract;

Thence South 75° 03' 07" East, with the northerly line of said 1.474 acre tract, a distance of 18.00 feet to a point;

**COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES**

- 5 -

Thence South 89° 17' 28" East, continuing with the northerly line, a distance of 58.81 feet to a point in the westerly line of said 0.822 acre tract;

Thence North 03° 05' 53" East, with the westerly line of said 0.822 acre and 1.603 acre tracts, a distance of 169.77 feet to a point in said southerly right-of-way line;

Thence with said southerly right-of-way line, the following courses and distances:

South 75° 06' 12" East, a distance of 206.56 feet to a point;

South 74° 35' 03" East, a distance of 9.84 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 01° 34' 19", a radius of 1487.00 feet, an arc length of 40.80 feet, a chord bearing of South 68° 25' 34" East and chord distance of 40.80 feet to a point of compound curvature;

with the arc of a curve to the right, having a central angle of 13° 29' 12", a radius of 558.50 feet, an arc length of 131.46 feet, a chord bearing of South 60° 53' 48" East and chord distance of 131.16 feet to a point;

South 54° 09' 12" East, a distance of 68.27 feet to a point;

South 36° 56' 21" East, a distance of 10.36 feet to a point on the arc of a curve;

with the arc of a curve to the right, having a central angle of 53° 15' 57", a radius of 20.50 feet, an arc length of 19.06 feet, a chord bearing of South 25° 32' 45" West and chord distance of 18.38 feet to a point; and

South 31° 45' 19" East, a distance of 4.89 feet to a point in the northwesterly right-of-way line of said Main Street;

Thence South 31° 46' 45" East, across said Main Street, a distance of 60.00 feet to a point in the southeasterly right-of-way line thereof;

Thence North 58° 13' 15" East, with said southerly right-of-way line, a distance of 65.16 feet to a point in the southwesterly right-of-way line of said Dublin-Granville Road;

Thence North 57° 55' 22" East, across said Dublin-Granville Road, a distance of 65.51 feet to a point in the westerly right-of-way line of said Main Street;

Thence with the westerly and southerly right-of-way line of said Main Street, the following courses and distances:

North 34° 53' 15" East, a distance of 173.19 feet to a point;

North 46° 31' 13" East, a distance of 10.82 feet to a point on the arc of a curve;

with the arc of a curve to the right, having a central angle of 38° 04' 25", a radius of 68.00 feet, an arc length of 45.19 feet, a chord bearing of North 66° 58' 12" East and chord distance of 44.36 feet to a point; and

North 86° 59' 45" East, a distance of 22.92 feet to a point on the westerly right-of-way line of said Locust Alley;

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 6 -

Thence South 02° 59' 34" West, with said westerly right-of-way line, a distance of 207.94 feet to a point;

Thence South 87° 00' 26" East, across said Locust Alley and with the northerly line of said The New Albany Company LLC tract, a distance of 116.46 feet to a point in the westerly right-of-way line of said High Street;

Thence South 02° 58' 58" West, with the westerly right-of-way line of said High Street, a distance of 117.00 feet to a point;

Thence South 87° 00' 26" East, across said High Street and with the northerly line of said The New Albany Company LLC tract, a distance of 160.02 feet to a point in the westerly right-of-way line of said Walnut Alley;

Thence South 02° 59' 34" West, with the westerly right-of-way line of said Walnut Alley and across said Dublin-Granville Road, a distance of 215.96 feet to a point in the southerly right-of-way line of said Dublin-Granville Road;

Thence South 53° 21' 10" East, with said southerly right-of-way line, a distance of 114.44 feet to a point;

Thence South 86° 00' 58" East, with said southerly right-of-way line, a distance of 71.33 feet to a point;

Thence North 02° 59' 58" East, across said Dublin-Granville Road and with the easterly right-of-way line of said Second Street, a distance of 355.45 feet to a point;

Thence North 86° 58' 15" West, across said Second Street and with the southerly line of said The New Albany Company LLC tract, a distance of 150.07 feet to a point in the easterly right-of-way line of Cherry Alley;

Thence North 02° 58' 58" East, with said easterly right-of-way line, a distance of 150.00 feet to a point;

Thence South 87° 00' 26" East, with the northerly line of said The New Albany Company LLC tract, a distance of 100.06 feet to a point in the westerly right-of-way line of said Second Street;

Thence South 02° 59' 34" West, with said westerly right-of-way line, a distance of 50.00 feet to a point;

Thence South 86° 57' 09" East, across the right-of-way of said Second Street and with the southerly line of said The New Albany Company LLC tract, a distance of 100.04 feet to a point;

Thence North 02° 59' 34" East, with the westerly line of said The New Albany Company LLC tract and across said Main Street, a distance of 215.87 feet to a point in the northerly right-of-way line thereof;

Thence North 86° 58' 17" West, with said northerly right-of-way line, a distance of 40.46 feet to a point of curvature;

Thence with the perimeter of said The New Albany Company, LLC tracts, the following courses and distances:

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 7 -

with the arc of a curve to the right, having a central angle of 89° 56' 30", a radius of 10.00 feet, an arc length of 15.70 feet, a chord bearing of North 42° 00' 02" West and chord distance of 14.13 feet to a point of tangency;

North 02° 58' 13" East, a distance of 146.01 feet to a point;

South 86° 58' 17" East, a distance of 100.00 feet to a point;

North 02° 58' 13" East, a distance of 3.00 feet to a point;

South 86° 58' 17" East, a distance of 121.25 feet to a point;

South 02° 58' 13" West, a distance of 93.59 feet to a point;

South 86° 56' 35" East, across said Third Street, a distance of 53.58 feet to a point;

North 43° 04' 25" East, a distance of 120.00 feet to a point; and

South 46° 57' 51" East, a distance of 51.88 feet to a point in the northwesterly right-of-way line of said Main Street;

Thence South 43° 25' 20" West, with said northwesterly right-of-way line, a distance of 144.32 feet to a point;

Thence North 86° 56' 35" West, with the northerly right-of-way line of said Main Street, a distance of 36.94 feet to a point;

Thence South 03° 01' 45" West, across said Main Street, a distance of 80.00 feet to a point in the southerly right-of-way line thereof;

Thence North 86° 58' 15" West, with said southerly right-of-way line, a distance of 44.15 feet to a point in the westerly right-of-way line of said Third Street;

Thence South 02° 59' 34" West, with said westerly right-of-way line and across said Dublin-Granville Road, a distance of 620.07 feet to a point;

Thence across said 73.792 acre tract and said Whitebarn Organics tracts, the following courses and distances:

South 86° 00' 04" East, a distance of 78.19 feet to a point on the arc of a curve;

with the arc of a curve to the left, having a central angle of 91° 00' 34", a radius of 25.00 feet, an arc length of 39.71 feet, a chord bearing of South 48° 29' 39" West and chord distance of 35.67 feet to a point;

South 02° 59' 23" West, a distance of 28.66 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of 27° 17' 38", a radius of 435.00 feet, an arc length of 207.22 feet, a chord bearing of South 16° 38' 12" West and chord distance of 205.27 feet to a point of reverse curvature;

with the arc of a curve to the left, having a central angle of 18° 04' 39", a radius of 965.00 feet, an arc length of 304.47 feet, a chord bearing of South 21° 14' 41" West and chord distance of 303.21 feet to a point of reverse curvature;

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 8 -

with the arc of a curve to the right, having a central angle of $64^{\circ} 49' 35''$, a radius of 385.00 feet, an arc length of 435.60 feet, a chord bearing of South $44^{\circ} 37' 09''$ West and chord distance of 412.74 feet to a point of compound curvature;

with the arc of a curve to the right, having a central angle of $08^{\circ} 14' 54''$, a radius of 817.00 feet, an arc length of 117.62 feet, a chord bearing of South $81^{\circ} 09' 23''$ West and chord distance of 117.51 feet to a point;

South $85^{\circ} 16' 50''$ West, a distance of 111.68 feet to a point in the easterly right-of-way line of said Reynoldsburg-New Albany Road;

Thence North $10^{\circ} 31' 22''$ East, with said easterly right-of-way line, a distance of 123.21 feet to a point;

Thence North $10^{\circ} 16' 52''$ East, with said easterly right-of-way line, a distance of 315.58 feet to a point;

Thence North $79^{\circ} 42' 29''$ West, across the right-of-way of said Reynoldsburg-New Albany Road, a distance of 85.00 feet to a point on the arc of a curve in the southerly right-of-way line of said Village Hall Road;

Thence with the southerly right-of-way line of said Village Hall Road, the following courses and distances:

with the arc of a curve to the left, having a central angle of $80^{\circ} 38' 47''$, a radius of 25.00 feet, an arc length of 35.19 feet, a chord bearing of North $30^{\circ} 04' 06''$ West and a curve distance of 32.35 feet to a point;

North $70^{\circ} 23' 35''$ West, a distance of 101.81 feet to a point;

North $70^{\circ} 23' 27''$ West, a distance of 196.98 feet to a point of curvature;

with the arc of a curve to the right, having a central angle of $31^{\circ} 25' 23''$, a radius of 538.00 feet, an arc length of 295.06 feet, a chord bearing of North $54^{\circ} 40' 48''$ West and chord distance of 291.37 feet to a point of tangency;

North $38^{\circ} 58' 07''$ West, a distance of 65.02 feet to a point; and

North $38^{\circ} 55' 36''$ West, a distance of 239.23 feet to a point on the arc of a curve in the southeasterly right-of-way line of said Main Street;

Thence with said southeasterly right-of-way line, with the arc of a curve to the left, having a central angle of $09^{\circ} 36' 29''$, a radius of 776.69 feet, an arc length of 130.24 feet, a chord bearing of South $51^{\circ} 28' 58''$ West and chord distance of 130.09 feet to a point;

Thence South $46^{\circ} 40' 43''$ West, with said southeasterly right-of-way line, a distance of 38.01 feet to a point at the westerly corner of said 0.880 acre tract, in the easterly line of the remainder of said Fifth Third Bank of Columbus tract;

Thence North $43^{\circ} 19' 22''$ West, across the right-of-way of said Main Street, a distance of 40.00 feet to point in the centerline thereof;

Thence South $46^{\circ} 40' 43''$ West, with said centerline, a distance of 53.47 feet to a point;

COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES

- 9 -

Thence North 43° 18' 04" West, with the southerly extension of and the northeasterly line of said 1.006 acre tract, a distance of 165.01 feet to a point on the arc of a curve in the southeasterly line of said 4.808 acre tract;

Thence with the southerly line of said 4.808 acre tract, the following courses and distances:

with the arc of a curve to the left, having a central angle of 17° 15' 36", a radius of 148.67 feet, an arc length of 44.79 feet, a chord bearing of North 18° 07' 03" East and chord distance of 44.62 feet to a point of reverse curvature;

with the arc of a curve to the right, having a central angle of 34° 58' 53", a radius of 25.00 feet, an arc length of 15.26 feet, a chord bearing of North 26° 58' 42" East and chord distance of 15.03 feet to a point of reverse curvature;

with the arc of a curve to the left, having a central angle of 40° 36' 55", a radius of 28.00 feet, an arc length of 19.85 feet, a chord bearing of North 24° 09' 41" East and chord distance of 19.44 feet to a point of compound curvature;

with the arc of a curve to the left, having a central angle of 10° 59' 27", a radius of 250.00 feet, an arc length of 47.96 feet, a chord bearing of North 01° 38' 30" West and chord distance of 47.88 feet to a point of compound curvature;

with the arc of a curve to the left, having a central angle of 51° 49' 13", a radius of 20.00 feet, an arc length of 18.09 feet, a chord bearing of North 33° 02' 50" West and chord distance of 17.48 feet to a point of reverse curvature;

with the arc of a curve to the right, having a central angle of 38° 20' 45", a radius of 17.00 feet, an arc length of 11.38 feet, a chord bearing of North 39° 47' 04" West and chord distance of 11.17 feet to a point of compound curvature;

with the arc of a curve to the right, having a central angle of 28° 58' 29", a radius of 45.00 feet, an arc length of 22.76 feet, a chord bearing of North 06° 07' 27" West and chord distance of 22.52 feet to a point of compound curvature; and

with the arc of a curve to the right, having a central angle of 32° 24' 08", a radius of 210.00 feet, an arc length of 118.76 feet, a chord bearing of North 24° 33' 51" East and chord distance of 117.18 feet to a point;

Thence North 40° 45' 55" East, with said southerly line and across said Village Hall Road, a distance of 105.26 feet to a point on the arc of a curve in the easterly right-of-way line thereof;

Thence with said easterly right-of-way line, the following courses and distances:

with the arc of a curve to the right, having a central angle of 10° 19' 36", a radius of 465.84 feet, an arc length of 83.96 feet, a chord bearing of South 40° 13' 43" East and chord distance of 83.85 feet to a point;

South 14° 56' 53" West, a distance of 3.59 feet to a point;

South 26° 07' 27" East, a distance of 236.82 feet to a point in the northwesterly right-of-way line of said Main Street;

**COMMUNITY ENTERTAINMENT DISTRICT
54.582 ACRES**

- 10 -

Thence North 57° 59' 41" East, with said northwesterly right-of-way line, a distance of 6.76 feet to a point;

Thence North 58° 13' 15" East, with said northwesterly right-of-way line, a distance of 257.31 feet to a point;

Thence South 44° 07' 38" East, across the right-of-way of said Main Street a distance of 40.95 feet to a point in the centerline of said Main Street;

Thence North 58° 13' 16" East, with the centerline of said Main Street, a distance of 115.22 feet to a point;

Thence South 53° 59' 55" East, across the right-of-way of said Main Street and with the southwesterly line of said New Albany Company LLC tract, said 0.645 acre tract and said Anne Ulry tract, a distance of 388.00 feet to a point;

Thence North 02° 38' 39" East, with the easterly line of said Ann Ulry tract, a distance of 76.81 feet to a point at the southwesterly corner of said 0.825 acre tract;

Thence with the southerly line of said 0.825 acre tract, the following courses and distances:

South 40° 44' 22" East, a distance of 80.00 feet to a point;

South 08° 20' 17" East, a distance of 85.00 feet to a point;

South 84° 01' 48" East, a distance of 16.04 feet to a point;

South 20° 33' 15" East, a distance of 76.01 feet to a point;

South 56° 42' 35" East, a distance of 50.00 feet to a point; and

North 24° 15' 44" East, a distance of 20.84 feet to a point in the westerly right-of-way line of said Reynoldsburg-New Albany Road;

Thence South 79° 45' 27" East, across said Reynoldsburg-New Albany Road, a distance of 85.00 feet to a point in the easterly right-of-way line of said Reynoldsburg-New Albany Road;

Thence South 10° 16' 52" West, with said easterly right-of-way line, a distance of 411.73 feet to the TRUE POINT OF BEGINNING, containing 54.582 acres, more or less.

The area encompassed by the proposed CED is more than 20 contiguous acres. This description was prepared from record information only.



EVANS, MECHWART, HAMBELTON & TILTON, INC.

Heather L. King 7/17/23

Heather L. King
Professional Surveyor No. 8307

Exhibit C-1

Description of Uses

Existing Establishments:

Commercial Establishments:

Restaurants/Bars:

- Starbucks
- Whit's Frozen Custard
- Rusty Bucket
- BrewDog
- Johnson's Ice Cream
- Freshii
- Fox in the Snow
- Hudson 29
- Mellow Mushroom

Office:

- New Albany Foundation
- New Albany Realty
- MM Insurance
- Huntington National Bank
- Velva Investment Management
- UBS Financial Services
- Learning Express
- Stewart Title
- United States Post Office
- Ohio OB/GYN Inc.
- Wallick Communities
- Talisman Capital
- PNC Bank
- Cooke Demers, LLC
- Maple Orthodontics
- Hunter Capital
- L2H
- First Intercontinental Realty
- Scharver Insurance
- Hardgrove & Nicholas, Co., LPA
- New Albany Chamber of Commerce

Retail:

- Tailfeathers
- Pet People
- Truluck
- VeloScience Bike Works
- Hayley Gallery Inc.
- CVS Pharmacy

Health and Lifestyle:

- Reveal Aesthetic
- Main Street Dental
- Premier Allergy and Asthma
- Life Cycle Direct Primary Care
- Select Home Care
- Eye Designs
- Pure Barre
- W Nail Bar
- 3 Minute Fitness
- Go Yoga
- Sycamore Wellness
- Studio 605

Residential

- Single Family Homes
- Apartments

Recreation

- Rose Run Park

Exhibit C-2

Description of Uses

Establishments Planned:

Commercial Establishments:

Restaurants

Bars

Retail Sales Establishments

Health and Lifestyle Uses

Office

Residential Establishments:

For-Sale Townhomes

For-Sale Duplexes

For-Sale Single Family Dwellings

For-Sale "Flats-Style" Condominium Units

Rental Townhomes

Rental Duplexes

Rental Single Family Dwellings

Rental "Flats-Style" Apartment Units

Exhibit D-1

<u>Parcel ID</u>	<u>Zoning District</u>	<u>ORD #</u>	<u>Date Adopted</u>
222-000255-00	UCC	O-09-2011	Passed 5-17-11
222-004180-00	Market Square Expansion I-PUD	O-05-2006	Passed 8-1-06
222-004179-00	Market Square Expansion I-PUD	O-05-2006	Passed 8-1-06
222-004556-00	Markt Street Expansion NACO	O-05-2006	Passed 8-1-06
222-000067-00	NACO 1998 C-PUD Sub 4A NW Market St	O-01-98	Passed 6-16-98
222-004972-00	NACO 1998 C-PUD Sub 4A NW Market St	O-01-98	Passed 6-16-98
222-002907-00	NACO 1998 C-PUD Sub 4A NW Market St	O-01-98	Passed 6-16-98
222-002910-00	NACO 1998 C-PUD Sub 4A NW Market St	O-01-98	Passed 6-16-98
222-004558-00	NACO 1998 C-PUD Sub 4A NW Market St	O-01-98	Passed 6-16-98
222-004559-00	Markt Street Expansion NACO	O-05-2006	Passed 8-1-06
222-002559-00	NACO 1998 C-PUD Sub 4B NE Market St	O-01-98	Passed 6-16-98
(Portion) 222-000169-00	NACO 1998 C-PUD Sub 4B NE Market St	O-01-98	Passed 6-16-98
222-002273-00	NACO 1998 C-PUD Sub 4B NE Market St	O-01-98	Passed 6-16-98
222-000161-00	UCC	O-09-2011	Passed 5-17-11
222-000162-00	UCC	O-09-2011	Passed 5-17-11
222-000174-00	UCC	O-09-2011	Passed 5-17-11
222-000572-00	1998 NACO PUD Sub 2A: North Farms	O-01-98	Passed 6-16-98
222-000172-00	UCC	O-09-2011	Passed 5-17-11
222-000097-00, 222-000130-00,			
222-000225-00	1998 NACO PUD Sub 2B: North Farms Cluster	O-01-98	Passed 6-16-98
222-004343-00	NACO 1998 C-PUD Sub 4B NE Market St	O-01-98	Passed 6-16-98
222-000226-00	UCC	O-09-2011	Passed 5-17-11
222-000021-00	UCC	O-09-2011	Passed 5-17-11
222-000092-00	UCC	O-09-2011	Passed 5-17-11
222-000254-00	UCC	O-09-2011	Passed 5-17-11
222-000070-00	UCC	O-09-2011	Passed 5-17-11
222-000039-00	UCC	O-09-2011	Passed 5-17-11
222-000109-00	UCC	O-09-2011	Passed 5-17-11
222-000138-00	UCC	O-09-2011	Passed 5-17-11
222-001915-00	UCC	O-09-2011	Passed 5-17-11
222-000076-00	UCC	O-09-2011	Passed 5-17-11
222-000079-00	UCC	O-09-2011	Passed 5-17-11
222-000090-00	UCC	O-09-2011	Passed 5-17-11
222-000081-00	UCC	O-09-2011	Passed 5-17-11
222-000072-00	UCC	O-09-2011	Passed 5-17-11
222-000048-00	UCC	O-09-2011	Passed 5-17-11
222-000126-00	UCC	O-09-2011	Passed 5-17-11
222-000075-00	UCC	O-09-2011	Passed 5-17-11
222-000123-00	UCC	O-09-2011	Passed 5-17-11
222-000026-00	UCC	O-09-2011	Passed 5-17-11
222-000049-00	UCC	O-09-2011	Passed 5-17-11
222-000020-00	UCC	O-09-2011	Passed 5-17-11
222-000002-00	UCC	O-09-2011	Passed 5-17-11
222-000045-00	UCC	O-09-2011	Passed 5-17-11
222-000029-00	UCC	O-09-2011	Passed 5-17-11
222-000023-00	UCC	O-09-2011	Passed 5-17-11

222-000011-00	UCC	O-09-2011	Passed 5-17-11
222-000116-00	UCC	O-09-2011	Passed 5-17-11
222-000078-00	UCC	O-09-2011	Passed 5-17-11
222-000222-00	UCC	O-09-2011	Passed 5-17-11
222-000059-00	UCC	O-09-2011	Passed 5-17-11
222-000084-00	UCC	O-09-2011	Passed 5-17-11
222-000025-00	UCC	O-09-2011	Passed 5-17-11
222-000015-00	UCC	O-09-2011	Passed 5-17-11
222-000096-00	UCC	O-09-2011	Passed 5-17-11
222-000003-00	UCC	O-09-2011	Passed 5-17-11
222-001670-00	UCC	O-09-2011	Passed 5-17-11
222-000016-00	UCC	O-09-2011	Passed 5-17-11
222-000012-00	UCC	O-09-2011	Passed 5-17-11
222-000035-00	UCC	O-09-2011	Passed 5-17-11
222-000036-00	UCC	O-09-2011	Passed 5-17-11
222-000063-00	UCC	O-09-2011	Passed 5-17-11
222-000286-00	UCC	O-09-2011	Passed 5-17-11
222-000105-00	UCC	O-09-2011	Passed 5-17-11
222-003922-00	1998 NACO PUD Sub 4C: Village Center Commer	O-01-98	Passed 6-16-98
222-003924-00	New Albany Exchange I-PUD	O-27-2005	Passed 10-18-05
222-003923-00	New Albany Exchange I-PUD	O-27-2005	Passed 10-18-05
222-000167-00	Community Facilities District	O-08-2006	Passed 9-5-06
222-000224-00	Community Facilities District Hamlet at Sugar Run	O-08-2006 O-40-2022	Passed 9-5-06 Passed 12-6-22

7/20/2023 Updated Parcels Additions

222-004482	1998 NACO PUD Sub 4A: NW Market Street	O-01-98	Passed 6-16-98
222-002668	1998 NACO PUD Sub 4B: NE Market Street	O-01-98	Passed 6-16-98
222-002199	UCC	O-09-2011	Passed 5-17-11
222-000202	UCC	O-09-2011	Passed 5-17-11
222-000231	UCC	O-09-2011	Passed 5-17-11
222-002200	1998 NACO PUD Sub 4B: NE Market Street	O-01-98	Passed 6-16-98
Village of New Albany ROW	UCC	O-09-2011	Passed 5-17-11

Exhibit D-2



Prepared: 4/27/11
Introduced: 5/3/11
Revised:
Adopted: 5/17/11
Effective:

ORDINANCE O-09-2011

AN ORDINANCE TO ENACT CHAPTER 1140 "UC URBAN CENTER DISTRICT" AND CHAPTER 1158 "UCO URBAN CENTER OVERLAY DISTRICT" OF THE CITY OF NEW ALBANY, OHIO CODIFIED ORDINANCES

WHEREAS, it has been found that the Codified Ordinances of the city of New Albany, need to be amended to enact Chapter 1140 and Chapter 1158, new chapters, and

WHEREAS, the enactment of Chapter 1140 "UC Urban Center District" will establish a new form-based village center zoning district; and

WHEREAS, the enactment of Chapter 1158 "UCO Urban Center Overlay District" will establish a new form based overlay district for all lands located within the Village Center District (as identified by the current New Albany Strategic Plan) with the zoning designation of Planned Unit Development; and

WHEREAS, the enactment of Chapters 1140 and Chapter 1158 is necessary in order to provide more opportunities for redevelopment, address inadequacies in the current code, increase consistency in zoning decisions, and ensure the village center is the heart of community activity; and

WHEREAS, the Planning Commission and New Albany Council on separate occasions have held public hearings and received public input into the amendment of the Zoning Ordinance; and

WHEREAS, the Planning Commission has recommended approval of the proposed amendments to the Zoning Ordinance.


NOW, THEREFORE, BE IT ORDAINED by Council for the city of New Albany, Counties of Franklin and Licking, State of Ohio, that:

SECTION 1. The Codified Ordinance Chapter 1140 "UC Urban Center District" and Chapter 1158 "UCO Urban Center Overlay District" as attached in EXHIBIT A and EXHIBIT B shall be enacted as requested by the city of New Albany.

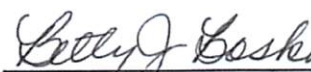
SECTION 2. Pursuant to Article 6.07(b) of the New Albany Charter, this Ordinance shall become effective thirty (30) days after adoption.

CERTIFIED AS ADOPTED this 17th day of May, 2011.

Attest:



Nancy I. Ferguson
Mayor



Betty J. Bosko
Clerk of Council

CHAPTER 1140 UC Urban Center District

- 1140.01 Adoption.
- 1140.02 Purpose.
- 1140.03 Request for Additional Building Typologies.
- 1140.04 Waivers.
- 1140.99 Penalty.

1140.01 ADOPTION.

The Urban Center District is hereby established and the Urban Center Code is hereby adopted and incorporated by reference, as if set out at length herein.

1140.02 PURPOSE.

This Urban Center District is established to provide for a mix of residential and commercial uses within the area defined by the New Albany Strategic Plan as the Village Center. Development in the Village Center should be developed in a traditional town center form. The Urban Center Code standards adopted herein establish the “form” for the Village Center, and encourage redevelopment by providing flexible and multiple options for building style, as well as a mix of uses. The Urban Center Code is intended to be implemented in conjunction with the New Albany Design Guidelines and Requirements.

1140.03 REQUEST FOR ADDITIONAL BUILDING TYPOLOGIES.

- A. Any person owning or having an interest in property within the Urban Center District may file an application to obtain additional building typology(ies) not identified in the Urban Center Code for approval from the Architectural Review Board (ARB). The application for building typology approval shall be made on such forms as prescribed by the City of New Albany, along with such plans, drawings, specifications and other materials as may be needed by staff or the ARB to make a determination.
 - (1) The materials that shall be required in an application to the ARB include, but are not limited to:
 - a. Graphic exhibits and lot standards that correspond to the desired placement in an Urban Center Sub-District.
 - b. Written description of the proposed typology.
 - c. Legal description of property as recorded in the Franklin County Recorder's office.
 - d. A plot plan drawn to an appropriate scale showing the following as applicable:
 - 1. The boundaries and dimensions of the lot.
 - 2. The size and location of proposed structures.
 - 3. The proposed use of all parts of the lots and structures, including accesses, walks, off-street parking and loading spaces, and landscaping.

- (2) The City staff reserves the right to require that the applicant submit more documentation than set forth in 1140.04(A)(1), or less, based upon the facts and circumstances of each application.
- B. In considering the request for an additional building typology(ies), the ARB shall only grant the request if the applicant demonstrates that the proposed typology:
- (1) Provides a design, building massing and scale appropriate to and compatible with the building typologies allowed in the subarea;
 - (2) Provides an attractive and desirable site layout and design, including, but not limited to, building arrangement, exterior appearance and setbacks, etc. that achieves an Urban Center form;
 - (3) Demonstrates its ability to fit within the goals of the New Albany Strategic Planning documents and policies; and
 - (4) Demonstrates its ability to fit within the goals of the New Albany Design Guidelines and Requirements.

1140.04 WAIVERS.

On a particular property, extraordinary circumstances may exist making strict enforcement of the requirements of this chapter unreasonable. Therefore, a property owner within the Urban Center District may apply for a waiver from the requirements of this chapter unless otherwise specified. The variance procedures set forth in Chapter 1113 shall apply to the waiver process. However, the ARB and not the Board of Zoning Appeals shall hear and decide upon requested waivers from the requirements of this chapter. Deviations from the Street and Network Standards shall not be considered waivers and shall follow the variance process in Chapter 1187 unless otherwise specified.

1140.05 APPEALS.

The ARB shall hear and decide appeals from any decisions or interpretations made by City staff under this chapter. Any such appeal shall be in conformance with the criteria standards and procedures set forth in Chapter 1113.

1140.99 PENALTY.

- (a) Whoever constructs, reconstructs, alters, or modifies any exterior architectural or environmental feature now or hereafter within the Urban Center District in violation of this chapter, shall be subject to the penalties specified in Section 1109.99.
- (b) Any individual or individual property owner that demolishes a structure within the Urban Center District in violation of this chapter shall be subject to a fine of up to ten thousand dollars (\$10,000).
- (c) Any partnership, association, business entity, etc. that demolishes or causes the demolition of a structure within the Urban Center District in violation of this chapter shall be subject to a fine of up to fifty thousand dollars (\$50,000).

CHAPTER 1158 UCO Urban Center Overlay District

- 1158.01 Adoption.
- 1158.02 Purpose.
- 1158.03 Scope and Application.
- 1158.04 Approval Procedure.
- 1158.05 Request for Additional Building Typologies.
- 1158.06 Waivers.
- 1158.07 Appeals.
- 1158.99 Penalty.

1158.01 ADOPTION.

The Urban Center Overlay District is hereby established and the Urban Center Form-Based Code is hereby adopted and incorporated by reference, as if set out at length herein.

1158.02 PURPOSE.

This Urban Center Overlay District is established to provide guidance and direction for Planned Unit Developments located within the area defined by the New Albany Strategic Plan as the Village Center. The Urban Center Code standards adopted herein establish the “form” for the Village Center, and the standards encourage redevelopment by providing flexible and multiple options for building style, as well as a mix of uses. The Urban Center Code is intended to be implemented in conjunction with the New Albany Design Guidelines and Requirements.

1158.03 SCOPE AND APPLICATION.

- A. Property Subject to UCO. This chapter shall apply to all lands located within the Village Center Area (as identified by the current New Albany Strategic Plan) with the zoning designation of Planned Unit Development.
- B. Overlay District Designation. The Village Center Area (as identified by the current New Albany Strategic Plan) shall be shown as an overlay district on the Official Zoning District map and designated as the Urban Center Overlay (UCO) District.
- C. Effect on Planned Unit Development Texts. Planned Unit Development (PUD) districts in existence and all associated zoning texts and development plans adopted prior to the effective date of this Chapter 1158 shall continue in effect and shall be considered to be legally conforming under this code. Property that has a PUD zoning designation on the effective date of this ordinance may be developed, at the election of the property owner or applicant, in one of the following manners:
 - (1) Pursuant to the terms of the approved zoning text and development plan(s) for the relevant PUD, provided that if the approved zoning text and/or development plan(s) are silent on any particular matter, issue, restriction, or

requirement that is addressed in the Urban Center Code, then the Urban Center Code shall apply to that matter, issue, restriction, or requirement; or

- (2) In accordance with the requirements of the Urban Center Code, provided that in this circumstance the approved PUD zoning text and/or development plan(s) for the property shall not apply.”

1158.04 APPROVAL PROCEDURE.

- A. Property to be Developed in Accordance with PUD Regulations. Any property owner or applicant that desires to develop its property in accordance with Section 1158.03(C)(1) shall be required to file and obtain approval of preliminary and final development plan applications as required under Chapter 1159 of the Codified Ordinances.
- B. Property to be Developed in Accordance with Urban-Center Code. Any property owner or applicant that desires to develop its property in accordance with Section 1158.03(C)(2) shall be required to follow all of the procedures required for approval of developments under the Urban Center Code, and the provisions of Chapter 1159 of the Codified Ordinances shall not apply. Once a building permit has been issued for development as contemplated in Section 1158.03(C)(2), all future development, redevelopment, alterations, or reconstruction of improvements on a property zoned with a PUD designation shall occur in accordance with the requirements of the Urban Center Form-Based Code.”

1158.05 REQUEST FOR ADDITIONAL BUILDING TYPOLOGIES.

- A. Any person owning or having an interest in property within the Urban Center Overlay District, may file an application to obtain additional building typology(ies) not identified in the Urban Center Code for approval from the Architectural Review Board (ARB). The application for building typology approval shall be made on such forms as prescribed by the City of New Albany, along with such plans, drawings, specifications and other materials as may be needed by staff or the ARB to make a determination.
- (1) The materials that shall be required in an application to the ARB include, but are not limited to:
- a. Graphic exhibits and lot standards that correspond to the desired placement in an Urban Center Sub-District.
 - b. Written description of the proposed typology.
 - c. Legal description of property as recorded in the Franklin County Recorder's office.

- d. A plot plan drawn to an appropriate scale showing the following as applicable:
 1. The boundaries and dimensions of the lot.
 2. The size and location of proposed structures.
 3. The proposed use of all parts of the lots and structures, including accesses, walks, off-street parking and loading spaces, and landscaping.
 - (2) The City staff reserves the right to require that the applicant submit more documentation than set forth in 1159.04(A)(1), or less, based upon the facts and circumstances of each application.
- B. In considering the request for an additional building typology(ies) the ARB shall only grant the request if the applicant demonstrates that the proposed typology:
- a. Provides a design, building massing and scale appropriate to and compatible with the building typologies allowed in the subarea;
 - b. Provides an attractive and desirable site layout and design, including, but not limited to, building arrangement, exterior appearance and setbacks, etc. that achieves an Urban Center form;
 - c. Demonstrates its ability to fit within the goals of the City Strategic Planning documents and policies; and
 - d. Demonstrates its ability to fit within the goals of the New Albany Design Guidelines and Requirements.

1158.06 WAIVERS.

Extraordinary circumstances may exist making strict enforcement of the requirements of this chapter unreasonable. Therefore, a Planned Unit Development property owner within the Urban Center Overlay District may apply for a waiver from the requirements of this chapter. The variance procedures set forth in Chapter 1113 shall apply to the waiver process. However, the ARB and not the Board of Zoning Appeals shall hear and decide upon requested waivers from the requirements of this chapter.

1158.07 APPEALS.

The ARB shall hear and decide appeals from any decisions or interpretations made by City staff under this chapter. Any such appeal shall be in conformance with the criteria standards and procedures set forth in Chapter 1113.

1158.99 PENALTY.

(a) Whoever constructs, reconstructs, alters, or modifies any exterior architectural or environmental feature now or hereafter within the Urban Center Overlay District in violation of this chapter, shall be subject to the penalties specified in Section 1109.99.

(b) Any individual or individual property owner that demolishes a structure within the Urban Center Overlay District in violation of this chapter shall be subject to a fine of up to ten thousand dollars (\$10,000).

(c) Any partnership, association, business entity, etc. that demolishes or causes the demolition of a structure within the Urban Center Overlay District in violation of this chapter shall be subject to a fine of up to fifty thousand dollars (\$50,000).



Prepared: 03/02/06
Introduced: 03/07/06
Amended: 08/01/06
Adopted: 8/1/06

ORDINANCE O-05-2006

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE VILLAGE OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 7+/- ACRES OF LAND LOCATED IN THE VILLAGE OF NEW ALBANY FROM ITS CURRENT ZONING "R-7" URBAN DENSITY RESIDENTIAL, AND "I-PUD" INFILL PLANNED UNIT DEVELOPMENT TO "I-PUD" INFILL PLANNED UNIT DEVELOPMENT FOR THE DEVELOPMENT KNOWN AS MARKET SQUARE AREA EXPANSION, AS REQUESTED BY THE NEW ALBANY COMPANY

WHEREAS, the Village Council of the Village of New Albany has determined that it is necessary to rezone certain property located in the Village of New Albany to promote orderly growth and development of lands, and

WHEREAS, the Planning Commission and the Village Council on separate occasions have held public hearings and received public input into the amendment of the Zoning Ordinance, and

WHEREAS, pursuant to the application of The New Albany Company, the Planning Commission gave a positive recommendation during their June 5th, 2006 meeting and the Architectural Review Board recommended its approval at their April 10th meeting.

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 Council of the Village of New Albany hereby amends the Zoning Ordinance Map of the Village of New Albany to change the zoning classification of the following described parcel:

A 7 +/- acre plot located in the Village of New Albany be rezoned from its current zoning "R-7" Urban Density Residential, to "I-PUD" Infill Planned Unit Development. The property description is hereby attached and marked Exhibit A.

Section 2. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of the Council and any decision making bodies of the Municipality of New Albany which resulted in such formal action were in meetings open to the public or in compliance with all legal requirements of the Municipality of New Albany, County of Franklin, State of Ohio.

ORD. 05-2006

Section 3. That this Ordinance shall take effect and be in force at the earliest period allowed by law.

CERTIFIED AS ADOPTED, this 1st day of August, 2006.

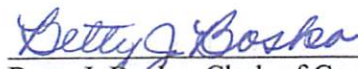


Nancy I. Ferguson, Mayor

Joseph Stefanov, Village Administrator

ATTEST:

APPROVED AS TO FORM:



Betty J. Bosko, Clerk of Council

Mitchell Banchefsky, Village Solicitor

I hereby certify that copies of this Ordinance were posted in accordance with Section 6.12 of the Charter of the Village of New Albany starting on _____, 2005.

Betty J. Bosko, Clerk of Council

Date

MAR 03 2006
BY:

**ZONING DESCRIPTION
7.3 ACRES**

Situated in the State of Ohio, County of Franklin, Village of New Albany, Lots 38 and 39, Quarter Township 3, Township 2, Range 16, United States Military District, being a part of those tracts conveyed to The New Albany Company, LLC as shown in Instrument Numbers 1998111120289607, 199911050278774, 200601190012026, 200602220034135 and 200602270036943 and Official Records 13773D15 and 14698A16, M & N Properties Ltd. as shown in Instrument Number 199901210016267, and Market Street Associates, LLC as shown in Instrument Number 200201180017376, and described as follows:

Beginning at the northeast corner of Parcel 3 as shown in said Instrument Number 200602220034135;

thence South 04° 43' 42" West, with an east line thereof, 41.78 feet;

thence South 75° 03' 07" East, with a south line of that 5.206 acre tract as shown in said Instrument Number 199911050278774, 303.76 feet;

thence South 14° 56' 53" West, 107.10 feet;

thence South 20° 30' 28" East, 53.49 feet;

thence South 29° 22' 16" East, 52.76 feet;

thence South 30° 47' 46" East, 129.22 feet to the proposed north right-of-way line for Main Street (U.S. 62);

thence with the existing and said proposed north right-of-way line and partly with the north line of that 0.120 acre tract conveyed to the Village of New Albany as shown in Instrument Number 199904010081395, the following courses;

with a curve to the left, having a central angle of 04° 03' 05", a radius of 968.54 feet and an arc length of 68.48 feet, a chord bearing and chord distance of South 56° 19' 07" West, 68.47 feet;

with a curve to the left, having a central angle of 07° 53' 57", a radius of 870.81 feet and an arc length of 120.06 feet, a chord bearing and chord distance of South 50° 19' 01" West, 119.96 feet;

South 46° 40' 43" West, 172.19 feet;

South 45° 33' 53" West, 169.26 feet;

thence leaving said north right-of-way the following courses;

North 45° 34' 41" West, 135.30 feet;

with a curve to the right, having a central angle of 07° 49' 40", a radius of 470.00 feet and an arc length of 64.21 feet, a chord bearing and chord distance of North 42° 50' 49" East, 64.16 feet;

North 46° 45' 39" East, 47.72 feet;

**ZONING DESCRIPTION
7.3 ACRES**

-2-

North 43° 14' 21" West, 30.00 feet;

North 42° 56' 33" West, 20.00 feet;

North 42° 56' 10" West, 310.23 feet;

North 53° 09' 04" West, 9.25 feet;

North 42° 58' 26" East, 37.84 feet;

North 37° 17' 53" East, 19.97 feet;

North 30° 30' 09" West, 227.75 feet;

North 04° 41' 42" East, 42.71 feet;

thence across said 5.206 acre tract, the following courses;

North 81° 24' 40" East, 87.71 feet;

North 81° 25' 20" East, 87.70 feet;

North 87° 01' 34" East, 16.44 feet;

North 86° 22' 21" East, 18.42 feet;

South 89° 30' 51" East, 34.86 feet;

thence with the perimeter of said Parcel 3, the following courses:

North 04° 43' 43" East, 50.54 feet;

South 77° 00' 26" East, 115.66 feet to the Point of Beginning, containing 7.3 acres, more or less.

All references are to the records of the Recorder's Office, Franklin County, Ohio.

The description was prepared for zoning purposes only and is not for transfer.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

DOWNTOWN DEVELOPMENT

City of New Albany, Franklin County, Ohio
PRELIMINARY DEVELOPMENT PLAN

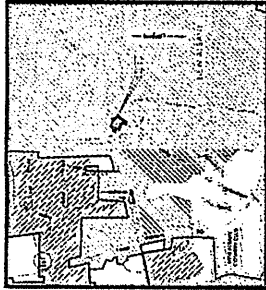
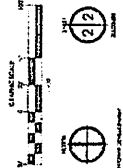
PRELIMINARY
DEVELOPMENT
PLAN

SITE PLAN

NEW ALBANY COMPANY
800 PROSPECT AVENUE, SUITE 120
NEW ALBANY, OHIO 43054



DATE	DESCRIPTION
11/11/03	PRELIMINARY DEVELOPMENT PLAN
11/11/03	PRELIMINARY DEVELOPMENT PLAN
11/11/03	PRELIMINARY DEVELOPMENT PLAN
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11/11/03	PRELIMINARY DEVELOPMENT PLAN



LOCATION MAP
NEW ALBANY, OHIO

SITE STATISTICS

Total Acreage: 7.2 Acre

NOTES:

- Note 1: All dimensions Development to the floor shall be as shown on this plan.
- Note 2: All dimensions to the center of the road shall be as shown on this plan.
- Note 3: All existing buildings shown on this plan shall be as shown on this plan.
- Note 4: All existing buildings shown on this plan shall be as shown on this plan.
- Note 5: All existing buildings shown on this plan shall be as shown on this plan.

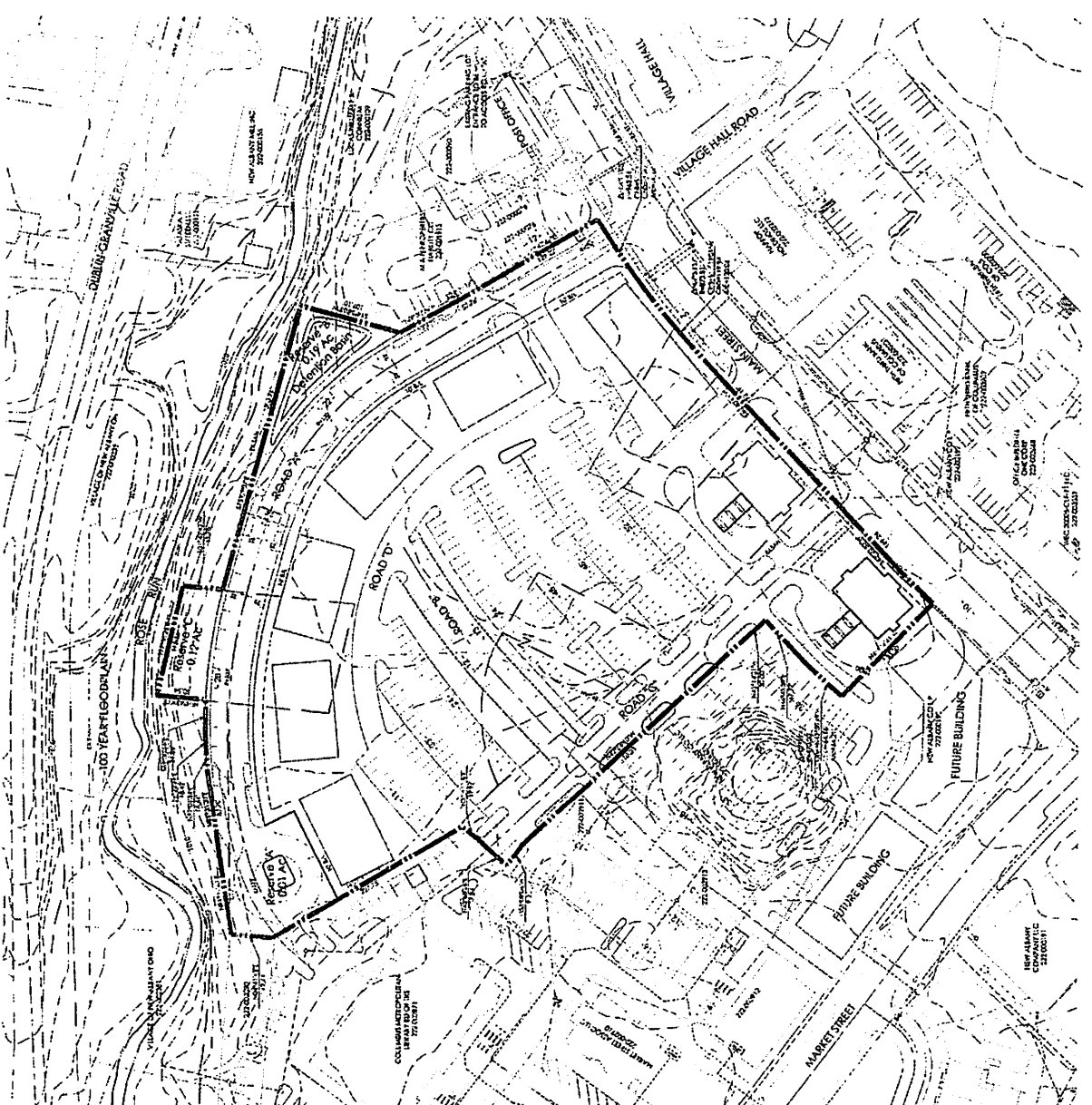


Exhibit A

SUBAREA 4A: NORTHWEST MARKET STREET

Northwest Market Street is located north of Market Street, south of Dublin-Granville Road and to the west of Main Street. The site is \pm 14.090 acres.

I. Permitted Uses

1. Office buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, O Office District, Section 1143.02 and the conditional uses contained in Section 1143.03, provided that the conditional uses comply with Chapter 1115.
2. Commercial buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, C-2 General Business (Commercial) District, Section 1147.02 and the conditional uses contained in Section 1147.03, provided that the conditional uses comply with Chapter 1115.
3. Cluster detached and attached dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-2, R-3 and R-4 Single Family Residential Districts, Section 1133.02, the accessory uses contained in Section 1133.03 and the conditional uses contained in Section 1133.04, provided that the conditional uses comply with Chapter 1115. (Refer to Appendix for definitions).
4. Multi-family dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-7 Urban Density Residential District, Section 1139.02, the accessory uses contained in Section 1139.03 and the conditional uses contained in Section 1139.04, provided that the conditional uses comply with Chapter 1115. (Refer to Appendix for definitions).
5. Community Facilities and the permitted uses contained in the Codified Ordinances of the Village of New Albany, CF Community Facilities District, Section 1151.02 and subject to approval by planning commission in accordance with Section 1151.05.

II. Unit Types

Northwest Market Street offers a mixture of land uses and hence a variety of building types and sizes. Northwest Market Street will feature professional offices, public facilities, retail stores, commercial/residential structures (retail 1st floor with apartments and/or offices on the 2nd and 3rd floors, and/or multi-family residential. Buildings within this subarea shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Title Five of the Codified Ordinances of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development. It is the intent of the standards in this subarea to incorporate planning techniques including: massing architectural elements to maintain a village scale; fronting primary buildings and their main entrance on primary streets; designing buildings along public streets to have the same design material on all facades/elevations; requiring the majority of parking to be located behind buildings; establishing leisure path connections between rear parking and sidewalks along the front of buildings; and encouraging open space in the form of common green areas.

4a.01 Density, Height, Lot and/or Setback Commitments

1. The maximum number of dwelling units shall be fifty. These units shall be allowed but, must be transferred from other subareas or the residential land bank pursuant to the General Development Standards, Residential Density Section.
2. The permitted maximum density within this subarea shall not exceed the ratio of \pm 12,000 gross square feet of building per net acre of site.
3. Market Street shall be extended from its existing terminus at Dublin-Granville Road and run along the southern edge of the property to Main Street (U.S. 62). The Market Street extension will serve as a collector for the subarea and shall have an 80 foot right-of-way.
4. The building and pavement setbacks shall be six feet from the Market Street right-of-way, not to include sidewalks. Residential setbacks along Market Street may vary. The setbacks from the centerline of Main Street (U.S. Route 62) shall be fifty feet for buildings and pavement on the west side of the street. The building setback for Market Square shall be nine feet from the boulevard right-of-way.
5. Setbacks for all other property boundaries shall be ten feet for buildings and pavement.
6. There shall be no minimum lot width at the building line for multi-family dwellings.
7. There shall be no minimum front yard, side yard or rear yard setback for multi-family dwellings.
8. The total lot coverage, which includes all areas of parking and building coverage, shall not exceed ninety percent of the total lot area.
9. Sixty percent of the buildings fronting Market Street shall be at the build-to line.

10. Forty percent of the building facade, to include: stoops, steps and covered porches, shall be permitted to encroach a maximum of four feet within the building setback line. They shall not be permitted to encroach within rights-of-way or easements.
11. The maximum building height shall not exceed forty-five feet. All structures to include: office buildings, commercial buildings, cluster and multi-family dwellings, and community facility buildings shall have at least a one and a half story appearance.

4a.02 Access, Loading, Parking and/or other Traffic Related Commitments

1. All entry drives shall be coordinated with roadway improvements.
2. Road widths and right-of-ways:
 - a) Market Street right-of-way: 80 feet
 - b) Drive aisles: 20 foot minimum
 - c) Service drives: 20 foot minimum
 - d) Market Square right-of-way: 150 feet
3. Full service curb cuts along Market Street shall be a minimum of 200 feet apart (excluding Market Square Boulevard) as measured from centerline to centerline.
4. Parking:
 - a) All parking shall be cross access easement.
 - b) Due to the mixed use nature of the proposed development, it would be impossible and inappropriate to have each use make provision on its own tax parcel for all the required parking and loading spaces.
 - c) The following parking ratios shall be utilized for shared cross access easement parking:

Retail: one space per 200 S.F.

Restaurants: one space per 100 S.F. (without drive-through)

Office: one space per 400 S.F.

Multi-Family: 1.5 spaces per dwelling unit
5. Drive-through uses shall be permitted as a conditional use.

4a.03 Architectural Standards

1. Office, Retail & Community Facility Buildings:
 - a) Buildings shall be designed to be seen from 360 degrees. Building additions, whether attached or detached, shall be of similar design, materials and construction.
 - b) Architectural Style: Building designs shall be derived from traditional American styles including Georgian, Colonial, Federal, Classical Revival, and Barn Vernacular interpretations that reinforce a common historic architectural vocabulary.
 - c) Architectural Massing: Particular attention shall be given to traditional massing of the elements, the roof forms, the floor to ceiling heights, the window arrangement, proportions and relationship of each part of the building to the whole, as well as, the general building symmetry.
 - d) Exterior Materials:
 1. Exterior wall finishes: Brick, wood siding, and approved composition material are acceptable exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
 2. Roofs: General roof massing shall incorporate pitched roofs. Flat roofs shall be permitted, but must integrate strong cornice lines. Acceptable roof materials include natural and synthetic slate, dimensional asphalt shingle, and standing seam metal.
 3. Windows: True-divided and/or simulated divided light windows with exterior muntins are required for all non-residential parcels. The ground floors of commercial areas may have appropriately scaled store front window systems that utilize large glass areas which are uninterrupted by divided lites. Window sizes and fenestration shall reinforce traditional examples and patterns
 4. Exterior Paint Colors: Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
 5. Building Additions: Whether attached or detached, shall be of similar or compatible design and materials.

e) General Architectural Requirements:

1. Poured concrete exterior walls are prohibited.
2. Prefabricated metal buildings are prohibited.

2. Cluster Residential

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. No single family residence shall be allowed to stack on top of another.

a) Exterior Materials:

1. Wall finish materials: Brick, wood siding, and approved composition material are acceptable exterior wall finish materials. Exterior wall finish material must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
2. Brick: House brick to be of a "handmade appearance". Traditional brick detailing is required, such as, but not limited to, traditional bonds, watertable caps, sills, jack arches, segmental arches and soldier courses.
3. Siding: Siding shall be cedar shiplap wood siding or an approved composition material with a natural appearance. Houses with wood or compositional siding shall have brick chimneys, and brick plinths to the height of the watertable.
4. Roof: Pitched roofs shall be required to have a minimum 6:12 rise over run. Roof pitches with a rise over run of less than 6:12 are permitted on minor roofs (i.e. entry porches, dormers, etc.). Flat roofs shall be permitted, but must integrate strong cornice lines. Roofs may be of natural slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
5. Windows: Wood constructed windows shall be required, using traditional themes on all elevations. Simulated or true divided lites in double hung windows with vertically oriented light patterns shall be used.
6. Shutters: Where used, shutters shall be sized to cover the adjacent window and appear operable. Shutters shall be mounted on appropriate shutter hardware (hinges and shutter dogs).

7. Gutters and downspouts: Traditional half round gutters and/or ogee gutters with downspouts shall be used.
 8. Exterior paint colors: Wood siding to be an “off white” color, trim and windows to be white. Accent colors for shutters and doors to be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
 9. Skylights: Skylights in the roof shall be permitted, provided they are not visible from off-site. Cupolas, dormers, lanterns, belvederes or window bays are permitted, provided they are consistent with the architectural theme.
- b) Lighting: Each house shall have a minimum of one approved yard light near the sidewalk at the front entry and one wall mounted porch light at the front door. (Refer to yard light detail in Section 5, Figure 1 of the General Development Standards). Lamp locations shall be consistent from house to house. All yard lights shall have a photocell light sensor.
- c) Vehicular and Pedestrian Standards:
1. Garages:
 - a. Individual bay doors are required, double wide garage doors are prohibited. The width of garage doors shall not exceed nine feet. The scale of the garage shall be minimized by low, one-story roof lines and low fascia lines. Windows are encouraged in the walls of garages. Sufficient storage area shall be planned for tools, auto accessories and trash storage in the total garage space. All front loaded garages shall be placed a minimum of ten feet behind the front face of the primary dwelling.
 - b. Garage doors (Pedestrian): All such doors shall be solid paneled.
 - c. Garage doors (Vehicular): All such doors shall be solid paneled. No glazing shall be permitted in garage doors unless they are consistent with the architectural theme.
 2. Driveways and Entry Courts: The appearance of driveways and entry courts shall be consistent throughout the neighborhood. Driveways shall be made of a durable material. Appropriate materials are brick, dark color concrete pavers, asphalt with controlled edges, and rolled-in stone topping. Concrete driveways are prohibited.

3. Walkways and Sidewalks: A minimum three foot wide private sidewalk constructed of brick shall be required for every residence from public sidewalk to the residence. A four foot wide public sidewalk shall be required within the right-of-way of all publicly dedicated streets, on both sides of the road within the development. Landscape timbers and railroad tie edging of walks or driveways is prohibited.

d) Attached Structures:

1. Screen Porches: Screen porches are encourage on the rear or sides of homes but are not permitted on the front. Detailing shall be traditional wood with a break in screening at rail height. Columns or full height vertical wood members shall be at least 6" x 6". All screen porch trim shall be painted. Roof lines of screen porches shall conform to the architectural style of the home and blend into the massing of the hone.
2. Service Courts: Service courts shall be provided to shield certain outdoor facilities from neighboring properties, including: air conditioners/heat pumps, garbage cans and carts, irrigation controllers, pumps, generators and meters. All such facilities on a site shall be enclosed within a service court which is attached to the house, entirely enclosed by a privacy wall or fence being a minimum of four feet high. Service courts shall be located away from the bedrooms of adjoining residences where possible. They may be located in side or rear yards, but not in the front yard.

e) Swimming Pools/Spas:

1. All swimming pools/spas shall be located in the rear yard, within the building line of the site, completely enclosed by fencing and screened from adjoining properties.
2. All swimming pools/spas shall be in-ground construction. The swimming pool/spa equipment shall be within the enclosure and completely screened from adjoining properties.
3. Spas may be constructed as part of the house and shall be flush with the top of the paving. Spas shall be completely screened from adjoining properties by fencing or landscaping.

f) Storage Buildings:

1. Ancillary Structures: Ancillary structures shall be no more than one-story and shall be constructed of the same wall and roof materials as the home. The colors, walls, roof and trim shall match those used on the home.

- g) Mailboxes/Addresses: Each residence shall be required to install a standard mailbox. (Refer to mailbox detail in Section 5, Figure 2 of the General Development Standards).
- h) House Numbering: Each residence shall be required to install house numbers in a common location to the right of the front door.

2. Multi-Family Residential:

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. Residential dwellings in this subarea shall be permitted above office and commercial uses.

- a) Wall finish materials: Brick, wood siding and vinyl siding are approved exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited. Exposed concrete foundation walls are not permitted; brick veneer foundations are required.
- b) Roof: Pitched roofs shall be required. Flat roofs shall be permitted, but must integrate strong cornice lines. Roofs may be natural or synthetic slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
- c) Windows: Traditional double hung and casement windows are required. Common window fenestration shall be used on all elevations.
- d) Exterior paint colors: Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
- e) Chimneys: Any exposed exterior chimneys shall be brick. Wood and vinyl siding as well as stucco chimneys are prohibited.
- f) Storage Standards:
 - 1. Equipment Storage: Storage of all maintenance equipment shall be within garages or storage structures. Such items should not be visible from streets, common open spaces or adjacent lots or developments.
 - 2. Vehicle Storage: All campers, off-road vehicles, pick-up trucks or boats must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

4a.04 Buffering, Landscaping, Open Space and/or Screening Commitments

1. Tree Preservation: Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. Street Trees: Deciduous street trees shall be placed within the Market Street (Collector) and the sub-collector street right-of-ways and be spaced at a maximum of 30 feet on center. The minimum size for street trees shall be two and a half inch caliper. Trees may be grouped, provided the quantity is equivalent to 1 tree per thirty feet or fraction thereof. This requirement may be waived in areas where existing vegetation occurs. Trees shall not obstruct sight distance or signage, subject to staff approval. Street tree and signage locations shall be shown on the final development plan for review and approval.
3. Along property lines adjacent to existing residential land uses, within the ten foot setback, a mixture of evergreen and deciduous trees shall be planted.
4. Parking lots shall be screened from public rights-of-way with a minimum 30" high evergreen landscape hedge or wall.
5. Fences: Temporary Fences: Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.
6. Interior Landscaping: Interior landscaping within parking areas ("Interior Landscaping") shall conform to the following standards:
 - a) The required amount of interior landscaping area shall be a minimum of eight (8%) of the total area of the parking lot pavement. The landscaped areas shall be arranged in such a manner so as to visually break up the large expanses of pavement and to provide landscaped walking paths between parking lots and the main buildings.
 - b) Up to 20,000 square feet: A minimum of one tree per 5,000 square feet of ground coverage and a total tree planting equal to one inch in tree trunk size for every 2,000 square feet of ground coverage.
 - c) Between 20,000 and 50,000 square feet: A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to ten inches plus one-half inch in tree trunk size for every 2,000 square feet over 20,000 feet in ground coverage.

- d) Over 50,000 square feet: A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to twenty-five inches plus one-half inch in tree trunk size for every 4,000 square feet over 50,000 square feet in ground coverage.
7. At least 50% of required tree plantings shall be integrated within parking or service areas. Existing trees of 2 1/2" caliper which meet the intent of the interior landscape requirement may count towards that calculation. Maximum possible green space shall be provided to minimize extensive unbroken hard surface areas.
8. Landscaping islands are required within parking lots and shall be provided at a rate of 8 square feet of landscaped area per 100 square feet of vehicular use area in such a manner as to visually break up large expanses of pavement.
9. Minimum tree size shall be no less than 2 1/2" caliper for street and/or shade trees and 1" caliper for ornamental trees.
10. If landscaping is used to screen Service Areas, 90% opacity is required for all non-servicing sides and must be protected from service vehicles. Screening shall be 1" above height of structure to be screened but not less than 7' above finished grade.
11. Leisure Trails: Leisure trails shall be provided throughout this subarea in a manner consistent with the existing leisure path structure. The leisure trails shall link with the path structure in adjoining subareas to enhance the coherent, overall leisure trail system of New Albany. Leisure trails shall be eight feet wide and shall be located along stream and creek preservation right-of-ways whenever possible in order to enhance the natural recreational assets of the pathways. Leisure trails in the Village Center District shall be provided to link public buildings with natural and parkland areas, schools, and other public institutions. At the time of Preliminary Development Plan, a leisure trail will be submitted for Planning Commission review.

4a.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. Mechanical equipment: Any external mechanical equipment shall be totally screened from all public roads and/or adjacent properties at ground level with materials that are similar to or the same as used on the majority of the building or, if screened by landscaping, providing that the same shall provide one hundred percent opacity. This would include any rooftop equipment, satellite dishes (excluding communication devices), as well as ground mounted mechanical equipment. The screening of the mechanical equipment shall be coordinated with the rest of the architecture so as to avoid being seen as an "add-on".

2. Service Area and Dumpsters: All service areas including loading docks, exterior storage of materials, supplies, equipment or products and trash containers shall be totally screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same or compatible materials used on the building and shall be complemented with landscaping.
3. Lighting:
 - a) All external parking lot lighting shall be cut-off type fixtures and down cast to reduce "spillage".
 - b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). All fixtures shall be wall mounted or located on poles having a maximum height of thirty feet. Pedestrian lighting may be placed on shorter poles or in bollards. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards). Other light fixtures may be used subject to approval by the Village of New Albany Planning Commission.
 - c) Ornamental or historical globe fixtures may be used along sidewalks and pedestrian areas.
 - d) Pole locations shall be set back from the outer edges of the perimeter and side lot areas at a distance that would allow the 45 degree cut-off angle of the luminaire to terminate at the base of the earth mounds at a height not to exceed 2 feet above grade.
 - e) All light poles and standards shall be black or New Albany Green and constructed of metal.
 - f) Parking lot lighting shall be of the same light source type and style. Building, pedestrian and landscape lighting may be incandescent or metal halide.
 - g) Landscape uplighting from a concealed source shall be permitted. All uplight fixtures must be screened by landscaping.
 - h) No permanent colored lights or neon lights shall be used on the exterior of the building.
 - i) Flood lighting of buildings or landscaping is prohibited, except in areas required for employee security.
 - j) External building lighting shall be limited to wall mounted sconces. Building lighting shall be mounted on the first floor only. No uplighting or washing of the building shall be permitted.

Proposed amendment to the zoning text for Market Square:

4a.06 Graphics and Signage Commitments

4. Retail Center:

- a) One primary wall mounted sign per retail shop façade shall be permitted. Corner tenants shall be limited to a maximum of 2 signs. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of eighty square feet. Signs attached to buildings shall be located no higher than the cornice of the building. All wall mounted signage shall have a common background color.
- b) Retail tenants are permitted one sandwich board sign, not to exceed 6 square feet in area, per side. The signs may be placed on the sidewalk in front of the appropriate tenant space, but may not be sited in a location that interferes with vehicular sight distance. Sign panels may be dry erase or chalk boards. Sign panels may also be inserted into the sign frame. Changeable copy sign panels with individual letters or numbers, such as those used at a gas station are not permitted. Signs may be displayed only during business hours.
- c) Hanging signs are permitted only if the tenant does not use a sandwich board sign. Hanging signs may protrude from the building façade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.

Amended 1-6-03 PC. Approved

4a.06 Graphics and Signage Commitments

1. All signage shall conform to the standards set forth in Section 1169.08 of the Codified Ordinances of the Village of New Albany, unless otherwise stated below.
2. All ground mounted signage shall be externally illuminated from a concealed source.
3. Backlighting of individual letters on wall mounted signage shall be permitted. Internally illuminated wall mounted and ground supported signage shall be prohibited.
4. Retail Center:
 - a) One primary wall mounted sign per retail shop facade shall be permitted. Corner tenants shall be limited to a maximum of 2 signs. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of eighty square feet. Signs attached to buildings shall be located no higher than the cornice of the building. All wall mounted signage shall have a common background color.
 - b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.
5. Outparcel:
 - a) One ground supported sign shall be permitted per each outparcel facade. Ground supported signage shall be limited to a maximum height of six feet and maximum area of fifty square feet per sign face or one hundred square feet if double sided. This sign may be placed within the setback area at a minimum distance from the right-of-way.
6. Office:
 - a) One primary wall mounted sign per building parcel facade. One square foot of sign face per each lineal foot of building shall be allowed, not to exceed a maximum of fifty square feet.
 - b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.
7. Multi-Family Residential:
 - a) Signage shall be integrated and consistent with the architecture of the building.

- b) One primary wall mounted sign shall be allowed per multi-family development. Signage mounted on the buildings shall be limited to a maximum area of forty square feet and shall be located no higher than the second floor.
 - c) One ground supported sign per multi-family development shall be permitted at each curb cut location. Ground supported signage shall be limited to a maximum height of six feet and a maximum area of fifty square feet or one hundred square feet if double sided.
8. The information shall be limited to the name and function of the business. Smaller secondary signs may contain more detailed information to be read by people entering the building.
9. The development shall utilize standard Village of New Albany street, regulatory and directional signage. Entry and exit signs shall be limited to a maximum height of three feet and a maximum area of three square feet. Identification logo or name shall not be displayed on directional signage. Other signage may be used subject to approval by the Village of New Albany Planning Commission.
10. General Signage Criteria:
- a) Signs shall not obscure architectural features of the building.
 - b) No signs shall be painted directly on the surface of the building, wall or fence. No wall murals shall be allowed.
 - c) No roof signs nor parapet signs shall be permitted nor shall a sign extend higher than the building.
 - d) No flashing, traveling, animated or intermittently illuminated signs shall be used. No banners, tethered balloons or pennants shall be used. Temporary interior window advertisements are prohibited.
 - e) The following signs are not permitted as permanent signs: Banner or streamers, sidewalk or curb signs (sandwich of "A" type), portable displays or mobile signs, gas filled devices, roof mounted signs, revolving or rotating signs and neon signs. Outdoor display signs shall be prohibited except for special sales promotion events lasting not longer than one week.
 - f) Signage shall be limited to a maximum of three colors.

4a.07 Miscellaneous Commitments

1. Utilities: All utility lines including water supply, sanitary water service, electricity, telephone and gas, and their connections or feeder line shall be placed underground. Meters, transformers, etc. may be placed above ground, but shall be clustered and screened from view. To the extent possible, utility line placement shall be sensitive to existing vegetation. All proposed utilities shall be placed underground. Utility easement location and width shall be determined at the Preliminary Development Plan stage.

SUBAREA 4B: NORTHEAST MARKET STREET

Northeast Market Street is bordered by Market Street to the south, Main Street (US 62) to the west, and Reynoldsburg-New Albany Road to the east. The site is ± 18.270 acres.

I. Permitted Uses

1. Office buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, O Office District, Section 1143.02 and the conditional uses contained in Section 1143.03, provided that the conditional uses comply with Chapter 1115.
2. Commercial buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, C-1 Neighborhood Business District, Section 1145.02 and the conditional uses contained in Section 1145.03, provided that the conditional uses comply with Chapter 1115.
3. Community Facilities and the permitted uses contained in the Codified Ordinance of the Village of New Albany, CF Community Facilities District, Section 1151.02 and subject to approval by planning commission in accordance with Section 1151.05.
4. Multi-family dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-7 Urban Density Residential District, Section 1139.03 and the conditional uses contained in Section 1139.04, provided that the conditional uses comply with Chapter 1115.

II. Unit Types

Northeast Market Street offers a mixture of land uses and hence a variety of building types and sizes. Northeast Market Street will feature professional offices, public facilities, retail stores, commercial/residential structures (retail 1st floor with apartments and/or offices on the 2nd and 3rd floors, and/or multi-family residential. Buildings within this subarea shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Title Five of the Codified Ordinances of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development. It is the intent of the standards in this subarea to incorporate planning techniques including: massing architectural elements to maintain a village scale; fronting primary buildings and their

main entrance on primary streets; designing buildings along public streets to have the same design material on all facades/elevations; requiring the majority of parking to be located behind buildings; establishing leisure path connections between rear parking and sidewalks along the front of buildings; and encouraging open space in the form of common green areas.

4b.01 Density, Height, Lot and/or Setback Commitments

1. **Commercial/Retail**
 - a) The permitted maximum density of office and commercial structures within this subarea shall not exceed the ratio of \pm 12,000 gross square feet of building per net acre of site.
 - b) Only retail and/or office "shop front" operations shall occur on the ground floor. Office or residential uses shall be permitted on the second and third floors above the "shop front" commercial uses.
2. **Multi-Family Residential**
 - a) The maximum number of multi-family residential units within this subarea shall be 302.
 - b) There shall be no minimum lot area.
 - c) There shall be no minimum lot width
3. Market Street shall serve as a collector street and be extended from its existing terminus at Dublin-Granville Road. Market Street shall run along the southern edge of Northwest Market Street to Main Street (U.S. 62) and continue along the southern boundary of Northeast Market Street to Reynoldsburg-New Albany Road. The Market Street collector shall have an 80 foot right-of-way.
4. The building and pavement setbacks shall be six feet from the Market Street right-of-way, not to include sidewalks. Residential setbacks along Market Street may vary. The setbacks from the centerline of Main Street (U.S. Route 62) shall be sixty feet for buildings and fifty feet for pavement on the east side of the street.
5. Setbacks from all other streets shall be zero feet for buildings and pavement.
6. Setbacks for all other property boundaries shall be 10 feet for buildings and pavement.
7. The total lot coverage, which includes all areas of parking and building coverage, shall not exceed ninety percent of the total lot area.

8. Sixty percent of the buildings fronting Market Street shall be at the build-to line.
9. Forty percent of the building facade, to include: stoops, steps and covered porches, shall be permitted to encroach a maximum of four feet within the building setback line. They shall not be permitted to encroach within rights-of-ways or easements.
10. The maximum building height shall not exceed forty-five feet. All structures to include: office buildings, commercial buildings, multi-family dwellings and community facilities buildings shall have at least a one and a half story appearance.

4b.02 Access, Loading, Parking and/or other Traffic related Commitments

1. All entry drives shall be coordinated with roadway improvements.
2. Road widths and right-of-ways:
 - a) Market Street (Collector) right-of-way: 80 feet
 - b) Sub-collectors: 60' right-of-way
 - c) Sub-collector street width: 40 feet (two 11 foot travel lanes, 9 foot parallel parking both sides of street).
 - d) Drive aisles: 20 foot minimum
 - e) Service drives: 20 foot minimum
3. Full service curb cuts along Market Street shall be a minimum of 200 feet apart as measured from centerline to centerline.
4. Parking:
 - a) All parking shall be cross access easement.
 - b) Due to the mixed use nature of the proposed development, it would be impossible and inappropriate to have each use make provision on its own tax parcel for all the required parking and loading spaces.
 - c) The following parking ratios shall be utilized for shared cross easement parking:

Retail: one space per 200 S.F.

Restaurants: one space per 100 S.F. (without drive through)

Office: one space per 400 S.F.

Multi-Family: 1.5 spaces per dwelling unit

5. Drive thru uses shall be permitted as conditional uses.

4b.03 Architectural Standards

1. Office, Retail & Community Facility Buildings:
 - a) Buildings shall be designed to be seen from 360 degrees. Building additions, whether attached or detached, shall be of similar design, materials, and construction.
 - b) **Architectural Style:** Building designs shall be derived from traditional American styles including Georgian, Colonial, Federal, Classical Revival, and Barn Vernacular interpretations that reinforce a common historic architectural vocabulary.
 - c) **Architectural Massing:** Particular attention shall be given to traditional massing of the elements, the roof forms, the floor to ceiling heights, the window arrangement, proportions and relationship of each part of the building to the whole, as well as, the general building symmetry.
 - d) Exterior Materials:
 1. Exterior wall finishes: Brick, wood siding, and approved composition material are acceptable exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
 2. Roofs: General roof massing shall incorporate pitched roofs. Flat roofs shall be permitted, but must integrate strong cornice lines. Acceptable roof materials include natural and synthetic slate, dimensional asphalt shingle, and standing seam metal.
 3. Windows: True-divided and/or simulated divided light windows with exterior muntins are required for all non-residential parcels. The ground floors of commercial areas may have appropriately scaled store front window systems that utilize large glass areas which are uninterrupted by divided lites. Window sizes and fenestration shall reinforce traditional examples and patterns
 4. Exterior Paint Colors: Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).

5. Building Additions: Whether attached or detached, shall be of similar or compatible design and materials.

e) General Architectural Requirements:

1. Poured concrete exterior walls are prohibited.
2. Prefabricated metal buildings are prohibited.

2. Multi-Family Residential:

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. Residential dwellings in this subarea shall be permitted above office and commercial uses.

- a) Wall finish materials: Brick, wood siding and vinyl siding are approved exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited. Exposed concrete foundation walls are not permitted; brick veneer foundations are required.
- b) Roof: Pitched roofs shall be required. Flat roofs shall be permitted, but must integrate strong cornice lines. Roofs may be natural or synthetic slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
- c) Windows: Traditional double hung and casement windows are required. Common window fenestration shall be used on all elevations.
- d) Exterior paint colors: Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
- e) Chimneys: Any exposed exterior chimneys shall be brick. Wood and vinyl siding as well as stucco chimneys are prohibited.
- f) Storage Standards:
 1. Equipment Storage: Storage of all maintenance equipment shall be within garages or storage structures. Such items should not be visible from streets, common open spaces or adjacent lots or developments.

2. Vehicle Storage: All campers, off-road vehicles, pick-up trucks or boats must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

4b.04 Buffering, Landscaping, Open Space and/or Screening Commitments

1. Tree Preservation: Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. Street Trees: Deciduous street trees shall be placed within the Fodor Road (Collector) and the sub-collector street right-of-ways and be spaced at a maximum of 30 feet on center. The minimum size for street trees shall be two and a half inch caliper. Trees may be grouped, provided the quantity is equivalent to 1 tree per thirty feet or fraction thereof. This requirement may be waived in areas where existing vegetation occurs. Trees shall not obstruct sight distance or signage, subject to staff approval. Street tree and signage locations shall be shown on the final development plan for review and approval.
3. Along property lines adjacent to existing residential land uses, within the ten foot setback, a mixture of evergreen and deciduous trees shall be planted.
4. Parking lots shall be screened from public rights-of-way with a minimum 30" high evergreen landscape hedge or wall.
5. Fences: Temporary Fences: Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.
6. Interior Landscaping: Interior landscaping within parking areas ("Interior Landscaping") shall conform to the following standards:
 - a) The required amount of interior landscaping area shall be a minimum of eight (8%) of the total area of the parking lot pavement. The landscaped areas shall be arranged in such a manner so as to visually break up the large expanses of pavement and to provide landscaped walking paths between parking lots and the main buildings.

- b) Up to 20,000 square feet: A minimum of one tree per 5,000 square feet of ground coverage and a total tree planting equal to one inch in tree trunk size for every 2,000 square feet of ground coverage.
 - c) Between 20,000 and 50,000 square feet: A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to ten inches plus one-half inch in tree trunk size for every 2,000 square feet over 20,000 feet in ground coverage.
 - d) Over 50,000 square feet: A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to twenty-five inches plus one-half inch in tree trunk size for every 4,000 square feet over 50,000 square feet in ground coverage.
7. At least 50% of required tree plantings shall be integrated within parking or service areas. Existing trees of 2 1/2" caliper which meet the intent of the interior landscape requirement may count towards that calculation. Maximum possible green space shall be provided to minimize extensive unbroken hard surface areas.
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9. Minimum tree size shall be no less than 2 1/2" caliper for street and/or shade trees and 1" caliper for ornamental trees.
10. If landscaping is used to screen Service Areas, 90% opacity is required for all non-servicing sides and must be protected from service vehicles. Screening shall be 1" above height of structure to be screened but not less than 7' above finished grade.
11. Leisure Trails: Leisure trails shall be provided throughout this subarea in a manner consistent with the existing leisure path structure. The leisure trails shall link with the path structure in adjoining subareas to enhance the coherent, overall leisure trail system of New Albany. Leisure trails shall be eight feet wide and shall be located along stream and creek preservation right-of-ways whenever possible in order to enhance the natural recreational assets of the pathways. Leisure trails in the Village Center District shall be provided to link public buildings with natural and parkland areas, schools, and other public institutions. At the time of Preliminary Development Plan, a leisure trail will be submitted for Planning Commission review.

4b.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. **Mechanical equipment:** Any external mechanical equipment shall be totally screened from all public roads and/or adjacent properties at ground level with materials that are similar to or the same as used on the majority of the building or, if screened by landscaping, providing that the same shall provide one hundred percent opacity. This would include any rooftop equipment, satellite dishes (excluding communication devices), as well as ground mounted mechanical equipment. The screening of the mechanical equipment shall be coordinated with the rest of the architecture so as to avoid being seen as an "add-on".
2. **Service Area and Dumpsters:** All service areas including loading docks, exterior storage of materials, supplies, equipment or products and trash containers shall be totally screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same or compatible materials used on the building and shall be complemented with landscaping.
3. **Lighting:**
 - a) All external parking lot lighting shall be cut-off type fixtures and down cast to reduce "spillage".
 - b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). All fixtures shall be wall mounted or located on poles having a maximum height of thirty feet. Pedestrian lighting may be placed on shorter poles or in bollards. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards). Other light fixtures may be used subject to approval by the Village of New Albany Planning Commission.
 - c) Ornamental or historical globe fixtures may be used along sidewalks and pedestrian areas.
 - d) Pole locations shall be set back from the outer edges of the perimeter and side lot areas at a distance that would allow the 45 degree cut-off angle of the luminaire to terminate at the base of the earth mounds at a height not to exceed 2 feet above grade.
 - e) All light poles and standards shall be black or New Albany Green and constructed of metal.

- f) Parking lot lighting shall be of the same light source type and style. Building, pedestrian and landscape lighting may be incandescent or metal halide.
- g) Landscape uplighting from a concealed source shall be permitted. All uplight fixtures must be screened by landscaping.
- h) No permanent colored lights or neon lights shall be used on the exterior of the building.
- i) Flood lighting of buildings or landscaping is prohibited, except in areas required for employee security.
- j) External building lighting shall be limited to wall mounted sconces. Building lighting shall be mounted on the first floor only. No uplighting or washing of the building shall be permitted.

4b.06 Graphics and Signage Commitments

- 1. All signage shall conform to the standards set forth in Section 1169.08 of the Codified Ordinances of the Village of New Albany, unless otherwise stated below.
- 2. All ground mounted signage shall be externally illuminated from a concealed source.
- 3. Backlighting of individual letters on wall mounted signage shall be permitted. Internally illuminated wall mounted and ground supported signage shall be prohibited.
- 4. Retail Center:
 - a) One primary wall mounted sign per retail shop facade shall be permitted. Corner tenants shall be limited to a maximum of 2 signs. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of eighty square feet. Signs attached to buildings shall be located no higher than the cornice of the building. All wall mounted signage shall have a common background color.
 - b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.

5. Outparcel:

- a) One ground supported sign shall be permitted per each outparcel facade. Ground supported signage shall be limited to a maximum height of six feet and maximum area of fifty square feet per sign face or one hundred square feet if double sided. This sign may be placed within the setback area at a minimum distance from the right-of-way.

6. Office:

- a) One primary wall mounted sign per building parcel facade. One square foot of sign face per each lineal foot of building shall be allowed, not to exceed a maximum of fifty square feet.
- b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.

7. Multi-Family Residential:

- a) Signage shall be integrated and consistent with the architecture of the building.
- b) One primary wall mounted sign shall be allowed per multi-family development. Signage mounted on the buildings shall be limited to a maximum area of forty square feet and shall be located no higher than the second floor.
- c) One ground supported sign per multi-family development shall be permitted at each curb cut location. Ground supported signage shall be limited to a maximum height of six feet and a maximum area of fifty square feet or one hundred square feet if double sided.

8. The information shall be limited to the name and function of the business. Smaller secondary signs may contain more detailed information to be read by people entering the building.

9. The development shall utilize standard Village of New Albany street, regulatory and directional signage. Entry and exit signs shall be limited to a maximum height of three feet and a maximum area of three square feet. Identification logo or name shall not be displayed on directional signage. Other signage may be used subject to approval by the Village of New Albany Planning Commission.

10. General Signage Criteria:

- a) Signs shall not obscure architectural features of the building.
- b) No signs shall be painted directly on the surface of the building, wall or fence. No wall murals shall be allowed.
- c) No roof signs nor parapet signs shall be permitted nor shall a sign extend higher than the building.
- d) No flashing, traveling, animated or intermittently illuminated signs shall be used. No banners, tethered balloons or pennants shall be used. Temporary interior window advertisements are prohibited.
- e) The following signs are not permitted as permanent signs: Banner or streamers, sidewalk or curb signs (sandwich of "A" type), portable displays or mobile signs, gas filled devices, roof mounted signs, revolving or rotating signs and neon signs. Outdoor display signs shall be prohibited except for special sales promotion events lasting not longer than one week.
- f) Signage shall be limited to a maximum of three colors.

4b.07 Miscellaneous Commitments

- 1. Utilities: All utility lines including water supply, sanitary water service, electricity, telephone and gas, and their connections or feeder line shall be placed underground. Meters, transformers, etc. may be placed above ground, but shall be clustered and screened from view. To the extent possible, utility line placement shall be sensitive to existing vegetation. All proposed utilities shall be placed underground. Utility easement location and width shall be determined at the Preliminary Development Plan stage.



Prepared: 10/30/09
Introduced: 11/03/09
Amended:
Adopted: 1/19/2010

Ordinance O-49-2009

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE VILLAGE OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 4.25 +/- ACRES OF LAND, ACKERLY PARK TOWNHOMES, LOCATED ON THE EAST SIDE OF JOHNSTOWN ROAD, SOUTH OF MARKET STREET, FROM ITS CURRENT ZONING OF "R-4" SINGLE FAMILY RESIDENTIAL, AND "C-PUD" COMPREHENSIVE PLANNED UNIT DEVELOPMENT TO "I-PUD" INFILL PLANNED UNIT DEVELOPMENT, AS REQUESTED BY THE NEW ALBANY COMPANY

WHEREAS, the Village Council of the Village of New Albany has determined that it is necessary to rezone certain property located in the Village of New Albany to promote orderly growth and development of lands, and

WHEREAS, the Planning Commission and the Village Council on separate occasions have held public hearings and received public input into the amendment of the Zoning Ordinance, and

WHEREAS, pursuant to the application of The New Albany Company, the Planning Commission of the Village of New Albany has reviewed the proposed Ordinance amendment and recommended its approval.

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

Section 1. That the Village Council of the Village of New Albany hereby amends the Zoning Ordinance Map of the village of New Albany to change zoning classification of the following described parcel:

A 4.25 +/- acre plot of land, Ackerly Park Townhomes, located on the east side of Johnstown Road, south of Market Street, from its current zoning of "R-4" Single Family Residential, and "C-PUD" Comprehensive Planned Unit Development to "I-PUD" Infill Planned Unit Development.

Section 2. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of the Council and any decision making bodies of the Municipality of New Albany which resulted in such formal action were in meetings open to the public or in compliance with all legal requirements of the Municipality of New Albany, County of Franklin, State of Ohio.

Section 3. That this Ordinance shall take effect and be in force at the earliest period allowed by law.

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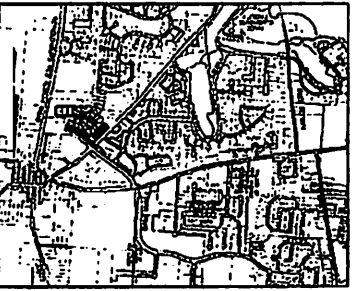
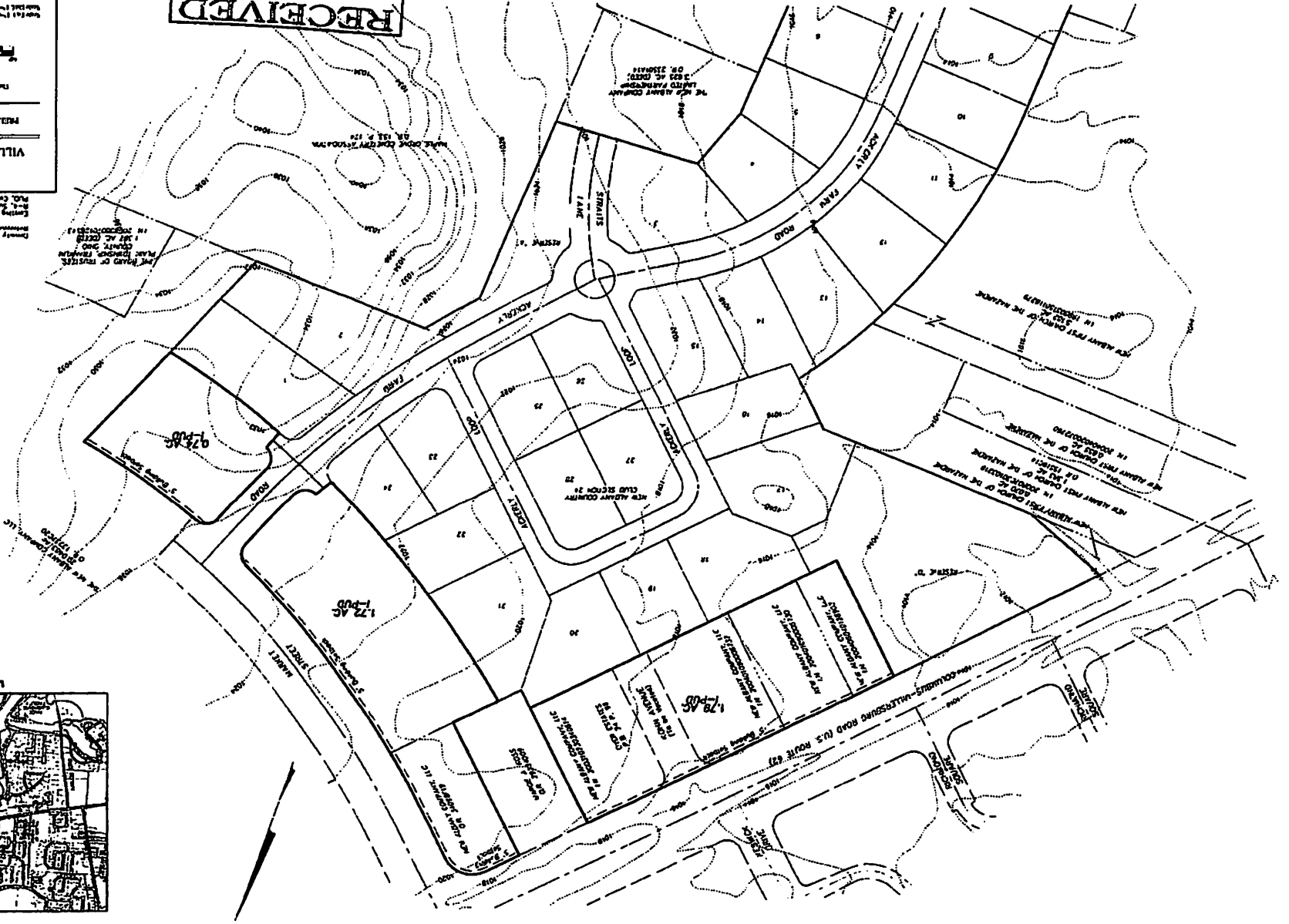
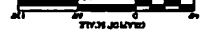
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110987020/10/10/2009 11:51:11 AM [Project] - [Map] - [Scale] - [North Arrow] [11/23/2009 9:32:13 AM]

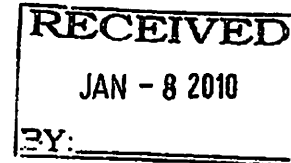
NEW ALBANY, OHIO
VILLAGE CENTER REZONING
ACKERLY PARK
RESUBMITTAL DEVELOPMENT PLAN

5th Project of
The New Albany City & Township Plan
Map Scale: 1" = 100'

Map Date: 11/10/09
Map Frame: 22, 23A



Map Scale: 1" = 100'



I- PUD
ACKERLY PARK TOWNHOMES
VILLAGE CENTER
January 4, 2010

Introduction:

The subject site is approximately 4.25 acres in size and consists of the area along the east side of Route 62 and south of the Market Street extension as illustrated on the attached site plan. Simultaneously with this application, the developer will be pursuing the vacation of the right-of-way for Kohn Avenue, which is located on the east side of Route 62 across from Keswick Drive.

I. **Permitted Uses:**

Permitted uses shall include townhomes for sale, attached and cluster dwellings, and permitted uses contained in the Codified Ordinances of the Village of New Albany, R-7, Urban Density Residential District, Section 1139.02; the accessory uses contained in Section 1139.03; and the conditional uses contained in Section 1139.04, provided that the conditional uses apply with Chapter 1115.

II. **Development Standards:**

All units shall comply with the design guidelines of the development standards in this text. Unless otherwise specified in the submitted drawings or in this written text, the development standards of Part Eleven of the Codified Ordinances of the Village of New Albany shall apply to this subarea. Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the development. It is the intent of the standards in this subarea to incorporate planning techniques including the massing of architectural elements to maintain a village scale; fronting primary buildings and their main entrances on primary streets; designing buildings along public streets to have the same design material on all elevations; and to provide for sidewalks along the front of buildings.

III. **Density, Lot and Setback Commitments**

a. The maximum number of dwelling units in this subarea shall be 30 (thirty).

b. **Setbacks:**

i. **U.S. Route 62; Market Street:** There shall be a minimum building and pavement setback of five (5) feet from the U.S. Route 62 and Market Street rights-of-way. Pedestrian connections, either in the form of leisure trail and / or sidewalks, will be made along both U.S. Route 62 and the Market Street extension.

ii. **Ackerly Farm Road:** There shall be a minimum building and pavement setback of seven and one half (7 ½) feet from the Ackerly Farm Road right-of-way.

iii. Rear Yard: There shall be a minimum rear yard setback of 10 feet for buildings and 5 feet for pavement.

iv. Perimeter Boundaries: Unless otherwise set forth above, there shall be a minimum building and pavement setback of five (5) feet from the perimeter boundary lines of this I-PUD.

v. There shall be a zero setback for buildings and pavement with regard to interior lot lines within this I-PUD.

c. Stoops, steps and covered porches shall be permitted to encroach a maximum of five (5) feet within the front yard setback. They shall not be permitted to encroach within rights-of-way or easements.

d. Zero (0) foot pavement setback may occur when a shared driveway is present.

e. In circumstances where there is zero (0) lot line development, appropriate easements shall be implemented to accommodate off-site footings, eaves, public and private utilities.

f. There shall be no minimum lot area or maximum lot coverage for each lot.

g. The minimum gross floor area of a town house shall be one thousand five hundred (1,500) square feet.

IV. Access, Loading, Parking, and/or other Traffic Related Commitments

All units shall be required to have a minimum of two (2) off-street parking spaces to include garages.

V. Architectural Standards

Architectural style is to be based on traditional American architecture and forms, and shall be consistent with the exhibits and illustrations accompanying this preliminary development plan.

a. Maximum building height: Forty-five (45) feet as measured from finished grade at the front door to the ridge on the roof. The primary elevation shall be a minimum of two and one-half (2 ½) stories in height.

b. Exterior Materials:

1. Wall finish materials: Brick and wood siding and wood look-alike (such as hardiplank or its equivalent) are approved exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade shall be prohibited.

2. Brick: House brick is to be of a "handmade appearance". Traditional brick

certificate of occupancy.

A three rail horse fence shall be constructed along the south side of Market Street, south of the existing temporary leisure trail. This fence is intended to be temporary in nature and will be removed when construction begins within this district.

2. **Permanent Walls and Fences:** Walls and fences may be utilized to define spaces such as private gardens, patios, etc. Fences and walls shall be architectural extensions of the house or other buildings, and shall be constructed using like materials and colors as the house or that complement the building architecture.

c. **Rear Yard Buffer:** In order to buffer multi-family development in this I-PUD from single-family residential development to the east, an earthmound previously was installed which is located both within this I-PUD and the adjacent I-PUD. This earthmound contains a four-board white horse fence and landscaping. Details of this buffer shall be provided at the time of final development plan so that they can be made of record with respect to this development. The buffer shall be maintained in the form that is approved as a part of the final development plan.

d. **Proximity to Playground Equipment:** Section 1187.15(C)(6) of the Codified Ordinances requires that residences must be within 1,200 feet of playground equipment and a pocket park or a larger size park. The open space and parkland that was created as a part of the adjacent Ackerly Park single-family housing development includes a heavily wooded reserve area adjacent to the cemetery and a reserve area near U.S. Route 62 that includes a sizable pond. These reserve areas do not provide the type of environment that is conducive to the installation of playground equipment and the use of that equipment by children. Residents of the I-PUD that is the subject of this text also have the ability to enjoy the playground equipment near the intersection of Alpath Road and Ogden Woods Boulevard, which is found approximately 1,200 feet from the I-PUD. Furthermore, the residents of this I-PUD are located within close proximity to the Ackerly Park reserve area to the south. For these reasons, the PUD shall be exempt from the requirements of Section 1187.15(C)(6) of the Codified Ordinances.

e. **Parkland Dedication:** The Village and the developer of this I-PUD are parties to that certain "Status Agreement," pursuant to which a "Parkland Dedication Chart" was approved by both parties to recognize the large amounts of parkland that the developer has dedicated to the Village in the past. As a result of such past dedications, the developer enjoys a number of "Parkland Dedication Credits" that may be withdrawn in conjunction with new residential development in lieu of dedicating additional open space or parkland. Parkland dedication requirements for this I-PUD shall be met through the withdrawal of Parkland Dedication Credits as contemplated and permitted under the Status Agreement.

VII. Dumpsters, Lighting, Outdoor Display Areas and/or Environmental Commitments

a. Lighting:

1. The Village of New Albany gooseneck streetlights shall be utilized. (Holophane Holbrook HLDK-175 MH 120 or its equivalent). Finish of the fixtures shall be in New Albany Green.
2. Security Lighting: Pole mounted yard lights and large floodlights mounted to the house are prohibited.

VIII. Graphics and Signage Commitments

The development shall utilize standard Village of New Albany street and regulatory signage.

Entry features shall be constructed on the east and west sides of Ackerly Farm Road at the Market Street intersection. These features shall be similar in design to the "entry node" located at the intersection of Market Street and Keswick Road, and shall be subject to review and approval of Village Staff.

IX. Miscellaneous Commitments

- a. Pre-fabricated storage buildings are prohibited.
- b. Sport and Recreational Equipment: Basketball backboards and supports, swing sets and other children's play facilities shall be permitted, provided they are screened from adjoining properties.
- a. Utilities: All proposed utilities shall be placed underground.

GENERAL MATTERS

I. Homeowners' Association:

All property owners within this development shall be required to join and maintain membership in a forced and funded homeowners' association, which will be formed prior to any lots being sold. Homeowners' association responsibilities shall be detailed within Declarations of Covenants and Restrictions before being duly recorded in the office of the Franklin County Recorder. These Declarations of Covenants and Restrictions shall run with the land and shall include a requirement that the homeowners' association shall be responsible for maintenance of all open space within the development.

II. Conditional Uses

Any person owning or having an interest in property may file an application to use such property for one or more of the conditional uses provided for by the New Albany Zoning Code in the zoning district listed in the Permitted Use section of this text. Applications for conditional uses shall follow the procedure and comply with the requirements of

Chapter 1115, Conditional Uses, of the Codified Ordinances of the Village of New Albany.

III. Appeals and Variances

a. Appeals

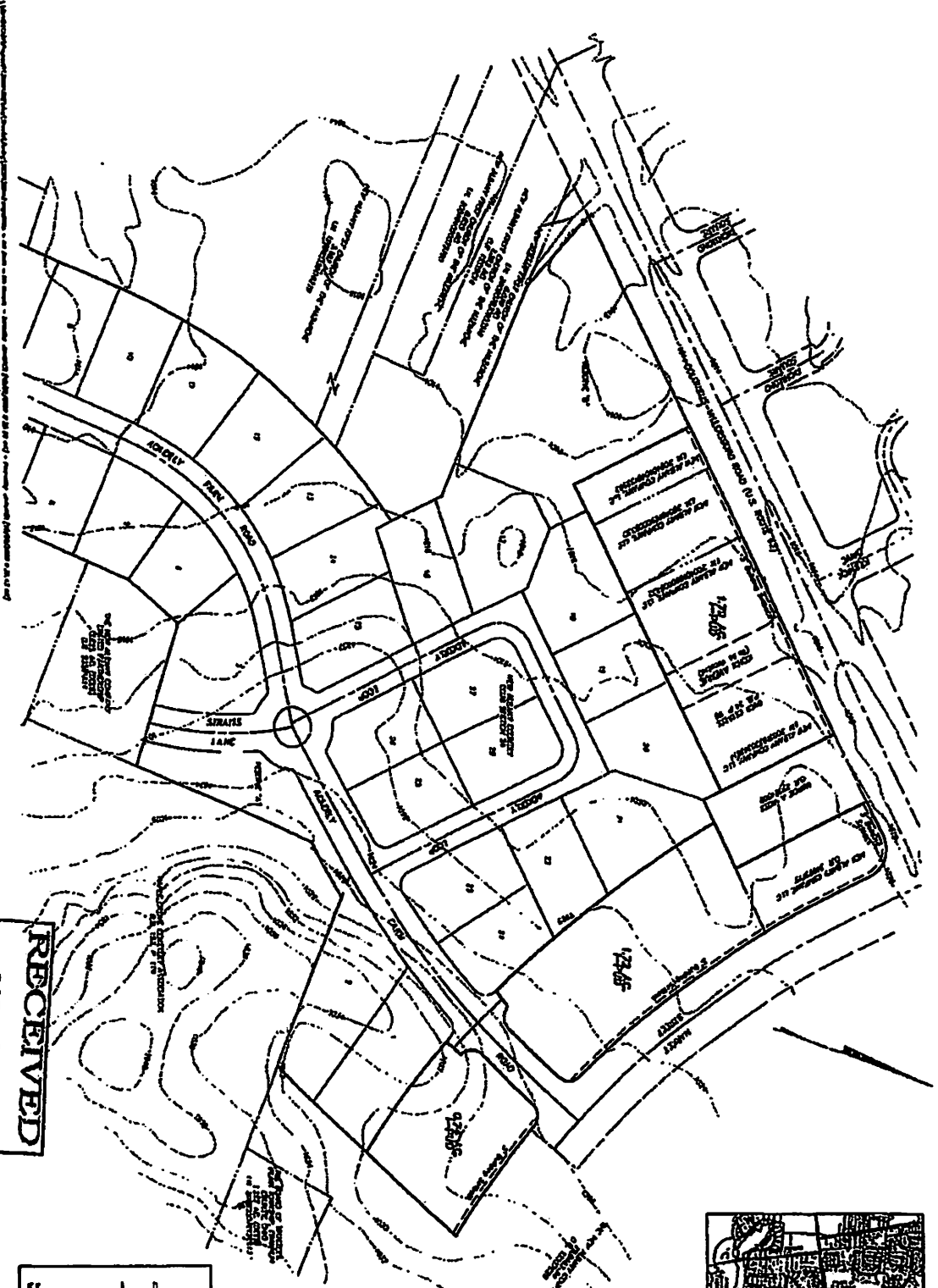
1. Taking of Appeals: Appeals to the Board of Zoning Appeals concerning interpretation or administration of the text or the underlying zoning ordinance by the Zoning Inspector or any other administrative official may be taken by any person aggrieved, including a tenant, or by a governmental officer, department, board, or bureau. Such appeal shall be taken within twenty days after the date of the decision by filing a notice of appeal specifying the grounds thereof with the officer from whom the appeal is taken and the Board of Zoning Appeals.
2. Imminent Peril: An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Zoning Officer certifies to the Board of Zoning Appeals, after notice of appeal shall have been filed with him, that by reason of facts stated in the application a stay would, in his opinion, cause imminent peril to life or property. In such case, the proceeding shall not be stayed other than by a restraining order which may, on due cause shown, be granted by the Board of Zoning Appeals, after notice to the Zoning Officer or by judicial proceedings.

b. Nature of Variance

On a particular property, extraordinary circumstances may exist making a strict enforcement of the applicable development standards of this PUD text or the Zoning Ordinance unreasonable and, therefore, the procedure for variance from development standards is provided to allow the flexibility necessary to adapt to changed or unusual conditions, both foreseen and unforeseen, under circumstances which do not ordinarily involve a change of the primary use of the land or structure permitted.

c. Variance and Appeals Process

The procedures and requirements of Chapter 1113, Appeals and Variances, of the Codified Ordinances of the Village of New Albany shall be followed in cases of appeals. The Planning Commission shall hear requests for variance.

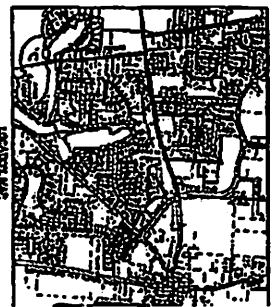


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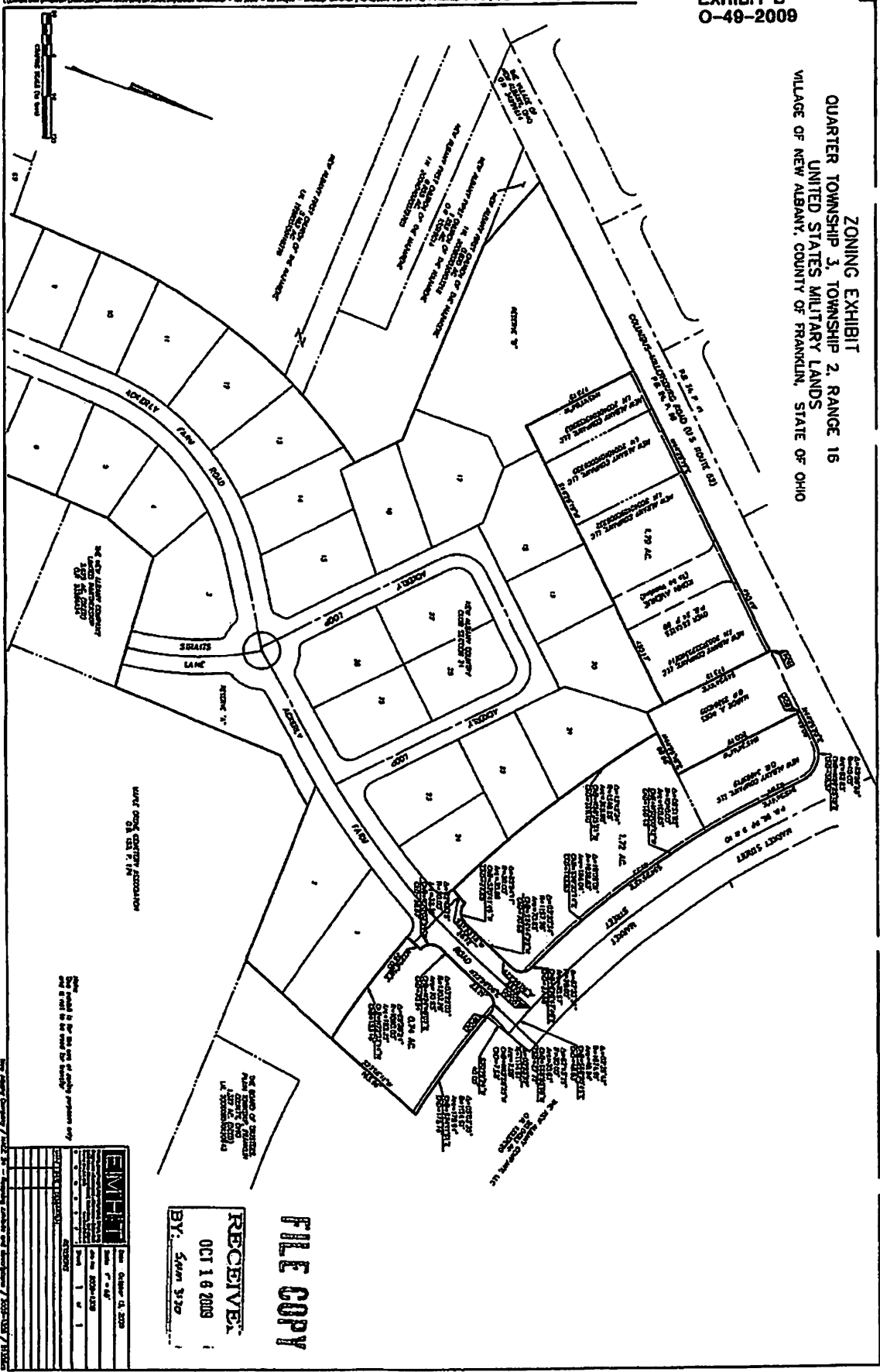
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Project Name: VILLA ORI CENTER REDEVELOPMENT
 Project Address: 1500 AKERSLEY DRIVE
 City: ALBANY, NY
 County: ALBANY COUNTY
 State: NY
 Date: 10/23/09
 Prepared By: [Signature]
 Checked By: [Signature]
 Drawn By: [Signature]



ZONING EXHIBIT
QUARTER TOWNSHIP 3, TOWNSHIP 2, RANGE 16
VILLAGE OF NEW ALBANY, COUNTY OF FRANKLIN, STATE OF OHIO



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BY: Steve Sizer

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**ZONING EXHIBIT
0.74 ACRE**

Situated in the State of Ohio, County of Franklin, Village of New Albany, lying in Quarter Township 3, Township 2, Range 16, United States Military Lands, being part of that 20.0483 acre tract as conveyed to New Albany Company, LLC by deed of record in Official Record 13237C20 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), and described as follows:

Beginning, for reference, at the centerline intersection of Ackerly Farm Road with Market Street;

thence across said 20.0483 acre tract, with the arc of a curve to the left, having a central angle of $02^{\circ} 39' 42''$, a radius of 1074.91 feet, an arc length of 49.94 feet, a chord bearing and distance of South $68^{\circ} 20' 45''$ East, 49.93 feet to a point;

thence South $20^{\circ} 19' 24''$ West, across the right-of-way of said Market Street, a distance of 40.00 feet to a point on the westerly right-of-way line of said Market Street, being the TRUE POINT OF BEGINNING;

thence with said westerly right-of-way line, with the arc of a curve to the left, having a central angle of $09^{\circ} 02' 30''$, a radius of 1114.91 feet, an arc length of 175.94 feet, a chord bearing and distance of South $74^{\circ} 11' 51''$ East, 175.76 feet to a point;

thence South $23^{\circ} 16' 11''$ West, across said 20.0483 acre tract, a distance of 165.96 feet to the northeasterly corner of Lot 1 of that subdivision entitled "New Albany Country Club 24" of record in Plat Book __, Pages ____;

thence with the line common to said 20.0483 acre tract and said Lot 1, with the arc of a curve to the right, having a central angle of $09^{\circ} 38' 24''$, a radius of 1090.00 feet, an arc length of 183.39 feet, a chord bearing and distance of North $72^{\circ} 32' 14''$ West, 183.18 feet to a point on the easterly right-of-way line of said Ackerly Farm Road;

thence with said easterly right-of-way line, the following courses and distances:

North $22^{\circ} 16' 58''$ East, a distance of 26.00 feet to a point on the arc of a curve;

with the arc of said curve to the right, having a central angle of $92^{\circ} 48' 15''$, a radius of 20.00 feet, an arc length of 32.39 feet, a chord bearing and distance of North $20^{\circ} 02' 59''$ West, 28.97 feet to a point of reverse curvature;

with the arc of said curve to the left, having a central angle of $03^{\circ} 22' 02''$, a radius of 1207.28 feet, an arc length of 70.95 feet, a chord bearing and distance of North $24^{\circ} 40' 07''$ East, 70.94 feet to a point;

North $22^{\circ} 59' 06''$ East, a distance of 23.21 feet to a point on the arc of a curve;

with the arc of said curve to the right, having a central angle of $87^{\circ} 43' 39''$, a radius of 20.00 feet, an arc length of 30.62 feet, a chord bearing and distance of North $66^{\circ} 50' 56''$ East, 27.72 feet to a point of reverse curvature;

with the arc of said curve to the left, having a central angle of $00^{\circ} 23' 22''$, a radius of 1114.91 feet, an arc length of 7.58 feet, a chord bearing and distance of South $69^{\circ} 28' 55''$ East, 7.58 feet to the TRUE POINT OF BEGINNING and containing 0.740 acre of land, more or less.

This description is for the use of zoning purposes only and is not to be used for transfer.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

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**ZONING EXHIBIT
1.72 ACRES**

Situated in the State of Ohio, County of Franklin, Village of New Albany, lying in Quarter Township 3, Township 2, Range 16, United States Military Lands, being all of Lot 4 of that subdivision entitled "Oyer Estates" of record in Plat Book 24, Page 98 as conveyed to New Albany Company, LLC by deed of record in Official Record 34098F19, and part of that 20.0483 acre tract as conveyed to New Albany Company, LLC by deed of record in Official Record 13237C20 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), and described as follows:

FILE 6061

Beginning, at a point on the southerly right-of-way line of Columbus-Millersburg Road (U.S. Route 62), and at the common corner of said Lot 4 and Lot 5 of said "Oyer Estates" as conveyed to Margie A. Ross by deed of record in Official Record 29284D09;

thence North 44° 25' 20" East, with said southerly right-of-way line, a distance of 49.88 feet to a point on the arc curve;

thence with the westerly right-of-way line of Market Street, the following courses and distances:

with the arc of said curve to the right, having a central angle of 89° 59' 58", a radius of 40.00 feet, an arc length of 62.83 feet, a chord bearing and distance of North 89° 25' 19" East, 56.57 feet to a point;

South 45° 34' 41" East, a distance of 82.64 feet to a point of curvature;

with the arc of said curve to the left, having a central angle of 08° 51' 02", a radius of 1040.00 feet, an arc length of 160.65 feet, a chord bearing and distance of South 50° 00' 12" East, 160.49 feet to a point;

South 54° 25' 43" East, a distance of 51.22 feet to a point of curvature;

with the arc of said curve to the left, having a central angle of 10° 09' 01", a radius of 1038.83 feet, an arc length of 184.04 feet, a chord bearing and distance of South 59° 30' 14" East, 183.80 feet to a point of reverse curvature;

thence with the northerly right-of-way line of Ackerly Farm Road, the following courses and distances:

with the arc of said curve to the right, having a central angle of 87° 33' 51", a radius of 20.00 feet, an arc length of 30.57 feet, a chord bearing and distance of South 20° 47' 49" East, 27.68 feet to a point;

South 22° 59' 06" West, a distance of 23.28 feet to a point of curvature;

with the arc of said curve to the right, having a central angle of 03° 30' 34", a radius of 1157.28 feet, an arc length of 70.89 feet, a chord bearing and distance of South 24° 44' 23" West, a chord distance of 70.88 feet to a point of compound curvature;

with the arc of said curve to the right, having a central angle of 88° 24' 11", a radius of 20.00 feet, an arc length of 30.86 feet, a chord bearing and distance of South 70° 41' 46" West, 27.89 feet to a point;

South 31° 53' 18" West, a distance of 26.12 feet to a southwesterly corner of said 20.0483 acre tract;

thence with the westerly line of said 20.0483 acre tract and with the easterly line of Lots 21, 22, and 24 of that subdivision entitled "New Albany Country Club Section 24" by deed of record in Plat Book ____, Pages ____, with the arc of a curve to the right, having a central

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ZONING EXHIBIT
1.72 ACRES

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angle of $13^{\circ} 42' 34''$, a radius of 1546.26 feet, an arc length of 369.98 feet, a chord bearing and distance of North $56^{\circ} 35' 51''$ West, a chord distance of 369.10 feet to a point on the northeasterly corner of said Lot 21;

thence North $44^{\circ} 25' 18''$ East, with the line common to said 20.0483 acre tract and said Lot 5, a distance of 66.68 feet to the common corner of said Lots 4 and 5;

thence North $45^{\circ} 34' 41''$ West, with the line common to said Lots 4 and 5, a distance of 200.19 feet to the POINT OF BEGINNING and containing 1.72 acres of land, more or less.

This description is for the use of zoning purposes only and is not to be used for transfer.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

EXHIBIT E
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**ZONING EXHIBIT
1.79 ACRES**

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Situated in the State of Ohio, County of Franklin, Village of New Albany, lying in Quarter Township 3, Township 2, Range 16, United States Military Lands, being all of Lots 6, 7, 8 and part of Lot 9 of that subdivision entitled "Oyer Estates" of record in Plat Book 24, Page 98 as conveyed to New Albany Company, LLC by deeds of record in Instrument Number 200310230340614, Instrument Number 200401090006732, Instrument Number 200401090006730, and Instrument Number 200406040128903, respectively, and all of that Vacated Kohn Avenue of record in Instrument Number 200810230156993 and Ordinance Number 0-14-2008 (all references refer to the records of the Recorder's Office, Franklin County, Ohio), and described as follows:

Beginning, at a point on the southerly right-of-way line of Columbus-Millersburg Road (U.S. Route 62), and at the common corner of said Lot 6 and Lot 5 of said "Oyer Estates" as conveyed to Margie A. Ross by deed of record in Official Record 29284D09;

thence South 45° 34' 41" East, with the line common to said Lots 5 and 6, a distance of 173.19 feet to the southeasterly corner of said Lot 6;

thence South 44° 25' 19" West, with the southerly line of said Lots 6 through 9 and the southerly terminus of said vacated Kohn Avenue, with the northerly line of Lots 18, 19, and 20 of that subdivision entitled "New Albany Country Club 24" of record in Plat Book __, Pages ____, and partly across said Lot 9, a distance of 450.17 feet to a point;

thence North 45° 41' 04" West, across said Lot 9, a distance of 173.19 feet to a point on the southerly right-of-way line of said Columbus-Millersburg Road;

thence North 44° 25' 19" East, with said southerly right-of-way line, a distance of 450.49 feet to the POINT OF BEGINNING and containing 1.79 acres of land, more or less.

This description is for the use of zoning purposes only and is not to be used for transfer.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

SUBAREA 2A: NORTH FARMS

North Farms is located south of Dublin-Granville Road, east of Reynoldsburg-New Albany Road and west of Kitzmiller Road. The site is ± 706.630 acres.

I. Permitted Uses

1. Single family detached dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-1 Residential Estate District, Section 1131.02, the accessory uses contained in Section 1131.03 and the conditional uses contained in Section 1131.04, provided that the conditional uses comply with Chapter 1115.
2. Cluster detached and attached dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-2, R-3 and R-4 Single Family Residential Districts, Section 1133.02, the accessory uses contained in Section 1133.03 and the conditional uses contained in Section 1133.04, provided that the conditional uses comply with Chapter 1115. (Refer to Appendix for definitions).
3. Agricultural permitted uses contained in the Codified Ordinances of the Village of New Albany, Agricultural District, Section 1129.03, the accessory uses contained in Section 1129.04 and the conditional uses contained in Section 1129.05, provided that the conditional uses comply with Chapter 1115.

II. Unit Types

Single family and cluster dwelling units shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Title Five of the Codified Ordinances of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues; traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development.

2a.01 Density, Height, Lot and/or Setback Commitments

1. The maximum number of single family and cluster dwellings shall be four hundred ninety-one; the maximum number of cluster dwellings shall be fifty.
2. There shall be no minimum lot area for each lot.

3. The minimum lot width at the building line shall be one hundred twenty feet for single family dwellings and fifty feet for cluster dwellings.
4. The minimum front yard setback shall be thirty feet for single family dwellings and fifteen feet for cluster dwellings.
The minimum rear yard setback shall be thirty feet for single family dwellings and ten feet for cluster dwellings.
The minimum side yard setback shall be ten feet for single family dwellings and zero feet for cluster dwellings.
5. Garages must adhere to the minimum side yard and rear yard setbacks along all public roads.
6. Zero lot line development shall be permitted for attached dwellings however, appropriate easements shall be implemented to accommodate off-site footings, eaves, public and private utilities.
7. The minimum building setback from Reynoldsburg-New Albany Road, Fodor Road, Kitzmiller Road and Dublin-Granville Road rights-of-way shall be one hundred feet.
8. Where a side yard or rear yard is adjacent to a public street, the side or rear yard must adhere to any platted building line.
9. All lots shall have frontage and access on a public and/or private right-of-way.
10. Reasonable and good faith efforts will be made to not back homes onto public rights-of-way and public parks. If this cannot be achieved, the developer will demonstrate a reasonable hardship and what mitigating factors will be made.
11. Stoops, steps and covered porches shall be permitted to encroach a maximum of five feet within the front yard setback for cluster dwellings. They shall not be permitted to encroach within rights-of-way or easements.
12. Maximum building height: Forty-five feet as measured from finished grade at the front door to the ridge on the roof.

2a.02 Access, Loading, Parking and/or other Traffic related Commitments

1. All single family homes shall be required to have a minimum of two off-street parking spaces, to include garages. Cluster homes shall have a minimum of two and a half off-street parking spaces, to include garages.
2. Road widths and right-of-ways:
 - a) 22 foot wide cluster road - 40 foot R.O.W. (Refer to road cross-section detail in Section 2, Figure 2 of the General Development Standards).

- b) 26 foot wide internal road - 50 foot R.O.W. (Refer to road cross-section detail in Section 2, Figure 3 of the General Development Standards).
 - c) The base of the private road shall be built to Village standards and shall be approved and inspected by the Village Engineer.
 - d) If a collector road is required, it shall have a 60 foot R.O.W.
3. The private roadway may be gated at the entrance of Kitzmiller, Reynoldsburg-New Albany and Dublin-Granville Roads.
 4. On-street parking shall be prohibited on pavement widths of 22' and on curvilinear sections of roads measuring 26'.
 5. Driveway Aprons: All driveway aprons (curb-cuts) shall be constructed to accommodate a maximum 12' driveway at the right-of-way line.
 6. At the time of preliminary development plan review, the developer will perform a traffic impact study to determine the need for left turn lanes on both the new subdivision street and the existing street. The developer will be responsible for providing any warranted traffic control devices at the intersection.

2a.03 Architectural Standards

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. No single family residence shall be allowed to stack on top of another.

1. Exterior Materials:
 - a) Wall finish materials: Brick, wood siding, and approved composition material are acceptable exterior wall finish materials. Exterior wall finish material must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
 - b) Brick: House brick to be of a "handmade appearance". Traditional brick detailing is required, such as, but not limited to, traditional bonds, watertable caps, sills, jack arches, segmental arches and soldier courses.
 - c) Siding: Siding shall be cedar shiplap wood siding or an approved composition material with a natural appearance. Houses with wood or compositional siding shall have brick chimneys, and brick plinths to the height of the watertable.

- d) **Roof:** Pitched roofs shall be required to have a minimum 6:12 rise over run. Roof pitches with a rise over run of less than 6:12 are permitted on minor roofs (i.e. entry porches, dormers, etc.). Flat roofs are permitted, but must integrate strong cornice lines. Roofs may be of natural slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
- e) **Windows:** Wood constructed windows are required, using traditional themes on all elevations. Simulated or true divided lites in double hung windows with vertically oriented light patterns shall be used.
- f) **Shutters:** Where used, shutters shall be sized to cover the adjacent window and appear operable. Shutters shall be mounted on appropriate shutter hardware (hinges and shutter dogs).
- g) **Gutters and downspouts:** Traditional half round gutters and/or ogee gutters with downspouts shall be used.
- h) **Exterior paint colors:** Wood siding to be an "off white" color, trim and windows to be white. Accent colors for shutters and doors to be selected from pre-approved color guide historic colors. (See Appendix for manufacturers and color palettes).
- i) **Skylights:** Skylights in the roof shall be permitted, provided they are not visible from off-site. Cupolas, dormers, lanterns, belvederes or window bays are permitted, provided they are consistent with the architectural theme.
2. **Lighting:** Each house shall have a minimum of one approved yard light near the sidewalk at the front entry and one wall mounted porch light at the front door. (Refer to yard light detail in Section 5, Figure 1 of the General Development Standards). Lamp locations shall be consistent from house to house. All yard lights shall have a photocell light sensor.
3. **Vehicular and Pedestrian Standards:**
- a) **Garages:**
1. Individual bay doors are required. Double wide garage doors are prohibited. The width of garage doors shall not exceed nine feet. The scale of the garage shall be minimized by low, one-story roof lines and low fascia lines. Windows are encouraged in the walls of garages. Sufficient storage area shall be planned for tools, auto accessories and trash storage in the total garage space. All front loaded garages shall be placed a minimum of ten feet behind the front face of the primary dwelling.

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2. **Garage doors (Pedestrian):** All such doors shall be solid paneled.
3. **Garage doors (Vehicular):** All such doors shall be solid paneled. No glazing shall be permitted in garage doors unless they are consistent with the architectural theme.
- b) **Driveways and Entry Courts:** The appearance of driveways and entry courts shall be consistent throughout the neighborhood. Driveways shall be made of a durable material. Appropriate materials are brick, dark color concrete pavers, asphalt with controlled edges, and rolled-in stone topping. Concrete driveways are prohibited. Gravel driveways shall be permitted.
4. **Attached Structures:**
- a) **Screen Porches:** Screen porches are encouraged on the rear or sides of homes but are not permitted on the front. Detailing shall be traditional wood with a break in screening at rail height. Columns or full height vertical wood members shall be at least 6" x 6". All screen porch trim shall be painted. Roof lines of screen porches shall conform to the architectural style of the home and blend into the massing of the home.
- b) **Service Courts:** Service courts shall be provided to shield certain outdoor facilities from neighboring properties, including: air conditioners/heat pumps, garbage cans and carts, irrigation controllers, pumps, generators and meters. All such facilities on a site shall be enclosed within a service court which is attached to the house, entirely enclosed by a privacy wall or fence being a minimum of four feet high. Service courts shall be located away from the bedrooms of adjoining residences where possible. They may be located in side or rear yards, but not in the front yard.
5. **Swimming Pools/Spas:**
- a) All swimming pools/spas shall be located in the rear yard, within the building line of the site, completely enclosed by fencing and screened from adjoining properties.
- b) All swimming pools/spas shall be in-ground construction. The swimming pool/spa equipment shall be within the enclosure and completely screened from adjoining properties.
- c) Spas may be constructed as part of the house and shall be flush with the top of the paving. Spas shall be completely screened from adjoining properties by fencing or landscaping.

6. **Storage Buildings:**

- a) **Ancillary Structures:** Ancillary structures shall be constructed of the same wall and roof materials as the home. The colors, walls, roof and trim shall match those used on the home.
 - b) **Equipment Storage:** Storage of all maintenance equipment shall be within garages or storage structures or well screened. Such items should not be visible from streets, common open spaces or adjacent lots or developments.
 - c) **Vehicle Storage:** All campers, off-road vehicles, pick-up trucks or boats must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside. Owner or guest vehicles which cannot be accommodated in garages must be parked within screened, paved areas of back and side yards.
7. **Mailboxes/Addresses:** Each residence shall be required to install a standard mailbox. (Refer to mailbox detail in Section 5, Figure 2 of the General Development Standards).
8. **House Numbering:** Each residence shall be required to install house numbers in a common location to the right of the front door.

2a.04 **Buffering, Landscaping, Open Space and/or Screening Commitments**

1. **Tree Preservation:** Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. **Parks and Open Space:** Land will be designated as parks and open space in this subarea at the time of Preliminary Development Plan review. The goal will be to have some open space area within 1,200 l.f. of all residential units. We will use reasonable good faith efforts to accomplish this. If this cannot be achieved, the developer will demonstrate a reasonable hardship and what mitigating factors will be made.
3. **Fences:**
 - a) **Temporary Fences:** Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.

- b) **Permanent Walls and Fences:** Walls and fences used in connection with single family houses may be utilized to define spaces such as private gardens, patios, pools, etc., rather than delineating lot lines. Privacy fences and walls, in all cases, shall be limited to small enclosures around the house, unless the developer provides for such as part of the overall subdivision plan. Fences and walls shall be architectural extensions of the house or other buildings, and shall be constructed using like materials and colors as the house or that complement the building architecture.

2a.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. **Lighting:**

- a) Landscape lighting shall be used to provide for safety and ingress and egress only. Fixture lamps shall be incandescent and shall be shielded by planting or other methods.
- b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). Finish of the fixtures shall be in New Albany Green. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards). Other light fixtures may be used subject to approval by the Village of New Albany Planning Commission.
- c) Security Lighting: Pole mounted yard lights and large flood lights mounted to the house are prohibited.

2. **Garbage Cans:** All garbage cans and other waste containers shall be kept in the garage, storage buildings or within approved screened areas.

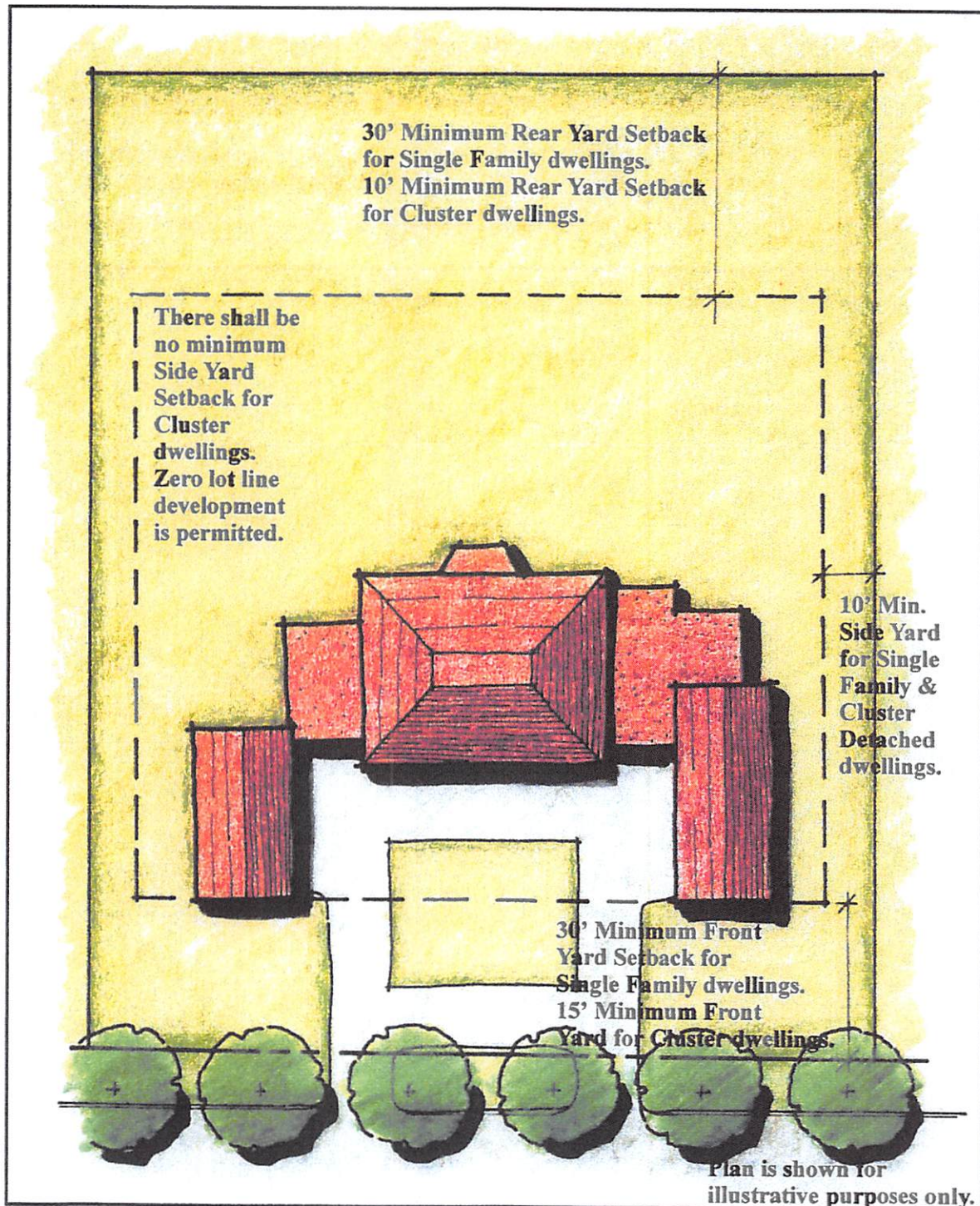
2a.06 Graphics and Signage Commitments

The development shall utilize standard Village of New Albany street and regulatory signage. Other signage may be used subject to approval by the Village of New Albany Planning Commission.

2a.07 Miscellaneous Commitments

1. Pre-fabricated storage buildings are prohibited.
2. **Sport and Recreational Equipment:** Basketball backboards and supports, swing sets and other children's play facilities shall be permitted, provided they are screened from adjoining properties.

3. Utilities: All proposed utilities shall be placed underground. Utility easement location and width shall be determined at the Preliminary Development Plan stage.
4. At the time of Preliminary Development Plan review, the necessity of a third tier homeowner's association shall be established for cluster developments.



NORTH FARMS LOT STANDARD PLAN

N.T.S.
2a -13

SUBAREA 2B: NORTH FARMS CLUSTER

North Farms Cluster is located south of Dublin-Granville Road, east of Reynoldsburg-New Albany Road, and north of Sugar Run Creek. The site is ± 13.860 acres.

I. Permitted Uses

Cluster detached and attached dwellings and the accessory uses contained in the Codified Ordinance of the Village of New Albany, R-2, R-3 and R-4 Single Family Residential Districts, Section 1131.02, the accessory uses contained in Section 1131.03 and the conditional uses contained in Section 1131.04, provided that the conditional uses comply with Chapter 1115. (Refer to Appendix for definitions).

II. Unit Types

Cluster dwelling units shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Title Five of the Codified Ordinance of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development.

2b.01 Density, Height, Lot and/or Setback Commitments

1. The maximum number of cluster dwellings shall be fifty.
2. There shall be no minimum lot area for each lot.
3. The minimum lot width at the building line shall be fifty feet.
4. The minimum front yard setback shall be fifteen feet for cluster detached and attached dwellings.
The minimum rear yard setback shall be ten feet for detached and attached cluster dwellings.
The minimum side yard setback shall be ten feet for detached and zero feet for attached cluster dwellings.
5. Garages must adhere to the minimum side yard and rear yard setbacks along all public roads.

6. Zero lot line development shall be permitted however, appropriate easements shall be implemented to accommodate off-site footings, eaves, public and private utilities.
7. Where a side yard or rear yard is adjacent to a public street, the side or rear yard must adhere to any platted building line.
8. The minimum building and pavement setback shall be one hundred feet from the Dublin-Granville and Reynoldsburg-New Albany Road rights-of-way, unless a variance is granted by the Planning Commission. The minimum building and pavement setback shall be sixty feet from the Fodor Road right-of-way.
9. All lots shall have frontage and access on a public right-of-way.
10. Reasonable and good faith efforts will be made to not back homes onto public rights-of-way and public parks. If this cannot be achieved, the developer will demonstrate a reasonable hardship and what mitigating factors will be made.
11. Stoops, steps and covered porches shall be permitted to encroach a maximum of five feet within the front yard setback. They shall not be permitted to encroach within rights-of-way or easements.
12. Maximum building height: Forty feet as measured from finished grade at the front door to the ridge on the roof.

2b.02 Access, Loading, Parking and/or other Traffic related Commitments

1. All cluster homes shall be required to have a minimum of two and a half off-street parking spaces, to include garages.
2. Road widths and right-of-ways:
 - a) 22 foot wide cluster road - 40 foot R.O.W. (Refer to road cross-section detail in Section 2, Figure 2 of the General Development Standards).
 - b) The base of any private road shall be built to Village standards and shall be approved and inspected by the Village Engineer.
3. On-street parking shall be prohibited on pavement widths of 22'.
4. Driveway Aprons: All driveway aprons (curb-cuts) shall be constructed to accommodate a maximum 12' driveway at the right-of-way line.
5. At the time of preliminary development plan review, the developer will perform a traffic impact study to determine the need for left turn lanes on both the new subdivision street and the existing street. The developer will be responsible for providing any warranted traffic control devices at the intersection.

2b.03 Architectural Standards

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. No single family residence shall be allowed to stack on top of another.

1. **Exterior Materials:**

- a) **Wall finish materials:** Brick, wood siding, and approved composition material are acceptable exterior wall finish materials. Exterior wall finish material must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
- b) **Brick:** House brick to be of a "handmade appearance". Traditional brick detailing is required, such as, but not limited to, traditional bonds, watertable caps, sills, jack arches, segmental arches and soldier courses.
- c) **Siding:** Siding shall be cedar shiplap wood siding or an approved composition material with a natural appearance. Houses with wood or compositional siding shall have brick chimneys, and brick plinths to the height of the watertable.
- d) **Roof:** Pitched roofs shall be required to have a minimum 6:12 rise over run. Roof pitches with a rise over run of less than 6:12 shall be permitted on minor roofs (i.e. entry porches, dormers, etc.). Flat roofs shall be permitted, but must integrate strong cornice lines. Roofs may be of natural slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
- e) **Windows:** Wood constructed windows are required, using traditional themes on all elevations. Simulated or true divided lites in double hung windows with vertically oriented light patterns shall be used.
- f) **Shutters:** Where used, shutters shall be sized to cover the adjacent window and appear operable. Shutters shall be mounted on appropriate shutter hardware (hinges and shutter dogs).
- g) **Gutters and downspouts:** Traditional half round gutters and/or ogee gutters with downspouts shall be used.
- h) **Exterior paint colors:** Wood siding to be an "off white" color, trim and windows to be white. Accent colors for shutters and doors to be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).

- i) **Skylights:** Skylights in the roof shall be permitted, provided they are not visible from off-site. Cupolas, dormers, lanterns, belvederes or window bays are permitted, provided they are consistent with the architectural theme.
2. **Lighting:** Each house shall have a minimum of one approved yard light near the sidewalk at the front entry and one wall mounted porch light at the front door. (Refer to yard light detail in Section 5, Figure 1 of the General Development Standards). Lamp locations shall be consistent from house to house. All yard lights shall have a photocell light sensor.
3. **Vehicular and Pedestrian Standards:**
- a) **Garages:**
1. Individual bay doors are required, double wide garage doors are prohibited. The width of garage doors shall not exceed nine feet. The scale of the garage shall be minimized by low, one-story roof lines and low fascia lines. Windows are encouraged in the walls of garages. Sufficient storage area shall be planned for tools, auto accessories and trash storage in the total garage space. All front loaded garages shall be placed a minimum of ten feet behind the front face of the primary dwelling.
 2. **Garage doors (Pedestrian):** All such doors shall be solid paneled.
 3. **Garage doors (Vehicular):** All such doors shall be solid paneled. No glazing shall be permitted in garage doors unless they are consistent with the architectural theme.
- b) **Driveways and Entry Courts:** The appearance of driveways and entry courts shall be consistent throughout the neighborhood. Driveways shall be made of a durable material. Appropriate materials are brick, dark color concrete pavers, asphalt with controlled edges, and rolled-in stone topping. Concrete driveways are prohibited.
- c) **Walkways and Sidewalks:** A minimum three foot wide private sidewalk constructed of brick shall be required for every residence from public sidewalk to the residence. A four foot public sidewalk shall be required within the right-of-way of all publicly dedicated streets, on both sides of the road within the development. Landscape timbers and railroad tie edging of walks or driveways is prohibited.

4. **Attached Structures:**

- a) **Screen Porches:** Screen porches are encouraged on the rear or sides of homes but are not permitted on the front. Detailing should be traditional wood with a break in screening at rail height. Columns or full height vertical wood members shall be at least 6" x 6". All screen porch trim shall be painted. Roof lines of screen porches shall conform to the architectural style of the home and blend into the massing of the home.
- b) **Service Courts:** Service courts shall be provided to shield certain outdoor facilities from neighboring properties, including: air conditioners/heat pumps, garbage cans and carts, irrigation controllers, pumps, generators and meters. All such facilities on a site shall be enclosed within a service court which is attached to the house, entirely enclosed by a privacy wall or fence being a minimum of four feet high. Service courts shall be located away from the bedrooms of adjoining residences where possible. They may be located in side or rear yards, but not in the front yard.

5. **Swimming Pools/Spas:**

- a) All swimming pools/spas shall be located in the rear yard, within the building line of the site, completely enclosed by fencing and screened from adjoining properties.
- b) All swimming pools/spas shall be in-ground construction. The swimming pool/spa equipment shall be within the enclosure and completely screened from adjoining properties.
- c) Spas may be constructed as part of the house and shall be flush with the top of the paving. Spas shall be completely screened from adjoining properties by fencing or landscaping.

6. **Storage Buildings:**

- a) **Ancillary Structures:** Ancillary structures shall be no more than one-story and shall be constructed of the same wall and roof materials as the home. The colors, walls, roof and trim shall match those used on the home.
- b) **Equipment Storage:** Storage of all maintenance equipment shall be within garages or storage structures or well screened. Such items should not be visible from streets, common open spaces or adjacent lots or developments.

- c) **Vehicle Storage:** All campers, off-road vehicles, pick-up trucks or boats must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside. Owner or guest vehicles which cannot be accommodated in garages must be parked within screened, paved areas of back and side yards.
7. **Mailboxes/Addresses:** Each residence shall be required to install a standard mailbox. (Refer to mailbox detail in Section 5, Figure 2 of the General Development Standards).
8. **House Numbering:** Each residence shall be required to install house numbers in a common location to the right of the front door.

2b.04 Buffering, Landscaping, Open Space and/or Screening Commitments

1. **Tree Preservation:** Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. **Parks and Open Space:** Land will be designated as parks and open space in this subarea at the time of Preliminary Development Plan review. The goal will be to have some open space area within 1,200 l.f. of all residential units. We will use reasonable good faith efforts to accomplish this. If this cannot be achieved, the developer will demonstrate a reasonable hardship and what mitigating factors will be made.
3. **Street Trees:** Street trees shall be required on both sides of internal streets. Trees are to be a minimum of two and a half inch caliper and shall be spaced at a minimum distance of thirty feet on center. Trees may be grouped, provided the quantity is equivalent to 1 tree per thirty feet or fraction thereof. This requirement may be waived in areas where existing vegetation occurs. Trees shall not obstruct sight distance or signage, subject to staff approval. Street tree and signage locations shall be shown on the final development plan for review and approval.
4. **Fences:**
- a) **Temporary Fences:** Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.

- b) **Permanent Walls and Fences:** Walls and fences used in connection with single family houses may be utilized to define spaces such as private gardens, patios, pools, etc., rather than delineating lot lines. Privacy fences and walls, in all cases, shall be limited to small enclosures around the house, unless the developer provides for such as part of the overall subdivision plan. Fences and walls shall be architectural extensions of the house or other buildings, and shall be constructed using like materials and colors as the house or that complement the building architecture.

2b.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. **Lighting:**

- a) Landscape lighting shall be used to provide for safety and ingress and egress only. Fixture lamps shall be incandescent and shall be shielded by planting or other methods.
- b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). Finish of the fixtures shall be in New Albany Green. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards). Other light fixtures may be used subject to approval by the Village of New Albany Planning Commission.
- c) **Security Lighting:** Pole mounted yard lights and large flood lights mounted to the house are prohibited.

2. **Garbage Cans:** All garbage cans and other waste containers shall be kept in the garage, storage buildings or within approved screened areas.

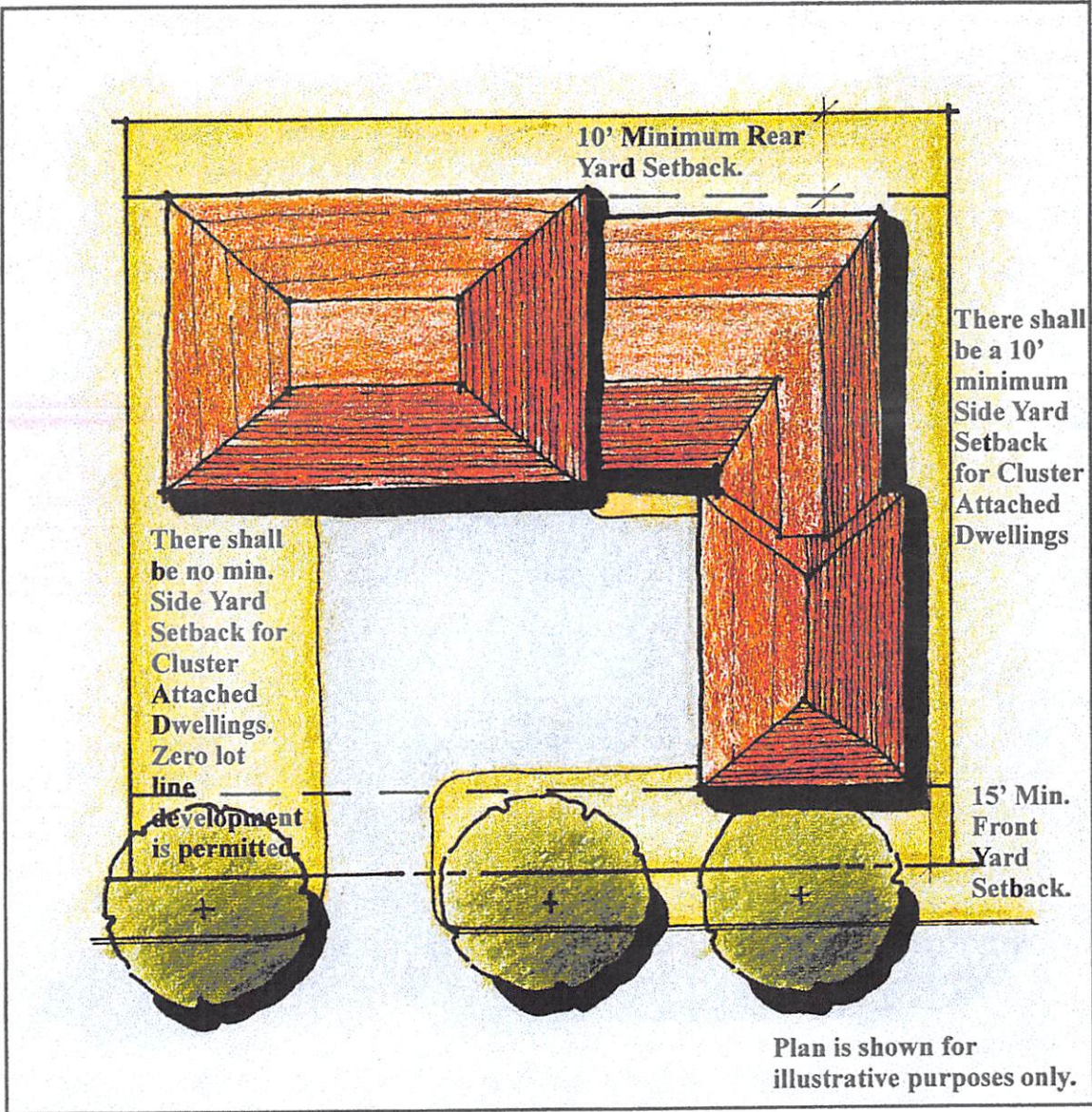
2b.06 Graphics and Signage Commitments

The development shall utilize standard Village of New Albany street and regulatory signage. Other signage may be used subject to approval by the Village of New Albany Planning Commission.

2b.07 Miscellaneous Commitments

1. Pre-fabricated storage buildings are prohibited.
2. **Sport and Recreational Equipment:** Basketball backboards and supports, swing sets and other children's play facilities shall be permitted, provided they are screened from adjoining properties.

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3. Utilities: All proposed utilities shall be placed underground. Utility easement location and width shall be determined at the Preliminary Development Plan stage.
 4. At the time of Preliminary Development Plan review, the necessity of a third tier homeowner's association shall be established for cluster developments.



NORTH FARMS CLUSTER LOT STANDARD PLAN

N.T.S.

SUBAREA 4C: VILLAGE CENTER COMMERCIAL

see new albany exchange report 2005.

Parcels 303, 417, and 418 are located within the Village Center. The site is ± 6.070 acres combined.

I. Permitted Uses

1. Commercial buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, C-2 General Business (Commercial) District, Section 1147.02 and the conditional uses contained in Section 1147.03, provided that the conditional uses comply with Chapter 1115.
2. Multi-family dwellings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-7 Urban Density Residential District, Section 1139.02, the accessory uses contained in Section 1139.03 and the conditional uses contained in Section 1139.04, provided that the conditional uses comply with Chapter 1115. (Refer to Appendix for definitions).
3. Community Facilities and the permitted uses contained in the Codified Ordinance of the Village of New Albany, CF Community Facilities District, Section 1151.02 and subject to approval by planning commission in accordance with Section 1151.05.

II. Unit Types

Village Center Commercial will feature professional offices, public facilities, and retail/commercial structures. Buildings within this subarea shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Title Five of the Codified Ordinances of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development. It is the intent of the standards in this subarea to incorporate planning techniques including: massing architectural elements to maintain a village scale; fronting primary buildings and their main entrance on primary streets; designing buildings along public streets to have the same design material on all facades/elevations; requiring the majority of parking to be located behind buildings; establishing leisure path connections between rear parking and sidewalks along the front of buildings; and encouraging open space in the form of common green areas.

4c.01 Density, Height, Lot and/or Setback Commitments

1. The maximum number of dwelling units shall be fifty. These units shall be allowed but, must be transferred from other subareas or the residential land bank pursuant to the General Development Standards, Residential Density Section.
2. The permitted maximum density within this subarea shall not exceed the ratio of \pm 12,000 gross square feet of building per net acre of site.
3. The minimum building and pavement setback shall be ten feet from the Johnstown Road (U.S. Route 62) right-of-way.
4. The minimum building and pavement setback shall be ten feet from the Dublin-Granville Road right-of-way.
5. Setbacks from all other streets shall be zero feet for buildings and pavement.
6. Setbacks for all other property boundaries shall be ten feet for buildings and pavement.
7. There shall be no minimum lot width at the building line for multi-family dwellings.
8. There shall be no minimum front yard, side yard or rear yard setback for multi-family dwellings.
9. The total lot coverage, which includes all areas of parking and building coverage, shall not exceed ninety percent of the total lot area.
10. The maximum building height shall not exceed 45 feet. All structures to include: commercial buildings, multi-family dwellings and community facilities buildings shall have at least a one and a half story appearance.

4c.02 Access, Loading, Parking and/or other Traffic related Commitments

1. Road widths and right-of-ways:
 - a) 26 foot wide internal road - 50 foot R.O.W. (Refer to road cross-section detail in Section 2, Figure 3 of the General Development Standards).
2. All entry drives shall be coordinated with improvements in public or private road rights-of-way.
3. Adequate employee and visitor parking shall be provided for each site per Section 1167 of the Codified Ordinances of the Village of New Albany.

4. Full service curb cuts along Johnstown Road (U.S. Route 62) shall be a minimum of 200 feet apart as measured from centerline to centerline.
5. The minimum number of parking spaces for multi-family shall be 1.5.

4c.03 Architectural Standards

1. Retail & Community Facility Buildings:

- a) **Building Orientation:** Buildings shall be sited with the longest and/or most predominant building facade parallel to a major street.
- b) **Architectural Style:** Building designs shall be derived from traditional American styles including Georgian, Colonial, Federal, Classical Revival and Barn Vernacular interpretations that reinforce a common historic architectural vocabulary.
- c) **Architectural Massing:** Particular attention shall be given to traditional massing of the elements, the roof forms, the floor to ceiling heights, the window arrangements, proportions and relationship of each part of the building to the whole, as well as, the general symmetry.
- d) **Exterior Materials:**
 1. Exterior wall finishes: Brick and wood siding are acceptable exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited.
 2. Roofs: General roof massing shall incorporate pitched roofs. Flat roofs shall be permitted but must integrate strong cornice lines. Acceptable roof materials include natural and synthetic slate, dimensional asphalt shingle, and standing seam metal.
 3. Windows: True-divided and/or simulated divided light windows with exterior muntins are required for all non-residential parcels. The ground floors of commercial areas may have appropriately scaled store front window systems that utilize large glass areas which are uninterrupted by divided lites. Window sizes and fenestration should reinforce traditional examples and patterns.
 4. Exterior Paint Colors: Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).

5. **Building Additions:** Whether attached or detached, shall be of similar or compatible design and materials.
6. **General Architectural Requirements:**
 - a) **Poured concrete exterior walls are prohibited.**
 - b) **Prefabricated metal buildings are prohibited.**

2. **Multi-Family Residential:**

The residential dwellings in this subarea shall consist of single story or multi-story homes attached with a common wall, partially attached via a garage or overhang or fully detached. Residential dwellings shall be permitted above office and commercial uses.

- a) **Wall finish materials:** Brick, wood siding and vinyl siding are approved exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building facade is prohibited. Exposed concrete foundation walls are not permitted; brick veneer foundations are required.
- b) **Roof:** Pitched roofs shall be required. Flat roofs shall be permitted, but must integrate strong cornice lines. Roofs may be of natural or synthetic slate, wood shake or wood shingle, metal standing seam, or an architectural grade fiberglass asphalt shingle.
- c) **Windows:** Traditional double hung and casement windows are required. Common window fenestration shall be used on all elevations.
- d) **Exterior paint colors:** Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
- e) **Chimneys:** Any exposed exterior chimneys shall be brick. Wood and vinyl siding as well as stucco chimneys are prohibited.
- f) **Storage Standards:**
 1. **Equipment Storage:** Storage of all maintenance equipment shall be within garages or storage structures. Such items should not be visible from streets, common open spaces or adjacent lots or developments.

2. **Vehicle Storage:** All campers, off-road vehicles, pick-up trucks or boats must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

4c.04 Buffering, Landscaping, Open Space and/or Screening Commitments

1. **Tree Preservation:** Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. **Street Trees:** Street trees shall be required on both sides of internal streets. Trees are to be a minimum of two and a half inch caliper and shall be spaced at a minimum distance of thirty feet on center. Trees may be grouped, provided the quantity is equivalent to 1 tree per thirty feet or fraction thereof. This requirement may be waived in areas where existing vegetation occurs. Trees shall not obstruct sight distance or signage, subject to staff approval. Street tree and signage locations shall be shown on the final development plan for review and approval.
3. **Fences:** Temporary Fences: Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.
4. Parking lots shall be screened from public rights-of-way with a minimum 30" high evergreen landscape hedge or wall.
5. **Interior Landscaping:** Interior landscaping within parking areas ("Interior Landscaping") shall conform to the following standards:
 - a) The required amount of interior landscaping area shall be a minimum of eight (8%) of the total area of the parking lot pavement. The landscaped areas shall be arranged in such a manner so as to visually break up the large expanses of pavement and to provide landscaped walking paths between parking lots and the main buildings.
 - b) **Up to 20,000 square feet:** A minimum of one tree per 5,000 square feet of ground coverage and a total tree planting equal to one inch in tree trunk size for every 2,000 square feet of ground coverage.

- c) Between 20,000 and 50,000 square feet: A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to ten inches plus one-half inch in tree trunk size for every 2,000 square feet over 20,000 square feet in ground coverage.
6. At least 50% of required tree plantings shall be integrated within parking or service areas. Existing trees of 2 1/2" caliper which meet the intent of the interior landscape requirement may count towards that calculation. Maximum possible green space shall be provided to minimize extensive unbroken hard surface areas.
 7. Landscaping islands are required within parking lots and shall be provided at a rate of 8 square feet of landscaped area per 100 square feet of vehicular use area in such a manner as to visually break up large expanses of pavement.
 8. Minimum tree size shall be no less than 2 1/2" caliper for street and/or shade trees and 1" caliper for ornamental trees.
 9. If landscaping is used to screen Service Areas, 90% opacity is required for all non-servicing sides and must be protected from service vehicles. Screening shall be 1" above height of structure to be screened but not less than 7' above finished grade.
 10. Leisure Trails: Leisure trails shall be provided throughout this subarea in a manner consistent with the existing leisure path structure. The leisure trails shall link with the path structure in adjoining subareas to enhance the coherent, overall leisure trail system of New Albany. Leisure trails shall be eight feet wide and shall be located along stream and creek preservation right-of-ways whenever possible in order to enhance the natural recreational assets of the pathways. Leisure trails in the Village Center District shall be provided to link public buildings with natural and parkland areas, schools, and other public institutions. At the time of Preliminary Development Plan, a leisure trail will be submitted for Planning Commission review.

4c.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. Mechanical equipment: Any external mechanical equipment shall be totally screened from all public roads and/or adjacent properties at ground level with materials that are similar to or the same as used on the majority of the building or, if screened by landscaping, providing that the same shall provide one hundred percent opacity. This would include any rooftop equipment, satellite dishes (excluding communication devices), as well as ground mounted mechanical equipment. The screening of the mechanical equipment shall be coordinated with the rest of the architecture so as to avoid being seen as an "add-on".

2. **Service Area and Dumpsters:** All service areas including loading docks, exterior storage of materials, supplies, equipment or products and trash containers shall be totally screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same or compatible materials used on the building and shall be complemented with landscaping.
3. **Lighting:**
- a) Landscape lighting shall be used to provide for safety and ingress and egress only. Fixture lamps shall be incandescent and shall be shielded by planting or other methods.
 - b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). All fixtures shall be wall mounted or located on poles having a maximum height of 30 feet. Pedestrian lighting may be placed on shorter poles or in bollards. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards).
 - c) Luminaires shall have a minimum cut-off of 45 degrees, so as to provide glare control to pedestrian and vehicular traffic, as well as a distinct beam cut-off on the outer perimeter of the setback areas.
 - d) Pole locations shall be set back from the outer edges of the Perimeter and side lot areas at a distance that would allow the 45 degree cut-off angle of the luminaire to terminate at the base of the earth mounds at a height not to exceed 2 feet above grade.
 - e) All light poles and standards shall be black or New Albany Green and constructed of metal.
 - f) Parking lot lighting shall be of a standard light source type and style. Building, pedestrian and landscape lighting may be incandescent or metal halide.
 - g) Landscape uplighting from a concealed source shall be permitted. All upright fixtures must be screened by landscaping.
 - h) All external outdoor lighting shall be cut off type fixtures (down lighting).
 - i) All external outdoor building lighting to be used shall be from the same manufacturer type or family to ensure aesthetic compatibility.

- j) Building mounted lighting within service areas shall be designed in such a way that no light spillage occurs off-site.

4c.06 Graphics and Signage Commitments

1. The development shall utilize standard Village of New Albany street, regulatory and directional signage.
2. Sign lighting shall be externally illuminated. No internally illuminated signage is permitted.
3. Retail Center:
 - a) One primary wall mounted sign per retail shop facade shall be permitted. Corner tenants shall be limited to a maximum of 2 signs. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of eighty square feet. Signs attached to buildings shall be located no higher than the cornice of the building. All wall mounted signage shall have a common background color.
 - b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.
5. Outparcel:
 - a) One ground supported sign shall be permitted per each outparcel facade. Ground supported signage shall be limited to a maximum height of six feet and maximum area of fifty square feet per sign face or one hundred square feet if double sided.
 - b) One primary wall mounted sign per outparcel frontage on any public right-of-way shall be permitted. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of sixty-five square feet. Signs attached to buildings shall be located no higher than the second floor. All wall mounted signage shall have a common background color.
6. Office:
 - a) One primary wall mounted sign per building parcel facade. One square foot of sign face per each lineal foot of building shall be allowed, not to exceed a maximum of fifty square feet.

- b) Hanging signs may protrude from the building facade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.
6. The information shall be limited to the name and function of the business. Smaller secondary signs may contain more detailed information to be read by people entering the building.
7. The development shall utilize standard Village of New Albany street, regulatory and directional signage. Entry and exit signs shall be limited to a maximum height of three feet and a maximum area of three feet square feet. Identification logo or name shall not be displayed on directional signage. Other light fixtures may be used subject to approval by the Village of New Albany Planning Commission.
8. General Signage Criteria
- a) Signs shall not obscure architectural features of the building.
 - b) No signs shall be painted directly on the surface of any building, wall or fence. No wall murals shall be allowed.
 - c) No roof signs nor parapet signs shall be permitted nor shall a sign extend higher than the building.
 - d) No flashing, traveling, animated or intermittently illuminated signs shall be used. No banners, tethered balloons or pennants shall be used. Temporary interior window advertisements are prohibited.
 - e) The following signs are not permitted as permanent signs: Banner or streamers; sidewalk or curb signs (sandwich or "A" type); portable displays or mobile signs; gas filled devices; roof mounted signs; revolving or rotating signs; neon signs. Outdoor display signs shall be prohibited except for special sales promotion events lasting not longer than one week.
 - f) Signage shall be limited to a maximum of three colors.



Prepared: 09/27/05
Introduced: 10/04/05
Amended:
Adopted: 10/18/05

ORDINANCE O-27-2005

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE VILLAGE OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 2.06 +/- ACRES OF LAND LOCATED IN THE VILLAGE OF NEW ALBANY FROM ITS CURRENT ZONING "I-PUD" INFILL PLANNED UNIT DEVELOPMENT AND "C-2" GENERAL BUSINESS COMMERCIAL, TO "I-PUD" INFILL PLANNED UNIT DEVELOPMENT MIXED USE, AS REQUESTED BY G. PAUL COMPANY, REPRESENTED BY SKILKIN PROPERTIES FOR THE NEW ALBANY EXCHANGE

WHEREAS, the Village Council has determined that it is necessary to rezone certain property located in the Village of New Albany to promote orderly growth and development of lands, and

WHEREAS, the Planning Commission and the Village Council on separate occasions have held public hearings and received public input into the amendment of the Zoning Ordinance, and

WHEREAS, pursuant to the application by the G. Paul Company, the Planning Commission of the Village of New Albany has reviewed the proposed Ordinance amendment and recommended its approval.

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 Council of New Albany hereby amends the Zoning Ordinance Map of the Village of New Albany to change the zoning classification of the following described parcel:

A 2.06+/- acre plot located in the Village of New Albany be rezoned from its current zoning, "I-PUD" Infill Planned Unit Development, and "C-2" General Business commercial, to "I-PUD" Infill Planned Unit Development, as requested by the G. Paul Company, represented by Skilken Properties for The New Albany Exchange.

Section 2. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of the Council and any decision making bodies of the Municipality of New Albany which resulted in such formal action were in meetings open to the public or in compliance with all legal requirements of the Municipality of New Albany, County of Franklin, State of Ohio.

ORD. 27-2005

Section 3. That this Ordinance shall take effect and be in force at the earliest period allowed by law.

CERTIFIED AS ADOPTED, this 18th day of October, 2005.

Nancy I. Ferguson
Nancy I. Ferguson, Mayor

Joseph Stefanov, Village Administrator

ATTEST:

APPROVED AS TO FORM:

Betty J. Bosko
Betty J. Bosko, Clerk of Council

Mitchell Banchefsky, Village Solicitor

I hereby certify that copies of this Ordinance were posted in accordance with Section 6.12 of the Charter of the Village of New Albany starting on 10/21/05, 2005.

Betty J. Bosko
Betty J. Bosko, Clerk of Council

12/22/05
Date

FILED
1 OCT 2 2013 10
BY

NEW ALBANY EXCHANGE

Inclusive of parcels 222-000054, 222-000056, and 222-000100 within the Village Center.
The total site is approximately 2.06 acres.

I. Permitted Uses

1. Commercial buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, C-2 General Business (Commercial) District, Section 1147.02 and the conditional uses contained in Section 1147.03, provided that the conditional uses comply with Chapter 1115.
2. Office buildings and the permitted uses contained in the Codified Ordinances of the Village of New Albany, O Office District, Section 1143.02 and the conditional uses contained in Section 1143.03, provided that the conditional uses comply with Chapter 1115.
3. Multi-family dwellings with a minimum size of 800 square feet and the permitted uses contained in the Codified Ordinances of the Village of New Albany, R-7 Urban Density Residential District, Section 1139.02, the accessory uses contained in Section 1139.03 and the conditional uses contained in Section 1139.04, provided that the conditional uses comply with Chapter 1115 (Refer to Appendix for definitions). Multi-family residential dwellings shall be permitted above office and commercial uses.
4. Community Facilities and the permitted uses contained in the Codified Ordinance of the Village of New Albany, CF Community Facilities District, Section 1151.02 and subject to approval by planning commission in accordance with Section 1151.05.

II. Unit Types

Village Center Commercial will feature professional offices, public facilities, multi-family residential and retail/commercial structures. Buildings within this subarea shall comply with the design guidelines of the development standards in this text.

III. Development Standards

Unless otherwise specified in the submitted drawings or in this written text the development standards of Part Eleven of the Codified Ordinances of the Village of New Albany shall apply to this subarea.

Basic development standards are compiled regarding proposed density, site issues, traffic, circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development. It is the intent of the standards in this subarea to incorporate planning techniques including: massing architectural elements to maintain a village scale; fronting primary buildings and their main entrance on primary streets; designing buildings along public streets to have the same design material on all facades/elevations; requiring the majority of parking to be located behind buildings; establishing leisure path connections between rear parking and sidewalks along the front of buildings; and encouraging open space in the form of common green areas.

4c.01 Density, Height, Lot and/or Setback Commitments

1. The maximum number of dwelling units shall be twenty-three (23).
2. The permitted maximum density within this subarea shall not exceed the ratio of +/- 12,000 gross square feet of building per net acre of site.
3. The minimum building and pavement setback shall be zero feet from the Johnstown Road (U.S. 62) right-of-way after the twenty foot right-of-way dedication.
4. The minimum building and pavement setback from adjacent commercial property(ies) shall be zero feet.
5. The minimum building and pavement setback from adjacent residential property(ies) to be ten feet, except where alley/drive abuts the rear of residential property fronting Miller Avenue, where setbacks shall be zero feet.
6. Setbacks from all other streets and alleys shall be zero feet for buildings and pavement.
7. There shall be no minimum lot width at the building line for multi-family dwellings or commercial buildings.
8. There shall be no minimum front yard, side yard or rear yard setback for multi-family dwellings or commercial buildings.
9. The total lot coverage, which includes all areas of parking and building coverage, shall not exceed ninety percent of the total lot area.
10. The maximum building height shall not exceed 45 feet. All structures shall have at least a one and a half story appearance.

4c.02 Access, Loading, Parking and/or other Traffic related Commitments

1. **Road widths and rights-of-way:**
 - a) 20 foot wide internal alley – 20 foot R.O.W. as shown on Exhibit A. (Refer to road cross-section detail in Section 2, Figure 3 of the General Development Standards).
2. All entry drives shall be coordinated with improvements in public or private road rights-of-way.
3. Adequate employee and visitor parking shall be provided for each site per Section 1167 of the Codified Ordinances of the Village of New Albany.
4. Full service curb cuts along Johnstown Road (U.S. Route 62) shall be a minimum of 200 feet apart as measured from centerline to centerline (as shown on Exhibit A).
5. The minimum number of parking spaces for each multi-family unit shall be 1.5.

4c.03 Architectural Standards

1. **Retail & Community Facility Buildings:**
 - a) **Building Orientation:** Buildings shall be sited with the longest and/or most predominant building façade parallel to a major street.
 - b) **Architectural Style:** Building designs shall be derived from traditional American styles including Georgian, Colonial, Federal, Classical Revival and Barn Vernacular interpretations that reinforce a common historic architectural vocabulary.
 - c) **Architectural Massing:** Particular attention shall be given to traditional massing of the elements, the roof forms, the floor to ceiling heights, the window arrangements, proportions and relationship of each part of the building to the whole, as well as, the general symmetry.
 - d) **Exterior Materials:**
 1. Exterior wall finishes: Brick and wood siding are acceptable exterior wall finish materials. Exterior wall finish materials must be used to complete massing elements. The application of brick veneer to a single building façade is prohibited.

2. **Roofs:** General roof massing shall incorporate pitched roofs. Flat roofs shall be permitted but must integrate strong cornice lines. Acceptable roof materials include natural and synthetic slate, dimensional asphalt shingle, and standing seam metal.
3. **Windows:** True-divided and/or simulated divided light windows with exterior muntins are required for all non-residential parcels. The ground floors of commercial areas may have appropriately scaled store front window systems that utilize large glass areas which are uninterrupted by divided lights. Window sizes and fenestration should reinforce traditional examples and patterns.
4. **Exterior Paint Colors:** Exterior paint colors for siding, doors, shutters, fascias, cornices, soffits and miscellaneous trim shall be selected from pre-approved color guide historic colors. (Refer to Appendix for manufacturers and color palettes).
5. **Building Additions:** Whether attached or detached, shall be of similar or compatible design and materials.
6. **Outdoor Uses:** Subject to Village approval, owner may modify the area between the building and public sidewalk for more active use of the space such as an outdoor café.
7. **General Architectural Prohibitions:**
 - a) Poured concrete exterior walls are prohibited.
 - b) Prefabricated metal buildings are prohibited.

4c.04 Buffering, Landscaping, Open Space and/or Screening Commitments

1. **Tree Preservation:** Reasonable and good faith efforts will be made to preserve existing trees and tree rows occurring within this subarea. Consideration will be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of these wooded areas. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.
2. **Street Trees:** Street trees shall be required on Johnstown Road per Village of New Albany standards. Trees are to be a minimum of two and a half

inch caliper and shall be spaced at a minimum distance of thirty feet on center. Trees may be grouped, provided the quantity is equivalent to 1 tree per thirty feet or fraction thereof. This requirement may be waived in areas where existing vegetation occurs. Trees shall not obstruct sight distance or signage, subject to staff approval. Street tree and signage locations shall be shown on the final development plan for review and approval.

3. **Fences:** Temporary Fences: Fences used as temporary barriers during construction around vegetation must be sturdy, at least 3 feet tall, and easy to maintain. All temporary fences must be removed prior to the issuance of a certificate of occupancy.
4. **Interior Landscaping:** Interior landscaping within parking areas (“Interior Landscaping”) shall conform to the following standards:
 - a) The required amount of interior landscaping area shall be a minimum of eight percent (8%) of the total area of the parking lot pavement. The landscaped areas shall be arranged in such a manner so as to visually break up the large expanses of pavement and to provide landscaped walking paths between parking lots and main buildings.
 - b) **Up to 20,000 square feet:** A minimum of one tree per 5,000 square feet of ground coverage and a total tree planting equal to one inch in tree trunk size for every 2,000 square feet of ground coverage.
 - c) **Between 20,000 and 50,000 square feet:** A minimum of one tree for every 5,000 square feet of ground coverage and a total tree planting equal to ten inches plus one-half inch in tree trunk size for every 2,000 square feet over 20,000 square feet in ground coverage.
5. At least 50% of required tree plantings shall be integrated within parking or service areas. Existing trees of 2 ½” caliper which meet the intent of the interior landscape requirement may count towards that calculation. Maximum possible green space shall be provided to minimize extensive unbroken hard surface areas.
6. Landscaping islands are required within parking lots and shall be provided at a rate of 8 square feet of landscaped area per 100 square feet of vehicular use area in such a manner as to visually break up large expanses of pavement.
7. Minimum tree size shall be no less than 2 ½” caliper for street and/or shade trees and 1” caliper for ornamental trees.

4c.05 Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. **Mechanical Equipment:** Any external mechanical equipment shall be totally screened from all public roads and/or adjacent properties at ground level with materials that are similar to or the same as used on the majority of the building, or if screened by landscaping, providing that the same shall provide one hundred percent opacity. This would include any rooftop equipment, satellite dishes (excluding communication devices), as well as ground mounted mechanical equipment. The screening of the mechanical equipment shall be coordinated with the rest of the architecture so as to avoid being seen as an “add-on”.
2. **Service Area and Dumpsters:** All service areas including loading docks, exterior storage of materials, supplies, equipment or products and trash containers shall be totally screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same or compatible materials used on the building and shall be complemented with landscaping.
3. **Lighting:**
 - a) Landscape lighting shall be used to provide for safety and ingress and egress only. Fixture lamps shall be incandescent or metal halide and shall be shielded by planting or other methods.
 - b) Village of New Albany gooseneck street lights shall be utilized. (Holophane-Holbrook HLDK-175 MH 120 or its equivalent). All fixtures shall be wall mounted or located on poles having a maximum height of 30 feet. Pedestrian lighting may be placed on shorter poles or in bollards. (Refer to street light fixture detail in Section 3, Figure 1 of the General Development Standards).
 - c) Luminaires shall have a minimum cut-off of 45 degrees, so as to provide glare control to pedestrian and vehicular traffic, as well as a distinct beam cut-off on the outer perimeter of the setback area.
 - d) Pole locations shall be set back from the outer edges of the perimeter and side lot areas at a distance that would allow the 45 degree cut-off angle of the luminaire to terminate at grade.
 - e) All light poles and standards shall be black or New Albany Green and constructed of metal.

- f) **Parking lot lighting shall be of a standard light source type and style. Building, pedestrian and landscape lighting may be incandescent or metal halide.**
- g) **Landscape uplighting from a concealed source shall be permitted. All uplight fixtures must be screened by landscaping.**
- h) **All external outdoor lighting shall be cut off type fixtures (down lighting).**
- i) **All external outdoor building lighting to be used shall be from the same manufacturer type or family to ensure aesthetic compatibility.**
- j) **Building mounted lighting within service areas shall be designed in such a way that no light spillage occurs off-site.**

4c.06 Graphics and Signage Commitments

1. **The development shall utilize standard Village of New Albany street, regulatory and directional signage.**
2. **Sign lighting shall be externally illuminated. No internally illuminated signage is permitted.**
3. **Retail Space:**
 - a) **One primary wall mounted sign per retail shop façade shall be permitted. Corner tenants shall be limited to a maximum of 2 signs. One square foot of sign face per each lineal foot of shop frontage shall be allowed, not to exceed a maximum of eighty square feet. Signs attached to buildings shall be located no higher than the cornice of the building. All wall mounted signage shall have a common background color.**
 - b) **Hanging signs may protrude from the building façade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.**
4. **Office:**
 - a) **One primary wall mounted sign per building parcel façade. One square foot of sign face per each lineal foot of office frontage shall be allowed, not to exceed a maximum of eighty square feet.**

- b) **Hanging signs may protrude from the building façade or be mounted on a post or pole adjacent to the building. Hanging signs shall not exceed 10 square feet per sign face or 20 square feet if double sided.**
- 5. **The information shall be limited to the name and function of the business. Smaller secondary signs may contain more detailed information to be read by people entering the building.**
- 6. **The development shall utilize standard Village of New Albany street, regulatory and directional signage. Entry and exit signs shall be limited to a maximum height of three feet and a maximum area of three square feet. Identification logo or name shall not be displayed on directional signage.**
- 7. **General Signage Criteria:**
 - a) **Signs shall not obscure architectural features of the building.**
 - b) **No signs shall be painted directly on the surface of any building, wall or fence. No wall murals shall be allowed.**
 - c) **No roof signs nor parapet signs shall be permitted nor shall a sign extend higher than the building.**
 - d) **No flashing, traveling, animated or intermittently illuminated signs shall be used. No temporary banners, tethered balloons or pennants shall be used. Temporary interior window advertisements are prohibited.**
 - e) **The following signs are not permitted as permanent signs: Banner or streamers; sidewalk or curb signs (sandwich or "A" type); portable displays or mobile signs; gas filled devices; roof mounted signs; revolving or rotating signs; neon signs. Outdoor display signs shall be prohibited except for special sales promotion events lasting not longer than one week.**
 - f) **Signage shall be limited to a maximum of three colors.**

4c.07 Miscellaneous Commitments

- 1. **Utilities: All utility lines including water supply, sanitary water service, electricity, telephone and gas, and their connections or feeder line shall be placed underground. Meters, transformers, etc. may be placed above ground, but shall be clustered and screened from view. To the extent**

possible, utility line placement shall be sensitive to existing vegetation.
Utility easement location and width shall be determined at the Preliminary
Development Plan stage.



Prepared: 3/03/06
Introduced: 3/07/06
Amended: 8/15/06
Adopted: 9/5/06

ORDINANCE O-08-2006

AN ORDINANCE TO AMEND THE CODIFIED ORDINANCES OF THE VILLAGE OF NEW ALBANY INCLUDING CHAPTERS 1105; 1129; 1131; 1133; 1135; 1137; 1139; 1141; 1143; 1144; 1145; 1147; 1149; 1151; 1153 TO PERMIT RELIGIOUS USES IN ALL ZONING DISTRICTS

WHEREAS, the Village of New Albany wishes to amend the Codified Ordinance of the Village of New Albany.

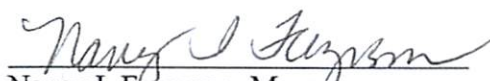
NOW, THEREFORE, BE IT ORDAINED by Council, Village of New Albany, State of Ohio.

Section 1. That CHAPTERS 1105; 1129; 1131; 1133; 1135; 1137; 1139; 1141; 1143; 1144; 1145; 1147; 1149; 1151; 1153 TO PERMIT RELIGIOUS USES.

Section 2. That it is hereby found and determined that all formal actions of this Council concerning and relating to the passage of this Ordinance were adopted in an open meeting of Council and any decision making bodies of the Municipality of New Albany which resulted in such formal action were in meetings open to the public or in compliance with all legal requirements of the Municipality of New Albany, County of Franklin, State of Ohio.

Section 3. That this Ordinance shall take effect and be in force ^{OK.BB} ~~at the earliest~~ period allowed by law.

CERTIFIED AS ADOPTED, this 5th day of September, 2006.


Nancy I. Ferguson, Mayor

Joseph Stefanov, Village Administrator

ORD. 08-2006

ATTEST:

APPROVED AS TO FORM:

Betty Bosko
Betty J. Bosko, Clerk of Council

Mitchell Banchefsky, Village Solicitor

I hereby certify that copies of this Ordinance were posted in accordance with Section 6.12 of the Charter of the Village of New Albany starting on 9/8/06, 2006.

Betty J. Bosko
Betty J. Bosko, Clerk of Council

Date

**CHAPTER 1129
Agricultural District**

1129.01 PURPOSE.

This district is established to encourage the existence of agricultural uses, to permit a degree of low-density residential development in areas not requiring public water and sewer for their present or future uses, and to physically conserve areas as needed for intensive development.

1129.02 AGRICULTURAL USES DEFINED.

"Agricultural use" means use of land for growing crops in the open, dairying pasturage, horticulture, floriculture and necessary accessory uses, including structures necessary for carrying out farming operations and the residence of the person who owns or operates the farm and family thereof, provided such agricultural use shall not include:

- (a) Maintenance and operation of commercial greenhouses or hydroponic farms, except in zoning districts in which such uses are expressly permitted.
- (b) Wholesale or retail sales as an accessory use unless specifically permitted by this chapter.
- (c) Feeding, grazing or sheltering of animals or poultry, in pens or confined areas within 200 feet of any residential use.

"Agriculture" does not include feeding garbage to animals, raising poultry or fur-bearing animals as a principal use, or operation or maintenance of a commercial stockyard or feed yard.

1129.03 PERMITTED USES.

- (a) Agricultural uses, customary agricultural buildings and structures incidental to the carrying out of the principal agricultural activity, and/or no more than one single-family detached dwelling.
- (b) Home occupations, subject to the requirements of Section 1165.08.
- (c) Publicly-owned parks, playgrounds and open space. (Ord. 44-92. Passed 8-4-92.)
- (d) Religious Exercise Facilities and related uses provided that they occupy a lot of not less than five acres.

1129.04 ACCESSORY USES.

- (a) Private detached garages or carports.

(b) Tool or garden sheds.

(c) Temporary buildings for uses incidental to construction work, which shall be removed upon completion or abandonment of construction work.

(d) Private swimming pools and tennis courts, for primary use by occupants of the principal use of the property on which the pool is located, and subject to the regulations of Chapter 1173.

(e) Dishes or other devices for the reception of television signals, provided such device is for the sole use of occupants of the principal use of the property on which the device is located, and such device is not located in any front or side yard, and complies with the provisions of Chapter 1177.

(f) Temporary roadside stands, offering for sale only agricultural products grown on the premises.

1129.05 CONDITIONAL USES.

(a) Animal boarding facilities.

(b) Animal hospitals or clinics.

(c) Privately-owned recreation areas and open space.

~~(d) Churches and other places of religious assembly for worship provided that they occupy a lot of not less than five acres.~~

(ed) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards. (Ord. 44-92. Passed 8-4-92.)

1129.06 DEVELOPMENT STANDARDS.

(a) Lot Area. For each principal permitted use, the lot area shall be not less than five (5) acres.

(b) Minimum Lot Frontage. 200 feet frontage on a dedicated, improved street or highway.

(c) Minimum Front Yard Depth (From Edge of Road Right-of-Way). Fifty (50) feet.

(d) Minimum Side Yard Width. Twenty (20) feet.

(e) Minimum Sum of Side Yard Widths. Forty (40) feet.

(f) Minimum Rear Yard Depth. Fifty (50) feet.

(g) Maximum Building Height. Forty-five (45) feet for buildings. Silos, windmills, or any other structure listed as a permitted, accessory or conditional use may exceed this height provided such structures maintain a distance equal to their height to any adjacent property or zoning district.

1129.07 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood and in no case shall be less than five acres.

**CHAPTER 1131
R-1 Residential Estate District**

1131.01 PURPOSE.

This district is established to accommodate single-family residential development at low densities, similar to what exists in particular areas on the periphery of the Village not served by public water and sewer facilities, and to discourage large concentrations of intensive development where that intensity would be inconsistent with the existing character of the area.

1131.02 PERMITTED USES.

- (a) ~~One~~ Single-family detached dwellings.
- (b) Publicly-owned parks, playgrounds, and open space. (Ord. 34-95. Passed 9-19-95.)
- (c) Religious Exercise Facilities and related uses.

1131.03 ACCESSORY USES.

- (a) Private detached garages or carports.
- (b) Tool and/or garden sheds.
- (c) Temporary buildings for uses incidental to construction work, which shall be removed upon completion or abandonment of the construction work.
- (d) Private swimming pools and tennis courts, for primary use by occupants of the principal use of the property. Private swimming pools shall be subject to the regulations of Chapter 1173.
- (e) Dishes or other devices for the reception of television signals, provided such device is for sole use by occupants of the principal use of the property on which the device is located, such device is not located in any front or side yard, and is located not less than 40 feet from any adjoining property lines and complies with the provisions of Chapter 1177.
- (f) Home occupations, subject to the regulations of Section 1165.08.

1131.04 CONDITIONAL USES.

(a) Golf courses and/or country clubs, provided a development plan showing location of all facilities is submitted and approved by the Planning Commission.

(b) Privately-owned parks and recreation areas.

~~(c) Churches and other places of religious assembly for worship provided that it occupies a lot of not less than five acres.~~

(dc) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards.

(ed) Residential model homes and temporary lot sales offices. These are newly-constructed homes or temporary structures placed in a newly-constructed subdivision and used by a homebuilder or developer to display home styles and lot availability in a subdivision to promote the sale of new housing units. The model home or sales office may be staffed and furnished.

(1) When making its decision to approve, disapprove or approve with conditions an application for a residential model home, the Planning Commission shall consider that the model home:

A. Is appropriately located within the community and sited so that it is easily accessible without creating a nuisance or hazard to nearby properties.

B. Is integrated into the residential character of the neighborhood with external lighting in conformity with customary residential lighting.

C. Is approved with a limited duration which shall be determined by the Planning Commission after consultation with the applicant. Extensions of time may be granted by the Planning Commission, but decisions must be based on the same criteria as outlined in this section.

D. Is identified by no more than one sign which shall be in compliance with regulations governing signage.

E. Shall not be used as a general real estate brokerage office where the sale of properties not owned or previously owned wholly or in part by the applicant occurs.

(2) The Planning Commission shall also consider and may set conditions on the following as part of its decision to allow a residential model home:

A. Hours of operation.

- B. Number and types of employees; and maximum number of employees to be on the site at any one time.
- C. Provisions for parking for employees and customers.
- D. Size, lighting, content and location of signage (no internally lighted signage shall be permitted).
- E. Landscaping and screening.

(3) The use of temporary sales offices (i.e., manufactured homes, mobile homes or trailers) on the site of a newly constructed subdivision shall be discouraged.

In addition to the above-listed criteria for model homes, permission to occupy a temporary sales office for the purpose of home and lot sales within a newly constructed subdivision shall be granted only if the following conditions are met:

- A. Such facility is located on a main arterial roadway or highway.
- B. Such facility is substantially screened by the use of landscaping and/or mounding.
- C. Such facility shall not create a nuisance to surrounding properties.
- D. Such other conditions as the Planning Commission deems appropriate.
- E. Sales offices in trailers or mobile homes are permitted for a duration of 12 months. Users of such facilities may apply to the Planning Commission for an extension of an additional 12 months. (Ord. 34-95. Passed 9-19-95.)

1131.05 DEVELOPMENT STANDARDS.

(a) Lot Area. The minimum lot size shall be as required by the Franklin County Health Department, but in no case shall be less than 40,000 square feet exclusive of rights-of-way or easements.

(b) Minimum Lot Width. For each principal use, there shall be lot width of not less than 150 feet with frontage on a publicly dedicated, improved street or highway. Minimum lot width on curved street shall be 100 feet.

(c) Minimum Front Yard Depth. Fifty (50) feet.

(d) Minimum Side Yard Width. Twenty (20) feet.

- (e) Minimum Sum of Side Yard Widths. Forty (40) feet.
- (f) Minimum Rear Yard Depth. Fifty (50) feet.
- (g) Maximum Building Height. Forty-five (45) feet.

1131.06 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1133
R-2, R-3 and R-4 Single-Family Residential Districts**

1133.01 PURPOSE.

The districts are established to accommodate a variety of single-family residential housing environments, at densities consistent with that which exist in the respective area. The objective is to discourage large concentrations of intensive development in specific areas where such intensity would be inconsistent with the existing character of the area.

1133.02 PERMITTED USES.

- (a) Single ~~One~~-family detached dwellings.
- (b) Publicly-owned parks, playgrounds and open space. (Ord. 34-95. Passed 9-19-95.)
- (c) Religious Exercise Facilities and related uses.

1133.03 ACCESSORY USES.

Any use or structure specified as an accessory use in the R-1 District.

1133.04 CONDITIONAL USES.

- (a) Golf courses and/or country clubs, provided a development plan showing location of all facilities is submitted and approved by the Planning Commission.
- (b) Privately-owned parks and recreation areas.
- ~~(c) Churches and other places of religious assembly for worship provided that it occupies a lot of not less than five acres.~~
- (dc) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards.
- (ed) Residential model homes and temporary lot sales offices. These are newly-constructed homes or temporary structures placed in a newly-constructed subdivision and used by a homebuilder or developer to display home styles and lot availability in a subdivision to promote the sale of new housing units. The model home or sales office may be staffed and furnished.

(1) When making its decision to approve, disapprove or approve with conditions an application for a residential model home, the Planning Commission shall consider that the model home:

A. Is appropriately located within the community and sited so that it is easily accessible without creating a nuisance or hazard to nearby properties.

B. Is integrated into the residential character of the neighborhood with external lighting in conformity with customary residential lighting.

C. Is approved with a limited duration which shall be determined by the Planning Commission after consultation with the applicant. Extensions of time may be granted by the Planning Commission, but decisions must be based on the same criteria as outlined in this section.

D. Is identified by no more than one sign which shall be in compliance with regulations governing signage.

E. Shall not be used as a general real estate brokerage office where the sale of properties not owned or previously owned wholly or in part by the applicant occurs.

(2) The Planning Commission shall also consider and may set conditions on the following as part of its decision to allow a residential model home:

A. Hours of operation.

B. Number and types of employees; and maximum number of employees to be on the site at any one time.

C. Provisions for parking for employees and customers.

D. Size, lighting, content and location of signage (no internally lighted signage shall be permitted).

E. Landscaping and screening.

(3) The use of temporary sales offices (i.e., manufactured homes, mobile homes or trailers) on the site of a newly constructed subdivision shall be discouraged.

In addition to the above-listed criteria for model homes, permission to occupy a temporary sales office for the purpose of home and lot sales within a newly constructed subdivision shall be granted only if the following conditions are met:

A. Such facility is located on a main arterial roadway or highway.

B. Such facility is substantially screened by the use of landscaping and/or mounding.

C. Such facility shall not create a nuisance to surrounding properties.

D. Such other conditions as the Planning Commission deems appropriate.

E. Sales offices in trailers or mobile homes are permitted for a duration of 12 months. Users of such facilities may apply to the Planning Commission for an extension of an additional 12 months.

(Ord. 34-95. Passed 9-19-95.)

1133.05 DEVELOPMENT STANDARDS.

The standards for the arrangement and development of land and buildings in the R-2, R-3 and R-4 Districts shall be according to the following schedule:

District	Min.Lot Size (sq. ft.)	Min. Lot Width (ft.)	Min. Lot Width on Curving Street(ft.)	Min. Front Yard (ft.)	Min. Side Yard (ft.)	Min.Rear Yard Depth(ft.)	Max. Building Height (ft.)	Max. % of Lot Coverage
R-2	20,000	100	60	30	10	30	45	25
R-3	15,000	90	50	30	10	30	45	30
R-4	10,400	80	45	30	10	30	45	30

Note: All lots shall have frontage on a publicly dedicated and improved street or highway. Lot width shall be measured at the point of intersection of the lot with said street or highway.

1133.06 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1135
R-5 Historic Village Single-Family Residential District**

1135.01 PURPOSE.

This district is established to provide for single-family residential housing sites within the older portions of the Municipality at densities consistent with existing development on platted lots, thereby increasing the diversity of housing choice and encouraging the revitalization of existing areas, while maintaining adequate standards.

1135.02 PERMITTED USES.

- (a) Two-family dwelling units.
- (b) Publicly-owned parks, playgrounds and open space. (Ord. 34-95. Passed 9-19-95.)
- (c) Religious Exercise Facilities and related uses.

1135.03 ACCESSORY USES.

Any use or structure specified as an accessory use in the R-1 District.

1135.04 CONDITIONAL USES.

- (a) Single-family dwelling units, provided these dwellings meet the standards of the R-4 District.
- (b) Home occupations, as regulated in Section 1165.08.
- (c) Privately-owned parks and recreation areas.
- ~~(d) Churches and other places of religious assembly for worship provided that it occupies a lot of not less than five acres.~~
- (ed) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards.
- (fe) Residential model homes and temporary lot sales offices. These are newly-constructed homes or temporary structures placed in a newly-constructed subdivision and used by a homebuilder or developer to display home styles and lot availability in a subdivision to promote the sale of new housing units. The model home or sales office may be staffed and furnished.

(1) When making its decision to approve, disapprove or approve with conditions an application for a residential model home, the Planning Commission shall consider that the model home:

A. Is appropriately located within the community and sited so that it is easily accessible without creating a nuisance or hazard to nearby properties.

B. Is integrated into the residential character of the neighborhood with external lighting in conformity with customary residential lighting.

C. Is approved with a limited duration which shall be determined by the Planning Commission after consultation with the applicant. Extensions of time may be granted by the Planning Commission, but decisions must be based on the same criteria as outlined in this section.

D. Is identified by no more than one sign which shall be in compliance with regulations governing signage.

E. Shall not be used as a general real estate brokerage office where the sale of properties not owned or previously owned wholly or in part by the applicant occurs.

(2) The Planning Commission shall also consider and may set conditions on the following as part of its decision to allow a residential model home:

A. Hours of operation.

B. Number and types of employees; and maximum number of employees to be on the site at any one time.

C. Provisions for parking for employees and customers.

D. Size, lighting, content and location of signage (no internally lighted signage shall be permitted).

E. Landscaping and screening.

(3) The use of temporary sales offices (i.e., manufactured homes, mobile homes or trailers) on the site of a newly constructed subdivision shall be discouraged.

In addition to the above-listed criteria for model homes, permission to occupy a temporary sales office for the purpose of home and lot sales within a newly constructed subdivision shall be granted only if the following conditions are met:

- A. Such facility is located on a main arterial roadway or highway.
- B. Such facility is substantially screened by the use of landscaping and/or mounding.
- C. Such facility shall not create a nuisance to surrounding properties.
- D. Such other conditions as the Planning Commission deems appropriate.
- E. Sales offices in trailers or mobile homes are permitted for a duration of 12 months. Users of such facilities may apply to the Planning Commission for an extension of an additional 12 months. (Ord. 34-95. Passed 9-19-95.)

1135.05 DEVELOPMENT STANDARDS.

- (a) Lot Area. For each principal use, there shall be a lot area of not less than 5,000 square feet.
- (b) Minimum Lot Width. Fifty (50) feet of lot with frontage on a publicly dedicated, improved street or highway.
- (c) Minimum Front Yard Depth. Twenty-five (25) feet.
- (d) Minimum Side Yard Width. Five (5) feet.
- (e) Minimum Rear Yard Depth. Thirty-five (35) feet.
- (f) Maximum Building Height. Thirty-five (35) feet.
- (g) Alleys. All new lots developed within the R-5 District shall have alleys running along the rear lines of such lots. Such alleys shall have a minimum right-of-way of twenty-five (25) feet, be improved to standards for local streets in the New Albany Subdivision Regulations, and be publicly dedicated.

1135.06 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1137
R-6 Two-Family Residential District**

1137.01 PURPOSE.

This district is established to encourage the orderly development of two-family residential dwellings, and customary related facilities.

1137.02 PERMITTED USES.

- (a) Two-family dwelling units.
- (b) Publicly-owned parks, playgrounds and open space. (Ord. 34-95. Passed 9-19-95.)
- (c) Religious Exercise Facilities and related uses.

1137.03 ACCESSORY USES.

Any use specified as an accessory use in the R-1 District.

1137.04 CONDITIONAL USES.

- (a) Single-family dwelling units, provided these dwellings meet the standards of the R-4 District.
- (b) Home occupations, as regulated in Section 1165.08.
- (c) Privately-owned parks and recreation areas.
- ~~(d) Churches and other places of religious assembly for worship provided that it occupies a lot of not less than five acres.~~
- (ed) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards.
- (fe) Residential model homes and temporary lot sales offices. These are newly-constructed homes or temporary structures placed in a newly-constructed subdivision and used by a homebuilder or developer to display home styles and lot availability in a subdivision to promote the sale of new housing units. The model home or sales office may be staffed and furnished.

(1) When making its decision to approve, disapprove or approve with conditions an application for a residential model home, the Planning Commission shall consider that the model home:

A. Is appropriately located within the community and sited so that it is easily accessible without creating a nuisance or hazard to nearby properties.

B. Is integrated into the residential character of the neighborhood with external lighting in conformity with customary residential lighting.

C. Is approved with a limited duration which shall be determined by the Planning Commission after consultation with the applicant. Extensions of time may be granted by the Planning Commission, but decisions must be based on the same criteria as outlined in this section.

D. Is identified by no more than one sign which shall be in compliance with regulations governing signage.

E. Shall not be used as a general real estate brokerage office where the sale of properties not owned or previously owned wholly or in part by the applicant occurs.

(2) The Planning Commission shall also consider and may set conditions on the following as part of its decision to allow a residential model home:

A. Hours of operation.

B. Number and types of employees; and maximum number of employees to be on the site at any one time.

C. Provisions for parking for employees and customers.

D. Size, lighting, content and location of signage (no internally lighted signage shall be permitted).

E. Landscaping and screening.

(3) The use of temporary sales offices (i.e., manufactured homes, mobile homes or trailers) on the site of a newly constructed subdivision shall be discouraged.

In addition to the above-listed criteria for model homes, permission to occupy a temporary sales office for the purpose of home and lot sales within a newly constructed subdivision shall be granted only if the following conditions are met:

A. Such facility is located on a main arterial roadway or highway.

B. Such facility is substantially screened by the use of landscaping and/or mounding.

C. Such facility shall not create a nuisance to surrounding properties.

D. Such other conditions as the Planning Commission deems appropriate.

E. Sales offices in trailers or mobile homes are permitted for a duration of 12 months. Users of such facilities may apply to the Planning Commission for an extension of an additional 12 months. (Ord. 34-95. Passed 9-19-95.)

1137.05 DEVELOPMENT STANDARDS.

(a) Minimum Lot Area.

(1) 4,000 square feet per dwelling unit for two-family dwellings. All lots within the R-6 District shall be served by public water and sewer facilities.

(2) Only one permitted or conditional use shall be allowed on a zoning lot, and lot shall be covered no more than thirty percent (30%) by the structure.

(b) Minimum Lot Width. Seventy-five (75) feet of lot width with frontage on publicly dedicated and improved street or highway.

(c) Minimum Front Yard Depth. Twenty-five (25) feet.

(d) Minimum Side Yard Width. Ten (10) feet.

(e) Minimum Rear Yard Depth. Forty (40) feet, or twenty percent (20%) of lot depth, whichever is less.

(f) Maximum Building Height. Forty-five (45) feet.

1137.06 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1139
R-7 Urban Density Residential District**

1139.01 PURPOSE.

This district is established to accommodate multiple-family residences at overall housing densities consistent with those existing in the area. The objective is to provide for the continuance, redevelopment and/or limited expansion of multiple-family developments in areas best equipped to accommodate such higher density development.

1139.02 PERMITTED USES.

- (a) Multiple family structures having two or more dwellings per structure.
- (b) Publicly-owned parks, playgrounds and open space. (Ord. 34-95. Passed 9-19-95.)
- (c) Religious Exercise Facilities and related uses.

1139.03 ACCESSORY USES.

- (a) Uses incidental and accessory to multiple-family dwellings and for exclusive use of their residents, to include common recreational facilities, community swimming pools, and offices for the rental and management of units therein.
- (b) Temporary buildings for uses incidental to construction work, which shall be removed upon the completion or abandonment of construction work.

1139.04 CONDITIONAL USES.

- (a) Nursery schools and day care centers.
- (b) Privately-owned parks and recreation areas.
- ~~(c) Churches and other places of religious assembly for worship provided that it occupies a lot of not less than five acres.~~
- (dc) Public schools offering general educational courses and having no rooms regularly used for housing or sleeping of students, providing they occupy an amount of acreage that meets or exceeds state standards.
- (ed) Residential model homes and temporary lot sales offices. These are newly-constructed homes or temporary structures placed in a newly-constructed subdivision and used by a homebuilder or developer to display home styles and

lot availability in a subdivision to promote the sale of new housing units. The model home or sales office may be staffed and furnished.

(1) When making its decision to approve, disapprove or approve with conditions an application for a residential model home, the Planning Commission shall consider that the model home:

A. Is appropriately located within the community and sited so that it is easily accessible without creating a nuisance or hazard to nearby properties.

B. Is integrated into the residential character of the neighborhood with external lighting in conformity with customary residential lighting.

C. Is approved with a limited duration which shall be determined by the Planning Commission after consultation with the applicant. Extensions of time may be granted by the Planning Commission, but decisions must be based on the same criteria as outlined in this section.

D. Is identified by no more than one sign which shall be in compliance with regulations governing signage.

E. Shall not be used as a general real estate brokerage office where the sale of properties not owned or previously owned wholly or in part by the applicant occurs.

(2) The Planning Commission shall also consider and may set conditions on the following as part of its decision to allow a residential model home:

A. Hours of operation.

B. Number and types of employees; and maximum number of employees to be on the site at any one time.

C. Provisions for parking for employees and customers.

D. Size, lighting, content and location of signage (no internally lighted signage shall be permitted).

E. Landscaping and screening.

(3) The use of temporary sales offices (i.e., manufactured homes, mobile homes or trailers) on the site of a newly constructed subdivision shall be discouraged.

In addition to the above-listed criteria for model homes, permission to occupy a temporary sales office for the purpose of home and lot sales within a newly constructed subdivision shall be granted only if the following conditions are met:

A. Such facility is located on a main arterial roadway or highway.

B. Such facility is substantially screened by the use of landscaping and/or mounding.

C. Such facility shall not create a nuisance to surrounding properties.

D. Such other conditions as the Planning Commission deems appropriate.

E. Sales offices in trailers or mobile homes are permitted for a duration of 12 months. Users of such facilities may apply to the Planning Commission for an extension of an additional 12 months.

(Ord. 34-95. Passed 9-19-95.)

1139.05 DEVELOPMENT STANDARDS.

(a) Minimum Lot Area. 4,000 square feet per dwelling unit for two-family dwellings. 3,500 square feet per dwelling unit for all other multiple-family dwellings.

(b) Minimum Lot Frontage. Eighty (80) feet of frontage on a publicly dedicated and improved street or highway.

(c) Minimum Front Yard Depth. Thirty (30) feet.

(d) Minimum Side Yard Width. Ten (10) feet.

(e) Minimum Rear Yard Depth. Forty (40) feet.

(f) Maximum Building Height. Forty-five (45) feet.

(g) Trash and Garbage Control. All trash and garbage shall be stored in container systems which are located and enclosed so as to effectively screen them from view. Screening of trash and garbage areas shall meet the requirements of Chapter 1171.

(h) Landscaping. If side or rear yards are located adjacent to any district where single-family residences are a permitted use, landscaping and screening of those yards shall be required to meet the requirements of Chapter 1171.

(i) Open/Play Area. Buildings or structures shall not occupy more than 60 percent (60%) of the total lot. For each five (5) units or portion thereof, there shall be provided an open space or play area of not less than 1,000 square feet in size. The design and configuration of such open area shall be approved by the Planning Commission. Such open area shall be maintained by the owner of the multiple-family complex.

1139.06 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other

accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1141
OR Office-Residential District**

1141.01 PURPOSE.

The OR District is to be used in residential areas along major thoroughfares that are subject to development pressure for commercial use. The intent of the district is to provide for low-intensity small administrative and professional office use in a regulated environment that will retain the area's residential character.

1141.02 PERMITTED USES.

- (a) Any use or structure specified as permitted in the R-1 District.
- (b) Two-family dwellings.
- (c) Home occupations, as regulated in Section 1165.08.

1141.03 ACCESSORY USES.

- (a) Private detached garages or carports; storage sheds and buildings.
- (b) Temporary buildings for uses incidental to construction work which shall be removed upon completion or abandonment of the construction work.
- (c) Dishes and other devices for reception of television signals provided such device is for the sole use by the occupants of the principal use of the property and such device is not located in a front or side yard.

1141.04 CONDITIONAL USES.

(a) Administrative and business offices not carrying on retail trade with the public and having no stock of goods maintained for sale to customers, consisting of:

- (1) Brokers and dealers in securities and investments, not including commercial banks and savings institutions.
- (2) Insurance agents and brokers.
- (3) Real estate sales and associated services.

(b) Offices for professional services, such as physicians, dentists, lawyers, architects, engineers and similar professions, but not including veterinarians.

1141.05 SPECIAL CONDITIONS FOR CONDITIONAL USES.

- (a) Hours. Permitted uses shall be conducted principally in daylight hours.
- (b) Nuisance. Permitted uses shall not create a nuisance from noise, smoke or odor.
- (c) Appearance. Structures shall maintain a residential appearance and be compatible with surrounding residences, in size and scale.
- (d) Lighting. Lighting shall be limited to those types customarily found in residential neighborhoods. Any lights shall be arranged so as to not shine on adjacent properties.
- (e) Signage. Exterior signage shall be limited to a single nameplate not more than two (2) square feet in size. No signs shall be internally illuminated.
- (f) Storage. Storage of materials and equipment shall be within an enclosed building.
- (g) Parking. Sufficient off-street parking shall be provided as specified in Chapter 1167. All parking shall be located in the rear yard.

1141.06 DEVELOPMENT STANDARDS.

Minimum lot area, minimum lot width, minimum front yard depth, minimum side yard width, minimum sum of side yard widths, minimum rear yard depth, and maximum building height for all permitted and conditional uses shall be as required for the R-5 District.

1141.07 ADDITIONAL INFORMATION REQUIRED FOR ZONING AMENDMENT.

Due to special conditions inherent to this district, additional information may be required of an applicant seeking a rezoning of property to the OR Zoning District. Such information shall be specified by the Planning Commission and may include site layout, dimensions of driveways and entrances, vehicular circulation patterns, location of off-street parking spaces, and landscaping.

1141.08 LOT AND AREA REGULATIONS – ALL NON-RESIDENTIAL USES.

The area or parcel of land for non-residential uses shall not be less than that required to provide a site adequate for the principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood.

**CHAPTER 1143
O Office District**

1143.01 PURPOSE.

The purpose of the O Office District is to provide locations for administrative, business and professional offices, recognizing that such uses may provide a suitable transition between residential areas and commercial areas which have a higher intensity of use. Development standards are provided to ensure the compatibility of such office uses with the area to which they are adjacent while still meeting the needs of the general office user related to traffic accessibility and visibility.

1143.02 PERMITTED USES.

(a) Administrative and business offices not carrying on retail trade with the public and having no stock of goods maintained for sale to customers consisting of:

- (1) Brokers and dealers in securities, investments and associated services, not including commercial banks and savings institutions.
- (2) Insurance agents and brokers and associated services.
- (3) Real estate sales and associated services.

(b) Professional offices engaged in providing services to the general public consisting of:

- (1) Medical and medical-related activities, but not including veterinary offices or animal hospitals.
- (2) Other health or allied medical facilities.
- (3) Professional, legal, engineering and architectural services, not including the outside storage of equipment.
- (4) Accounting, auditing and other bookkeeping services.

(c) Organizations and associations organized on a profit or non-profit basis for promotion of membership interests, including:

- (1) Business associations.
- (2) Professional membership organizations.

(3) Civic, social and fraternal organizations.

(4) Charitable organizations.

(d) Religious Exercise Facilities and related uses

1143.03 CONDITIONAL USES.

(a) Limited personal services, generally involving the care of the person and/or personal effects, consisting of:

(1) Commercial photography.

(2) Barber and beauty shops, having not more than two (2) chairs or work stations.

(3) Funeral homes, mortuaries and related facilities.

(b) Veterinary offices and animal hospitals, not including facilities for outside boarding or exercising of animals.

(c) Nursery schools and/or day care facilities.

1143.04 DEVELOPMENT STANDARDS.

(a) Minimum Lot Area. No minimum lot area is required; however, the lot size shall be adequate to provide for parking and yard requirements.

(b) Minimum Lot Width. No minimum lot width is required; however, all lots shall abut a publicly dedicated and improved street or highway, and shall have adequate width to provide for yard space requirements pursuant to this section.

(c) Minimum Front Yard Depth. Twenty-five (25) feet.

(d) Minimum Side Yard Width. Fifteen (15) feet to any structure; however, if the yard is located adjacent to any district where residences are a permitted use, the minimum side yard width shall be fifteen (15) feet to any paved area, and twenty-five (25) feet to any structure.

(e) Minimum Rear Yard Depth. Twenty (20) feet to any structure; however, if the yard is located adjacent to any district where residences are a permitted use, the minimum rear yard depth shall be twenty (20) feet to any paved area, and forty-five (45) feet to any structure.

(f) Maximum Building Height. Forty-five (45) feet.

(g) Parking and Loading. Parking and loading requirements shall be as specified in Chapter 1165. In addition, parking spaces shall be designated to

allow a minimum of five (5) feet between any structure and any parked vehicle.
(Ord. 20-90. Passed 6-19-90.)

(h) Landscaping. The landscape of parking and service areas shall be required to meet the requirements of Chapter 1171. If side or rear yards are located adjacent to any district where residences are a permitted use, landscaping and screening shall be required in those yards to meet the requirements of Chapter 1171. (Ord. 72-92. Passed 12-15-92.)

(i) Trash and Garbage Control. All trash and garbage shall be stored in container systems which are located and enclosed so as to effectively screen them from view. Screening of trash and garbage areas shall meet the requirements of Chapter 1171.

**CHAPTER 1144
OCD Office Campus District**

1144.01 PURPOSE.

The purpose of the Office Campus District (OCD) is to provide for office use to be developed in a "campus setting." Development standards are provided to ensure the compatibility of such office campus uses within the District and with adjacent properties, while still meeting the needs of the general office uses related to traffic, accessibility and visibility. The Office Campus District is intended to accommodate multiple or large acreage users.

(Ord. 82-96. Passed 1-21-97.)

1144.02 PERMITTED USES.

(a) Administrative business and professional offices as specified in C.O. Sections 1143.02(a), (b), and (c).

(b) General offices and general office buildings designed for leased space, including but not limited to, operational, administrative and executive offices for personnel engaged in general administration, operations, purchasing, accounting, telemarketing, credit card processing, bank processing, other administrative processing, and other similar business activities in accordance with C.O. Section 1127.02(e) of the Planning and Zoning Code.

(c) Uses located in building where the primary use in the building is permitted in Divisions (a) or (b) shall include the following, when such use is clearly incidental to and located within the same building as the primary permitted use:

- (1) Drug Store.
- (2) Deli/Restaurant/Food Service.
- (3) Office Supply and Service.
- (4) Travel Agent.
- (5) Personal Services such as Barber/Beauty Salons, Dry Cleaning Pickup Station, ATM, and Health Offices.
- (6) Newsstand.
- (7) Health & Fitness Center.
- (8) Training Facility.
- (9) Storage Facilities.
- (10) Day Care Facility.
- (11) Other similar uses in accordance with C.O. Section 1127.02(e) of the Planning and Zoning Code.

(Ord. 82-96. Passed 1-21-97.)

(d) Religious Exercise Facilities and related uses

1144.03 CONDITIONAL USES.

The following uses shall be allowed in the Office Campus District (OCD), subject to approval in accordance with Chapter 1115, Conditional Uses:

- (a) Drive-thru facilities to be developed in association with a permitted use.
- (b) Research facility for research, analysis, and development, which can be characterized as clean, non-hazardous and light use, and activities incidental or necessary to the conduct of such research, analysis, and development.
- (c) Miscellaneous accessory uses when the primary use of the building is permitted in C.O. Section 1144.02(a) or (b), such as show room, distribution, repair shop, light assembly and similar ancillary uses.
- (d) Hotel/Motel including conference and banquet facilities.
(Ord. 82-96. Passed 1-21-97.)

1144.04 DEVELOPMENT STANDARDS

- (a) Minimum Lot Area. No minimum lot areas required, however, the lot size shall be adequate to provide for on-site parking/loading and yard requirements.
- (b) Minimum Lot Width. No minimum lot width is required, however, all lots shall abut a publicly dedicated and improved street or highway, and shall have adequate width to provide for yard space requirements pursuant to this section.
- (c) Minimum Front Yard Depth. Fifty-five (55) feet except fences, gate houses, entry features and ancillary structures shall be allowed in the front yard setback when approved by the Development Standards Review Committee.
- (d) Minimum Side Yard Width. Fifteen (15) feet to any paved area and thirty (30) feet to any structure.
- (e) Minimum Rear Yard Depth. Twenty (20) feet to any paved area and forty (40) feet to any structure.
- (f) Lot Coverage. The total lot coverage, which includes all areas of parking and building coverage, shall not exceed 80% of the total lot area.
- (g) Maximum Building Height. Sixty-five (65) feet, except an increased height may be approved by the Planning Commission upon a showing that the height of the building is harmonious and in accordance with the general objectives, or with any specific objectives or purpose, of the Zoning Ordinance.

(h) Parking and Loading.

(1) Except as otherwise provided herein, parking and loading requirements shall be as specified in Chapter 1167. Parking spaces shall be designated to allow a minimum of five (5) feet between any structure and any parked vehicle. Seventy-five to ninety (75-90) degree angle parking shall have a minimum width (measured in feet parallel to the aisle) of nine (9) feet and a minimum length of eighteen (18) feet with a twenty-four (24) foot wide maneuvering aisle. One (1) loading space shall be provided per dock space.

(2) Where appropriate, adequate provisions shall be made for the use of public transportation by employees and visitors.

(3) All entry drives shall be coordinated with improvements in road rights-of-way and with landscaping within the site.

(i) Service Areas and Dumpsters. All service areas including loading docks, exterior storage of materials, supplies, equipment or products and trash containers shall be screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same materials used on the building walls and shall be complemented with landscaping.

(j) Signage. Signage standards shall comply with those delineated in Chapter 1169. However, the sign area for a wall or free standing sign may be one (1) square foot of sign (as measured in C.O. Section 1169.06) per 1,000 square feet of usable floor space but shall not exceed a maximum sign area of 120 square feet per side. A building less than 32,000 square feet usable floor space may have a sign of 32 square feet per side. Signs shall be located so that no part of the sign shall protrude beyond the wall on which it is located. The use of neon roof mounted and internally illuminated signs is prohibited.

(k) Satellite Signal Receiving Antennas. Roof mounted dish antennas shall be permitted as an accessory use to permitted uses in this District, and upon application for installation of a satellite signal receiving antenna, it shall be reviewed for safety, compatibility with surrounding development, and for other design measures that screen or otherwise make the dish antenna appear less obtrusive. Otherwise, the standards set forth in Chapter 1177 shall apply to the placement of satellite signal receiving antennas.

(1) Utilities. All utility lines including water supply, sanitary sewer service, electricity, telephone and gas, and their connections or feeder lines shall be placed underground. Meters, transformers, etc. may be placed above ground, but must be clustered and screened from view. To the extent possible utility line placement shall be sensitive to existing vegetation.

buildings (or buildings that appear as such), prefabricated metal or untreated masonry block buildings are not permitted.

(2) Signage with relationship to the building and building facade.

(p) Landscaping. Landscaping shall follow the guidelines herein established except that incidental modifications may be approved by the Development Standards Review Committee. The developer may deviate from the landscape guidelines if an alternate landscape plan is approved by the Planning Commission.

(1) Areas not developed may remain in their natural state or may be used for agriculture purposes, otherwise all undeveloped areas shall be maintained at a maximum of 18 inch field height and provide an appearance of rural character.

(2) Pond(s) which are located within the setback areas shall be designed and landscaped to be rural in character.

(3) Side lot landscaping shall be planted with a mixture of deciduous shade trees and evergreen trees and shrubs. Five trees shall be planted per 100 L.F. of side lot and one deciduous shrub per tree. All side lot areas not landscaped shall have grass (seed or sod).

(4) Interior landscaping within parking areas shall be a minimum of 5% of the total area of the parking lot pavement. The landscaped areas shall be arranged in such a manner so as to visually break up large expanses of pavement and provide landscaped walking paths between parking lots and the main buildings.

(5) Shrubbery should be Native Deciduous Shrubs and shall be a minimum size of 30" height at installation.

(6) The minimum tree size at installation shall be as follows:

Perimeter Ornamental Tree	2" caliper
Perimeter Deciduous Shade Tree	2" - 3" caliper
Perimeter Evergreen Tree	6' - 8' tall
Parking lot Ornamental Tree	2" caliper
Parking lot Deciduous Shade Tree	2" caliper
Parking lot Evergreen Tree	4' tall

(7) No existing trees within the undeveloped areas shall be removed or destroyed unless they are shown to be diseased, interfere with utilities, or are part of a development plan.

(8) Street areas shall be landscaped and maintained in accordance with C.O. Section 1171.04.

(9) Where a required side yard abuts any district where a residence is a permitted use landscaping in accordance with C.O. Section 1171.05 shall be provided.

(q) Development Standards Review Committee. The Development Standards Review Committee shall, prior to the issuance of any permits, approve all plans and elevations necessary to demonstrate compliance to the development standards established for the Office Campus District. Within 35 days of submission of plans the Committee shall issue a statement of compliance or non-compliance with the development standards established for this District. The Committee shall be comprised of the following persons or their designee:

Administrator
Municipal Planner
Chief Building Official
Municipal Engineer

CHAPTER 1145
C-1 Neighborhood Business District

1145.01 PURPOSE.

The purpose of the Neighborhood Business District is to provide for the orderly development of neighborhood shopping facilities serving the regular day-to-day convenience shopping and personal service needs of nearby residents. In that, commercial establishments within the C-1 District will be more closely associated with the residential land uses at the neighborhood level, more restrictive requirements related to size and scale, open space, and landscaping are necessitated than in other commercial districts.

1145.02 PERMITTED USES.

(a) Administrative, business and professional offices as specified in Section 1143.02(a) and (b).

(b) Retail stores primarily engaged in selling merchandise for personal or household consumption, and rendering services incidental to the sale of those goods; provided all storage and display of merchandise shall be within the principal structure, including:

(1) Food and food products, consisting of: grocery stores, meat and fish markets, fruit stores and vegetable markets, and specialty stores such as bakery, candy or confectionery.

(2) Proprietary drug and hardware stores.

(3) Similar retail stores, consisting of: florists, gift, antique or second-hand stores, books and newspapers, sporting goods, jewelry, optical goods, and other retail stores which conform to the purpose and intent of the Neighborhood Business District and subject to the requirements of Section 1127.01(e).

Retail stores will not be permitted to sell items pandering obscenity, as defined in Title 29, ORC, to adults/juveniles.

(c) Personal services, involving the care of the person and his/her personal effects, including consumer services generally involving the care and maintenance of tangible personal consumption, including:

(1) Restaurants, but not including restaurants with drive-through facilities.

(2) Banks, savings and loans, and credit agencies, but not including establishments with drive-through facilities.

(3) Barber and beauty shops, having no more than three work stations.

(4) Funeral services.

- (5) Human medical clinics.
 - (6) Radio, television or small appliance repair.
 - (7) Commercial photography.
 - (8) On-premises duplication and reproduction services.
- (d) Nursery schools and day care facilities.
- (e) Religious Exercise Facilities and related uses

1145.03 CONDITIONAL USES.

- (a) Veterinary offices, not including outside boarding of animals.
- (b) Multiple-family residences, subject to the development standards of the R-7 District.

1145.04 DEVELOPMENT STANDARDS.

- (a) Lot Area. No minimum lot area is required; however, lot area shall be adequate to provide the required parking and yard areas.
- (b) Lot Width. No minimum lot width is required; however all lots shall abut an improved public street designated on the New Albany Thoroughfare Plan as having not less than collector status. All lots shall have adequate width to provide for required parking and yard area.
- (c) Front Yard Setback. The minimum front yard setback shall be the average of the existing adjacent commercial structures on the same side of the street and facing thereon within the same block. Where there are not adjacent commercial structures, the front yard setback shall not be less than thirty (30) feet measured from the street right-of-way.
- (d) Side Yards. For new principal structures, including service and loading areas, the required side yard shall be not less than one-fourth (1/4) the sum of the height and depth of the building but in no case shall be less than fifteen (15) feet.
- (e) Rear Yards. For new principal structures, the required rear yard shall be not less than one-fourth (1/4) the sum of the height and depth of the building, but in no case shall be less than twenty (20) feet.
- (f) Additional Yard and Pedestrian Areas. Where new development in the C-1 District is located adjacent to a district where residences are a permitted use, the Planning Commission may require that at least five percent (5%) of the lot area, exclusive of parking areas and public rights-of-way, shall be devoted to landscaped yards or pedestrian space.

(g) **Maximum Building Size.** Individual uses within C-1 District shall have usable floor area of not more than 4,000 square feet. Individual buildings containing multiple uses within the C-1 District shall have a usable floor area of not more than 25,000 square feet.

(h) **Lighting.** Lighting fixtures within the C-1 District shall be so arranged, shielded and directed so as to not shine directly on any adjacent residential property.

(i) **Parking and Loading.** Parking and loading requirements shall be as specified in Chapter 1167. In addition, parking spaces shall be designed to allow a minimum of five (5) feet between any structure and any parked vehicle. (Ord. 20-90. Passed 6-19-90.)

(j) **Landscaping.** The landscaping of all parking and service areas shall meet the requirements of Chapter 1171. If side or rear yards are located adjacent to any areas where single-family or two-family residence are permitted uses, landscaping and screening shall also be required in those yards to meet the requirements of Chapter 1171. (Ord. 72-92. Passed 12-15-92.)

(k) **Trash and Garbage Control.** All trash and garbage shall be stored in container systems which are located and enclosed so as to effectively screen them from view. (Ord. 20-90. Passed 6-19-90.)

**CHAPTER 1147
C-2 General Business (Commercial) District**

1147.01 PURPOSE.

The purpose of the General Business District is to provide for the orderly development of a wide range of commercial and retail activity. The General Business District is intended to provide for a more intense type of commercial activity than in the C-1 District and should generally not be located adjacent to a single-family residential district.
(Ord. 37-2004. Passed 8-17-04.)

1147.02 PERMITTED USES.

(a) Administrative, business and professional offices as permitted in Section 1143.02(a) and (b).

(b) Retail stores primarily engaged in selling merchandise for personal or household consumption, and rendering services incidental to the sale of these goods:

(1) Food and food products, consisting of: grocery, meat, fish, fruit or vegetable markets or combinations thereof, dairy or bakery products, specialty food stores such as candy or confectionery, and miscellaneous food stores which conform to the purpose of the General Business District.

(2) General merchandise, consisting of: department stores, and limited price variety stores.

(3) Home furnishings, consisting of: furniture and equipment sales, radio, television, and music stores.

(4) Building material retail stores, not having outside storage of material, consisting of: plumbing and electrical supplies, paint, wall paper, upholstery, and interior decorating stores, and hardware stores.

(5) Apparel, consisting of: clothing, furnishings, and accessory items for men, women and children, custom tailor shops and combined apparel sales and personal service operations, and miscellaneous apparel and accessory stores.

(6) Similar retail stores, including: drug stores, florists, gift and novelty stores, books and newspapers, camera, photographic and optical goods, jewelry, and other retail stores which conform to the purpose and intent of the General Business District.

(c) Personal services, involving the care of the person and his/her personal effects, including consumer services generally involving the care and maintenance of tangible property or the provision of tangible services for personal consumption including:

- (1) Restaurants, but not including restaurants with drive-through facilities.
- (2) Banks, savings and loans, and credit agencies, but not including establishments with drive-through facilities.
- (3) Barber and beauty shops.
- (4) Self-service laundries.
- (5) Dry-cleaning establishments.
- (6) Funeral services.
- (7) Human medical and dental clinics.
- (8) Radio, television, or small appliance repair.
- (9) Public and private parking areas.
- (10) On-premises duplication and reproduction facilities.
- (11) Equipment rental or leasing, not including outdoor storage of material.

(d) Business services engaged in the providing of services to business establishments on a fee or contract basis, consulting services, protective services, office equipment rental, lease or purchase, commercial research and development.

(e) Off-premises signs, subject to the regulations of Section 1169.08(e).

(f) Religious Exercise Facilities and related uses

(fg) Similar uses, as determined by the Planning Commission, in accordance with the provisions of Section 1127.01(e). (Ord. 37-2004. Passed 8-17-04.)

1147.03 CONDITIONAL USES.

(a) Drive-through facilities to be developed in association with a permitted use.

(b) New and used car sales and service, provided all operations except for display and sales are located completely within an enclosed building.

(c) Gasoline service stations, or retail convenience stores selling gasoline as an ancillary activity.

(d) Veterinary offices and animal hospitals.

~~(e) Churches and other places of religious assembly for worship.~~
(Ord. 37-2004. Passed 8-17-04.)

1147.04 DEVELOPMENT STANDARDS.

- (a) Lot Area. No minimum lot area is required; however, lot area shall be adequate to provide the required parking and yard areas.
- (b) Lot Width. No minimum lot width is required; however, all lots shall abut an improved public street designated on the New Albany Thoroughfare Plan as having not less than minor arterial status.
- (c) Front Yard Setback. The minimum front yard setback shall be the average of existing commercial structures on the same side of the street and facing thereon within the same block. Where there are not adjacent commercial structures, the front yard setback shall be not less than fifty (50) feet measured from the street right-of-way.
- (d) Side Yards. Fifteen (15) feet to any structure.
- (e) Rear Yards. Twenty (20) feet to any structure.
- (f) Parking and Loading. Parking and loading requirements shall be as specified in Chapter 1167. In addition, parking spaces shall be designed to allow a minimum of five (5) feet between any structure and any parked vehicle.
- (g) Landscaping. The landscaping of all parking and service areas shall meet the requirements of Chapter 1171. If side or rear yards are adjacent to any district where single-family or two-family residences are a permitted use, landscaping and screening shall also be required in those yards to meet the requirements of Chapter 1171.
- (h) Trash and Garbage Control. All trash and garbage shall be stored in container systems which are located and enclosed so as to effectively screen them from view.

CHAPTER 1149
C-3 Highway Business District

1149.01 PURPOSE.

The Highway Business District is established to provide areas for the growth of business uses that generate a high degree of activity dependent on high traffic volumes. These uses, by their nature, increase traffic congestion on abutting public roadways and cause specific impacts on adjacent uses. The intent of the C-3 District is to encourage the most compatible relationship between permitted uses and overall traffic movement within the Village, while minimizing negative impacts on adjacent land uses.

1149.02 PERMITTED USES.

- (a) Any use or structure specified as a permitted or conditional use in the C-2 District.
- (b) Commercial recreational facilities such as community and public swimming pools, skating rinks, bowling alleys, physical fitness centers.
- (c) Lumber and home improvement sales.
- (d) Motor vehicle sales and service establishments.
- (e) Hotels and motels.
- (f) Garden centers.
- (g) Carry out food and beverage establishments with drive-through facilities.
- (h) Religious Exercise Facilities and related uses
- (hi) Similar uses, as determined by the Planning Commission, in accordance with the provision by Section 1127.02.

1149.03 CONDITIONAL USES.

- (a) Self-service car washes.
- (b) Temporary or seasonal outdoor sales lots having a maximum operating duration of four (4) months, provided all other permits are obtained.

1149.04 DEVELOPMENT STANDARDS.

- (a) Minimum Lot Area. No minimum lot area is required; however, lot area shall be adequate to provide for the required parking and yard areas.
- (b) Minimum Lot Width. 100 feet of frontage on a publicly dedicated and improved street or highway which is designated as not less than arterial status on the New Albany Thoroughfare Plan.
- (c) Minimum Front Yard Depth. Forty (40) feet.

(d) Minimum Side Yard.

(1) When abutting a non-residential zoning district: twenty (20) feet for structures, ten (10) feet for paved areas.

(2) When abutting a residential zoning district: fifty (50) feet for structures, thirty-five (35) feet for paved areas.

(e) Minimum Rear Yard.

(1) When abutting a non-residential zoning district: thirty (30) feet for structures, ten (10) feet for paved areas.

(2) When abutting a residential zoning district: fifty (50) feet for structures, thirty-five (35) feet for paved areas.

(f) Building Height. Thirty-five (35) feet.

(g) Parking and Loading. Parking and loading requirements shall be specified in Chapter 1167. In addition, parking spaces shall be designed to allow a minimum of five (5) feet between any structure and any parked vehicle. (Ord. 20-90. Passed 6-19-90.)

(h) Landscaping. The landscaping of all parking and service areas shall meet the requirements of Chapter 1171. If side or rear yards are located adjacent to any district where single-family or two-family residences are a permitted use, landscaping and screening shall also be required in those yards to meet the requirements of Chapter 1171. (Ord. 72-92. Passed 12-15-92.)

(i) Trash and Garbage Control. All trash and garbage shall be stored in container systems which are located and enclosed so as to effectively screen them from view.

**CHAPTER 1151
CF Community Facilities District**

1151.01 PURPOSE.

"Community facilities" as used throughout this Ordinance, means facilities classified as ~~main~~ principal and accessory uses listed in Section 1151.02. The Community Facilities District and regulations are established in order to achieve the following purposes:
(Ord. 20-90. Passed 6-19-90.)

(a) To provide a proper zoning classification for governmental, civic, welfare and recreational facilities in proper locations and extent so as to promote the general public safety, convenience, comfort and welfare; (Ord. 72-92. Passed 12-15-92.)

(b) To protect community facilities and institutions from the encroachment of certain other uses and to make such uses compatible with adjoining residential uses; and

(c) To regulate the location of such facilities so as to ensure their proper functioning in consideration of traffic, access, and general compatibility.
(Ord. 20-90. Passed 6-19-90.)

1151.02 PERMITTED USES.

Buildings and land within the CF District shall be utilized only for the uses set forth in the following schedule:

Main Principal Buildings and Uses

Governmental: Municipal, County, State and Federal buildings for administrative functions and use by the general public.

Civic: Art galleries, libraries, museums, places for public assembly, memorials, monuments, fraternal organizations and private clubs.

Educational: Primary and secondary public, private or parochial schools, nursery schools.

Health Care: General and special hospital and clinics, convalescent centers, institutions for care of children or senior citizens.

Senior Citizen Housing: Retirement centers, congregate care facilities.

Accessory Buildings and Uses

Public parking areas, maintenance facilities, signs, residence for custodians or guards.

Maintenance facilities. Bulletin boards and signs as hereinafter regulated.

Parking areas, playgrounds, signs.

Parking areas, signs.

Parking areas, signs.

Religious Exercise Facilities and related uses.
Churches and places of worship.

~~Maintenance facilities, and parking areas, signs,~~ Religious Exercise related facilities.

Radio and television antennas and antenna towers, including offices and broadcast studios.

Parking areas, structure directly related to operation of facility, signs.

Infrastructure and Public Service: Buildings housing equipment and offices related to the provision of essential services, but not including actual lines and smaller structures such as pump stations.

Parking areas, signs.

Recreational: Public and private parks, recreational fields and playgrounds, lakes, cemeteries, golf courses, nature preserves, and similar open space facilities, not including such facilities developed for private use by occupants or a resident of the premises.

Parking areas, clubhouses, administrative and maintenance structures, mausoleums, signs.

1151.03 LOT AND AREA REGULATIONS.

The area or parcel of land for a permitted public facility shall not be less than that required to provide a site adequate for the main principal and accessory buildings, off-street parking and other accessory buildings, off-street parking and other accessory uses, set backs, yards and open spaces to accommodate the facility and maintain the character of the neighborhood. The area or parcel of land for a permitted community facility shall be approved by the Planning Commission, pursuant to Section 1151.05.

1151.04 YARD REGULATIONS.

(a) Front Yards. The front yard setback shall not be less than the largest required front yard setback for any adjacent zoning district.

(b) Side and Rear Yards. The yards for each public facility building shall be not less than the criteria set forth in the following schedule when adjacent to any district where residences are a permitted use.

If the proposed community facility is located adjacent to a non-residential zoning district, then the side and rear yards shall be not less than the largest yard required in that district.

Main Principal Buildings and Uses	Minimum Side - Yard and Rear (ft.)
Governmental: Administrative buildings	50

Civic: Nonassembly buildings	50
Assembly buildings	75
Educational: Public, private and parochial schools	75
Health care: Buildings	50
Senior citizen housing	50
Religious: Religious Exercise Facility	75
Churches and planned public worship	

(c) Driveways, Parking Areas, Play Areas. Driveways and parking areas serving the public facility may be located within the side or rear yard set forth in the above schedule but driveways shall be located not less than ten feet and parking areas less than twenty feet from adjacent lot line, and play areas shall not be located less than fifty feet from any adjacent district where residences are a permitted use.

1151.05 APPROVAL BY PLANNING COMMISSION.

In addition to the material required for the application for a zoning amendment, as specified in Section 1111.03, a development plan shall be submitted for land proposed to be zoned into the CF District. Such development plan shall include a site plan for the proposed public facility, as well as any other information deemed necessary to determine compliance with this Ordinance.

The development plan shall be reviewed by the Planning and Commission and considered in making its recommendation to Council. The Planning Commission shall display the development plan at any public hearing held pursuant to Section 1111.05. Criteria for reviewing a development plan for a community facility are as follows:

(a) The proposed building or use shall be located properly in accordance with this chapter.

(b) The proposed public facility shall be located on a major arterial or collector street as shown on the Thoroughfare Plan, so as to generate a minimum of traffic on local streets. Elementary schools, playgrounds or parks intended for neighborhood use may, however, be located on local streets.

(c) The location, design and operation of the community facility shall not impose undue adverse impacts on surrounding residential neighborhoods.

1151.06 ACTION BY COUNCIL.

In approving the redistricting of land into the CF District, Council may specify appropriate conditions and safeguards applying to the specific proposed facility.

1151.07 COMPLIANCE WITH DEVELOPMENT PLAN.

The construction of all buildings and the development of the site with the CF District shall be in conformity and compliance with the approved development plan.

**CHAPTER 1153
LI Limited Industrial and GE General Employment Districts**

1153.01 PURPOSE.

These regulations are established to provide for a range of industrial and other employment-generating activity, while protecting the health, safety and welfare of the users of the district and residents of the Village. Two (2) separate industrial districts are established.

(a) LI - Limited Industrial District. This district provides areas where most industrial and industrial related activities may locate. Retail activities are limited and residential uses are prohibited. The district is intended for areas which are primarily undeveloped, having larger lots and irregular block patterns.

(b) GE - General Employment District. This district provides areas for a wider range of employment opportunities. The district allows for a more restricted range of industrial activities, but a wider range of office, business and retail uses. As with the LI District, this district is intended for areas which are primarily undeveloped.

1153.02 PERMITTED AND CONDITIONAL ACTIVITIES.

Permitted and conditional activities in each district are as shown on the following table. Descriptions and characteristics of activity categories listed are contained in Section 1153.03.

Activity	District	
	LI	GE
Industrial Categories		
Industrial Product Sales	P	C
Industrial Service	P	C
Manufacturing and Production	P	C
Warehouse and Distribution	P	P

Activity	District	
	LI	GE
Sales and Service Categories		
General Office Activities	C	P
Personal Service	C	P
Retail Product Sales and Service	C	P
Vehicle Service	P	P
Other Activities		
Radio/Television Broadcast Facility	P	C
Off-Premises Signs	P	P
Sexually Oriented Businesses	N	P
Religious Exercise Facilities and related uses	P	P

P = Permitted Activity

C = Conditional Activity

N = Not Permitted or Conditional

(Ord. 36-2003. Passed 1-13-04.)

1153.03 ACTIVITY CATEGORIES FOR INDUSTRIAL DISTRICTS.

(a) Industrial Categories.

(1) Industrial product sales.

A. Characteristics. Firms are involved in the sale, rent or lease of products generally intended for industrial or commercial users. Sales may be wholesale or retail. Emphasis is on on-site sales or order taking and may include display areas. Products may be delivered to the customer.

B. Accessory activities. Accessory activities may include administrative offices, product repair, and warehouses.

C. Examples. Industrial product sales activities may include: sale of machinery, and equipment, special trade tools, electrical supplies, janitorial supplies, restaurant equipment, office furniture, and store fixtures. Industrial product sales also include industrial equipment and vehicle rentals.

D. Exceptions. Firms that primarily engage in retail sales to the general public are classified as retail product, sales and service.

(2) Industrial service.

A. **Characteristics.** Firms are engaged in the repair or servicing of industrial, business or consumer machinery, equipment or products. Few customers especially the general public, come to the site.

B. **Accessory activities.** Accessory activities may include administrative offices.

C. **Examples.** Industrial service activities may include welding shops; machine shops; tool and appliance repair; electric motor repair, truck and large equipment repair, storage and salvage; headquarters for building, heating, plumbing, or electrical contractors; printing, publishing and blueprinting; janitorial and building maintenance services; medical, research and testing laboratories; laundry, dry-cleaning, and carpet cleaning plants; and photofinishing laboratories.

(3) **Manufacturing and production.**

A. **Characteristics.** Firms are involved in the manufacturing, processing, fabrication, packaging, or assembly of goods. Raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed or sold on-site. Relatively few customers come to the manufacturing site.

B. **Accessory activities.** Accessory activities may include administrative offices, cafeterias, employee recreational facilities, warehouse, storage yards, outlets, and caretaker's quarters. Retail outlet as an accessory to manufacturing plants shall be treated as retail product sales and service.

C. **Exceptions.** Manufacturing of goods to be sold primarily on-site and to the general public are classified in the retail product sales and service category.

(4) **Warehouse and distribution.**

A. **Characteristics.** Firms are involved in the movement, storage and/or sales of goods for themselves or other firms. Goods are generally delivered to other firms or the final consumer. The category includes wholesale sales which are not open to the general public and where on-site sales are low.

B. **Accessory activities.** Accessory activities may include administrative offices, truck fleet parking and maintenance areas, repackaging of goods, and showrooms or display areas, but generally not for direct sale.

C. **Examples.** Warehouse and distribution firms may include warehouse used by retail stores such as furniture and appliance stores; food and hardware distributors; household moving and general freight storage; distribution of industrial items; building materials, plumbing and electrical distributors; truck terminals; parcel services; major post offices; mail order houses; and public mini-warehouses.

(b) **Sales and Service Categories.**

(1) **General office activities.**

A. **Characteristics.** Firms where activities are conducted in an office setting and generally focus on business or personal services. If the office activity is part of a larger firm, it does not need to be on the same site as the primary activity. Most people coming to the site are employees.

B. **Accessory activities.** Accessory uses may include: cafeterias, health facilities, or other amenities primarily for the use of employees in the firm or building.

C. **Examples.** Examples include professional services such as lawyers, accountants, engineers, or architects; financial businesses such as brokerage houses, lenders, or realtors; data-processing; sales offices; industrial or commercial company headquarters when not adjacent with other portions of the firm; and government offices.

(2) **Personal service.**

A. **Characteristics.** These establishments provide on-site personal services or entertainment to the general public or business person.

B. **Accessory activities.** Accessory uses may include administrative offices, product sales and laboratories.

C. **Examples.** Examples include barbers, hair salons and personal care services; banks, savings and loans, and credit unions; continuous entertainment activities such as arcades, bowling alleys, ice rinks libraries, and museums; cafes, restaurants, bars, and taverns, day care facilities; laundromats; business and trade schools; dance and martial arts schools; health clubs, gyms, racquet centers, membership clubs, and lodges; medical related offices such as doctors, dentists, optometrist and veterinarians; public service agencies such as employment offices, social service agencies, and permit issuing offices.

(3) **Retail product sales and service.**

A. **Characteristics.** Firms are involved in the sale, lease or rent of used products or goods to the general public and/or provide on-site product repair or services for consumer and business goods. Goods are displayed and sold on-site, and use or consumption is primarily off-site. Goods are generally taken off-site by the customer at the time of sale or may be delivered by the firm. For items being serviced, customers generally deliver and pick up the items and spend little time at the site.

B. **Accessory activities.** Accessory uses may include: offices, storage and display of goods.

C. **Examples.** Examples include stores selling apparel, housewares, furniture, hardware, auto parts, flowers, personal care items, sporting goods, office products and machines, and computers; food, produce or meat markets; delicatessens and caterers; tool rental and household moving centers; sales of cars, motorcycles, boats, and recreational vehicles; repair of TVs, appliances, shoes, precision instruments, and business machines; laundry or dry cleaning

drop-off; on-site launderer; photo drop-off; quick printing or reproducing; tailors; locksmiths; upholsterers; and furniture refinishing.

D. Exceptions.

1. Lumber yards and similar building material sales which sell primarily to contractors and do not have a retail orientation are classified in the industrial product sales category.
2. Repair and service of consumer vehicles is classified in the vehicle service category. Repair of motor vehicles in conjunction with vehicle sale is classified in the vehicle service category.
3. Repair and service of industrial vehicles and equipment is classified in the industrial service category.

(4) Vehicle services.

A. Characteristics. Firms servicing automobiles, light trucks and other consumer vehicles such as motorcycles, boats and recreational vehicles.

B. Accessory activities. Accessory uses may include offices and sales of parts.

C. Examples. Examples may include gas stations, vehicle repair, auto body shop, alignment shop, auto upholstery shop, tire sales and mounting, towing and vehicle storage; and surface or garage fee parking.

(c) Other Activity Categories.

(1) Radio or television broadcast facility. Characteristics. Any and all devices, equipment, machinery, structures or supporting elements necessary to produce nonionizing, electromagnetic radiation within the range of frequencies from 100 KHz to 300 GHz and operating as a discrete unit to produce a signal or message.

(2) Off-premises signs. Subject to regulations of Section 1169.08.

(3) Sexually oriented businesses as defined, regulated and licensed by Chapter 743 entitled "Sexually Oriented Business Establishments" provided the proposed location of such use is more than 750 feet (as measured from property line to property line) from all of the following uses:

- A. Any other place licensed to operate a sexually oriented business.
- B. Any elementary school, middle school or high school.
- C. Any child day-care center or nursery school.
- D. Any park, playground, playfield or community center publicly owned or operated.
- E. Any residential use or residential zoning district.

F. Any place licensed for the sale of beer or intoxicating liquor for consumption on the premises.

G. Any place of worship.

H. Any public library.

(Ord. 36-2003. Passed 1-13-04.)

(4) Religious Exercise Facilities and related uses.

1153.04 LOT AND YARD REQUIREMENTS.

(a) **Minimum Lot Area.** No minimum lot area is required in the LI or GE Districts; however, lot area shall be sufficient to provide for all yards and distances as required by this Ordinance.

(b) **Lot Width.** All lots shall abut a public or private street and have adequate lot width to provide for yards and distances as required by this Ordinance.

(c) **Side Yards.** For any structure or service area within the LI or GE Districts, the required side yard shall be not less than twenty-five (25) feet from any interior lot line.

(d) **Rear Yards.** For any structure or service area within the LI or GE Districts, the required rear yard shall not be less than twenty-five (25) feet from any interior lot line.

(e) **Maximum Lot Coverage.** For structures and paved areas within the LI or GE Districts the maximum lot coverage shall be 75%. The remainder of the site shall be landscaped in natural vegetation.

(f) **Distance From Residential Districts.** In no case shall any structure, service area, or parking area in any LI District be located less than 50 feet from any district where residences are a permitted use. In no case shall any structure, service area or parking area in any GE District be located less than 50 feet from any district where residences are a permitted use.

1153.05 EXTERIOR DEVELOPMENT.

(a) **Exterior Operations.** Exterior operations include: outdoor processing, assembly or fabrication of goods; movement of bulk goods not in containers or pipelines; maintenance, repair and salvage of equipment. Exterior operations shall not be permitted in the GE District.

(b) **Exterior Storage.** Exterior storage includes the outdoor storage of: raw or finished goods (packaged or bulk) including gases, chemicals, gravel, building materials; packing materials; salvage goods; machinery; equipment; damaged vehicles, etc. Exterior storage shall be permitted in the LI District but not permitted in the GE District, unless an acceptable plan for screening such storage is submitted to and approved by the Planning Commission.

(c) **Exterior Display.** Exterior display includes the display of products, vehicles, equipment and machinery for sale or lease. Display items are intended

to be viewed by customers and are not just being stored or parked. Exterior display does not include damaged vehicles, vehicles or equipment being serviced, bulk goods and materials, or other such products. Exterior display shall not be permitted in the LI District but shall be permitted in the GE District.

1153.06 OFF-SITE IMPACTS.

No land or structure in the LI or GE Districts shall be used or occupied in such a manner so as to create any dangerous, injurious, noxious or otherwise objectionable impact on any land which is located in any other zoning district. Such impacts may result from noise, vibration, odor, smoke or dust, or glare. Statements in writing that such uses comply or will comply with such uses may be required by the Planning Commission from the owner. In cases of doubt, the Municipality shall select and arrange for an independent survey by a professional engineer qualified in the particular field and the costs for such service shall be paid by the owner.

(a) Noise. The sound pressure level of any operation on a lot within the LI or GE Districts shall not exceed the average intensity of street traffic noise in the nearest residential districts, and no sound shall be objectionable due to intermittence, best frequency or shrillness.

(b) Vibration. No vibrations which are perceptible without the aid of instruments shall be permitted, as measured on the lot within the non-industrial district.

(c) Odor. No emission of odorous matter in any quantities so as to produce a public nuisance shall be permitted, as measured on the lot within the non-industrial district.

(d) Dust and Smoke. The emission of smoke, soot, fly ash, fumes, dust or other types of pollutants borne by the wind shall be controlled so that the rate of emission and quantity deposited do not create a public nuisance, as measured on the lot within the non-industrial district.

(e) Glare. Exterior lighting shall be used in a manner that produces no glare on public highways or non-industrial zoned land.

**CHAPTER 1105
Definitions**

1105.01 INTERPRETATION.

For the purpose of this Zoning Ordinance, certain terms and words are to be defined as found in this chapter. Words and terms specifically defined carry their customarily understood meanings. Words used in the present tense include the future tense. The singular form shall include plural and plural shall include singular. The word "shall" is intended to be mandatory. "Occupied" or "used" shall be considered as though followed by the words "or intended, arranged or designed to be used or occupied."

Specific terms related to swimming pools, signs, and landscaping, are defined within the specific sections of the Zoning Ordinance where those requirements are found.

1105.02 DEFINITIONS.

As used in this Zoning Ordinance, the following terms shall be defined as follows:

(a) "Accessory use" means a use subordinate, secondary, incidental to, and customary in connection with the principal building or use and located on the same lot as the principal building or use.

(b) "Accessory building" or "accessory structure" means a building or structure occupied by an accessory use.

(c) "Administrative and business offices" means offices which carry on no retail trade with the public and maintain no stock of goods for sale to customers.

(d) "Agriculture" means the use of land for growing crops in the open, dairying, pasturage, horticulture, floriculture and necessary accessory uses, as further defined and specified in Section 1129.02.

(e) "Alley" means a public right-of-way ten (10) to twenty (20) feet wide which provides only secondary means of access to abutting property.

(Ord. 20-90. Passed 6-19-90.)

(f) "Appurtenance" means something that belongs to or goes with another thing.

(Ord. 72-92. Passed 12-15-92.)

(g) "Basement" means a story whose floor level two (2) feet or more below grade level, but having less than half its clear height above grade level.

(h) "Building" means a structure permanently affixed to the land with one (1) or more floors and a roof supported by columns or walls, used or intended to be used for shelter or enclosure of persons, animals and/or property.

(Ord. 20-90. Passed 6-19-90.)

(1) "Height of building" means:

A. The vertical distance from the average existing grade level around the foundation of the new work to the highest point of the coping of a flat roof or mansard roof or to the top of the highest ridge line of gable, hip or gambrel roofs on the new work. The average existing grade level is determined by measuring at four (4) specific points around the foundation, as follows: two (2) front corners and two (2) rear corners.

B. For new work not requiring a grading plan and spot elevations, building height shall be determined by measuring from the average existing contact ground level for each building elevation to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the top of the highest ridge line for gable, hip or gambrel roofs on that building elevation. The highest as measured for each building elevation shall then be combined and divided by the number of measurements taken to determine the height of the building in relation to this subsection.

(Ord. 30-2001. Passed 8-21-01.)

(2) "Building line" means the front yard setback line established by this Zoning Ordinance generally parallel with and measured perpendicularly from the front lot line, defining the limits of a front yard in which no building or structure may be located as provided by this Zoning Ordinance.

(i) "Principal building" means a building in which is conducted the main or principal use of the property on which such building is located.

(j) "Business services" means any profit-making activity which renders services primarily to other commercial, institutional, or industrial enterprises, or which services and repairs appliances and machines used in other businesses.

(k) "Cemetery" means land used or intended to be used for the burial of human dead.

(l) "Certificate of occupancy" means a certificate issued by the Zoning Inspector, pursuant to Section 1109.09, confirming that the requirements of this Ordinance have been met, and the building can be occupied.

(m) "Clinic, human" means an establishment where patients who are not lodged overnight are admitted for examination and/or treatment by a physician or group of physicians.

(n) "Conditional use" means an uncommon or infrequent use which may be permitted in specific zoning districts subject to compliance with certain standards, explicit conditions, and the granting of a conditional use permit as specified in Chapter 1115.

(o) "Drive through facilities" mean a designated place, in conjunction with a retail or service establishment, from which persons can conduct the major portion of their business without leaving their motor vehicle.

(p) "Dwelling" or "residence" means any building or portion thereof which is designed or used for residential purposes, but not including a cabin, hotel, motel, rooming house, or other such accommodation used for transient occupancy.

(1) "Multiple-family dwelling" or "multiple-family residence" means a building designed or used as a residence for three or more families living independently and doing their own cooking therein.

(2) "Single family dwelling" or "single family residence" means a building designed for or occupied exclusively by one family.

(3) "Two-family dwelling" or "two-family residence" means a building designed for or occupied exclusively by two families living independently.

(q) "Essential services" means the erection, construction, alteration, or maintenance, by public utilities or municipal or other governmental agencies, of underground or overhead gas, electrical, steam, or water transmission or distribution systems; collection, communication, supply, or disposal systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, traffic signals, hydrants and other similar equipment and accessories in connection therewith, reasonably necessary for the furnishing of adequate service by such public utilities or municipal or other governmental agencies or for the public health, safety, or general welfare, but not including buildings.

(r) "Failure of delivery" means that a particular notice was not received, due to circumstances beyond the control of the Village, and does not include the lack of mailing of the subject notices in the matter specified in the Ordinance.

(s) "Floor area" of a building means the sum of the gross horizontal areas of the building floors, measured from the exterior faces of exterior walls. Floor area shall not include basements, elevator and stair bulkheads, unfinished attic spaces, terraces, breezeways, open porches, uncovered steps, or garages.

(t) "Frontage" or "lot frontage" means that portion of the lot that directly abuts the street, and has direct access thereto. Lot frontage shall be measured along the minimum building setback line for the district within which such lot is located.

(u) "Garage, private" means a building, or portion of building, designed or used for the storage of motor-driven vehicles owned and/or used by the occupants of the principal use of the property.

(v) "Gasoline service station" means any building or land used for the sale, offering for sale, and/or dispensing of any vehicular fuels, oils or accessories, including the lubrication of automobiles or motor vehicles and replacement or installation of minor parts and accessories, but not including major repair work, such as motor replacement, body and fender repair, or painting and finishing.

(Ord. 20-90. Passed 6-19-90.)

(w) "Gross density" means a unit of measurement of the number of dwelling units per acre of land divided by the total number of dwelling units within the particular project, development or subdivision excluding all dedicated public streets therein. (Ord. 72-92. Passed 12-15-92.)

(x) "Home occupations" means any occupation or profession conducted primarily by immediate resident family members, which is clearly incidental and secondary to the dwelling's residential use. A home occupation must meet the standards and requirements specified in Section 1165.08.

(y) "Hospital" means a building or structure containing beds for at least four (4) patients allowing for overnight or continuous care, diagnosis and treatment of human ailments.

(z) "Hotel" or "motel" means a building in which lodging is provided or offered to the public for compensation and which is open to transient guests, in contradiction to a boarding house or lodging house operated on a membership basis.

(aa) "Institution" means an organization providing social, cultural, educational, religious or health services to member agencies, organizations, and individuals, or to the general public.

(bb) "Loading space" is a space within the main building or on the same lot therewith, providing for the standing, loading, or unloading of trucks.

(cc) "Lot" means a division of land separated from other divisions for purposes of sale, lease, or separate use, described on recorded subdivision plat, recorded map or by metes and bound, and includes the terms "plat" and "parcel."

(1) "Corner lot" means any lot at the junction of and abutting on two (2) or more intersecting streets, where the angle of intersection is not more than 135 degrees.

(2) "Lot coverage" means the ratio of enclosed ground floor area of all buildings on a lot to the horizontally projected area of the lot, expressed as a percentage.

(3) "Rear lot line" means that lot line which is opposite and furthest removed from the front lot line. In such a lot where the side lot lines meet to the rear of the lot, or where the rear lot line is less than ten (10) feet, the minimum rear yard shall be computed from the point of intersection of the side lot lines on an imaginary line that is at equal angles from each side lot line. In the case of a corner lot, the rear lot line is opposite and furthest removed from the front lot line of least dimension.

(4) "Side lot line" means the lot line running from the front lot line to the rear lot line. This line is also the line dividing two (2) interior lots.

(5) "Lot of record" means any lot which individually or as a part of a subdivision has been recorded in the Office of the Recorder, Franklin County, Ohio, as of the effective date of this Ordinance.

(6) "Minimum area of lot" means the area of a lot computed exclusive of any portion of the right-of-way or any public thoroughfare.

(7) "Lot width" is the width of a lot at the building setback line measured at right angles to its depth.

(dd) "Manufacturing" means any production or industrial process, including food processing, which combines one (1) or more raw materials or components into a product or which changes the nature of the materials entering the process, and which by the nature of the materials, equipment and/or process utilized is not objectionable by reason of odor, noise, vibration, gas fumes, dust, smoke, refuse, or water-carried wastes.

(ee) "Nonconforming use" means the use of land or a building, or a portion thereof, which does not conform with the use regulations of the district in which it is situated, which use was lawful prior to the enactment of this Zoning Ordinance.

(ff) "Nonresidential use" means a premises not used primarily for human habitation.

(ffgg) "Nursery" or "day care center" means a facility which temporarily assumes responsibility for more than four (4) children other than those related to the resident of the premises. Such responsibility shall consist of administering to the needs of those children during any part of a twenty-four hour day for a period of two (2) consecutive days.

(gggh) "Nursing home" includes convalescent and extended care facilities; an establishment which specializes in providing necessary care, shelter and nursing services and services to those unable to be responsible for themselves.

(hhii) "Open space" means that part of a zoned property, including courts or yards, which is open and unobstructed from its lowest level to the sky, accessible to all tenants upon the zoning property.

(ijjj) "Off-street parking space" means any parking space located wholly off any street, alley, or sidewalk, either in an enclosed building or on an open lot and where each parking space conforms to the standards as specified in Chapter 1167.

(Ord. 20-90. Passed 6-19-90.)

(jjkk) "Park" is a public area of land, usually in a natural state, having facilities for rest and recreation. (Ord. 72-92. Passed 12-15-92.)

(kkll) "Parking area" or "parking lot" means any area other than street, drive, or alley used or intended to be used for the storage of motor vehicles, with or without a fee.

(llmm) "Personal services" means any enterprise, conducted for gain, which primarily offers services to the general public such as shoe repair, watch repair, retail dry cleaning, barber and beauty shops, and related activities.

(Ord. 20-90. Passed 6-19-90.)

(mmnn) "Private road" means a strip of privately owned land providing access to abutting properties. (Ord. 72-92. Passed 12-15-92.)

(nnoo) "Professional offices" means the offices which engage in the providing to the general public services of a professional nature such as legal, medical, accounting, and architectural services.

(eppp) "Recreational facilities" means public or privately- operated uses such as country clubs, golf courses, swimming pools, or other areas maintained for the purpose of providing active and passive recreation.

(qq) "Religious Exercise Facility" means any use, building or conversion of real property for the purpose of any exercise of religion, whether or not compelled by, or central to a system of religious belief and shall be considered to be religious exercise of a person or entity that uses or intends to use the property for that purpose.

(pprr) "Residence" - see "Dwelling."

(qqss) "Restaurant" means a business establishment where food and beverages are prepared and presented for human consumption on the premises.

(rrtt) "Retail stores" means stores primarily engaged in selling merchandise for personal or household consumption and in rendering services incidental to the sale of goods.

(ssuu) "Right-of-way" means a strip of land taken or dedicated for use as a public way. In addition to the roadway, it normally incorporates the curbs, lawn strips, sidewalks, lighting and drainage facilities, and may include special features required by the topography or treatment such as grade separation, landscaped areas, viaducts and bridges.

(ttvv) "Similar use" means a use not specifically listed in any of the permitted building or use classifications of any district, but which may be found analogous and added to the classification, according to the procedures and requirements of Section 1127.02(e).

(uuww) "Street" or "thoroughfare" means a public way for the purpose of vehicular travel, including the entire area within the right-of-way.

(vxxx) "Structure" means anything constructed or erected, the use of which requires location on the ground or attachment to something having a fixed location on the ground, including, among other things, walls, buildings, and patios. "Structure" does not include fences.

(wwyy) "Structural alteration" means any change which would replace or tend to prolong the life of a supporting member of a structure, such as bearing walls, columns, beams, or girders.

(xxzz) "Use" means the purpose for which a building is arranged, designed, or intended, or for which either land, lot, piece or parcel thereof or a building located thereon or may be occupied or maintained.

(yyaaa) "Variance" means a modification from the strict terms of the relevant regulations where such modification will not be contrary to the public interest and where owing to conditions peculiar to the property and not the result of action by the applicant, a literal enforcement of the regulations would result in unnecessary and undue hardship.

(zzbbb) "Yard" means a required open space other than a court unoccupied and unobstructed by any structure or portion of a structure from three (3) feet above the general level of the graded lot upward.

(1) "Front yard" means that portion of a lot extending across the front of the lot between the side lot lines and being the minimum horizontal distance between the street right-of-way and the front of the building or structure.

(2) "Rear yard" means that portion of a lot extending across the rear of the lot between the side lot lines and being the required minimum horizontal distance between the rear lot line and the rear of the building or structure.

(aaaccc) "Side yard" means that portion of a lot that is located between the side lot line and the nearest building or structure.

(bbbddd) "Zoning permit" means an official statement certifying that a proposed building or use complies with all the provisions of this Zoning Ordinance.

(ceeeee) "Zoning district" means a portion of the Village within which certain regulations and requirements or various combinations thereof apply under the provisions of this Zoning Ordinance.

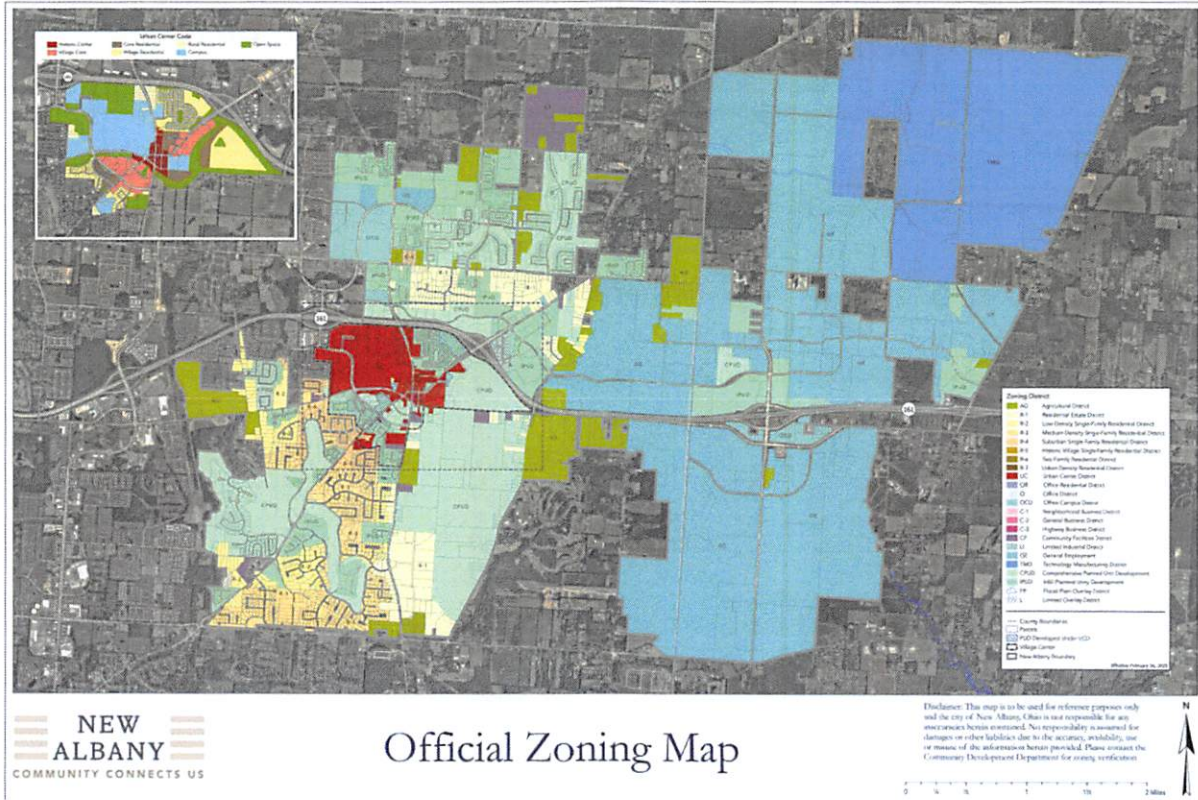
(dddfff) "Zoning district map" means the zoning district of the Village, together with all amendments subsequently adopted by Village Council.

(eeeggg) "Zoning Inspector" means the zoning enforcement officer of the Village, hired by the Village Council who is charged with the duty of enforcing the provisions of the Zoning Ordinance.

(fffhhh) "Zoning Ordinance" or "this Ordinance" means Ordinance 20-90, passed June 19, 1990, as amended, which is codified as Titles One to Five of this Part Eleven - Planning and Zoning Code.

Exhibit D-3

Zoning Map





ORDINANCE O-79-2023

AN ORDINANCE APPROVING THE APPLICATION ESTABLISHING THE HAMLET AT SUGAR RUN COMMUNITY ENTERTAINMENT DISTRICT

WHEREAS, the mayor received an application from NoNA Master Development, LLC to create The Hamlet at Sugar Run Community Entertainment District, a copy of the application is attached hereto as Exhibit A; and

WHEREAS, notice of such application was published as required by Ohio Revised Code § 4301.80; and

WHEREAS, it is in the interest of the City of New Albany, and the general interest of the community, traveling public and region to facilitate a Community Entertainment District for the opportunities it will bring to the city, supporting more restaurants and retail inside the city limits; and

WHEREAS, the mayor has favorably recommended to council the approval of the application based on meeting the criteria of the Ohio Revised Code §4301.80, for The Hamlet at Sugar Run Community Entertainment District.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of New Albany, Counties of Franklin and Licking, State of Ohio, that:

Section 1. Council determines and finds the proposed The Hamlet at Sugar Run Community Entertainment District will contribute to the entertainment, retail, educational, sporting, social, cultural, or arts opportunities for the City of New Albany and the surrounding area.

Section 2. The application for the proposed The Hamlet at Sugar Run Community Entertainment District meets the criteria of Ohio Revised Code §4301.80.

Section 3. The application submitted by NoNA Master Development, LLC is hereby approved and the entire proposed area described in the application is hereby designated "The Hamlet at Sugar Run Community Entertainment District."

Section 4. The city's review and approval of the application has been conducted in accordance with the requirements and time periods set forth in Ohio Revised Code §4301.80.

Section 5. The city manager is directed to file a certified copy of this ordinance with the Ohio Department of Liquor Control.


Section 6. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of the council, and that all deliberations of the council and or any of its committees that resulted in such formal action were in meetings open to the public, in compliance with Section 121.22 of the Ohio Revised Code.

Section 7. Pursuant to Article 6.07(B) of the New Albany Charter, this ordinance shall become effective thirty (30) days after adoption.

CERTIFIED AS ADOPTED this 01 day of August, 2023.

Attest:


Sloan T. Spalding
Mayor


Jennifer H. Mason
Clerk of Council

Approved as to form:


Benjamin S. Albrecht
Law Director

Legislation dates:	
Prepared:	06/12/2023
Introduced:	06/20/2023
Revised:	07/24/2023
Adopted:	08/01/2023
Effective:	08/31/2023

**CERTIFICATION BY CLERK OF COUNCIL
OF PUBLICATION OF LEGISLATION**

I certify that copies of Ordinance **O-79-2023** were posted in accordance with Article VI, Section 6.12 of the Charter of the City of New Albany, for 30 days starting on August 2, 2023.


Jennifer Mason, Clerk of Council

8/1/23
Date

**APPLICATION
FOR
DESIGNATION OF THE HAMLET AT SUGAR RUN
AS A COMMUNITY ENTERTAINMENT DISTRICT**

NoNA Master Development, LLC, an Ohio limited liability company (the “Applicant”) is the owner of the property located in New Albany, Ohio commonly known as “The Hamlet at Sugar Run” (“Sugar Run”) The Applicant hereby requests to create The Hamlet at Sugar Run Community Entertainment District (“SR CED”) pursuant to Ohio Revised Code Section 4301.80. The purpose of creating SR CED is to allow for commercial and retail development of the area. The following information is provided in response to the provisions of Ohio Revised Code Section 4301.80:

1. Applicant’s Name and Address:

NoNA Master Development, LLC
c/o Laura Cooper Wedekind
4016 Townsfair Way, Suite 201
Columbus, Ohio 43219

2. Map or Survey:

Attached hereto as **Exhibit A** is a survey in sufficient detail to identify the boundaries of the proposed SR CED. Attached hereto as **Exhibit B** is a legal description of the proposed SR CED.

3. General Statement of Nature and Types of Establishments:

Sugar Run is a mixed-use project which plans to include a diverse mix of restaurants, bars, retail sales establishments, offices (collectively, “Commercial Establishments”) and various types residential living spaces (“Residential Establishments”). A current list of the types of establishments planned in Sugar Run are attached hereto in **Exhibit C**.

4. Establishments Not Yet Developed and Time Frame for Completion:

Exhibit C attached hereto identifies the establishments planned. The planned Commercial Establishments are to be developed by approximately the second quarter of 2026 and the Residential Establishments are to be developed by approximately the first quarter of 2029.

5. Uses in Accord with Master Zoning Plan or Map:

Sugar Run is in accord with the zoning map and plan. Attached hereto as **Exhibit D-1** is a copy of Ordinance No. O-40-2022 of the City Council of New Albany, which changed the zoning of Sugar Run from R-1 Residential Estate District to Infill Planned Unity District (“I-PUD”). Attached hereto as **Exhibit D-2** is a copy of the Official Zoning Map of the City of

New Albany. The Zoning Map shows (in lime green just south of Central College Road on the west side of the map) the land known as Sugar Run is zoned I-PUD.

6. Surveyor's Certificate that CED Contains No Less than 20 Contiguous Acres:

Attached to Exhibit B is a certification from a surveyor or engineer licensed under Chapter 4733 of the Revised Code indicating that the area encompassed by the proposed CED contains no less than twenty (20) contiguous acres.

**Mayor's Recommendation
to the Legislative Authority**

*This Recommendation must be submitted to the legislative authority within
thirty (30) days after receiving the Application.*

Sloan Spalding, Mayor of the City of New Albany, hereby recommends to New Albany City Council that this Application be _____ [insert approved or disapproved].

Sloan Spalding,
Mayor of the City of New Albany

Date: _____, 2023

Exhibit A

ZONING EXHIBIT
 SECTION 13, QUARTER TOWNSHIP 2, TOWNSHIP 2, RANGE 16
 UNITED STATES MILITARY LANDS
 CITY OF NEW ALBANY, COUNTY OF FRANKLIN, STATE OF OHIO

CENTRAL COLLEGE ROAD (R.W. VARIES)



NOTE: The area represented by the proposed LOTO is shown in blue. The boundary lines shown on this plan are based on record information only, and are a field survey.



By: **MATTHEW A. KICH**
 Matthew A. Kich
 Professional Engineer No. 7883
 State of Ohio
 Date: 11/14/23

DATE	11/14/23
BY	MATTHEW A. KICH
TITLE	PROFESSIONAL ENGINEER
PROJECT	ZONING EXHIBIT
CLIENT	EMHT
ADDRESS	11111 W. STATE ST., SUITE 100, COLUMBUS, OH 43240
PHONE	614.222.1111
FAX	614.222.1111
EMAIL	EMHT@EMHT.COM
WEBSITE	WWW.EMHT.COM
REVISED	
DATE	
BY	
TITLE	
PROJECT	
CLIENT	
ADDRESS	
PHONE	
FAX	
EMAIL	
WEBSITE	

Exhibit B

26.5 ACRES

Situated in the State of Ohio, County of Franklin, City of New Albany, in Section 13, Quarter Township 2, Township 2, Range 16, United States Military Lands, being comprised of all of the following tracts of land: those tracts conveyed to The New Albany Company, LLC by deeds of record in Official Records 14952J07 and 21256E01, and Instrument Numbers 200107120159281, 200110250246605, 201603170031803, 199804160090632, 199811122089607, 200007270148835, 199804160090633, 199911100282665, 201604080042971, and 202203070036529, those tracts conveyed to NONA Master Development, LLC by deeds of record in Instrument numbers 202205170075295, 202205180075664 and 202106280112895 (all references refer to the records of the Recorder's Office, Franklin County, Ohio) and more particularly bounded and described as follows:

BEGINNING at the northeasterly corner of that 0.824 acre tract conveyed to Terraza 7, LLC by deed of record in Instrument Number 202106230109913, in the southerly right of way line of Central College Road;

Thence the following courses and distances:

South 86° 12' 38" East, a distance of 957.13 feet to a point of curvature;

With the arc of a curve to the right, having a central angle of 52° 02' 34", a radius of 50.00 feet, an arc length of 45.42 feet, a chord bearing of South 60° 07' 08" East and chord distance of 43.87 feet to a point;

South 03° 27' 06" West, a distance of 483.28 feet to a point;

South 02° 24' 06" East, a distance of 98.05 feet to a point;

South 03° 27' 06" West, a distance of 89.32 feet to a point;

South 04° 43' 12" West, a distance of 60.69 feet to a point;

North 86° 08' 42" West, a distance of 3.66 feet to a point;

South 03° 24' 15" West, a distance of 179.85 feet to a point;

South 04° 39' 14" West, a distance of 224.43 feet to a point;

North 86° 02' 42" West, a distance of 1001.76 feet to a point; and

North 03° 41' 42" East, a distance of 1151.39 feet to the POINT OF BEGINNING, containing 26.51 acres of land, more or less.

The area encompassed by the proposed CED is more than 20 contiguous acres.



EVANS, MECHWART, HAMBLETON & TILTON, INC.

Matthew A. Kirk

Matthew A. Kirk
Professional Surveyor No. 7865

19 JUL 23

Date

Exhibit C

Description of Uses

Establishments Planned:

Commercial Establishments:

Restaurants

Bars

Retail Sales Establishments

Service-Oriented Retail

Spa and Beauty Establishments

Traditional Office

Co-working Office

Residential Establishments:

Residential (i.e. for-sale detached single family, for-sale attached single family, duplexes, and townhomes, and for-rent townhomes)

Senior living

Exhibit D-1



ORDINANCE O-40-2022

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 32.6+/- ACRES OF LAND GENERALLY LOCATED AT THE SOUTHWEST AND SOUTHEAST CORNERS OF NEW ALBANY CONDIT ROAD AND CENTRAL COLLEGE ROAD, FROM RESIDENTIAL ESTATE DISTRICT (R-1) TO INFILL PLANNED UNIT DEVELOPMENT (I-PUD) FOR AN AREA TO BE KNOWN AS THE "HAMLET AT SUGAR RUN ZONING DISTRICT" AS REQUESTED BY NONA MASTER DEVELOPMENT LLC; ATTN: YAROMIR STEINER AND BRYAN STONE C/O AARON UNDERHILL, ESQ.

WHEREAS, council of the City of New Albany has determined that it is necessary to rezone certain property located in the city to promote orderly growth and development of lands; and

WHEREAS, the Rocky Fork – Blacklick Accord, New Albany Planning Commission and council on separate occasions have held public hearings and received public input into the amendment of the zoning ordinance; and

WHEREAS, pursuant to the application by NONA Master Development LLC, Attn: Yaromir Steiner and Bryan Stone c/o Aaron Underhill, Esq., the Rocky Fork – Blacklick Accord and Planning Commission have reviewed the proposed ordinance amendment and recommended its approval.

NOW, THEREFORE, BE IT ORDAINED by Council for the City of New Albany, Counties of Franklin and Licking, State of Ohio, that:

Section 1. Council hereby amends the Zoning Ordinance Map of the City of New Albany to change the zoning classification of the following described site:

- A. A 32.6+/- acre site within Franklin County, generally located at the southwest and southeast corners of New Albany Condit Road and Central College Road from its current zoning of Residential Estate (R-1) to Infill Planned Unit Development (I-PUD).
- B. The zoning district text and boundary map are hereby attached and marked Exhibit A.


Section 2. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of council, and that all deliberations of the council and or any of its committees that resulted in such formal action were in meetings open to the public, in compliance with Section 121.22 of the Ohio Revised Code.

Section 3. Pursuant to Article 6.07(B) of the New Albany Charter, this ordinance shall become effective thirty (30) days after adoption.

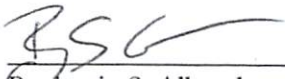
CERTIFIED AS ADOPTED this 6 day of Dec, 2022.

Attest:


Sloan T. Spalding
Mayor


Jennifer H. Mason
Clerk of Council

Approved as to form:


Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared:	11/04/2022
Introduced:	11/15/2022
Revised:	11/23/2022 – exhibit A
Adopted:	12/06/2022
Effective:	01/05/2023

Permit # _____
 Board _____
 Mtg. Date _____



Community Development Planning Application

Project Information	Site Address <u>6841 New Albany Condit Road and others</u>																																																												
	Parcel Numbers <u>Please see attached list of subject property parcel numbers</u>																																																												
	Acres <u>32.6 +/- Acres</u> # of lots created _____																																																												
Contacts	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">Choose Application Type</th> <th colspan="4" style="text-align: left;">Circle all Details that Apply</th> </tr> <tr> <td><input type="checkbox"/> Appeal</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Certificate of Appropriateness</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Conditional Use</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Development Plan</td> <td style="border: 1px solid black; border-radius: 10px;">Preliminary</td> <td>Final</td> <td>Comprehensive</td> <td>Amendment</td> </tr> <tr> <td><input type="checkbox"/> Plat</td> <td>Preliminary</td> <td>Final</td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Lot Changes</td> <td>Combination</td> <td>Split</td> <td>Adjustment</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Minor Commercial Subdivision</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Vacation</td> <td>Easement</td> <td></td> <td>Street</td> <td></td> </tr> <tr> <td><input type="checkbox"/> Variance</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input type="checkbox"/> Extension Request</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/> Zoning</td> <td style="border: 1px solid black; border-radius: 10px;">Amendment (rezoning)</td> <td></td> <td>Text Modification</td> <td></td> </tr> </table>	Choose Application Type	Circle all Details that Apply				<input type="checkbox"/> Appeal					<input type="checkbox"/> Certificate of Appropriateness					<input type="checkbox"/> Conditional Use					<input checked="" type="checkbox"/> Development Plan	Preliminary	Final	Comprehensive	Amendment	<input type="checkbox"/> Plat	Preliminary	Final			<input type="checkbox"/> Lot Changes	Combination	Split	Adjustment		<input type="checkbox"/> Minor Commercial Subdivision					<input type="checkbox"/> Vacation	Easement		Street		<input type="checkbox"/> Variance					<input type="checkbox"/> Extension Request					<input checked="" type="checkbox"/> Zoning	Amendment (rezoning)		Text Modification	
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<input type="checkbox"/> Extension Request																																																													
<input checked="" type="checkbox"/> Zoning	Amendment (rezoning)		Text Modification																																																										
Description of Request: <u>The rezoning of 32.6 +/- acres from R-1 to I-PUD and preliminary development plan review of a mixed use "hamlet" development in accordance with the City's updated Strategic Plan.</u>																																																													
Signature	Property Owner's Name: <u>Please see attached list of property owners.</u> Address: _____ City, State, Zip: _____ Phone number: _____ Fax: _____ Email: _____																																																												
	Applicant's Name: <u>Nona Master Development LLC, Attn: Yaromir Steiner and Bryan Stone</u> Address: <u>4016 Townsfair Way, Suite 201</u> City, State, Zip: <u>Columbus, OH 43219</u> Phone number: <u>216.831.4710</u> Fax: _____ Email: <u>bryan@axiomdev.com</u>																																																												
	Site visits to the property by City of New Albany representatives are essential to process this application. The Owner/Applicant, as signed below, hereby authorizes Village of New Albany representatives, employees and appointed and elected officials to visit, photograph and post a notice on the property described in this application. I certify that the information here within and attached to this application is true, correct and complete.																																																												
Signature of Owner By: <u></u> Date: <u>8/23/2022</u> Signature of Applicant By: <u></u> Date: <u>8/23/2022</u> <small>Aaron L. Underhill, Attorney for Owner / Aaron L. Underhill, Attorney for Applicant</small>																																																													

NoNA Zoning District
Property Owners and Parcel Numbers

NONA MASTER DEVELOPMENT LLC

Attn: Yaromir Steiner and Bryan Stone

4016 Townsfair Way, Suite 201

Columbus, Ohio 43219

222-000675, 222-000685, 222-000686, 222-000670, 222-000676, 222-000678 and 222-000313

The New Albany Company

Attn: Thomas Rubey

8000 Walton Parkway, Suite 120

New Albany, Ohio 43054

Parcel Numbers: 222-000664, 222-000671, 222-000672, 222-000654, 222-000669, 222-000549,
222-000668, 222-001167, 222-000688, 222-000375, 222-000314, and 222-000673

Robert E. Verst, Jr. and Roseanne I. Verst

5772 Buckeye Parkway

Grove City, OH 43123

Parcel Number: 222-000376

APPLICANT:

NoNA Master Development LLC
4016 Townsfair Way, Suite 201
Columbus, OH 43219

PROPERTY OWNER(S):

NoNA Master Development LLC
4016 Townsfair Way, Suite 201
Columbus, OH 43219

The New Albany Company LLC
8000 Walton Parkway, Suite 120
New Albany, OH 43054

ATTORNEY:

Aaron L. Underhill
Underhill & Hodge LLC
8000 Walton Parkway, Suite 260
New Albany, OH 43054

SURROUNDING PROPERTY OWNERS:

Ohiohealth Corp.
3555 Olentangy River Road
Columbus, OH 43214

5524 New Albany Road LLC
1451 Rockville Pike, Suite 100
Rockville, MD 20852

Albany Mazel LLC
4924 Balboa Blvd., Suite 443
Encino, CA 91316

Huntington National Bank
7 Easton Oval
Columbus, OH 43219

Terraza 7 LLC
11995 El Camino Real
San Diego, CA 92130

McGuire New Albany Property LLC
700 N. Sandusky Avenue
Bucyrus, OH 44820

Enclave at New Albany Homeowners'
Association, Inc.
P.O. Box 395
Grove City, OH 43123

Darrel and Annette Kestner
6810 New Albany Condit Road
New Albany, OH 43054

CVG12 New Albany OH LLC
P.O. Box 92129
Southlake, TX 76092

Discover Properties LLC
2500 Lake Cook Road
Riverwoods, IL 60015

TFTFP LLC
1991 Thistlewood Court
Columbus, OH 43235

Michael S. Berk, Trustee
6854 New Albany Condit Road
New Albany, OH 43054

Village of New Albany
99 W. Main Street
New Albany, OH 43054

Jennifer and Jeremy Gregory
5491 Steele Court
New Albany, OH 43054

Junior and Malila Nguyen
5501 Steele Court
New Albany, OH 43054

Bradley and Abbey Griffith
5511 Steele Court
New Albany, OH 43054

Joshua and Lisa Masters
5521 Steele Court
New Albany, OH 43054

Ibrahima Dioum
5531 Steele Court
New Albany, OH 43054

Ellen Mackin
5310 Snider Loop
New Albany, OH 43054

Jennifer Haag
1303 Poppy Hills Drive
Blacklick, OH 43004

Larry Piper
6690 Central College Road
New Albany, OH 43054

Frederick Myers and Judy Doran
6696 Central College Road
New Albany, OH 43054

Central College Development LLC
P.O. Box 1063
New Albany, OH 43054

Svetlana Akulicheva and Michael
Hoban
5530 Steele Court
New Albany, OH 43054

Jeffery and Megan Bauder
5520 Steele Court
New Albany, OH 43054

Robert and Karen Thompson
5510 Steele Court
New Albany, OH 43054

Dirwin and Chrisanta Clemans
5500 Steele Court
New Albany, OH 43054

Jay and Kara Sayre
5486 Steele Court
New Albany, OH 43054

Patrick and Maura Spangler
5481 Steele Court
New Albany, OH 43054

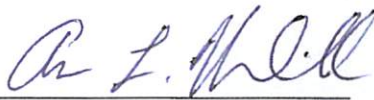
AFFIDAVIT OF FACTS

I, Aaron L. Underhill, in my capacity as attorney for the applicant listed on the zoning/preliminary development plan application pertaining to 32.6+/- acres known as Franklin County Parcel Numbers 222-000675, 222-000685, 222-000686, 222-000670, 222-000676, 222-000678, 222-000313, 222-000664, 222-000671, 222-000672, 222-000654, 222-000669, 222-000549, 222-000668, 222-001167, 222-000688, 222-000375, 222-000314, 222-000673, and 222-000376, being first duly sworn, do hereby state and depose the following:

That accompanying this affidavit is a list of all property owners located within two hundred (200) feet of the parcel(s) that are the subject of the application and their addresses as appearing on the Franklin County Auditor's current tax list; and

That said list is based solely on the records of the Office of the Auditor of Franklin County, Ohio, as provided on its website on or about the date of this affidavit.

Further Affiant sayeth not.

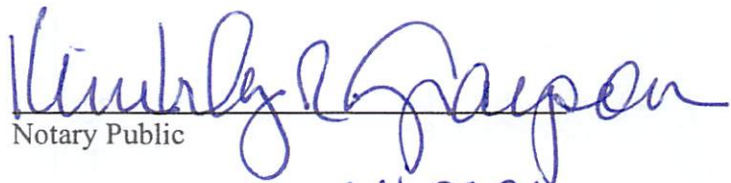
By: 
Aaron L. Underhill
Attorney, Underhill & Hodge LLC

STATE OF OHIO
COUNTY OF FRANKLIN SS.

The foregoing instrument was acknowledged before me on the 24th day of October 2022, by Aaron L. Underhill, who acknowledged the foregoing signature to be his voluntary act and deed.



KIMBERLY R. GRAYSON
Notary Public, State of Ohio
My Commission Expires
01-11-2026


Notary Public
My Commission Expires: 1-11-2026



Legend

- Corporate Boundary
- Sugar Run Site Boundary
- Waterbody
- Floodplain
- Tree Cover
- R-1 Zoning

Sugar Run | Vicinity Map

6.228 ACRES

Situated in the State of Ohio, County of Franklin, City of New Albany, in Section 13, Quarter Township 2, Township 2, Range 16, United States Military Lands, being comprised of all of those tracts of land conveyed to The New Albany Company, LLC by deeds of record in Instrument Numbers 200012080249008 and 200106250142592 (all references refer to the records of the Recorder's Office, Franklin County, Ohio) and more particularly bounded and described as follows:

BEGINNING at the northeasterly corner of that 1.015 acre tract conveyed to Robert E. Verst Jr. and Roseanne I. Verst as Tract One by deed of record in Instrument Number 201310180176801, in the southerly right of way line of Central College Road;

Thence the following courses and distances:

South 03° 33' 26" West, a distance of 707.27 feet to a point;

North 86° 11' 45" West, a distance of 373.79 feet to a point;

North 00° 03' 12" West, a distance of 139.91 feet to a point;

North 03° 28' 05" East, a distance of 179.94 feet to a point;

North 01° 58' 54" East, a distance of 336.97 feet to a point of curvature to the right;

With the arc of said curve, having a central angle of 90° 11' 37", a radius of 50.00 feet, an arc length of 78.71 feet, a chord bearing of North 48° 42' 36" East and chord distance of 70.83 feet to a point; and

South 86° 11' 45" East, a distance of 341.66 feet to the POINT OF BEGINNING, containing 6.228 acres of land, more or less.

26.401 ACRES

Situated in the State of Ohio, County of Franklin, City of New Albany, in Section 13, Quarter Township 2, Township 2, Range 16, United States Military Lands, being comprised of all of that tract of land conveyed to Kevin L. Komraus by deeds of record in Instrument Numbers 200209110224893 and 200209110224894, all of that tract of land conveyed to Ralph W. Fallon, Trustee by deed of record in Instrument Number 201012150170151, all of those tracts of land conveyed to SNAI. LLC by deeds of record in Instrument Numbers 201909170120440, 201909170120483, and 202006100081519, and all of those tracts of land conveyed to The New Albany Company, LLC by deeds of record in Official Records 14952J07 and 21256E01, and Instrument Numbers 200107120159281, 200110250246605, 201603170031803, 199804160090632, 199811122089607, 200007270148835, 199804160090633, 199911100282665, 201604080042971 (all references refer to the records of the Recorder's Office, Franklin County, Ohio) and more particularly bounded and described as follows:

BEGINNING at the northeasterly corner of that 0.824 acre tract conveyed to New Albany TB, LLC by deed of record in Instrument Number 201310180176797, in the southerly right of way line of Central College Road;

Thence the following courses and distances:

South 86° 08' 42" East, a distance of 954.78 feet to a point of curvature to the right;

With the arc of said curve, having a central angle of 15° 10' 39", a radius of 50.00 feet, an arc length of 13.24 feet, a chord bearing of South 41° 41' 11" East and chord distance of 13.21 feet to a point;

South 03° 27' 06" West, a distance of 483.28 feet to a point;

South 02° 24' 06" East, a distance of 98.05 feet to a point;

South 04° 26' 22" West, a distance of 552.82 feet to a point;

North 86° 29' 28" West, a distance of 241.57 feet to a point;

North 00° 51' 46" East, a distance of 5.40 feet to a point;

North 86° 20' 17" West, a distance of 757.51 feet to a point; and

North 03° 41' 21" East, a distance of 1141.40 feet to the POINT OF BEGINNING, containing 26.401 acres of land, more or less.

NEW ALBANY

FOUNDED 1837

August 9, 2022

Mr. Steve Mayer
The City of New Albany
Community Development Planning
99 West Main Street
New Albany, Ohio 43054

Via Email: smayer@newalbanyohio.gov

RE: Application by NoNA Master Development, LLC to Rezone the Property Described Below and Amend the "Official Zoning Map" of the City of New Albany to create the "Hamlet at Sugar Run"

Mr. Mayer:

This letter will serve to confirm that The New Albany Company LLC, as the owner of Franklin County Auditor's tax parcels 222-000673, 222-000688, 222-000668, 222-001167, 222-000549, 222-000669, 222-000654, 222-000672, 222-000671, 222-000664, 222-000314, and 222-000375 consents to NoNA Master Development, LLC's submittal of the application dated August 19, 2022 to modify the zoning applicable to such parcels.

Please contact me if you have any questions.

Sincerely,



Dick Roggenkamp
Director of Real Estate
The New Albany Company

Robert & Roseanne Verst
6747 Central College Road
New Albany, Ohio 43054

August 9, 2022

Mr. Steve Mayer
City of New Albany, Ohio
Community Development Planning
99 West Main Street
New Albany, Ohio 43054

Via Email: smayer@newalbanyohio.gov

RE: Application by NoNA Master Development, LLC to Rezone the Property Described Below and Amend the "Official Zoning Map" of the City of New Albany to create the "Hamlet at Sugar Run"

Mr. Mayer:

This letter will serve to confirm that we, Robert E. Verst, Jr. and Roseanne I. Verst, owners of Franklin County Auditor's tax parcel 222-000377, consent to NoNA Master Development, LLC's submission of the application dated August 19, 2022, to modify the zoning of these tax parcels.

Please contact me if you have any questions.

Sincerely,


Robert E. Verst, Jr.


Roseanne I. Verst



August 22, 2022

Mr. Steve Mayer
City of New Albany
Development Department
99 West Main Street
New Albany, OH 43054

Subject: Hamlet at Sugar Run – Environmental Compliance

Dear Mr. Mayer,

This letter serves to inform the City of New Albany of environmental conditions associated with the Hamlet at Sugar Run project, located south of Central College Road, east and west of New Albany-Condit Road, and north of Walton Parkway, in the City of New Albany, Franklin County, Ohio. The property is approximately 32.6 acres in size and consists of a number of existing residential estate lots.

The majority of the property was delineated for Waters of the U.S. by the Environmental Department of EMH&T in 2021. The U.S. Army Corps of Engineers (USACE) reviewed the report and issued a Jurisdictional Determination agreeing that the property contained perennial Sugar Run, a small wetland on the south side of Sugar Run on the parcel east of New Albany-Condit Road, and a nonjurisdictional pond. The recently added parcels to the project boundary were reviewed by EMH&T and they do not contain any additional wetlands or streams.

The development concept does not appear to encroach upon any of the jurisdictional features. As a result, environmental permits will not be required from the USACE or Ohio EPA.

If you have any questions regarding this information or require additional documentation, please do not hesitate to contact me at (614) 775-4515.

Sincerely,

EVANS, MECHWART, HAMBLETON & TILTON, INC.

A handwritten signature in blue ink, reading 'Robert F. Milligan', is written over a light blue horizontal line.

Robert F. Milligan
Director of Environmental Services
Principal

Cc: Brian Quackenbush, EMH&T



Engineers, Surveyors, Planners, Scientists

August 19, 2022

Mr. Justin Leyda
SNAI, LLC
4016 Townsfair Way
Suite 201
Columbus, Ohio 43219

Subject: The Hamlet at Sugar Run
Utility and Stormwater Feasibility

Dear Justin,

As requested, I have prepared this letter to summarize utility availability and feasibility for the Hamlet at Sugar Run development that is being proposed on a 32.6 acre site located at the intersection of Central College Road and New Albany-Condit Road in New Albany, Ohio. A 5.4 acre portion of the site is located at the southeast corner and the remaining 25.2 acres is located at the southwest corner of this intersection. The development will include commercial space, single-family and multi-family residential, and senior housing. The existing utilities are more than adequate to service the development, and a detailed summary of connection points and requirements are as follows:

Sanitary Sewer

There is an existing public 24-inch sanitary sewer constructed with RP-10226 that runs from West to East through the site and generally parallels Sugar Run. The sewer has a depth of approximately 20-25 feet and lies within a twenty foot (20') easement. The sewer is located north of Sugar Run west of New Albany-Condit-Road and south of Sugar Run east of New Albany-Condit Road. A 12-inch sewer constructed with CC-11734 is also located along the west property line that will service the area south of Sugar, and an 8-inch sewer constructed with CC-14436 is stubbed to the area north of Sugar Run on the east side of New Albany-Condit Road. In order to service the site, a new public main will be extended and a CC-Sanitary Sewer plan will be submitted to the City of New Albany and the City of Columbus for review and approval. The plan will also require approval by the Ohio EPA for a Permit to Install (PTI) prior to construction. Services will be extended from the main to service the various buildings and residential units.

Water Service

An existing 16-inch public water main running along the south side of Central College Road, and an existing 12-inch public water main running under the east side of New Albany-Condit Road will provide domestic water service to the site. There are fire hydrants on these lines that will provide some fire protection for the proposed buildings, but private fire hydrants will likely be required to provide coverage necessary to meet Plain Township Fire Department regulations. If public streets are proposed with this project, a new 8-inch public main will be extended within the right-of-way to service the site and connect to Central College and New Albany-Condit Road. A new pressure test will be performed in the area to confirm the pressure and flow as needed to determine design

constraints for the proposed services. A separate water meter and corresponding water service plan will be required for each individual tax parcel to be served. The water service plans will be reviewed and approved by the City of New Albany and the City of Columbus Division of Water, who will also approve any new public mains along with the Ohio EPA. In order to tap into the public mains, the owner will pay water and sanitary capacity fees to both New Albany and Columbus. Credits towards the capacity fees will be provided for any previously paid capacity fees for water services to the existing houses.

Stormwater

The highest points of the site vary from 1020 at the west property line to 1028 at the east property line, and the entire site drains to Sugar Run, which has a normal water elevation flow line that varies from 1008 at the west property line to 1020 at the bridge under New Albany-Condit Road. A stormwater management system will be required that provides an adequate storage volume necessary to meet peak flow limitations set forth by the City of New Albany, and post construction water quality requirements within the Ohio EPA General Construction Permit. The volume will be provided by a variety of Best Management Practices such as a wet basin, permeable pavement, bio-retention or underground detention. All above grade storage basins will be required to meet City of New Albany requirements for aesthetics for items such as landscaping and a maximum 6:1 side slope.

Stream Corridor Protection Zone and Floodplain

Sugar Run runs through from west to east through the property and is located with a FEMA Zone AE Floodplain and Floodway. The floodplain elevation varies from 1010 at the west property line to 1025 just east of New Albany Condit Road. Any development within the floodplain will require compliance with City of New Albany Chapter 1155 for Flood Damage Reduction and a Floodplain Development permit will be required. Site planning will also need to accommodate a Stream Corridor Protection Zone (SCPZ). The width of the SCPZ is based on the drainage area, and a formula provided by the City of Columbus Stormwater Drainage Manual, and was determined to be 190 feet in total width.

Electric and Telecommunications

All new electric and telecommunications utilities will be fed underground from existing overhead lines on either Central College Road or New Albany-Condit Road. Any existing overhead lines within the site will be removed, but the overhead lines along the existing public roads will remain.

If you need any additional information, please contact me at 614-775-4390.

Sincerely,

EVANS, MECHWART, HAMBLETON & TILTON, INC.



Brian Quackenbush, PE
Principal | Senior Project Manager



The City of New Albany
Community Development Planning
99 West Main Street
P.O. Box 188
New Albany, Ohio 43054
Phone: 614-939-2254

In association with the Community Development Planning Application, please find an anticipated timeline associated with the development of the Hamlet at Sugar Run located near the intersection of Central College and New Albany Condit Roads.

With a key master planning element of the development being the preservation and enhancement of the Sugar Run Creek corridor, the creation of the new dedicated greenspace will be the first site improvement that is undertaken. It is our intention to start site work in Q2 of 2023. Once that public amenity has commenced construction, we will then transition to site grading, utility construction and the site work associated with the construction of the internal road network. It is anticipated that those site improvements could take up to 10 months to complete. Based on market conditions, construction of the vertical development within each of the sub areas will commence no sooner than the later of the approval an FDP for each subarea or four months after the start of underground utility construction.

Thanks.

A handwritten signature in black ink, appearing to read 'Justin Leyda'.

Justin Leyda
Chief Development Strategist

The City of New Albany
 Community Development Planning
 99 West Main Street
 P.O. Box 188
 New Albany, Ohio 43054

RE: School Impact Analysis – Hamlet at Sugar Run

In connection with planning the development of the Hamlet at Sugar Run, we contracted an independent, nationally recognized, third-party consulting firm, Future Think, Inc., to study the potential impact of the proposed project on the student population of the New Albany Plain City School District (NAPLSD). The firm is very familiar with New Albany and the surrounding area and, in fact, consults for the NAPLSD and provides it with projections.

The consultant used an effective quantitative methodology to determine population load factors for different housing types. The starting point for the study was the actual 2020 student population data for a specific designated area around the City of New Albany. The data used to determine the student yields was sourced via the United States Census Bureau’s Public Use Microdata Data (PUMS). Data was also extracted from the American Community Survey’s (ACS) 5-year Estimates for 2016-2020 (2020) datasets. For all data, multiple variables were studied, including when structures were built, actual enrollment, grade levels, and the dates individuals moved into residences. Based on this effort, they have provided an actual real-life student yield projection for the community, eliminating any guesswork. Below is the actual number of students generated by a single unit of each housing type within the New Albany vicinity, generally covering the northeastern portions of Central Ohio.

Flats	0.102
Townhomes	0.146
Single Family Homes	0.499
Total	

Based on these yield factors, our proposed submission could generate approximately 37 students.

If we utilize the load factors that were shared in the fall of 2021 based on more regional and national (rather than local) ratios and trends, our submission could yield up to 52 students. This increase in numbers is the result of a higher ratio of student generation coming from single family and townhome residences outside of the New Albany area.

Therefore, it is projected that the proposed zoning could generate between 37 and 52 students. The property is currently zoned R-1, allowing one residential unit per 40,000 square feet of lot area. With 32.6 acres included in the site, the current zoning would allow 35 homes (32.6 acres x 43,560 square feet/acre = 1,420,056 total square feet on the site; 1,420,056 SF divided by 40,000 Sf = 35 units). Based on Future Think’s analysis establishing a 0.499 yield factor

for single family homes, the current zoning would generate 17.5 students. A more conservative yield factor of 0.8 students per single family home would equate to 28 students. Therefore, the proposed hamlet development will result in a net increase of 20 to 24 students compared to the current zoning of the property. However, the improved value of the site under the proposed plan will be significantly higher than if developed only with single-family homes, yielding a substantial positive financial impact on the NAPLSD.

Thanks.

A handwritten signature in black ink, appearing to read "Justin Leyda".

Justin Leyda
Chief Development Strategist



September 2, 2022

The City of New Albany
Community Development Planning
99 West Main Street
P.O. Box 188
New Albany, Ohio 43054

RE: School Impact Analysis – Hamlet at Sugar Run

To determine the potential number of students based on new housing, FutureThink looked at a variety of data: national and state averages, housing developments in the Central Ohio area, and housing developments in the New Albany-Plain Local School District.

Additionally, we accessed data via the the United States Census Bureau’s Public Use Microdata Sample (PUMS) for the New Albany area in northeastern Central Ohio (see attached map). Data was extracted from the American Community Survey’s (ACS) 5-Year Estimates for 2016-2020 (2020) datasets.

The ratio table is a cross-tabulation of six variables:

- BLD (Units in Structure)
- YBL ([Year] when structure first built)
- TEN (Tenure)
- MV ([Year] when moved into this house or apartment)
- SCH (Public School enrollment)
- SCHG (Grade level attending).

The data was further paired down by cross-tabulating it with the SCHG data, resulting in enrollment data for K-12, excluding preschool and college students.

Housing Type	Load Factor	Steiner Revised Plan	Number of Students
Flats	0.102	40	4
Townhomes	0.146	116	17
Single Family Homes	0.499	32	16
Total		188	37

We appreciate the opportunity to serve the New Albany community.

Sincerely,

Tracy V. Healy
Owner/President

5685 Tynecastle Loop
Dublin, OH 43016

614-264-2638
www.futurethinkinc.com

Columbus Far Northeast Gahanna & New Albany Public Use Microdata Area (PUMA)



FutureThink

Legend

Columbus Far Northeast PUMA





THE HAMLET

AT

SUGAR RUN



STEINER



COMMUNITY
INNOVATION
PARTNERS

The Site



Neighborhood Context

THE HAMLET

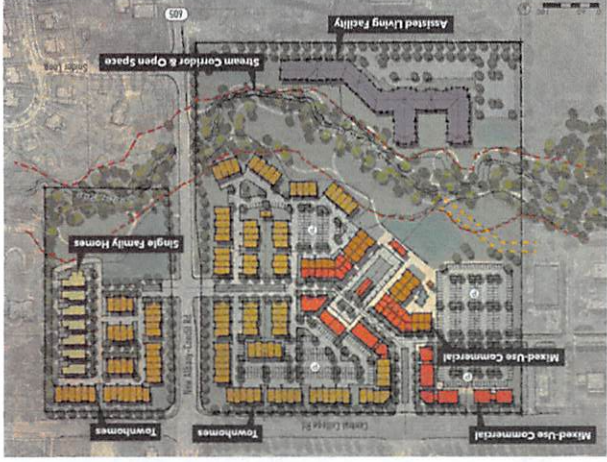


New City Guidelines

DEVELOPMENT STANDARDS

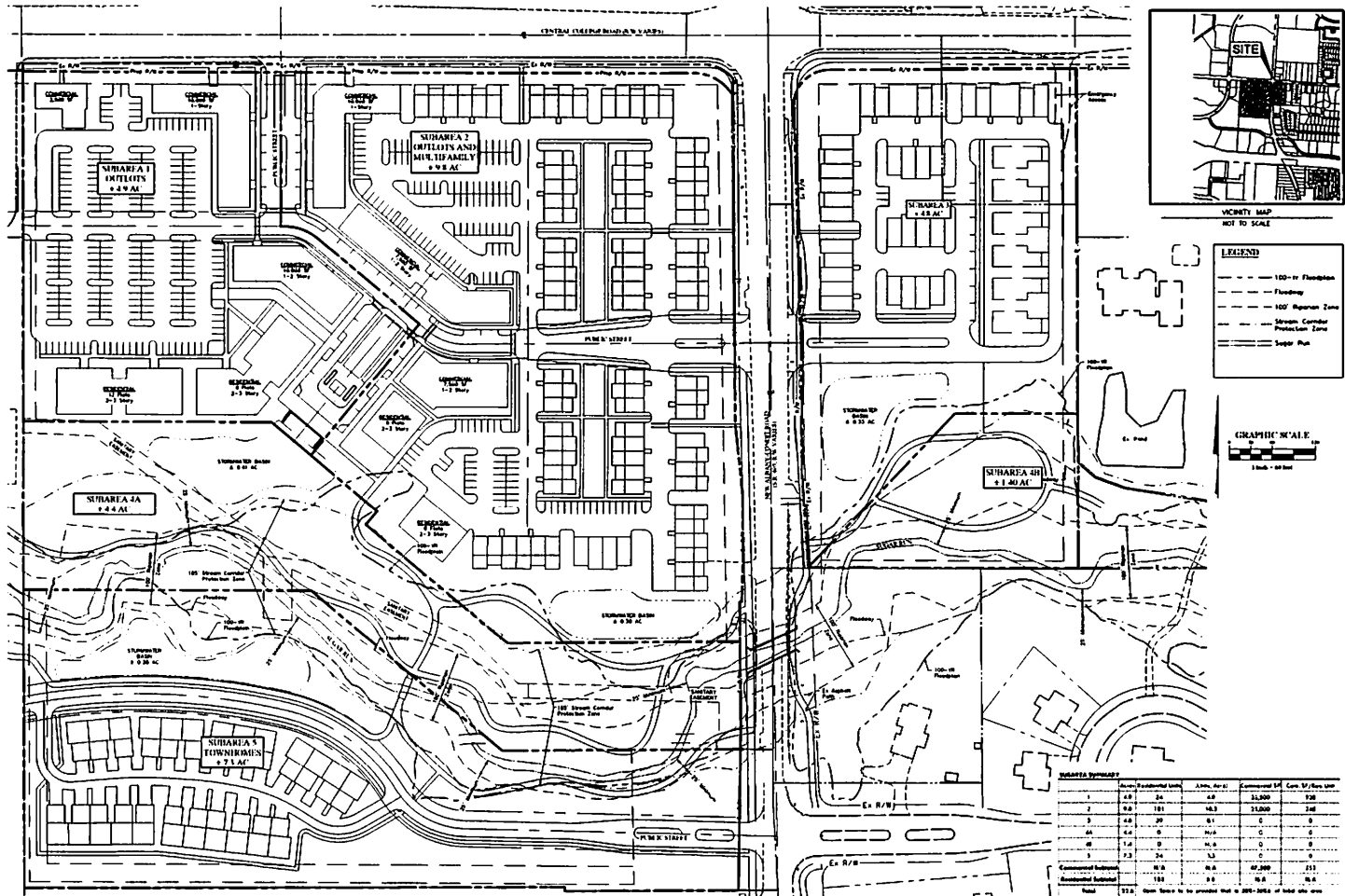
The planning team tested various development scenarios to arrive at a preferred site plan (seep. 17), which then informed the creation of the following development standards. These new standards deviate slightly from the original hamlet development standards included in the Engage New Albany Strategic Plan (found on p. 74) because the hamlet concept has been further studied and its application in New Albany better defined. The following standards outline critical requirements to accomplish each of the essential components of a New Albany Hamlet. It is the city's expectation that these standards be met and are integrated into any proposed zoning text during the 1-PUO rezoning process.

1. The gross density of a hamlet development is not to exceed six (6) dwelling units per acre.
2. A hamlet development should be comprised of about 75% developed land to 25% parks and open space.
3. A hamlet development should include a civic green space open to the public located near the center of the development.
4. A hamlet development should include a ratio of approximately 200 square feet of commercial uses for every 1 dwelling unit to ensure a vibrant mixed-use development. Commercial uses include administrative, business, and professional offices; retail stores; restaurants; hotels; and personal services. Drive thru businesses should be limited within the site in order to preserve the pedestrian-oriented character of a hamlet. Any commercial uses located south of the Sugar Run stream corridor may not count toward this ratio.
5. Commercial uses must include some mixed-use-commercial located around the civic green.
6. Ground floor and commercial uses in a hamlet should be complementary in nature with other uses on-site to encourage activity throughout the day, rather than at peak times.
7. Buildings may not be taller than 50 feet in height around the civic green, at least 250 feet from Central College Road and SR 605/New Albany-Condit Road, nor taller than 40 feet at the perimeter.
8. Public streets within a hamlet should be lined by buildings, with exceptions for limited drives, public spaces, and properly screened parking.
9. Garages should face the rear of lots. No garage doors may face primary streets.
10. Parking must be integrated throughout the site through on-street parking on public streets, surface parking located behind primary buildings, limited surface parking located beside primary buildings, and structured parking. Surface parking lots must be properly screened from the street.
11. Drive locations should be kept to a minimum and the placement of buildings should encourage pedestrian activity.
12. Anyone seeking to build a hamlet development must submit a parking model to demonstrate sufficient parking is provided for the mix of residents, employees, and visitors to the site; shared parking among complementary uses is strongly encouraged on the site and the installation of excess parking is discouraged. If the tenants of the hamlet significantly change or is the use mix changes, the developer must resubmit the parking model to city zoning staff for review.
13. A hamlet development proposal must include an overall master plan for the area showing how it fits together appropriately in terms of connectivity, site layout, uses, and aesthetics.
14. A hamlet development is expected to go through the Planned Unit Development (PUD) rezoning process. The city's Architectural Review Board (ARB) should review final development plans.
15. A hamlet development proposal must reference the applicable chapters of the New Albany Design Guidelines & Requirements (DGRs).



- Legend**
- Focus Area Boundary
 - Proposed Single Family Homes
 - Proposed Townhomes
 - Proposed Flats
 - Proposed Commercial
 - Proposed Assisted Living
 - Open Space/Green Corridors
 - Stream Corridor Protection Zone
 - Floodplain
 - Utility Easement

Our Vision



THE HAMLET AT SUGAR RUN:

THE HAMLET

Civic Green and Mixed-Use

- Mixed-Use Commercial uses fronting the Civic Green
- Pedestrian oriented retail and restaurant spaces lining the road
- Neighborhood oriented tenants located along Central College
- Upper floor small office and co-working space
- Approximately 26,000 SF of unique restaurant and retail space
- Approximately 14,000 SF of boutique office space



THE HAMLET AT SUGAR RUN:

Residential Townhomes

- 142 luxury attached for-sale townhomes
- Similar to Richmond Square or Keswick in the Village Center
- Private garages located in the rear of the unit
- Compact living with no maintenance living



 THE HAMLET

THE HAMLET AT SUGAR RUN:

Residential - Single Family

- 6 luxurious and compact detached single family residences
- Low maintenance oriented lifestyle
- Private outdoor patio space
- Ground floor master

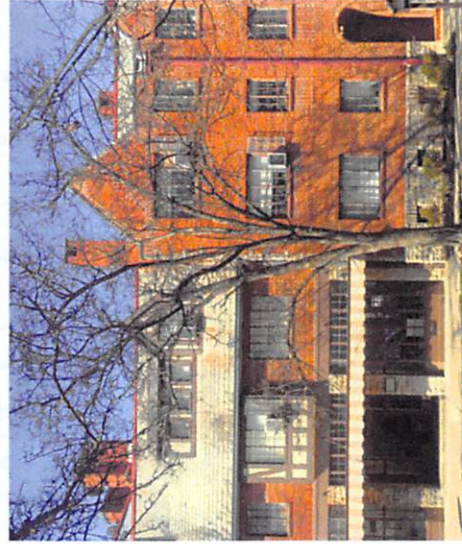
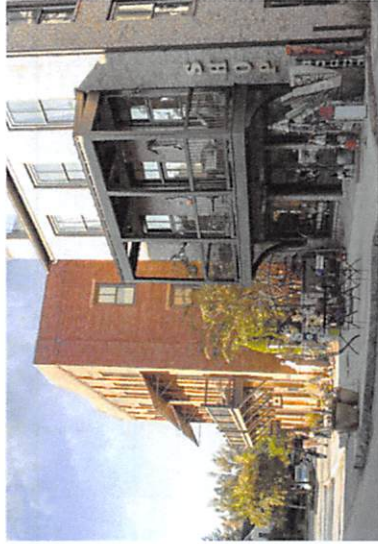


THE HAMLET AT SUGAR RUN:

Residential Flats

- 40 high end units with of a variety of product types
- For sale condos with private parking
- Boutique luxury rental flats
- All units fronting open space or parks

THE HAMLET

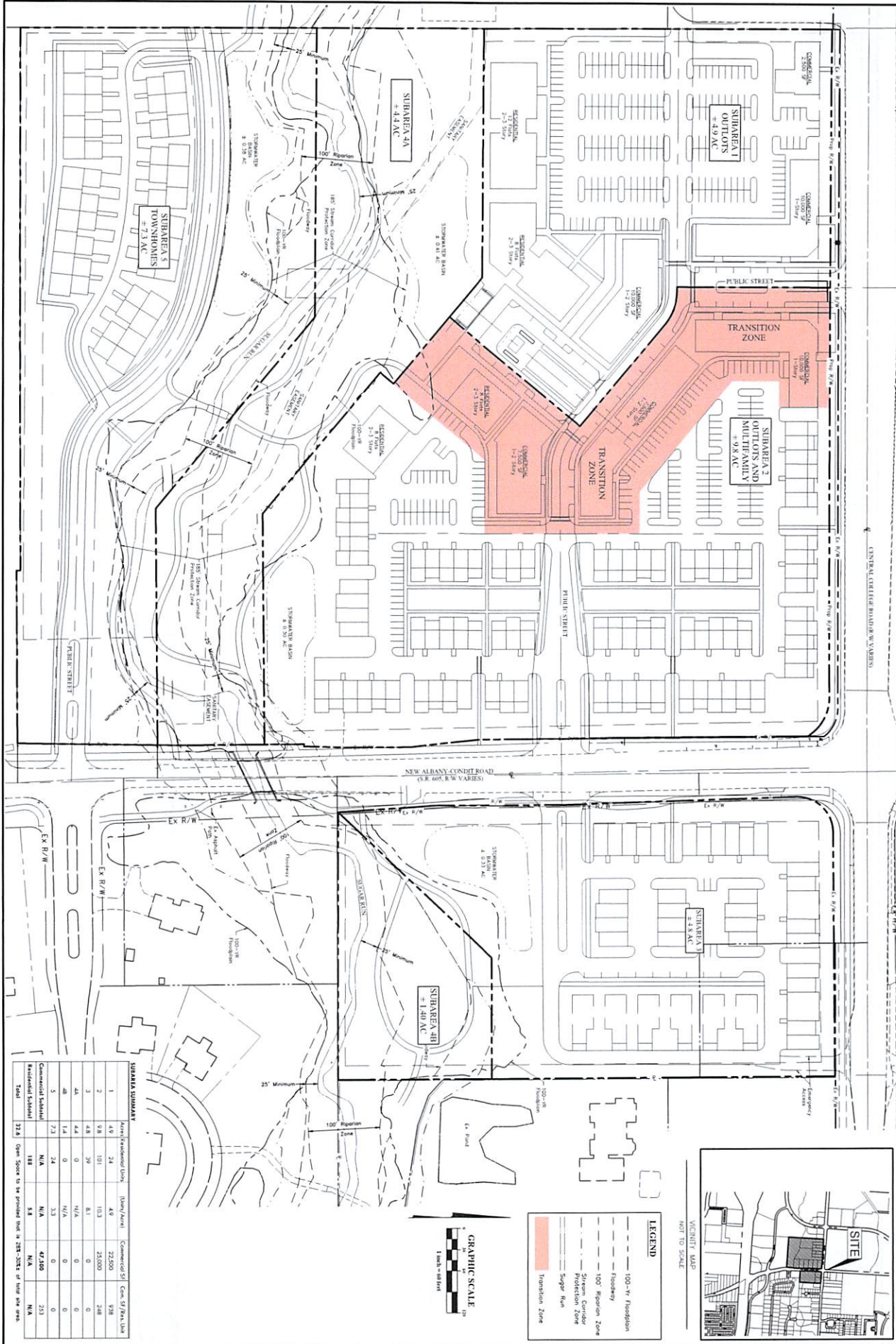




THE HAMLET

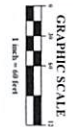
AT

SUGAR RUN



SIBIREA SUMMARY

	Acres	Residential Units	Commercial Sq. Feet	Commercial Units
1	4.9	24	49	22,500
2	9.8	101	103	25,000
3	4.8	29	61	0
4A	4.4	0	N/A	0
4B	1.4	0	0	0
5	7.3	24	33	0
Commercial Subtotal	N/A	N/A	N/A	47,500
Residential Subtotal	188	8.8	N/A	231
Total	32.6	Open Space to be provided that is 28% - 35% of total site area		



LEGEND

- 100'-Y. Riparian
- Roadway
- 100' Riparian Zone
- 100' Riparian Protection Zone
- Single Run
- Transition Zone



REVISIONS

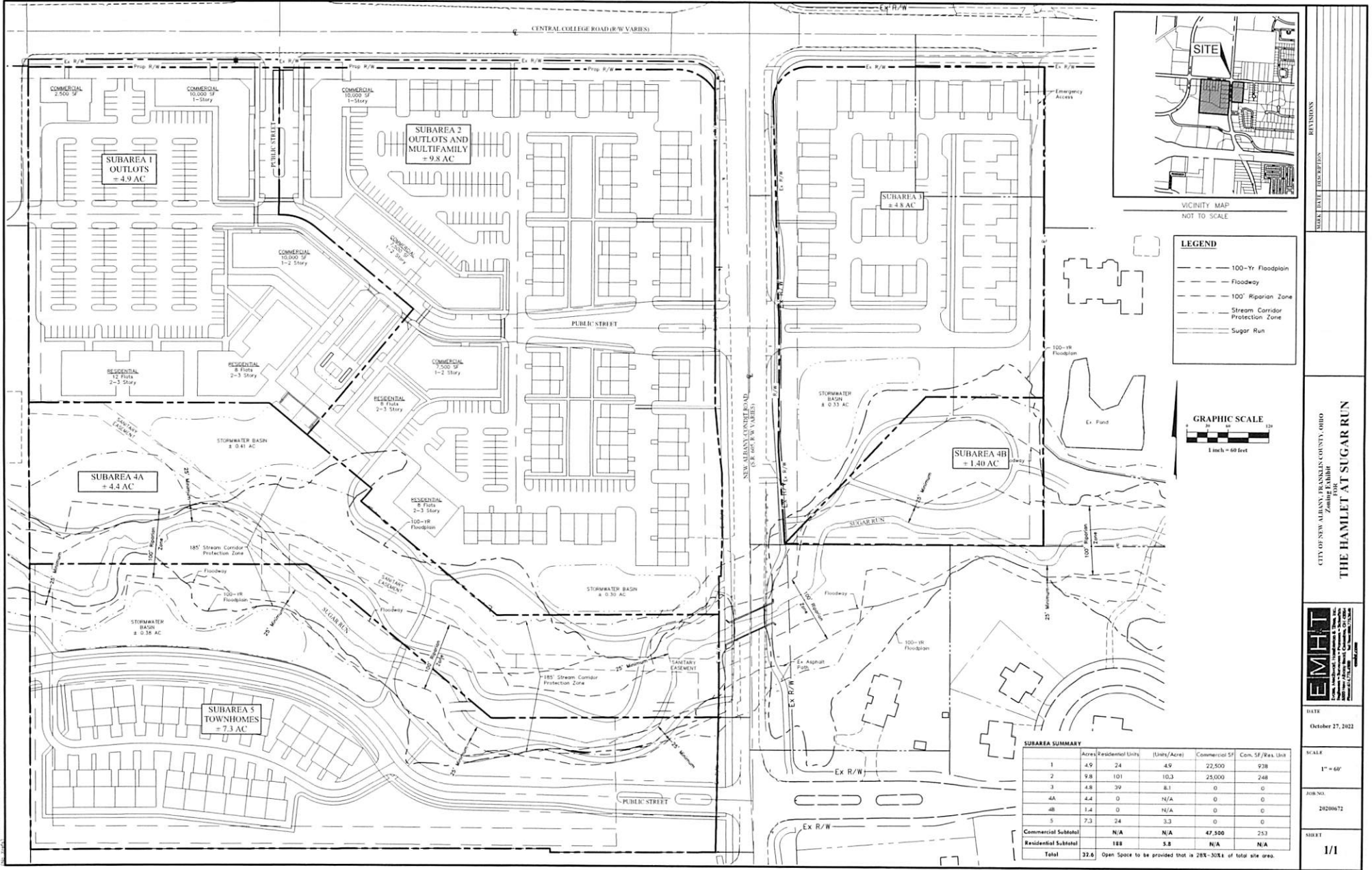
MARK	DATE	DESCRIPTION

EMHT
 Engineering, Inc.
 1000 New Albany Road, Columbus, OH 43260
 Phone: 614.762.1100
 www.emht.com

CITY OF NEW ALBANY, FRANKLIN COUNTY, OHIO
 Zoning Exhibit
 FOR
THE HAMLET AT SUGAR RUN

DATE: October 27, 2022
 SCALE: 1" = 40'
 SHEET: 1/1

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LEGEND

- 100-Yr Floodplain
- - - Floodway
- - - 100' Riparian Zone
- - - Stream Corridor Protection Zone
- Sugar Run



SUBAREA SUMMARY

	Acres	Residential Units	(Units/Acre)	Commercial SF	Com. SF/Res. Unit
1	4.9	24	4.9	22,500	938
2	9.8	101	10.3	25,000	248
3	4.8	39	8.1	0	0
4A	4.4	0	N/A	0	0
4B	1.4	0	N/A	0	0
5	7.3	24	3.3	0	0
Commercial SubTotal	N/A	N/A	N/A	47,500	253
Residential SubTotal	18.8	5.8	N/A	N/A	N/A
Total	32.4	Open Space to be provided that is 28%-30% of total site area.			

SHEET TITLE / DESCRIPTION: **FOUNDATIONS**
 CITY OF NEW ALBANY, FRANKLIN COUNTY, OHIO
 Zoning Ordinance 100
THE HAMLET AT SUGAR RUN
 DATE: October 27, 2022
 SCALE: 1" = 60'
 JOB NO.: 28209672
 SHEET: 1/1



THE HAMLET AT SUGAR RUN ZONING DISTRICT
INFILL PLANNED UNIT DEVELOPMENT (I-PUD) TEXT

November 22, 2022

I. BACKGROUND AND ORGANIZATION OF THE DISTRICT:

A. **Introduction:** The Hamlet at Sugar Run Zoning District (hereinafter, the “Zoning District”) seeks to facilitate the development of a “hamlet” as contemplated in a recent update to the Engage New Albany 2020 Strategic Plan and related amendments to City Code (the “New Hamlet Standards”). The applicant strives to create a truly unique mixed use community combining live, work, and play opportunities in a single, pedestrian-friendly environment. Sugar Run Creek and surrounding open spaces will provide an important core around which the site is planned and around which activity will revolve.

B. **Location and Subareas:** This Zoning District consists of 32.6+/- acres located to the southwest and southeast of the intersection of Central College Road and New Albany-Condit Road (a.k.a. State Route 605). It includes an assemblage of various township-era single family parcels that historically have been under fractured ownership and have been used as owner-occupied/renter-occupied residences but are now owned or controlled by a single business entity, namely the applicant. The development proposal includes 5 subareas:

1. **Subarea 1:** Subarea 1 consists of 5.0+/- acres located in the northwestern quadrant of the Zoning District. It is found to the south of and adjacent to Central College Road. Its western boundary is the corporate boundary line separating New Albany and the City of Columbus. This subarea will accommodate restaurant, retail, service-oriented, office, and similar development, as well residential units in limited locations as contemplated later in this text.

2. **Subarea 2:** Subarea 2 consists of 10.5+/- acres located to the southwest of, and adjacent, to the intersection of Central College Road and New Albany-Condit Road. This subarea will contain residential townhomes, a limited number of residential units to be constructed as “flats”, and related amenities, and will provide flexibility to allow for some commercial uses in the western portion of the subarea.

3. **Subarea 3:** Subarea 3 consists of 5.25+/- acres and is located to the southeast of and adjacent to the intersection of Central College Road and New Albany-Condit Road. This subarea is to be developed with single family residential and townhomes.

4. Subarea 4: Subarea 4 contains 4.4+/- acres. It is irregularly shaped to include the central portion of the Zoning District with an extension eastward to and across New Albany-Condit Road to encompass Sugar Run Creek. This subarea is intended to be the center of recreational and social activities to serve not only this Zoning District but also residents and visitors from throughout the City. It will contain parkland and open space in close proximity to commercial and residential uses.

5. Subarea 5: Subarea 5 consists of 7.4+/- acres and is the southern portion of the Zoning District. This subarea is intended to provide senior living opportunities with a limited mix of supporting uses, or a limited number of townhomes or single-family homes as provided later in this text. Notwithstanding the foregoing, if a senior living project is developed in Subarea 5, townhomes and/or single-family homes shall not be permitted unless such townhomes/single-family homes are a part of the senior living project's operations.

C. Development Standards: This text is intended to apply development standards and requirements that are particular to this Zoning District. Where it provides standards and/or requirements that conflict with those which are set forth in the Codified Ordinances, the provisions of this text shall govern. Where this text is silent on a particular standard or requirement and the Codified Ordinances address that item or standard, then development and operation of uses in this Zoning District shall comply with the relevant provisions of the Codified Ordinances. Development standards which are particular to each subarea are provided below. In addition, each subarea shall be subject to the generally applicable standards of Section II.

II. GENERALLY APPLICABLE STANDARDS:

A. Use Ratio: Subject to any other applicable density requirements that may otherwise apply to this subarea as set forth in this zoning text, a minimum of 200 square feet of commercial tenant space shall be provided in this Zoning District for every residential unit that is constructed. Senior Living Uses (such term being defined in the standards which are applicable to Subarea 5 below) shall not be deemed to be commercial uses for purposes of meeting the minimum required ratio, nor shall they be deemed to be residential uses for which corresponding commercial development is required. A maximum of 6 residential units per gross acre shall be permitted within this Zoning District (individual subareas may exceed this density provided that the overall Zoning District meets this requirement).

B. Parkland and Open Space; Central Green: A minimum of 25% of the total area of the Zoning District shall be set aside as open space or dedicated parkland. Individual subareas are not required to meet this minimum standard. A central green space (a "Central Green") shall be provided to connect the parkland in Subarea 4 to uses and development within Subarea 1 and Subarea 2 and to provide a central point for recreation, social gatherings, and activity. The Central Green shall be located in Subarea 1 and may also extend into Subarea 2, with its final specifications

and configuration will be determined as part of a final development plan review and approval. With the first final development plan application that is filed in this Zoning District, a parks and open space plan shall be provided for review and approval by the Planning Commission which details acreages and boundaries of parkland and open space throughout the district.

C. Streets and Drives:

1. New Central Street and New Southern Street: A new public street shall be constructed from the western edge of the right-of-way of New Albany-Condit Road to the southern edge of the right-of-way of Central College Road, as generally shown in the preliminary development plan (the "New Central Street"). Additional access may be provided to and from an existing private road located to the west of and adjacent to Subarea 1 (located in the City of Columbus) to provide for a vehicular connection to New Albany Road East, if permission to use the private road is obtained from relevant parties or if said private road ever becomes a public street. The New Central Street shall be stubbed to the western boundary line of Subarea 1 and bollards shall be installed until such time as this connection is permitted.

Another new public street shall be constructed through Subarea 5 generally running east to west from the western edge of the right-of-way of New Albany-Condit Road to the western perimeter boundary line of Subarea 5 (the "New Southern Street"), where it shall be stubbed to connect to future development should it occur on property located to the west in the City of Columbus. The location of the New Southern Street as shown on the preliminary development plan is conceptual, and its final location shall be driven by the actual uses and development patterns within Subarea 5. If requested by the City of New Albany, the property owner shall dedicate additional right-of-way at the intersection of this street with New Albany-Condit Road in order to accommodate the installation of a roundabout. The amount of right-of-way needed at such time shall be determined by the city. The additional right-of-way dedicated to the City (if any) for a roundabout (i.e. over and above the right-of-way required to be dedicated in the absence of a roundabout) shall be credited toward the minimum open space and parkland requirements for the Zoning District.

The final alignments and designs of the New Central Street and the New Southern Street shall be reviewed as part of relevant final development plans and final plats. The New Central Street and the New Southern Street each shall have a minimum right-of-way width of 50 feet and a minimum pavement width of 26 feet measured face-of-curb to face-of-curb. On-street parking shall be permitted on one or both sides of the New Central Street and the New Southern Street except where such parking would interfere with safe access for vehicles or pedestrians, as determined at the time of approval of a final plat. The New Central Street shall be constructed along with the first development that occurs in

Subarea 1 or Subarea 2, and the New Southern Street shall be constructed along with the first development that occurs in Subarea 5.

2. Subarea 3 Entry Street: Vehicular access to and from Subarea 3 shall be provided using a new public street (the “Subarea 3 Entry Street”) which aligns with the intersection of New Albany-Condit Road and the New Central Street. The Subarea 3 Entry Street shall extend to the first intersection with an internal Alley (such term being later defined herein) within this subarea. The Subarea 3 Entry Street shall have a minimum right-of-way width of 50 feet and a minimum pavement width of 26 feet measured face-of-curb to face-of-curb. On-street parking shall be permitted on one or both sides of the Subarea 3 Entry Street except where such parking would interfere with safe access for vehicles or pedestrians, as determined at the time of approval of a final plat. The final alignment and design of the Subarea 3 Entry Street shall be reviewed as part of relevant final development plans and final plats. The Subarea 3 Entry Street shall be constructed along with the first development that occurs in Subarea 3.

3. Alleys; Private Drives: Any vehicular access route within this Zoning District other than the New Central Street, the New Southern Street, the Subarea 3 Entry Road, or a private access drive shall be deemed to be an “Alley”. An Alley is intended to provide access to parking areas and garages and/or to provide other internal routes of circulation where slower vehicle speeds are expected and encouraged as compared to typical public streets. All Alleys shall be public. Any Alley running behind only the rears of buildings shall have a minimum of 14 feet of right-of-way and a minimum of 14 feet of pavement, and shall not be required to include sidewalks, street trees, or tree lawns. An Alley that runs in the front of a building shall have a minimum of 20 feet of right-of-way and shall include a 5-foot wide concrete sidewalk on both sides of the Alley along with street trees either within the right-of-way or in an adjacent yard, with the number of street trees and required spacing to be determined as part of a final development plan that includes the Alley. Any vehicular access route in this Zoning District which is not the New Central Street, the New Southern Street, the Subarea 3 Entry Road, or an Alley shall be deemed to be a “private drive” which shall be owned and/or maintained by the relevant property owner or a property owners’ association. The locations of and specifications for private drives shall be approved as part of final development plans in this Zoning District.

4. Central College Road and New Albany-Condit Road Rights-of-Way. Rights-of-way shall be dedicated to the City for a distance of 50 feet southward from the centerline of Central College Road and for a distance of 40 feet to each side of the centerline of New Albany-Condit Road. Additional right-of-way shall be provided for a future northbound right turn lane on New Albany-Condit Road south of Central College. The final length shall be determined at the time of the FDP, consistent with the approved traffic study.

5. Street Trees. Street trees shall be required on both sides of the New Central Street, the New Southern Street, and the Subarea 3 Entry Road. shall be a minimum of 3 inches in caliper at installation and shall be spaced at an average distance of 30 feet on center. This requirement may be waived in areas where existing vegetation occurs. Notwithstanding the foregoing, tree spacing may deviate from this requirement if necessary or appropriate to provide a desirable streetscape, as approved as part of a final development plan. Street trees shall be shown on a final development plan for review and approval.

6. Rooftop Screening. Complete screening of all roof-top mounted equipment shall be required on all four sides of buildings with materials that are consistent and harmonious with the building's façade and character. Such screening shall be provided in order to screen the equipment from off-site view and to buffer sound generate by such equipment. Solar energy equipment shall be exempt from this requirement to the extent that any such screening would interfere with its functionality.

D. Preliminary Development Plan: The preliminary development plan that accompanies this text is intended, with respect to Subarea 1 and Subarea 5, to demonstrate possible layouts of potential uses, buildings, improvements, and amenities. In these subareas, the market will dictate and influence actual development patterns, which may differ from what is illustrated on the preliminary development plan given. The final development plan review process will provide details for individual developments within these subareas, and shall comply with the standards and requirements of this text unless otherwise approved at that review stage. Plans for Subarea 2, Subarea 3, and Subarea 4 are more refined at the time of the preliminary development plan review and generally provide accurate anticipated plans for development. Notwithstanding the foregoing, given the nature of this Zoning District as a mixed use development, proposed developments may provide some modifications to the preliminary development plans for these subareas at the time of final development plan reviews in order to integrate uses appropriately to further the goals of the development.

III. SUBAREA 1: The provisions of this Section III shall apply to Subarea 1.

A. Permitted Uses: The following permitted and conditional uses shall be allowed in Subarea 1:

1. The permitted uses contained in the Codified Ordinances of the City of New Albany, C-3 Business District, Section 1149.02, shall be permitted in Subarea 1. Conditional uses contained in Section 1149.03 of the Codified Ordinances shall be allowed in this subarea. Conditional uses shall comply and shall be reviewed in accordance with Chapter 1115 of the Codified Ordinances. Notwithstanding any of the foregoing, the following uses shall be prohibited in Subarea 1:

a. Funeral services.

- b. Self-service laundries.
- c. Gasoline service stations or retail convenience stores selling gasoline as an ancillary activity.
- d. Motor vehicle sales and service establishments.
- e. Car washes or similar uses.
- f. Carryout food and beverage establishments with drive-through facilities.
- g. Drive-throughs except for those serving banks or other financial institutions, pharmacies, or coffee shops. Drive-throughs shall not be permitted in conjunction with fast-food restaurants. For purposes of this text, a “coffee shop” shall be defined to mean a commercial operation in which coffee beans, espresso or espresso-based products, and/or brewed coffee are sold for public consumption. Pick-up windows and “curb-side pick up” locations shall be permitted. These shall be defined to mean “a dedicated parking spot or window from which food and/or beverages are picked up by a consumer in a motor vehicle who ordered the food and/or beverages from a location off-site.” Pick-up windows, “curb-side pick up” locations or permitted drive-throughs shall be reviewed as conditional uses and shall not be located on the front of a building which faces Central College Road.

2. “Ghost Kitchens”, defined to mean “professional food preparation and cooking facilities set up for the preparation of delivery-only meals. Delivery may be made to visitors of uses, places, or events within Subarea 3 or to locations elsewhere within and/or outside of the Zoning District.” A Ghost Kitchen need not be for a single restaurant and may contain kitchen space and facilities for more than one restaurant brand. It also may be permitted to be operated as part of or in conjunction with other permitted restaurants or permitted food concepts.

3. Special Event Venues: Special event venues such as, but not limited to, wedding venues, banquet facilities, and gathering venues for special occasions.

4. “Markets”, defined to mean “farmers markets, artisan and artist markets, craft markets, flea markets, antique markets, and similar markets. These permitted uses may be located indoors or outdoors. Markets may include Food Trucks, and other temporary outdoor food preparation concessions or providers shall be permitted only as part of a Market and not as stand-alone or independent uses.”

5. Arts. Artisan and artist creative spaces and galleries.

6. Nano Breweries: Nano breweries and beer gardens. A “Nano Brewery” is defined to mean “a brewery with on-site production of no more than 15 barrels per week.”

7. Distilleries: Distilleries. A “Distillery” is defined to mean “a small facility, consisting of no more than 5,000 gross square feet, from which liquor is manufactured on a limited basis for on-site or off-premises consumption.”

8. “Food Trucks”, defined to mean “licensed and operable motor vehicles or trailers with a kitchen where food is prepared for purchase by walk-up customers.” Food Trucks shall be subject to the following operational requirements:

a. Distance From Central Green: Food Trucks shall be located within the Central Green or no further than 100 feet from a perimeter boundary of the Central Green.

b. Power Source: Food Trucks shall be powered using a permanent electric source provided within the Zoning District. Outdoor generators shall not be permitted to be used to power Food Trucks.

c. Signs: Signage shall be permitted on the exteriors of Food Trucks without a permit being necessary if (a) it is painted on or permanently affixed to the Food Truck, or (b) consists of a menu or advertisement meant to provide information to on-site customers.

d. Trash Receptacles: At least one trash can/receptacle shall be provided near each food truck in a location that is not visible from adjacent public streets. No liquid waste or grease shall be disposed into sanitary sewers or storm drains.

9. “Seasonal Dining Spaces”, defined to mean “dining and/or beverage consumption spaces located outside of a permanent structure which provide for outdoor seating opportunities using inflatable bubbles or other means of shelter or separation and which utilize portable heating devices, as necessary.”

10. Limited Multi-Family: Multi-family residential units configured as “flats”, but only if a building containing such units fronts on the Central Green or on Sugar Run Creek.

B. Lot and Setback Commitments:

1. Application of C-3 Development Standards: Except as otherwise expressly set forth in this subsection II.B, the development standards contained in Codified Ordinances Section 1149.04 shall apply to this subarea.

2. Limitation on Individual Users: No single use or user shall occupy more than 10,000 square feet of gross floor area within a building.

3. Central College Road: There shall be a minimum pavement setback and a minimum building setback of 65 feet as measured from the centerline of Central College Road as it exists on the date that this text becomes legally effective.

4. Western Perimeter Boundary: A minimum pavement setback of 5 feet and a minimum building setback of 20 feet from the western perimeter boundary line.

5. Interior Boundaries: Setbacks from all internal property boundaries between adjoining parcels within this subarea or from shared boundary lines between subareas in this Zoning District shall be zero feet for pavement and buildings.

6. Lot Coverage: The maximum lot coverage shall be 90%. Lot coverage shall be defined as the area covered by buildings and impervious surfaces. Lot coverage shall be measured across the entire subarea, meaning that individual parcels within this subarea may exceed the maximum lot coverage percentage as long as the entire subarea does not exceed the maximum.

C. Access and Parking:

1. Vehicular Access: Vehicular access to and from Subarea 1 shall be provided from the New Central Street, which shall provide one full movement access point on each of Central College Road and New Albany-Condit Road.

2. Vehicular Parking: Given the integrated development program for this Zoning District, the applicant shall be required to submit a comprehensive shared parking model as part of the review and approval of the first final development plan in any of Subarea 1, Subarea 2, or Subarea 4. Parking to accommodate uses in Subarea 4 shall be provided in Subarea 1. The applicant shall provide an independent demand study and shared parking analysis that analyzes hourly and peak demands for commercial, office, parkland, and residential uses based on shared parking principles and ratios. Parking shall be provided in accordance with the parking demand study and shared parking analysis that is approved as part of one or more final development plans. If the mixture of uses in a subarea, where the parking model is required, substantially changes the model must be resubmitted to staff for review.

3. Bicycle Parking: Bicycle parking shall be provided at the rate of one space per 2,000 square feet of gross building floor area located in this subarea.

D. Architectural Standards:

1. Application of DGRs: Except as otherwise set forth in this text, the City's Design Guidelines and Requirements (DGRs) shall apply to this subarea, provided, however, that deviations from them shall be permitted if approved as part of a final development plan application.

2. Design Intent: The designs of buildings in this subarea shall be derived from examples of traditional American architecture, and/or vernacular architecture, and/or any complimentary style of architecture thereof taking into account the nature of the proposed use and the scale of the building. Buildings shall be designed to be seen from 360 degrees, where all four elevations shall meet a consistent level of design and design elements. Creative architectural design and character shall be supported when provided to improve the sustainability and reduce the environmental impact of a development proposal. Detailed architectural elevations shall be submitted for approval as part of a final development plan application.

3. Height: The maximum building height (as measured per the Codified Ordinances) shall not exceed (a) 40 feet if any portion of the building is located within 250 feet of the southern right-of-way of Central College Road, or (b) 50 feet in other locations. Architectural elements including, but not limited to, monitors, chimneys, and cupolas may exceed the height limitations of this text as permitted by the Codified Ordinances.

4. Features: The following architectural features shall be required and shall be scaled according to the size of the individual tenant. These features may be scaled to a group of smaller side-by-side tenants when architecturally appropriate:

a. Roofs may be sloped or flat;

b. Complete screening of all roof-mounted equipment shall be required on all four sides of buildings with materials that are consistent and harmonious with the building's façade and character. Such screening shall be provided in order to screen the equipment from off-site view and to buffer sound generated by such equipment; and

c. Complete screening of all ground-mounted mechanical and other equipment at ground level by walls, fencing, or landscaping that is consistent and harmonious with the materials on and character of the nearest primary building shall be required.

5. Exterior Elevations: All exterior elevations of each building shall be required to have the following characteristics:

a. Consistency of Finish: The palette of exterior finishes and color shall be cohesive and harmonious with the materials on and character on all sides of a building. Unfinished rear facades of buildings shall be prohibited.

b. Exterior Wall Finish: Brick, brick veneer, metal, cementitious products such as Hardiplank or its equivalent, wood, EIFS and composite material may be used as exterior wall finish materials where appropriate. Exterior wall finish materials must be used to complete massing elements. The application of brick or brick veneer to a single building façade is prohibited. Spandrel glass shall be permitted on the rear facades of buildings, while reflective or mirrored glass shall be prohibited.

c. Roof Materials: Acceptable materials for sloped roofs include dimensional asphalt shingles, natural and synthetic slate, cedar shake, and standing seam metal.

d. Fascias: When applicable, roof fascias shall be proportioned to the scale of the roof element.

e. Gutters and Downspouts: Sloped roofs shall be required to employ gutters and downspouts for drainage. All gutters shall be of a metal type and shall be painted to match fascias.

f. Exterior Doors: All exterior doors other than doors whose primary purpose is for the entry or exit of customers shall be made of a heavy gauge metal.

g. Prefabricated Buildings: Prefabricated metal buildings, untreated masonry block structures, and buildings featuring an exterior finish entirely of glass are prohibited.

6. Operable Doors: The requirement in the DGRs that an operable and active front door is to be provided along a public street shall apply along Central College Road only for multi-tenant buildings. Single-tenant buildings shall be exempt from this requirement provided that such buildings have a pedestrian entrance on one or both sides and further provided that the façade of a building facing Central College Road instead shall include an architectural feature or other design element that encourages pedestrian activity.

IV. SUBAREA 2: The provisions of this Section IV shall apply to Subarea 2.

A. Permitted Uses: Permitted uses in this subarea shall include:

1. Single-family attached or detached townhome residential units. A “detached townhome” shall be defined to mean “a residential unit that is designed in the same manner as an attached townhome product but which is detached from other townhomes but with a relatively small setback from other townhome units.”

2. Single-family detached homes.

3. Home occupations, subject to the regulations of Codified Ordinances Section 1165.07.

4. Uses which are permitted uses or conditional uses in Subarea 1 (provided that such conditional uses are reviewed and approved in accordance with Chapter 1115 of the Codified Ordinances), but only within the area that is delineated on the accompanying preliminary development plan as the “Transition Zone” (the “Transition Zone”). Food Trucks also shall be permitted to be operated within the Transition Zone. Uses that are permitted or conditional pursuant to this subsection shall be subject to the same development standards as apply to them in Subarea 1.

5. Model homes shall be permitted in this subarea to market permitted residential units in Subarea 1 and in Subarea 3. The model home shall be subject to the review and approval of the Planning Commission in accordance with Section 1133.04(d) of the Codified Ordinances. Notwithstanding anything to the contrary in the City’s Codified Ordinances, upon approval of a final plat by the City the developer may commence construction of the building containing the model home. Construction of the model home may occur in advance of, or in conjunction with, installation of public infrastructure for the subdivision. No occupancy or use of the model home shall be permitted until all relevant public infrastructure improvements serving the home are acted by the City.

B. Density, Unit, and Setback Requirements – Residential: The standards contained in this Section IV.B shall apply to townhome development:

1. Types of Units: Dwellings shall consist of attached or detached townhome units, attached units configured as “flats”, and/or detached single-family homes, provided that that no more than 20% of the homes in this subarea shall be detached single-family homes and no more than 20% of the units shall be “flats”. Buildings located along the Central College Road or New Albany-Condit Road shall front on those streets and shall consist of only attached townhomes.

2. Lot Size: There shall be no minimum lot width or size in this subarea. Townhomes may be located on individual fee simple lots or may be subject to a condominium form of ownership.

3. Lot Coverage. The maximum lot coverage shall be 90%. Lot coverage shall be defined as the area covered by buildings and impervious surfaces. Lot coverage shall

be measured across the entire subarea, meaning that individual parcels within this subarea may exceed the maximum lot coverage percentage as long as the entire subarea does not exceed the maximum.

4. Setbacks. The following setback requirements shall apply to this subarea:

a. Central College Road. There shall be a minimum pavement setback and a minimum building setback of 65 feet from the centerline of Central College Road as it exists on the date that this text becomes legally effective.

b. New Albany-Condit Road. There shall be a minimum pavement setback and a minimum building setback of 65 feet from the centerline of New Albany-Condit Road as it exists on the date that this text becomes legally effective.

c. Along New Street. There shall be a maximum building setback of 5 feet from the right-of-way of the New Street in order to ensure an urban-feeling edge of buildings along that street.

d. Front Yards. There shall be a zero front and rear yard setback requirement for all residential units, provided that front yard setbacks along public streets shall be provided as contemplated above.

d. Minimum Separation. The minimum separation between homes or buildings containing attached townhomes shall be 10 feet. There shall be a zero setback requirement between individual attached townhome units in a building. There shall be a minimum building separation of 5 feet between detached townhome units, and 10 feet between a detached townhome and another type of unit. There shall be a zero front yard setback requirement for all units.

C. Access and Parking:

1. Vehicular Access: Vehicular access to and from Subarea 2 shall be provided using a combination of the New Street and a private drive system within the subarea.

2. Off-Street Parking: A minimum two-car garage shall be provided within each townhome unit. A paved parking lot shall be provided in this subarea which shall provide for shared parking opportunities among residents and tenants/users of subareas in this Zoning District. Given the integrated development program for this Zoning District, the applicant shall be required to submit a comprehensive shared parking model as part of the review and approval of the first final development plan in any of Subarea 1, Subarea 2, or Subarea 4. Parking to accommodate uses in Subarea 4 shall be provided in Subarea 1. The applicant shall provide an independent demand study and shared parking analysis that analyzes hourly and peak demands for commercial, office, parkland, and residential uses based on shared parking principles and ratios. Parking shall be provided in accordance

with the parking demand study and shared parking analysis that is approved as part of one or more final development plans.

3. Parking Plan: Given the integrated development program for this Zoning District, the applicant shall be required to submit a comprehensive shared parking model as part of the review and approval of the first final development plan in this subarea or in Subareas 1 or 4. The applicant shall provide an independent demand study and shared parking analysis that analyzes hourly and peak demands for commercial, office, and residential uses based on shared parking principles and ratios. If the mixture of uses in a subarea, where the parking model is required, substantially changes the model must be resubmitted to staff for review.

4. Sidewalks: A public sidewalk shall be located within the right-of-way on both sides of the New Central Street. Public sidewalks shall be a minimum of 5 feet in width and private sidewalks shall be a minimum of 4 feet in width. All sidewalks shall be constructed of concrete.

D. Landscaping Plan: A landscaping plan shall be provided with a final development plan application for this subarea for review and approval by the City Landscape Architect. The landscaping plan shall provide specifications for required plantings on individual parcels and reserve areas and shall provide detailed requirements for landscaping along Central College Road and New Albany-Condit Road. The landscaping treatment shall be consistent along both sides of New Albany-Condit Road.

E. Architectural Standards:

1. Application of DGRs: Except as otherwise set forth in this text, the City's Design Guidelines and Requirements (DGRs) shall apply to this subarea, provided, however, that deviations from them shall be permitted if approved as part of a final development plan application.

2. Design Intent: The designs of buildings in this subarea shall be derived from examples of traditional American architecture, vernacular architecture, and/or any complimentary style of architecture. The intent for the character of the building designs in this subarea is to use Richmond Square in the City's Village Center as inspiration, although actual designs of buildings are likely to be designed to provide a distinct product. Examples of general design intent for townhomes are included along with the preliminary development plan, but specific designs shall be presented for approval as part of a final development plan. Buildings shall be designed to be seen from 360 degrees, where all four elevations shall meet a consistent level of design and design elements.

3. Maximum Building Height: The maximum height of buildings in this subarea shall be 40 feet, except that buildings within the Transition Zone and greater than 250 feet from the southern right-of-way of Central College Road shall have a maximum height of 50 feet.

4. Exterior Materials:

a. Appearance: Detailed architectural elevations shall be submitted for approval by the Planning Commission as part of a final development plan application.

b. Wall Finish Materials: Brick, brick veneer, cementitious/composite siding or equivalent, shall be permitted as primary and secondary exterior façade materials as well as for trim and accent elements. EIFS, wood, and aluminum also shall be permitted as trim or accent elements. The use of vinyl siding shall be prohibited. Exterior wall finish materials must be used to complete massing elements. Exposed foundation walls shall be prohibited.

c. Four-Sided Architecture: Four-sided architecture shall be required on all buildings, meaning that there shall be a cohesive use of design elements on all sides of the structure in a manner that creates continuity and balance among all facades.

5. Roofs: Roofs shall be sloped.

6. Garages:

a. Locations: Garages shall be attached and shall be located at the rear of each residential unit.

b. Designs: Individual bay doors or double wide garage doors that have the appearance of individual bay doors when closed shall be required. All garage doors shall contain decorative features and shall be of a color and style that is consistent with or complimentary to the architecture of the home. All garage doors shall be solid paneled but may have windows provided that the interior of the garage cannot be viewed at a height of 6 feet when standing in the middle of the adjacent private drive. If a garage door faces an Alley, it shall be exempt from the maximum width requirements contained in the DGRs.

c. Pedestrian Doors: All pedestrian garage doors shall be solid paneled.

F. Miscellaneous Standards:

1. Swimming Pools/Spas: Swimming pools shall be prohibited in this subarea. Spas shall be permitted in the rear yard but must be completely screened from adjoining properties and shall have a fence or building façade around it on all four sides in accordance with relevant provisions of the Codified Ordinances. Spas shall be flush with the top of surrounding paving, decking, or similar surfaces and shall have a minimum setback of 5 feet from any property line..

2. Storage:

a. Storage Sheds: Storage sheds shall be prohibited.

b. Equipment Storage: Storage of all maintenance equipment shall be within garages or otherwise screened from off-site view. Such items should not be visible from streets, common open spaces, or adjacent lots or developments.

c. Vehicle Storage: All campers, off-road vehicles, box trucks, and boats, must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

3. Mailboxes: Due to recently enacted federal postal rules and regulations, individual mailboxes are no longer permitted to be located to the front of each home. Instead, cluster mailbox units shall be utilized at a single location. This location and the design of the cluster mailbox units shall be reviewed and approved as part of a final development plan for this subarea.

4. Garbage Cans: All garbage cans and other waste containers shall be kept in garages or within approved screened areas.

V. SUBAREA 3: The provisions of this Section V shall apply to Subarea 3.

A. Permitted Uses: Permitted uses in this subarea shall be as follows:

1. Single-family attached townhome residences.

2. Single-family detached residences.

3. Model homes shall be permitted in this subarea to market permitted residential units in Subarea 1 and in Subarea 3. Model homes shall be subject to the review and approval of the Planning Commission in accordance with Section 1133.04(d) of the Codified Ordinances. Notwithstanding anything to the contrary in the City's Codified Ordinances, upon approval of a final plat by the City the developer may commence construction of the building containing the model home. Construction of the model home may occur in advance of, or in conjunction with, installation of public infrastructure for the subdivision. No occupancy or use of the model home shall be permitted until all relevant public infrastructure improvements serving the home are acted by the City.

4. Home occupations, subject to the regulations of Codified Ordinances Section 1165.07.

B. Number of Units: There shall be a maximum of 45 homes in this subarea, with a maximum of 10 of these homes to be single-family detached dwelling units. Single-family detached dwelling units shall not front or back onto New Albany-Condit Road or Central College Road. Attached townhome dwelling units may front on these streets and shall not back onto them.

1. Lot Size: There shall be no minimum lot width or size in this subarea. Townhomes may be located on individual fee simple lots or may be subject to a condominium form of ownership.

2. Lot Coverage. The maximum lot coverage shall be 75%. Lot coverage shall be defined as the area covered by buildings and impervious surfaces. Lot coverage shall be measured across the entire subarea, meaning that individual parcels within this subarea may exceed the maximum lot coverage percentage as long as the entire subarea does not exceed the maximum.

3. Setbacks. The following setback requirements shall apply to this subarea:

a. Central College Road. There shall be a minimum pavement setback and a minimum building setback of 65 feet from the centerline of Central College Road as it exists on the date that this text becomes legally effective.

b. New Albany-Condit Road. There shall be a minimum pavement setback and a minimum building setback of 65 feet from the centerline of New Albany-Condit Road as it exists on the date that this text becomes legally effective.

c. Along Primary Entry Road. There shall be a maximum building setback of 5 feet from the edge of pavement of the Primary Entry Road (such term being later defined herein) to ensure an urban-feeling edge of buildings along that street..

d. Minimum Separation: The minimum separation between buildings shall be 10 feet. There shall be a zero setback requirement between individual townhome units in a building.

e. Front Yards. There shall be a zero front and rear yard setback requirement for all residential units, provided that front yard setbacks along public streets shall be provided as contemplated above.

C. Access and Parking:

1. Vehicular Access: Vehicular access to and from Subarea 3 shall be provided using the Subarea 3 Entry Street, which shall align with the intersection of New Albany-Condit Road and the New Street.

2. Off-Street Parking: A minimum two-car garage shall be provided within each residential unit. Parking may be provided on private drives.

3. Sidewalks: A public sidewalk shall be located within the right-of-way on both sides of the Subarea 3 Entry Street. Public sidewalks shall be a minimum of 5 feet in width and private sidewalks shall be a minimum of 4 feet in width. All sidewalks shall be constructed of concrete.

D. Landscaping Plan: A landscaping plan shall be provided with a final development plan application for this subarea for review and approval by the Planning Commission. The landscaping plan shall provide specifications for required plantings on individual parcels and reserve areas and shall provide detailed requirements for landscaping along Central College Road and New Albany-Condit Road. The landscaping treatment shall be consistent along both sides of New Albany-Condit Road.

E. Architectural Standards:

1. Application of DGRs: Except as otherwise set forth in this text, the City's Design Guidelines and Requirements (DGRs) shall apply to this subarea, provided, however, that deviations from them shall be permitted if approved as part of a final development plan application.

2. Design Intent: The designs of buildings in this subarea shall be derived from examples of traditional American architecture, vernacular architecture, and/or any complimentary style of architecture. The intent for the character of the building designs in this subarea is to use Richmond Square in the City's Village Center as inspiration, although actual designs of buildings are likely to be designed to provide a distinct product. Examples of general design intent for townhomes are included along with the preliminary development plan, but specific designs shall be presented for approval as part of a final development plan. Buildings shall be designed to be seen from 360 degrees, where all four elevations shall meet a consistent level of design and design elements.

3. Maximum Building Height: The maximum height of buildings in this subarea shall be 40 feet.

4. Exterior Materials:

a. Appearance: Detailed architectural elevations shall be submitted for approval by the Planning Commission as part of a final development plan application.

b. Wall Finish Materials: Brick, brick veneer, cementitious/composite siding or equivalent, shall be permitted as primary and secondary exterior façade materials as well as for trim and accent elements. EIFS, wood, and aluminum also shall be permitted as trim or accent elements. The use of vinyl siding shall be prohibited. Exterior wall finish materials must be used to complete massing elements. Exposed foundation walls shall be prohibited.

c. Four-Sided Architecture: Four-sided architecture shall be required on all buildings, meaning that there shall be a cohesive use of design elements on all sides of the structure in a manner that creates continuity and balance among all facades.

5. Roofs: Roofs shall be sloped.

F. Garages:

1. Locations: Garages shall be attached and shall be located to the rear of each residential unit.

2. Designs: Individual bay doors or double wide garage doors that have the appearance of individual bay doors when closed shall be required. All garage doors shall contain decorative features and shall be of a color and style that is consistent with or complimentary to the architecture of the home. All garage doors shall be solid paneled but may have windows provided that the interior of the garage cannot be viewed at a height of 6 feet when standing in the middle of the adjacent private drive. If a garage door faces an Alley, it shall be exempt from the maximum width requirements contained in the DGRs.

3. Pedestrian Doors: All pedestrian garage doors shall be solid paneled.

G. Miscellaneous Standards:

1. Swimming Pools/Spas: Swimming pools shall be prohibited in this subarea. Spas shall be permitted in the rear yard but must be completely screened from adjoining properties and shall have a fence or building façade around it on all four sides in accordance with relevant provisions of the Codified Ordinances. Spas shall be flush with the top of surrounding paving, decking, or similar surfaces and shall have a minimum setback of 5 feet from any property line...

2. Storage:

a. Storage Sheds: Storage sheds shall be prohibited.

b. Equipment Storage: Storage of all maintenance equipment shall be within garages or otherwise screened from off-site view. Such items should not be visible from streets, common open spaces, or adjacent lots or developments.

c. Vehicle Storage: All campers, off-road vehicles, box trucks, and boats, must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

3. Mailboxes: Due to recently enacted federal postal rules and regulations, individual mailboxes are no longer permitted to be located to the front of each home. Instead, cluster mailbox units shall be utilized at a single location. This location and the design of the cluster mailbox units shall be reviewed and approved as part of a final development plan for this subarea.

4. Garbage Cans: All garbage cans and other waste containers shall be kept in garages or within approved screened areas.

VI. SUBAREA 4: The provisions of this Section VI shall apply to Subarea 4.

A. Intent: Subarea 4 is intended to be the core of this Zoning District and will serve as an organizing element which is an amenity for the hamlet and an attraction for the larger New Albany community. Using the Sugar Run Creek as the Zoning District's backbone, the goal will be to capitalize on its prominence by creating associated green space and leisure trails. Subarea 4 will provide an area serving recreational, entertainment, and social opportunities.

B. Permitted uses in this subarea shall include:

1. Parks/Open Space: Parks, open space, dog parks, public restrooms, and other customary amenities and activities related thereto.

2. Recreation: Athletic fields, athletic courts, playgrounds, and similar uses.

3. "Outdoor entertainment stages", defined to mean stages that are covered or uncovered but not completely enclosed and from which concerts, theatre productions, and other artistic performances are given.

4. "Outdoor Markets", defined to mean Markets (as described in the standards for Subarea 1 above) which are located in venues that are not completely enclosed within a structure.

5. Food Trucks, subject to the same development standards as apply to the operation of this uses in Subarea 1, except relating to the maximum distance requirement from the perimeter boundary of the Central Green.

C. Operational Requirements and Limitations: Given the unique nature of certain permitted uses in this subarea, certain operational requirements and limitations are being provided in order to ensure their appropriate operations, if such uses are operated in Subarea 4:

1. Recreational Uses: Athletic fields, athletic courts, playgrounds, and similar uses may be lighted, provided that such lighting is turned off by 10:00 P.M.

2. Outdoor Entertainment Stages: Performances from Outdoor Entertainment Stages shall not begin before 9:00 A.M. and shall be completed by no later than 10:00 P.M., except that on Memorial Day, Independence Day, and Labor Day (and their associated weekends) performances shall be completed by 11:00 P.M.

3. Outdoor Markets: Outdoor Markets shall be permitted to be operated for no more than 96 hours in a row and shall be permitted to be operational only between 9:00 A.M. and 10:00 P.M. Permanently located restaurants and other food service providers shall be exempt from this provision.

D. Minimum Setbacks:

1. New Albany-Condit Road: There shall be a minimum pavement and building setback of 65 feet from the centerline of New Albany-Condit Road as it exists on the date that this text becomes legally effective.

2. Stream Corridor Protection Zone: A “Stream Corridor Protection Zone” shall be provided along Sugar Run Creek for a minimum width of 100 feet, provided that a minimum of 25 feet shall be provided to each side of the centerline of the creek. The amount of the Stream Corridor Protection Zone that is located on either side of the creek may vary, provided that the foregoing minimums are met. Within the Stream Corridor Protection Zone, buildings and structures shall be prohibited. Pavement shall be prohibited within the Stream Corridor Protection Zone except for leisure paths. Benches, trash receptacles, and pet waste stations shall be permitted within the Stream Corridor Protection Zone in locations which are approved as part of a final development plan. The native understory within this area shall be maintained whenever possible, provided, however, that the removal of any invasive species shall be permitted.

3. Perimeter Boundaries: The minimum pavement setback shall be 0 feet and the minimum building setback shall be 10 feet from the northern boundary line of this subarea. There shall be a minimum pavement and building setback of 25 feet from the western and southern boundaries of this subarea.

4. Interior Parcel Lines: There shall be a zero pavement and building setback from all interior parcel lines within this subarea, provided that all applicable building code requirements are met.

E. Access and Parking:

1. Vehicular Access: There shall be no direct vehicular access to and from Subarea 4. One or more maintenance access and/or service drives may be installed to serve this subarea. An emergency access drive must be installed to serve the subarea from Central College Road. The final locations of such access drives shall be determined as part of a final development plan application within this subarea.

2. Parking Plan: Given the integrated development program for this Zoning District, the applicant shall be required to submit a comprehensive shared parking model as part of the review and approval of the first final development plan in any of Subarea 1, Subarea 2, or Subarea 4. The applicant shall provide an independent demand study and shared parking analysis that analyzes hourly and peak demands for commercial, office, parkland, and residential uses based on shared parking principles and ratios. Parking shall be provided in accordance with the parking demand study and shared parking analysis that is approved as part of one or more final development plans. If the mixture of uses in a subarea, where the parking model is required, substantially changes the model must be resubmitted to staff for review.

3. Off-Street Parking: Parking shall be provided in Subarea 1 to serve the permitted uses in this subarea as well as parking for uses in Subarea 1. Notwithstanding the foregoing, given the integrated development program for this zoning district, the applicant and the City will agree to a comprehensive shared parking model as part of the review and approval of the first final development plan in this subarea or in Subarea 1. The applicant will provide an independent demand study and shared parking analysis that analyzes peak commercial, office and residential uses based on shared parking principles and ratios.

F. Landscaping Plan: A landscaping plan shall be provided with a final development plan application for this subarea for review and approval by the Planning Commission. The landscaping plan shall provide specifications for required plantings on individual parcels and reserve areas and shall provide detailed requirements for screening, buffering, and/or landscaping along New Albany-Condit Road.

VII. SUBAREA 5: The provisions of this Section VII shall apply to Subarea 5.

A. Permitted Uses: Permitted uses in this subarea are set forth in this Section VII.A. Only one of the permitted uses shall be permitted to developed and operated in this subarea, it being the intent that no two permitted uses will be operated at the same time. An applicant for a final development plan shall elect to develop the subarea with one of the permitted uses listed in Sections VII.A.1 through VII.A.3 below, and once a final development plan is approved for the selected use and development commences in accordance with the approved final development plan, the permitted uses which were not

included in the approved final development plan shall not be allowed to be developed or operated in the subarea. For purposes of this limitation, the uses in Sections VII.A1 and VII.A.2 shall be deemed to be a single use.

1. Senior Living Uses: “Senior Living Uses” shall be defined to mean the development and operation of Assisted Living Facilities, Memory Care Facilities and Skilled Nursing Facilities, either individually or in some combination thereof, as well as any Independent Living Facility that is a component of a senior living community that includes an Assisted Living Facility. For purposes of this text, certain terms shall have the meanings provided below:

a. “Assisted Living Facilities” shall be defined to mean “facilities providing living accommodations for senior citizens, the elderly, and/or individuals with disabilities residing in individual units within a building that includes multiple living units and also provides assistance from on-site staff with respect to some activities of daily living such as, but not limited to, hygiene, dressing, provision of meals, dispensing and administration of medication, and mobility assistance.” Individual living units in such facilities may provide a living room, a kitchen, and one or more studio or self-contained bedrooms. These facilities may provide for common dining areas and meal preparation by on-site staff.

b. “Memory Care Facilities” shall be defined to mean “facilities providing for care of individuals living on-site who suffer from dementia or similar memory impairment conditions.” These facilities may include on-site nursing staff, physicians and caregivers. These types of facilities may have special security measures in place for the protection and safety of residents. Memory Care Facilities will have some elements which are similar to Assisted Living Facilities but are distinguished from them based on the nature of residents’ health and the elevated level of care that is necessary to be provided.

c. “Skilled Nursing Facilities” shall be defined to mean “facilities in a more institutional setting than Assisted Living or Independent Living Facilities, which require government-issued licenses in order to operate, and that customarily provide high and skilled levels of care due to residents’ complex medical problems, restrictions on mobility, and infirmities.” In these facilities, many residents generally require assistance with movement from one place to another, bathing, and other basic activities of daily living.

d. “Independent Living Facilities” shall be defined to mean “attached or detached residential units for senior residents aged 55 and over who largely have the ability to take care of their own basic needs.” These facilities have residents who are generally more active than in other senior living environments.

2. Senior Living Supporting Uses: Any uses ancillary to the operation of any Senior Living Use (“Senior Living Supporting Uses”) shall be permitted in association with the operation of a permitted Senior Living Use, provided that such uses are intended primarily for usage by residents and their families and guests and shall not be marketed (but will be open) to the general public. Senior Living Supporting Uses include, but are not limited to:

- a. Retail stores primarily engaged in selling merchandise for personal or household consumption;
- b. Cafes and restaurants with no drive-throughs;
- c. Coffee shops;
- d. Beauty salons, barber shops, nail salons, and spas;
- e. Pools;
- f. Theaters;
- g. Fitness centers;
- h. Gymnasiums;
- i. Areas of worship; and
- j. Medical service facilities.

3. Townhomes: Single-family attached townhome residential units in buildings containing no less than three units. Townhomes shall be permitted only if no Senior Living Uses and/or Senior Living Supporting Uses are developed or operated in Subarea 5. A maximum of 35 townhome units shall be permitted in this subarea. Home occupations shall be permitted in association with townhome units, subject to the regulations of Codified Ordinances Section 1165.07.

4. Single-Family Detached Residences: Single-family attached residences, but only if no Senior Living Uses or Senior Living Supporting Uses are developed or operated in Subarea 5. A maximum of 25 single-family detached units shall be permitted in this subarea. Home occupations shall be permitted in association with townhome units, subject to the regulations of Codified Ordinances Section 1165.07.

B. Conditional Uses: The following uses shall be conditional uses in this subarea, provided that the conditional uses comply with and are reviewed in accordance with Chapter 1115 of the Codified Ordinances:

1. Administrative, business, professional, and medical offices as provided in Codified Ordinances Section 1143.02(a), (b), and (c); and
2. Daycares and preschools.

C. Design Intent: The preliminary development plan for this subarea is intended to illustrate one site plan that conforms to the requirements of this zoning text. The final development plan for this subarea may differ from the preliminary development plan. Such differences shall be deemed to be permissible provided that the final development plan meets the requirements of this zoning text, subject to any waivers that are approved by the Planning Commission as part of a final development plan.

D. Lot and Setback Commitments:

1. Lot Coverage: The maximum lot coverage shall be 70%. Lot coverage shall be defined as the area covered by buildings and impervious surfaces. Lot coverage shall be measured across the entire subarea, meaning that individual parcels within this subarea may exceed the maximum lot coverage percentage as long as the entire subarea does not exceed the maximum.

2. Setbacks:

a. New Albany-Condit Road: There shall be a minimum pavement and building setback of 200 feet from the centerline of State Route 605/New Albany-Condit Road as it exists on the effective date of this text.

b. New Southern Street: There shall be a minimum building setback of 15 feet from the right-of-way of the New Southern Street.

c. Western Perimeter Boundary: There shall be a minimum pavement setback of 10 feet and a minimum building setback of 20 feet from the western perimeter boundary of this subarea.

d. Northern Perimeter Boundary: There shall be a minimum pavement setback of 0 feet and a minimum building setback of 20 feet from the northern perimeter boundary of this subarea.

e. Southern Perimeter Boundary: There shall be a minimum pavement setback of 10 feet and a minimum building setback of 20 feet from the southern perimeter boundary line of this subarea.

f. Interior Parcel Lines: There shall be a zero minimum setback required for buildings and pavement from interior parcel lines within this subarea.

g. Townhomes: Setback and building separation requirements for townhome units and buildings shall be the same as apply to such units and buildings for Subarea 2.

h. Single-Family Detached Units: Single-family detached units shall have a minimum side yard setback of 5 feet, a minimum front yard setback of 10 feet, and a minimum rear yard setback of 10 feet.

E. Access and Parking:

1. Vehicular Access: Vehicular access to and from Subarea 5 shall be provided from one full movement access point on New Albany-Condit Road at a new intersection with New Southern Street

2. Public Sidewalks: A public sidewalk shall be provided along one both sides of the new public street to be constructed in this subarea. This sidewalk shall be 5 feet in width and shall be constructed of concrete.

3. Vehicular Parking: Vehicular parking shall be provided at the following minimum rates for each permitted use type:

a. Assisted Living Facilities (including those that contain an Independent Living Facility component): 1 space per employee on the largest shift, plus 0.5 spaces per residential unit in the facility.

b. Memory Care Facilities: 1 space per employee on the largest shift, plus one space per 10 beds in the facility.

c. Skilled Nursing Facilities: 1 space per employee on the largest shift, plus one space per 10 beds in the facility.

d. Senior Living Supporting Uses: No additional parking required.

e. On-Street Parking: On-street parking shall be permitted along the new public street in this subarea in accordance with the Codified Ordinances. Each on-street parking space on this new street may be counted as one-half of one space for purposes of determining if minimum parking for uses in the subarea are being met.

f. Townhomes and Single-Family: Off-street parking for townhomes and single-family detached homes shall be provided at the minimum rate of three parking spaces per unit. At least two parking spaces shall be provided within an enclosed garage. Additional required off-street parking spaces for townhomes may be provided on driveways or in shared parking areas. Additional required off-street parking spaces for single-family detached homes shall be provided on driveways.

F. Architectural Standards:

1. Application of DGRs: The designs of buildings in this subarea shall be derived from examples of traditional American architecture, vernacular architecture, and/or any complimentary style of architecture thereof taking into account the nature of the proposed use and the scale of the building. Except as otherwise set forth in this text, the City's Design Guidelines and Requirements (DGRs) shall apply to this Zoning District, provided, however, that deviations from them shall be permitted if approved as part of a separate waiver application reviewed by Planning Commission in conjunction with a final development plan application.

2. Style: Buildings shall be designed to be seen from 360 degrees with the same caliber of finish on all facades/elevations. Building additions, whether attached or detached, but excluding carports, shall be of similar design, materials, and construction.

3. Height: The maximum building height (as measured per the Codified Ordinances) shall not exceed 50 feet for Senior Living Uses and 40 feet for townhomes. Architectural elements such as, but not limited to, monitors, chimneys, and cupolas may exceed the height limitations of this text as permitted by the Codified Ordinances.

4. Features: The following architectural features shall be required for Senior Living Uses and shall be scaled according to the size of the individual tenant. These features may be scaled to a group of smaller side-by-side tenants when architecturally appropriate:

a. Roofs may be sloped or flat;

b. Roof elements that emphasize and reduce the building scale at the building storefront such as, but not limited to, dormers, cupolas, roof spires, and hip and gable roofs;

c. Complete screening of all roof-mounted equipment shall be required on all four sides of buildings with materials that are consistent and harmonious with the building's façade and character. Such screening shall be provided in order to screen the equipment from off-site, ground-level view and to reasonably buffer sound generated by such equipment; and

d. Opaque screening of all ground-mounted mechanical and other equipment at ground level by walls, fencing, or landscaping that is consistent and harmonious with the character of the nearest primary building shall be required.

5. Exterior Elevations: Exterior designs for townhomes shall have the same requirements as apply to such units in Subarea 2. All exterior elevations of each building for other permitted uses in this Subarea 5 shall be required to have the following characteristics:

a. Consistency of Finish: The same palette of exterior finishes and color shall be used on all sides of a building. Unfinished rear facades of buildings shall be prohibited.

b. Exterior Wall Finish: Brick, brick veneer, metal, cementitious products such as Hardiplank or its equivalent, wood, EIFS and composite material may be used as exterior wall finish materials where appropriate. Exterior wall finish materials must be used to complete massing elements. The application of brick or brick veneer to only a single building façade is prohibited. Spandrel glass shall be permitted on the rear facades of buildings, while reflective or mirrored glass shall be prohibited. The use of vinyl as a building material is prohibited.

c. Roofs: Acceptable roof materials for sloped roofs include dimensional asphalt shingles, natural and synthetic slate, cedar shake, and standing seam metal.

d. Parapets: Parapets shall use a cornice with molded shapes made of any of the following durable materials: stone, cast stone, architectural pre-cast concrete, gypsum fiber reinforced concrete, expanded insulation finish system (EIFS), metal, cementitious products, vinyl, or similar materials.

e. Fascias: Roof fascias shall be proportioned to the scale of the roof element. The same material shall be used for fascias and cornices.

f. Gutters and Downspouts: Sloped roofs shall be required to employ gutters and downspouts for drainage. All gutters shall be of a metal type and shall be painted to match fascias.

g. Exterior Doors: All exterior doors other than doors whose primary purpose is for the entry or exit of customers shall be made of a heavy gauge metal.

h. Prefabricated Buildings: Except for any structures ancillary to a primary building located on a single parcel, prefabricated metal buildings, untreated masonry block structures, and buildings featuring an exterior finish entirely of glass are also prohibited.

VIII. GENERALLY APPLICABLE STANDARDS AND PROCEDURES: The provisions of this Section VIII shall apply to the entirety of the Zoning District unless otherwise expressly noted.

A. Parkland and Open Space Ownership and Maintenance Obligations: Areas determined as parkland at the time of a final development plan application shall be owned by the city. Areas identified as open space at the time of a final development plan application may be publicly or privately owned. Maintenance obligations for parkland and open space areas shall be determined at the time of a final development plan application.

B.

B. Traffic Study: A traffic study has been filed for the property that is located within this Zoning District. Improvements to the interior and adjacent public street network shall be provided by the developer(s) of this Zoning District as required (and with timing recommended) by the approved traffic study.

C. Leisure Trails; Mulched Paths: An asphalt leisure trail that is 8 feet in width shall be constructed along the Zoning District's frontages on Central College Road and the east and west sides of New Albany-Condit Road in locations which are reviewed and approved as part of a final development plan. Mulched paths may be permitted only along or near Sugar Run Creek, subject to the review and approval of city staff. The locations and specifications for leisure trails and mulched paths shall be approved as part of relevant final development plans.

D. Reciprocal Easements: A declaration of reciprocal easements or a reciprocal easement agreement shall be recorded against relevant real property within this Zoning District as necessary or desirable in order to provide for perpetual vehicular and pedestrian cross access, cross utility, cross parking, and other easements for the efficient development of the Zoning District. Maintenance of private drives and private sidewalks internal to this Zoning District shall be the responsibility of one or more forced and funded property owners' associations which are created for this purpose.

E. Loading and Service Areas: All loading and service areas shall be fully screened from the view of vehicles or pedestrian located on public street rights-of-way by the use of walls, fences, and/or landscaping.

F. Phasing of Improvements: The phasing of the development of this Zoning District is dependent upon market conditions. Each phase shall include an appropriate share of the proposed streets and circulation system, landscaping and outdoor spaces, screening and other site and architectural amenities of the entire project. The extent of these improvements shall be determined for each phase of a specific project at the time of the project's final development plan approval, and will not necessarily be based solely upon a proportional or equal share of the entire site. Requirements for a phased project may include off-site improvements.

G. Utilities: All new utilities shall be installed underground.

H. Service Areas and Dumpsters: All service areas and dumpsters shall be fully screened from all public streets and from adjacent properties located outside of this Zoning District at ground level with walls, fencing, landscaping, or some combination thereof. Walls shall be of the same materials used on nearby building walls and shall be complemented with landscaping. Exterior storage of materials, supplies, equipment, or products is prohibited.

I. Internal Buffering Exemption. The screening requirements of Codified Ordinances Section 1171.05 shall not apply to interior parcel or subarea boundaries in this Zoning District.

J. Graphics and Signage:

1. Intent. Based on the various uses contained within the “hamlet” that is being created by and through this Zoning District, signage needs are unique and require flexibility, not in an effort to deviate from the community standard but instead to properly and adequately identify uses, users, and tenants, and to promote efficient wayfinding. A master sign plan for one or more subareas shall be filed as part of a final development plan for review and approval by the Planning Commission. In the event of a conflict between this text and/or an approved master sign plan and a relevant provision of the Codified Ordinances, this text and/or the approved master sign plan shall govern. Where any signage standard is not addressed in this text and/or an approved master sign plan, the relevant provisions of the Codified Ordinances shall govern. All signs described in this section shall be designed so that they are consistent with the context of the building on which they are located in terms of scale, size, and design. Signs shall not block or cover any portions of architectural detailing, windows, entries or doorways.

2. Street and Entry Signage: This subarea shall utilize standard City of New Albany street regulatory signage. Entry feature signage at the entries into the Zoning District on Central College Road and State Route 605, shall be permitted with a design that is approved by the Planning Commission as part of a final development plan.

3. Types. The following types of signs shall be permitted in this Zoning District:

a. Wall Signs: A “Wall Sign” shall be defined for purposes of this text to mean “a sign attached to a building which identifies an occupant of that building.” Wall Signs shall be permitted as follows:

i. Subarea 1: For each single tenant building in Subarea 1, one Wall Sign shall be permitted on the façade of the building that is oriented toward Central College Road. For any multi-tenant building, a wall sign

may be located above the entry door for that tenant on both (A) the building façade which faces Central College Road and (B) the building façade that faces southward. The maximum permitted dimensions and heights for these signs shall be determined as part of an approved final development plan but shall be appropriately sized in relating to the architectural design of the building and shall be adequate to identify the building from off-site. Due to the unique environment that will be created in Subarea 1 and within the Transition Zone, creative wall signage may be employed in those locations. A master sign plan shall be presented for approval with a final development plan application for these areas.

ii. Other Subareas: No Wall Signs shall be permitted in Subarea 2 (outside of the Transition Zone) or Subarea 3

b. Ancillary Wall Signs. Ancillary wall signs (“Ancillary Wall Signs”) shall be permitted in order to identify particular uses within a building, to provide addresses for such uses, and to promote efficient wayfinding into the building(s). Ancillary Wall Signs shall be permitted on buildings in any location other than within Subarea 2 (outside of the Transition Zone) or Subarea 3 where they shall be prohibited. The permissible maximum dimensions of this type of sign shall be established in a final development plan along with general requirements for locations. It is the intent that once they are established, the applicant may relocate, remove, or replace these signs in accordance with the approved dimensions and requirements without the need to obtain approval of an amended final development plan application, but the applicant shall be required to obtain any necessary sign permits.

c. Window Signs. Window signs shall be permitted only as allowed under relevant provisions of the Codified Ordinances.

d. Primary Monument Signs. “Primary Monument Signs” shall be permitted as provided in this subsection, and are defined to mean “ground-mounted signs which identify an individual use or user or jointly identifies users or users within the Zoning District, and/or which identify the development as a whole within the Zoning District.” One Primary Monument Sign shall be permitted at the vehicular access point for this Zoning District along Central College Road and at both vehicular access points for this Zoning District from New Albany-Condit Road. These signs may be so-called “off-premises” signs. The final locations and dimensions of these signs shall be provided by the applicant in a final development plan.

e. Secondary Entry Monument Signs. “Secondary Monument Signs” shall be permitted to be located near each building to identify uses or users within that building. A Secondary Monument Sign is defined to mean “a sign which identifies uses and users to visitors, is located on the same parcel as the use or user which it identifies, and is not a Primary Monument Sign. The final locations and dimensions of these signs shall be provided by the applicant in a final development plan.

f. Directional Signs. “Directional Signs” shall be permitted internally within this Zoning District, and are defined to mean “signs used for purposes of directing vehicular and pedestrian traffic to particular locations and not for the primary purpose of advertising or identification.” The permissible maximum dimensions of this type of sign shall be established in a final development plan along with general requirements for locations, and it is the intent that once they are established the applicant may relocate, remove, or replace these signs in accordance with the approved dimensions and requirements without the need to obtain approval of an amended final development plan application, but the applicant shall be required to obtain any necessary sign permits.

M. Lighting:

1. Street Lighting: Public street lights may be removed, relocated, replaced, and/or supplemented if necessary to accommodate the installation and operation of access points onto public streets and to adequately light these areas, as approved as part of a final development plan. New street lights shall be the same or substantially similar style, color, and specifications as existing street lights.

2. Parking Lots and Driveways: All parking lot and private driveway lighting shall be cut-off type fixtures and down cast. Lighting along private drives internal to this subarea (if any) shall be presented for review and approval as part of a final development plan. Light poles within this subarea shall be black or New Albany green and constructed of metal. Parking lot lighting shall not exceed 18 feet in height. Parking lot lighting shall be from a controlled source in order to eliminate light spillage beyond the boundaries of the site.

3. Ground-Mounted Lighting: Landscape uplighting from a concealed source shall not be permitted. Any ground lighting that is permitted shall be shielded and landscaped.

4. Prohibited Lighting: No permanent colored lights or neon lights shall be used on the exterior of any building unless such lighted in located in Subarea 3 and is not visible from a public right-of-way.

5. Security Lighting: Security lighting, when used, shall be of a motion-sensor type.

6. Other Requirements: All other lighting on the site shall be in accordance with the City's Codified Ordinances.

N. Review Process; Appeals and Waivers:

1. Architectural Review Board: All final development plan applications in this Zoning District shall be reviewed by the City's Architectural Review Board (ARB) prior to being presented for review by the Planning Commission (PC). The ARB shall provide a recommendation of approval, approval with conditions, or disapproval of each final development plan application to the Planning Commission using the same review criteria for a final development plan application as is required to be applied by the Planning Commission pursuant to relevant provisions of the Codified Ordinances. The Planning Commission shall be the decision-making body as to the approval, approval with conditions, or disapproval of each final development plan application in accordance with the requirements of the Codified Ordinances and shall not be bound by the recommendation of the ARB.

2. Appeals:

a. Taking of Appeals: Appeals to the Board of Zoning Appeals concerning interpretation or administration of the text or the underlying zoning ordinance by the Zoning Officer or any other administrative official may be taken by any person aggrieved, including a tenant, or by a governmental officer, department, board, or bureau. Such appeal shall be taken within twenty days after the date of the decision by filing a notice of appeal specifying the grounds thereof with the officer from whom the appeal is taken and the Board of Zoning Appeals.

b. Imminent Peril: An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Zoning Officer certifies to the Board of Zoning Appeals, after notice of appeal shall have been filed with them, that by reason of facts stated in the application a stay would, in his opinion, cause imminent peril to life or property. In such case, the proceeding shall not be stayed other than by a restraining order which may, on due cause shown, be granted by the Board of Zoning Appeals, after notice to the Zoning Officer or by judicial proceedings.

Waivers. Deviations from development standards in this text or in the Codified Ordinances are subject to the waiver process. A waiver to the standards may be approved by the Planning Commission (PC), after review and recommendation by the Architectural Review Board (ARB), upon the request of an

applicant as part of a final development plan application. The consideration of a waiver request shall be deemed to constitute an administrative proceeding. The PC shall be the decision-making body as to the approval, approval with conditions, or disapproval of each waiver application in accordance with the requirements of this text and shall not be bound by the recommendation of the ARB. In considering a request for a waiver, each of the ARB and the PC shall conduct a public meeting in conjunction with the application.

a. Application for Waiver. An applicant desiring to have a requirement of this zoning waived must apply for the waiver in conjunction with a final development plan application. The waiver request will be reviewed by the ARB (which shall provide a recommendation on the request to the PC) and the PC, which shall make the final decision to approve, approve with conditions, or disapprove the waiver. The applicant shall indicate the nature of the waiver sought and provide a statement explaining why the waiver should be granted. Any drawings or other materials needed to support the waiver application, as determined by city staff, shall be submitted with the waiver request.

b. Action by ARB and the PC. Along with its recommendation on a final development plan application, the ARB shall make a recommendation of any waiver requests. Along with its decision to approve, approve with conditions, or disapprove a final development plan application, the PC also shall make a decision to approve, approve with conditions, or disapprove a waiver request application. The ARB shall only recommend approval of, and the PC shall only approve (with or without supplementary conditions), the waiver application if they find that the waiver, if granted, would:

i. Provide an appropriate design or pattern of development considering the context in which the development is proposed and the purpose of the particular standard. In evaluating the context as it is used in the criteria, the reviewing body may consider the relationship of the proposed development with adjacent structures, the immediate neighborhood setting, and a broader vicinity to determine if the waiver is warranted;

ii. Substantially meet the intent of the standard that the applicant is attempting to seek a waiver from, and fit within the goals of the City's Strategic Plan;

iii. Be necessary for reasons of fairness due to unusual building, structure, or site – specific conditions; and

iv. Not detrimentally affect the public health, safety or general welfare.

Sugar Run Development Traffic Impact Study

Prepared for: NoNA Master Development, LLC

October 13, 2022



Table of Contents

- I. Executive Summary 2
- II. Purpose of Report & Study Objectives 3
- III. Proposed Development..... 3
 - A. Off-Site Developments 3
 - B. On-Site Development..... 3
- IV. Area Conditions 5
 - A. Area of Influence..... 5
 - B. Jurisdictions..... 5
 - C. Traffic Volumes & Conditions 5
- V. Projected Traffic 6
 - A. Background Traffic 6
 - B. Site Traffic 6
- VI. Traffic Analysis..... 8
 - A. Turn Lane Warrant Analysis 8
 - B. Capacity Analysis..... 8
- VII. Results 9
 - A. Turn Lane Warrant Analysis 9
 - B. Capacity Analysis..... 9
- VIII. Recommendations and Conclusions 10
- IX. Appendices 12

List of Tables

Table 1 – Growth Rates	6
Table 2 – Proposed Sugar Run Site Trip Generation Summary.....	7
Table 3 – Background Discover Complex Trip Generation Summary	8
Table 4 – LOS Criteria	9
Table 5 – Baseline Capacity Analysis Summary	10

List of Figures

Figure 1 – Location in Central Ohio (New Albany limits outlined in red)	3
Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections	4



I. Executive Summary

Carpenter Marty Transportation was retained to complete a traffic impact study (TIS) for the proposed mixed-use Sugar Run development located along Central College Road, SR-605 (New Albany-Condit Road), and New Albany Road E. in New Albany, Ohio. The TIS evaluates all of the proposed site access points as well as the signalized intersections of Walton Parkway and Central College Road with SR-605. The development is expected to have an Opening Year of 2024.

The analysis finds the following turn lanes are warranted for the proposed development:

- Central College Road & Discover Access / Site Access 2
 - 125' westbound left turn lane
- SR-605 & Site Access 3 / Site Access 4
 - 175' northbound left turn lane
 - 175' southbound left turn lane
- SR-605 & Snider Loop / Site Access 5
 - 175' northbound left turn lane
 - 175' southbound left turn lane

All turn lanes listed are Build improvements and are inclusive of a 50' diverging taper. Based on the results of the capacity analysis, no additional improvements are required or recommended for the study area. New, updated count data was collected at all off-site study intersections while school was in session to ensure the highest peak hours of the day were evaluated.

II. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of the proposed mixed-use Sugar Run development located in the southwest and southeast corners of the intersection of Central College Road & SR-605 in New Albany, Ohio. This analysis and report are being required by the City of New Albany as part of the development approval process. A Memorandum of Understanding (MOU) was provided to the City for review. The MOU and comments provided can be found in **Appendix A**.

III. Proposed Development

A. Off-Site Developments

The study area is bounded by Central College Road to the north, SR-605 to the east, and Walton Parkway to the south. The surrounding area includes restaurants and retail development to the west, office buildings to the north and south, and residential development to the east.

B. On-Site Development

Location

The majority of the site is located on the south side of Central College Road and the west side of SR-605. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio (New Albany limits outlined in red)

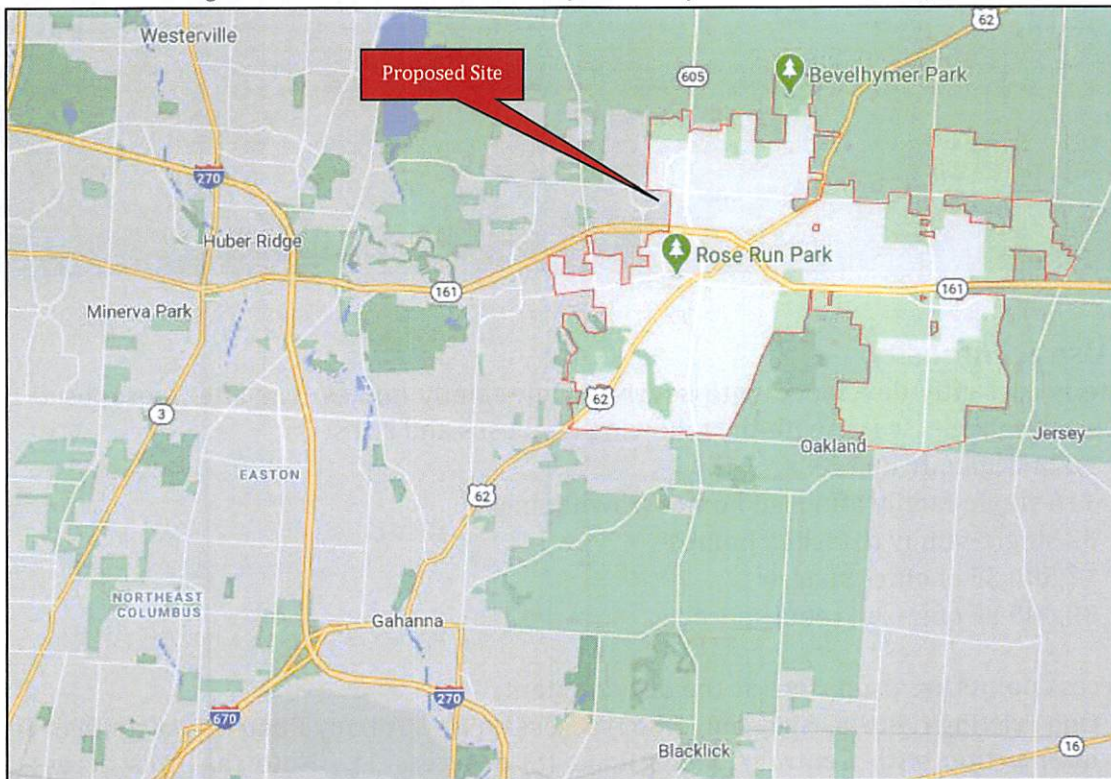


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections



Land Use & Intensity

The site is currently developed with several single-family homes. The site is proposed to develop as a mixed-use site with the following land uses and sizes:

- 40 multifamily units
- 116 single-family attached homes (townhomes)
- 32 single-family detached homes
- 17,500 SF of office space
- 30,000 SF of mixed retail space

Five access points are proposed for the development:

- One existing right-in, right-out (RIRO) access on New Albany Road E. just south of the intersection with Central College Road (Site Access 1). Note that this access is

contingent upon a cross access agreement between property owners, which is currently in process.

- One full access aligned with the existing Discover Complex Access intersection on Central College Road (Site Access 2)
- Two full access points on SR-605
 - One located between Central College Road and Snider Loop, accessing the development on both sides of SR-605 (Site Access 3/4)
 - One tying into the existing intersection with Snider Loop (Site Access 5)

It should be noted that an additional access to Central College Road is provided via cross access to the existing Taco Bell development. However, site traffic using this access is expected to be negligible, so the access was not included in this TIS.

The site plan is provided in **Appendix A**.

IV. Area Conditions

A. Area of Influence

The study intersections for the proposed development are listed below. Numbers correspond to **Figure 2**.

1. SR-605 & Central College Road
2. SR-605 & Snider Loop / Site Access 5
3. SR-605 & Walton Parkway
4. New Albany Road E. & Site Access 1
5. Central College Road & Site Access 2
6. SR-605 & Site Access 3/Site Access 4

B. Jurisdictions

All access points and study intersections are under City of New Albany jurisdiction with the exception of the New Albany Road E. & Site Access 1 intersection which is under the City of Columbus jurisdiction.

C. Traffic Volumes & Conditions

AM and PM peak hour turning movement counts were collected for the following study intersections in September 2022 while school was in session:

- SR-605 & Central College Road
- SR-605 & Snider Loop / Site Access 5
- SR-605 & Walton Parkway
- New Albany Road E. & Site Access 1

Counts were collected from 7:00–9:00 AM and from 2:00–6:00 PM to ensure the highest volume peak hours were utilized, inclusive of school peak hours. All count data can be found in **Appendix B**.

V. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2024 and the Design, or Horizon Year, is 2034. In order to project the count data to the Opening and Horizon Years, linear, annual growth rates from various sources were used. The Mid-Ohio Regional Planning Commission (MORPC) provided annual, linear growth rates for the intersection of SR-605 and Central College Road for a previously completed traffic access study. All other growth rates were derived from a City of New Albany Transportation study completed by Carpenter Marty Transportation and were calculated based on the comparison of 2020 ADT count data to 2050 MORPC ADT data provided by the City of New Albany. **Table 1** below shows the growth rates utilized in the TIS.

Table 1 – Growth Rates

Location	Linear Annual Growth Rate
New Albany Road E. e/o Walton Parkway	1.3%
Central College Road e/o SR-605	1.3%
Central College Road w/o SR-605	1.1%
SR-605 n/o Central College Road	1.7%
SR-605 s/o Central College Road	1.3%
Walton Parkway e/o SR-605	3.0%
Walton Parkway w/o SR-605	3.0%
SR-605 n/o Walton Parkway	1.2%
SR-605 s/o Walton Parkway	1.8%

Growth rates were applied to the count data to develop Background traffic for the Opening and Horizon Years. All growth rate data can be found in **Appendix B**.

B. Site Traffic

Trip Generation

Trips for the proposed site development were generated using ITE practices and the *Trip Generation Manual*, 11th edition, via the OTISS program¹. Land use codes (LUC) 220 – Multifamily Housing (Low-Rise), 215 – Single-Family Attached Housing, 210 – Single-Family Detached Housing, 710 – General Office Building, and 822 – Strip Retail Plaza (<40k) were used to generate trips for the proposed development. ITE recommended internal capture and pass-by rates were applied. **Table 2** shows a summary of the trip generation for the proposed development. The full trip generation details can be found in **Appendix C**.

¹ Online Traffic Impact Study Software developed by ITE and Transoft Solutions.

Table 2 – Proposed Sugar Run Site Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
220 – Multifamily Housing (Low-Rise)	40 Dwelling Units	8	27	15	10
Internal		0	0	2	1
Pass-By		0	0	0	0
Non-Pass-By		8	27	13	9
215 – Single-Family Attached Housing	116 Dwelling Units	17	38	37	28
Internal		0	0	6	3
Pass-By		0	0	0	0
Non-Pass-By		17	38	31	25
210 – Single-Family Detached Housing	32 Dwelling Units	7	20	21	13
Internal		0	0	3	2
Pass-By		0	0	0	0
Non-Pass-By		7	20	18	11
710 – General Office Building	17,500 SF	33	4	7	32
Internal		1	1	2	7
Pass-By		0	0	0	0
Non-Pass-By		32	3	5	27
822 – Strip Retail Plaza (<40k)	30,000 SF	36	24	85	85
Internal		1	1	13	13
Pass-By		0	0	24	24
Non-Pass-By		35	23	48	48
TOTAL		101	113	165	168
Internal		2	2	26	26
Pass-By		0	0	24	24
Non-Pass-By		99	111	115	118

Site Access 2 for the proposed development is aligned with an access to the existing Discover Complex office park on the north side of Central College Road. Trips were generated for this development and applied to the access assuming the development is open and operational. It is our understanding that the Discover Complex building is mostly unused, and the access is currently closed. However, trips were still generated and applied to the access to produce conservative results. The City of New Albany has indicated that the Discover Complex is expected to be redeveloped in the future which will require its own traffic impact study. *LUC 710 – General Office Building* was used to generate trips for the development. It was assumed that 25% of the Discover Complex office building traffic utilizes the Central College Road access opposite of Site Access 2. It should also be noted that trips for this development were only applied to the turning movements of the access point to represent an access opposing Site Access 2.

Table 3 below summarizes the trip generation for the above-described Discover Complex. Existing development trip generation details can be found in **Appendix C**.

Table 3 – Background Discover Complex Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
710 – General Office Building	333,200 SF	292	48	57	300

Discover Complex traffic was added to Background traffic to produce No Build traffic. Site traffic was distributed to/from the site based on count data, existing traffic patterns in the area, proximity to other land uses and major roadways/state routes, and engineering judgment. Proposed Sugar Run site traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D**.

VI. Traffic Analysis

A. Turn Lane Warrant Analysis

Turn lane warrant analysis was conducted at all unsignalized intersections using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual and the turn lane was included in the capacity analysis for Build scenarios, as described further in this report. Turn lane lengths are based on the posted speed of each roadway within the study area. Said posted speeds are described below.

- SR-605
 - 45 MPH north of Walton Parkway
 - 35 MPH south of Walton Parkway
- Central College Road
 - 35 MPH west of SR-605
 - 45 MPH east of SR-605
- New Albany Road E.
 - 35 MPH

B. Capacity Analysis

The HCM 6th Edition module of Synchro Version 11 software was used to analyze capacity at all study intersections. Level of service (LOS) of D and E are typical for urbanized areas with high volumes of traffic where LOS of A, B, and C are more typical for lower volume, less dense areas. A minimum LOS of D for the overall intersection/approaches and LOS E for each individual movement during peak traffic hours is considered acceptable at each intersection based on both City of New Albany and City of Columbus criteria. If an intersection fell below these criteria, mitigation strategies were developed to bring each movement or intersection back to an acceptable LOS. **Table 4** below summarizes LOS/delay criteria for unsignalized and signalized intersections.

Table 4 – LOS Criteria

LOS	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

VII. Results

A. Turn Lane Warrant Analysis

The below list summarizes the turn lanes which meet warrants at the various unsignalized study intersections. All turn lane lengths are inclusive of a 50' diverging taper. The full turn lane warrant analysis can be found in **Appendix E**.

- Central College Road & Discover Access / Site Access 2
 - 125' westbound left turn lane
- SR-605 & Site Access 3 / Site Access 4
 - 175' northbound left turn lane
 - 175' southbound left turn lane
- SR-605 & Snider Loop / Site Access 5
 - 175' northbound left turn lane
 - 175' southbound left turn lane

B. Capacity Analysis

Results of the capacity analysis can be seen in **Table 5**. Baseline capacity analysis utilizes planning-level signal timings and assumes all warranted turn lanes are installed. The full capacity analysis can be found in **Appendix F**.

Table 5 – Baseline Capacity Analysis Summary

Intersection*	Approach or Movement	Opening Year				Horizon Year			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
(1) SR-605 & Central College Rd Signalized	EB	C/27.6	C/27.5	C/34.8	D/35.9	C/27.9	C/28.1	D/38.4	D/38.6
	WB	C/24.4	C/24.8	C/31.2	C/31.6	C/25.1	C/25.9	C/32.0	C/32.0
	NB	B/19.2	B/19.9	A/6.9	A/7.5	C/20.6	C/21.3	A/9.2	B/10.6
	SB	C/21.0	C/21.2	B/18.9	B/19.0	C/22.5	C/22.6	B/19.9	C/20.3
	TOTAL	C/22.7	C/23.0	C/21.0	C/21.6	C/23.7	C/24.1	C/22.9	C/23.6
(2) SR-605 & Snider Loop / Site Access 5 Unsignalized	EB	---	C/18.6	---	C/22.2	---	C/21.1	---	D/26.6
	WB	C/19.5	D/25.9	C/21.8	D/30.1	C/22.4	D/31.0	D/26.0	E/37.5
	NBL	---	A/8.8	---	A/8.6	---	A/9.0	---	A/8.8
	SBL	A/8.2	A/8.2	A/8.9	A/9.0	A/8.3	A/8.4	A/9.2	A/9.3
(3) SR-605 & Walton Pkwy Signalized	EB	D/38.0	D/38.0	D/35.7	D/35.2	D/37.4	D/37.3	C/33.1	C/32.7
	WB	C/34.4	C/34.5	D/38.7	D/38.4	C/31.7	C/31.8	D/37.8	D/37.9
	NB	A/7.9	A/8.1	A/7.2	A/7.7	B/11.4	B/11.8	B/10.3	B/11.0
	SB	A/7.8	A/8.1	A/1.0	A/1.1	B/11.0	B/11.6	A/1.5	A/1.8
	TOTAL	B/16.1	B/16.0	B/14.7	B/14.5	B/18.6	B/18.8	B/16.4	B/16.3
(4) New Albany Rd E. & Site Access 1 Unsignalized	WBR	A/8.8	A/8.9	A/9.4	A/9.5	A/8.9	A/9.0	A/9.5	A/9.6
(5) Central College Rd & Discover Access / Site Access 2 Unsignalized	EBL	A/8.0	A/8.0	A/8.0	A/8.0	A/8.1	A/8.1	A/8.1	A/8.1
	WBL	---	A/7.8	---	A/8.2	---	A/7.8	---	A/8.3
	NB	---	B/12.3	---	C/15.3	---	B/12.6	---	C/16.5
	SB	B/10.6	B/12.1	B/11.6	B/13.3	B/10.9	B/12.5	A/9.4	B/14.2
(6) SR-605 & Site Access 3 / Site Access 4	EB	---	C/15.9	---	C/21.5	---	C/17.9	---	D/26.3
	WB	---	C/18.4	---	C/24.7	---	C/21.4	---	D/30.2
	NBL	---	A/8.8	---	A/8.7	---	A/9.0	---	A/8.9
	SBL	---	A/8.2	---	A/8.9	---	A/8.3	---	A/9.2

*Numbers correspond to Figure 2

As seen above in **Table 5**, all intersections operate with acceptable LOS/delay with the exception of the westbound approach of the SR-605 & Snider Loop / Site Access 5 intersection in the Horizon Year PM Build scenario only. However, it should be noted that the width of the westbound approach of the intersection varies from roughly 26' to 30'. Thus, it is expected that the single-lane approach operates as a de facto two-lane approach in real-world conditions, separating left and right turning vehicles. Additionally, the volume to capacity (V/C) ratio for the approach is 0.136, well under 1.0, and the calculated, 95th percentile queue length is 0.5 vehicles. Thus, this result is acceptable, and no mitigation is necessary.

VIII. Recommendations and Conclusions

Based on the results of the turn lane warrant analysis, the following turn lane installations are recommended as a part of the proposed development. All turn lanes are inclusive of 50' diverging tapers.

- Central College Road & Discover Access / Site Access 2
 - 125' westbound left turn lane
- SR-605 & Site Access 3 / Site Access 4
 - 175' northbound left turn lane
 - 175' southbound left turn lane
- SR-605 & Snider Loop / Site Access 5

- 175' northbound left turn lane
- 175' southbound left turn lane

The above listed improvements are triggered by the proposed development traffic and are recommended as Build improvements. It should be noted that there are ongoing discussions between the developer and the City of New Albany regarding a change of the roadway classification of SR-605 and a potential reduction in speed limit due to the number of existing and proposed site development access points. Reducing the speed limit and design speed of the roadway would reduce the required lengths of the warranted turn lanes described above. It is recommended that the required turn lane lengths be reevaluated if a speed limit reduction is implemented.

Based on the results of the capacity analysis, no additional improvements are required and thus, none are recommended.

Concerns have been expressed regarding the proposed development and potential impacts on traffic during school peak hours. This occurs for a 15-20 minute period in the early afternoon south along SR-605 near Chatham Greene Drive (approximately $\frac{3}{4}$ miles south of the proposed development) and into the downtown area. The developer has agreed to work with the City of New Albany on potential solutions to these existing issues.

However, it should be noted that the proposed development is not expected to add significant school peak hour traffic to the surrounding area and the majority of site generated traffic will be expected during typical roadway AM and PM peak hours. School peak traffic volumes typically occur over a period of 15-20 minutes in both the morning and early afternoon hours versus a disbursement of traffic over an entire peak hour, which results in a lower peak hour factor.

The count data collected for this TIS includes both the typical AM and PM Peak hours of the day along with the AM and PM Peak hours of school traffic. The TIS herein evaluates the highest volume AM peak hour and highest volume PM peak hour of each intersection in the study area. The AM peak hour occurs during both the school peak and overall morning peak. The PM peak hour occurs approximately between 4:45 PM and 5:45 PM and the school PM Peak hour occurs approximately from 3:15 PM to 4:15 PM.

Comparison of the PM Peak hour to the school PM peak hour shows traffic volumes are approximately 40% lower during the school PM Peak hour compared to the overall PM Peak hour. Due to the lower peak hour factor for the school PM peak hour, most of the traffic volumes occur over a 15-20 minute period, and the volumes are significantly lower for the rest of the hour.

The analysis herein evaluates the worst-case conditions for both the AM and PM Peaks, and proposed development impacts to the school 15-20 minute peak are expected to be negligible. About 63% of the PM site trips are related to the office and retail portion of the development, which are not expected to impact the school PM peak hour.

It is our understanding that there are ongoing discussions between the City of New Albany and the school district to determine improvements to the school peak issue. Improvements are still to be determined, but mitigation for the school peak traffic is required with or without the proposed development.

IX. Appendices

Appendix A – MOU & Site Plan

Appendix B – Count Data and Growth Rate Data

Appendix C – Trip Generation

Appendix D – Volume Calculations

Appendix E – Turn Lane Warrant Analysis

Appendix F – Capacity Analysis

Appendix A

MOU & Site Plan

Appendix A



Traffic Study Memorandum of Understanding

RE: Sugar Run New Albany Traffic Impact Study

To: City of New Albany

From: Carpenter Marty Transportation

Date: October 3, 2022

Carpenter Marty Transportation was retained to complete a traffic impact study for the proposed Sugar Run development located in the southwest and southeast quadrants of SR-605 & Central College Road in New Albany. The development is proposed to be mixed-use residential and commercial.

The following access points are proposed:

- Cross access connection to existing right-in, right-out access on New Albany Road E.
- Full access to Central College Road aligning with the former Discover building full access
- Full access to SR-605 shared by the development on both sides of SR-605
- Full access to SR-605 aligning with Snider Loop

A draft concept plan showing the proposed development and access points is provided in the **Attachment**.

Trips for the proposed site were generated based on Institute of Transportation Engineers (ITE) practices and the Trip Generation Manual, 11th edition. Land use codes (LUC) 220 – *Multifamily Housing (Low-Rise) – Not Close to Rail Transit*, 215 – *Single-Family Detached Housing*, 210 – *Single-Family Detached Housing*, 710 – *General Office Building*, and 822 – *Strip Retail Plaza (<40k)* were utilized to generate trips for the proposed development. ITE recommended internal capture and pass-by reductions were applied. **Table 1** shows the trip generation of the expected entering/exiting trips for the AM and PM peaks for the entire development. The ITE trip generation outputs can be found in the **Attachment**.

Table 1 - Site Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
220 – Multifamily Housing (Low-Rise) – Not Close to Rail Transit	40 Dwelling Units	8	27	15	10
Internal		0	0	2	1
Non-Pass-By		8	27	13	9
Pass-By		0	0	0	0
215 – Single-Family Attached Housing	116 Dwelling Units	17	38	37	28
Internal		0	0	6	3
Non-Pass-By		17	38	31	25
Pass-By		0	0	0	0
210 – Single-Family Detached Housing	32 Dwelling Units	7	20	21	13
Internal		0	0	3	2
Non-Pass-By		7	20	18	11
Pass-By		0	0	0	0
710 – General Office Building	17.5k SF	33	4	7	32
Internal		1	1	2	7
Non-Pass-By		32	3	5	27
Pass-By		0	0	0	0
710 – Strip Retail Plaza (<40k)	30k SF	36	24	85	85
Internal		1	1	13	13
Non-Pass-By		35	23	48	48
Pass-By		0	0	24	24
TOTAL		101	113	165	168
Internal		2	2	26	26
Non-Pass-By		99	111	115	118
Pass-By		0	0	24	24

Table 2 summarizes the recommended traffic study scope for the proposed development. The proposed scope is derived from the previous traffic impact study of this property.

Table 2 – Traffic Study Scope

Data Collection	Obtain peak hour count data from 7-9 AM and 2-6 PM at the following intersections while school is in session: <ol style="list-style-type: none"> 1) SR-605 & Central College Road 2) Existing RIRO access point to New Albany Road E. 3) SR-605 & Snider Loop 4) SR-605 & Walton Parkway
Analysis	Generate trips for the proposed development using ITE land use codes and the OTISS program. Assign traffic to the proposed site access points using a distribution determined from count data, area knowledge/travel patterns, previously completed traffic studies, and engineering judgment. Trip generation is provided with this MOU for preliminary review.
Analysis	Develop Opening Day (2024) and Horizon Year (2034) traffic plates for Build, No Build, AM, and PM Peaks based on growth rates that will be obtained from MORPC, calculated using historic data. Provide volume calculations and growth rates to the City of New Albany for preliminary review and approval.
Analysis	Perform turn lane warrant analyses at all unsignalized study intersections based on ODOT criteria and standard ODOT turn lane warrant graphs. Design lengths for any turn lanes which meet warrants. Calculate required turn lane lengths for existing turn lanes, if necessary.
Analysis	Use Synchro 11 software to perform capacity analysis the intersection at the following intersections: <ol style="list-style-type: none"> 1) SR-605 & Central College Road 2) New Albany Road E. & RIRO Access 3) Central College Road & Full Access 4) SR-605 & Shared Full Access East & West 5) SR-605 & Snider Loop / Full Access 6) SR-605 & Walton Parkway <p>If acceptable LOS is not obtained under Build or No Build conditions, determine what improvements are necessary to obtain acceptable LOS.</p>
Report	Develop a report that documents what is necessary to satisfy the City of New Albany which generally includes analysis, results, conclusions, and recommendations. Coordination with the City of Columbus on the New Albany Road E. & RIRO Access intersection will be conducted.

If you have any questions or comments, please contact me at 614-656-2421 or dlaurent@cmtran.com.

Sincerely,



Drew Laurent, AICP
 Transportation Planner
 Carpenter Marty Transportation



October 3, 2022

RE: Disposition of Comments for the Sugar Run New Albany TIS MOU submittal dated 9/2/22

The Sugar Run New Albany TIS MOU was submitted on September 2, 2022. TE.P. Farris, on the behalf of the City of New Albany, provided comments by September 7, 2022. The comments are provided below, followed by the Carpenter Marty Transportation (CM) response in red.

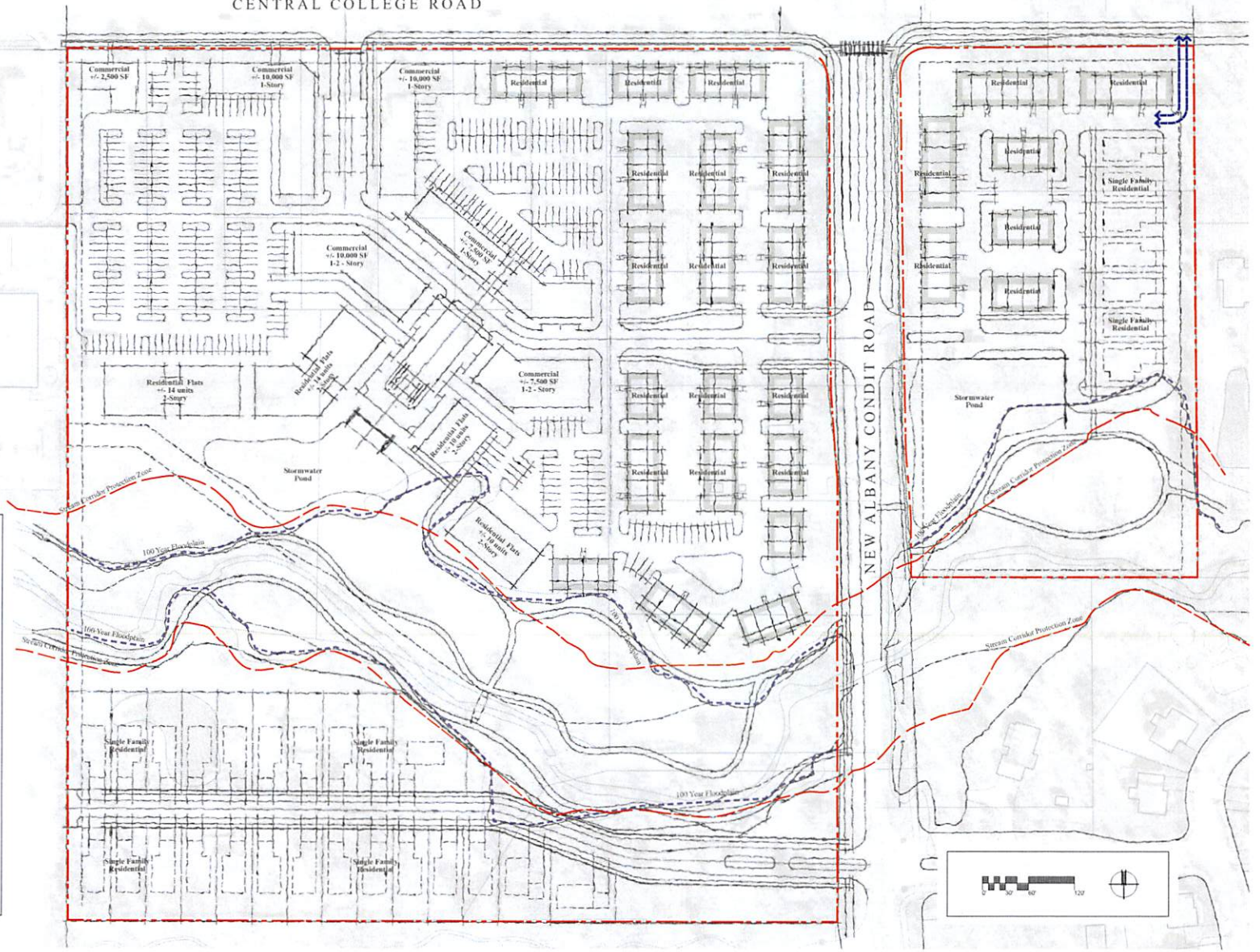
- 1) Please include the study of the intersection of SR 605 at Walton Parkway, which had also been studied in the previous TIS.
CM Response: Complied.
- 2) The New Albany Road E. and RIRO Access is within City of Columbus jurisdiction. As with a previous TIS for this site, coordination with City of Columbus will be needed on review of that access location, and those review comments provided to the City of New Albany as part of a TIS.
CM Response: Will comply.
- 3) This TIS may have improvement recommendations and road improvement issues similar to those identified in a previous TIS for this site. This may include but not be limited to addressing geometric design issues/constraints of improvements that had been identified in the previous TIS.
CM Response: Noted.

CENTRAL COLLEGE ROAD

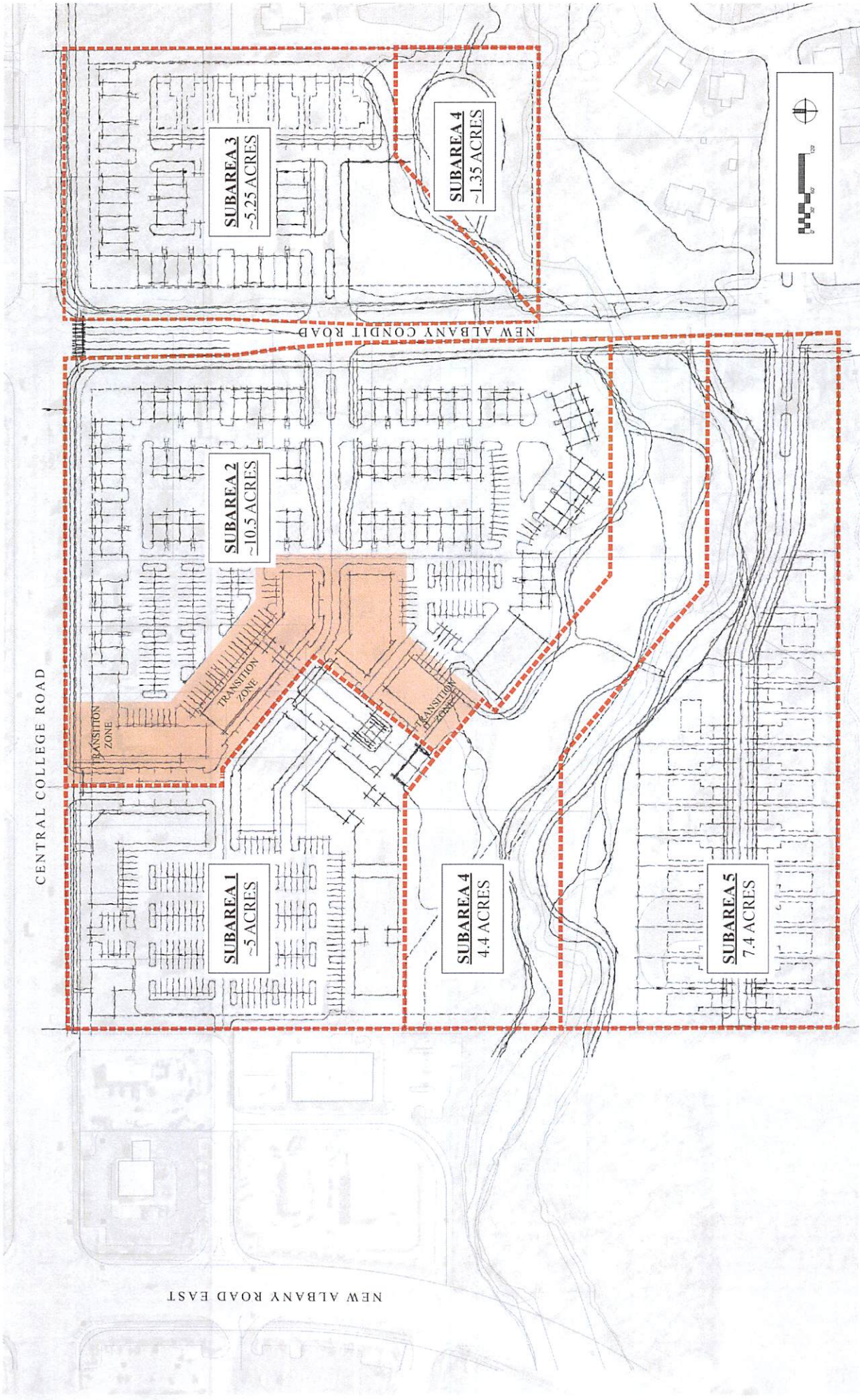
NEW ALBANY ROAD EAST

NEW ALBANY CONDIT ROAD

SITE DATA	
Total Acreage	33 ac
Developed Land	24.48 ac (75%)
Open Space	8.52 ac (25%)
DEVELOPMENT DATA	
Residential Units	~ 188 units
Multi-Family	~ 40 units
Townhomes	~ 116 units
Single Family	~ 32 units
Density	~ 5.7 du/ac
Total Commercial	~ 47,500 SF
Residential to Commercial Ratio	1 du/252 SF
Traditional Stormwater	~ 1.5 ac



SUGAR RUN MASTER PLAN
22 AUGUST 2022



CENTRAL COLLEGE ROAD

NEW ALBANY ROAD EAST

NEW ALBANY CONDIT ROAD

SUBAREA 3
~5.25 ACRES

SUBAREA 4
~1.35 ACRES

SUBAREA 2
~10.5 ACRES

SUBAREA 1
~5 ACRES

SUBAREA 4
4.4 ACRES

SUBAREA 5
7.4 ACRES

SUGAR RUN SUBAREA PLAN
22 AUGUST 2022

4/20/21

Appendix B

Count Data & Growth Rate Data

Appendix B



New Albany Road E & RIRO Access - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Walgreens Drive Eastbound					Huntington Drive Westbound					New Albany Road E Northbound					New Albany Road E Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:00AM	0	0	0	0	0	0	0	0	0	0	0	86	0	0	86	0	111	0	0	111	197
7:15AM	0	0	1	0	1	1	0	1	0	2	0	81	1	0	82	0	139	0	0	139	224
7:30AM	0	0	4	0	4	1	0	1	0	2	0	81	2	0	83	0	155	3	0	158	247
7:45AM	0	0	0	0	0	0	0	2	0	2	1	101	2	0	104	0	133	1	0	134	240
Hourly Total	0	0	5	0	5	2	0	4	0	6	1	349	5	0	355	0	538	4	0	542	908
8:00AM	0	0	2	0	2	1	0	0	0	1	1	77	0	0	78	0	117	3	0	120	201
8:15AM	0	0	2	0	2	0	0	1	0	1	2	75	3	0	80	0	128	1	0	129	212
8:30AM	0	0	2	0	2	0	0	2	0	2	2	98	4	0	104	0	78	3	0	81	189
8:45AM	0	0	3	0	3	0	0	2	0	2	2	83	3	0	88	1	92	0	0	93	186
Hourly Total	0	0	9	0	9	1	0	5	0	6	7	333	10	0	350	1	415	7	0	423	788
2:00PM	0	0	6	0	6	1	0	3	0	4	4	57	6	0	67	0	59	5	0	64	141
2:15PM	0	0	8	0	8	0	1	4	0	5	7	100	5	0	112	0	65	3	0	68	193
2:30PM	0	0	10	0	10	3	0	8	0	11	3	86	7	0	96	1	74	4	0	79	196
2:45PM	0	0	4	0	4	0	0	1	0	1	4	80	4	0	88	0	78	4	0	82	175
Hourly Total	0	0	28	0	28	4	1	16	0	21	18	323	22	0	363	1	276	16	0	293	705
3:00PM	0	0	5	0	5	4	2	5	0	11	6	89	12	0	107	0	88	6	0	94	217
3:15PM	0	0	11	0	11	0	0	3	0	3	4	102	9	0	115	0	77	10	0	87	216
3:30PM	0	0	5	0	5	0	0	11	0	11	6	102	8	0	116	0	109	6	0	115	247
3:45PM	0	0	5	0	5	2	0	7	0	9	9	117	4	0	130	0	72	5	0	77	221
Hourly Total	0	0	26	0	26	6	2	26	0	34	25	410	33	0	468	0	346	27	0	373	901
4:00PM	0	0	6	0	6	1	0	4	0	5	4	118	9	0	131	0	88	4	0	92	234
4:15PM	0	0	4	0	4	1	0	0	0	1	11	103	5	0	119	0	79	3	0	82	206
4:30PM	0	0	5	0	5	0	0	7	0	7	3	96	8	0	107	0	98	3	0	101	220
4:45PM	0	0	9	0	9	2	2	3	0	7	9	97	11	0	117	1	76	3	0	80	213
Hourly Total	0	0	24	0	24	4	2	14	0	20	27	414	33	0	474	1	341	13	0	355	873
5:00PM	0	0	9	0	9	0	0	7	0	7	7	117	6	0	130	0	113	1	0	114	260
5:15PM	0	0	7	0	7	0	0	5	0	5	4	134	7	0	145	0	83	10	0	93	250
5:30PM	0	0	8	0	8	1	1	3	0	5	4	139	7	0	150	0	103	6	0	109	272
5:45PM	0	0	7	0	7	1	0	4	0	5	8	160	7	0	175	0	87	8	0	95	282
Hourly Total	0	0	31	0	31	2	1	19	0	22	23	550	27	0	600	0	386	25	0	411	1064
Total	0	0	123	0	123	19	6	84	0	109	101	2379	130	0	2610	3	2302	92	0	2397	5239
% Approach	0%	0%	100%	0%	-	17.4%	5.5%	77.1%	0%	-	3.9%	91.1%	5.0%	0%	-	0.1%	96.0%	3.8%	0%	-	-
% Total	0%	0%	2.3%	0%	2.3%	0.4%	0.1%	1.6%	0%	2.1%	1.9%	45.4%	2.5%	0%	49.8%	0.1%	43.9%	1.8%	0%	45.8%	-
Lights	0	0	121	0	121	19	6	84	0	109	101	2312	127	0	2540	3	2246	91	0	2340	5110
% Lights	0%	0%	98.4%	0%	98.4%	100%	100%	100%	0%	100%	100%	97.2%	97.7%	0%	97.3%	100%	97.6%	98.9%	0%	97.6%	97.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	20
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0.4%	0%	0%	0.4%	0.4%
Buses and Single-Unit Trucks	0	0	2	0	2	0	0	0	0	0	0	57	3	0	60	0	46	1	0	47	109
% Buses and Single-Unit Trucks	0%	0%	1.6%	0%	1.6%	0%	0%	0%	0%	0%	0%	2.4%	2.3%	0%	2.3%	0%	2.0%	1.1%	0%	2.0%	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

New Albany Road E & RIRO Access - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

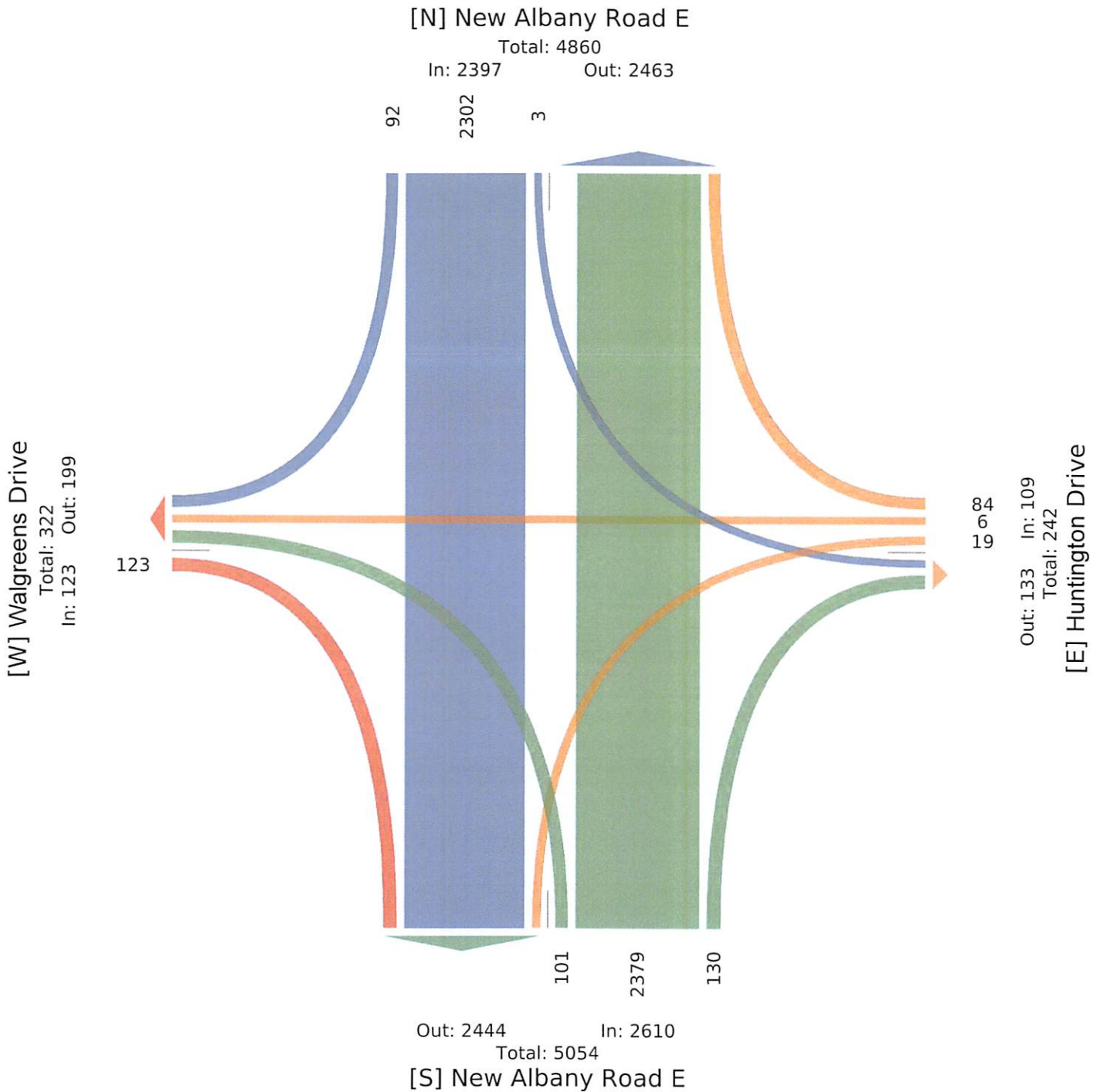
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



New Albany Road E & RIRO Access - TMC

Tue Sep 27, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Walgreens Drive Eastbound					Huntington Drive Westbound					New Albany Road E Northbound					New Albany Road E Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:15AM	0	0	1	0	1	1	0	1	0	2	0	81	1	0	82	0	139	0	0	139	224
7:30AM	0	0	4	0	4	1	0	1	0	2	0	81	2	0	83	0	155	3	0	158	247
7:45AM	0	0	0	0	0	0	0	2	0	2	1	101	2	0	104	0	133	1	0	134	240
8:00AM	0	0	2	0	2	1	0	0	0	1	1	77	0	0	78	0	117	3	0	120	201
Total	0	0	7	0	7	3	0	4	0	7	2	340	5	0	347	0	544	7	0	551	912
% Approach	0%	0%	100%	0%	-	42.9%	0%	57.1%	0%	-	0.6%	98.0%	1.4%	0%	-	0%	98.7%	1.3%	0%	-	-
% Total	0%	0%	0.8%	0%	0.8%	0.3%	0%	0.4%	0%	0.8%	0.2%	37.3%	0.5%	0%	38.0%	0%	59.6%	0.8%	0%	60.4%	-
PHF	-	-	0.438	-	0.438	0.750	-	0.500	-	0.875	0.500	0.842	0.625	-	0.834	-	0.877	0.583	-	0.872	0.923
Lights	0	0	7	0	7	3	0	4	0	7	2	327	5	0	334	0	530	7	0	537	885
% Lights	0%	0%	100%	0%	100%	100%	0%	100%	0%	100%	100%	96.2%	100%	0%	96.3%	0%	97.4%	100%	0%	97.5%	97.0%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0.5%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	9	0	0	9	22
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3.8%	0%	0%	3.7%	0%	1.7%	0%	0%	1.6%	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

New Albany Road E & RIRO Access - TMC

Tue Sep 27, 2022

AM Peak (7:15 AM - 8:15 AM)

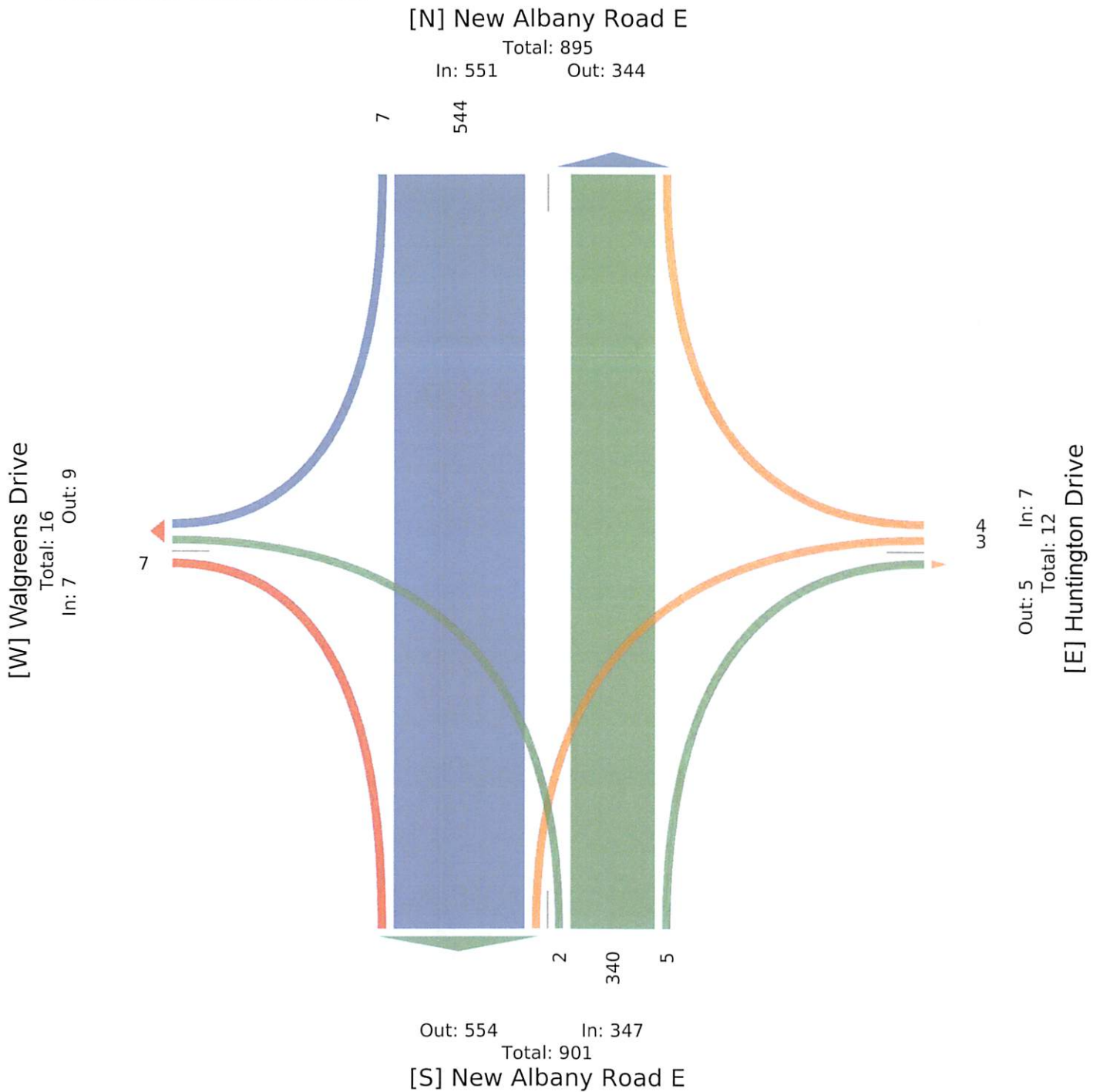
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



New Albany Road E & RIRO Access - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.

Tue Sep 27, 2022

6612 Singletree Drive, Columbus, OH, 43229, US

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Leg Direction	Walgreens Drive Eastbound					Huntington Drive Westbound					New Albany Road E Northbound					New Albany Road E Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 5:00PM	0	0	9	0	9	0	0	7	0	7	7	117	6	0	130	0	113	1	0	114	260
5:15PM	0	0	7	0	7	0	0	5	0	5	4	134	7	0	145	0	83	10	0	93	250
5:30PM	0	0	8	0	8	1	1	3	0	5	4	139	7	0	150	0	103	6	0	109	272
5:45PM	0	0	7	0	7	1	0	4	0	5	8	160	7	0	175	0	87	8	0	95	282
Total	0	0	31	0	31	2	1	19	0	22	23	550	27	0	600	0	386	25	0	411	1064
% Approach	0%	0%	100%	0%	-	9.1%	4.5%	86.4%	0%	-	3.8%	91.7%	4.5%	0%	-	0%	93.9%	6.1%	0%	-	-
% Total	0%	0%	2.9%	0%	2.9%	0.2%	0.1%	1.8%	0%	2.1%	2.2%	51.7%	2.5%	0%	56.4%	0%	36.3%	2.3%	0%	38.6%	-
PHF	-	-	0.861	-	0.861	0.500	0.250	0.679	-	0.786	0.719	0.859	0.964	-	0.857	-	0.854	0.625	-	0.901	0.943
Lights	0	0	31	0	31	2	1	19	0	22	23	545	27	0	595	0	386	25	0	411	1059
% Lights	0%	0%	100%	0%	100%	100%	100%	100%	0%	100%	100%	99.1%	100%	0%	99.2%	0%	100%	100%	0%	100%	99.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.3%	0%	0%	0%	0%	0%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.5%	0%	0%	0%	0%	0%	0.3%

*L: Left, R: Right, T: Thru, U: U-Turn

New Albany Road E & RIRO Access - TMC

Tue Sep 27, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

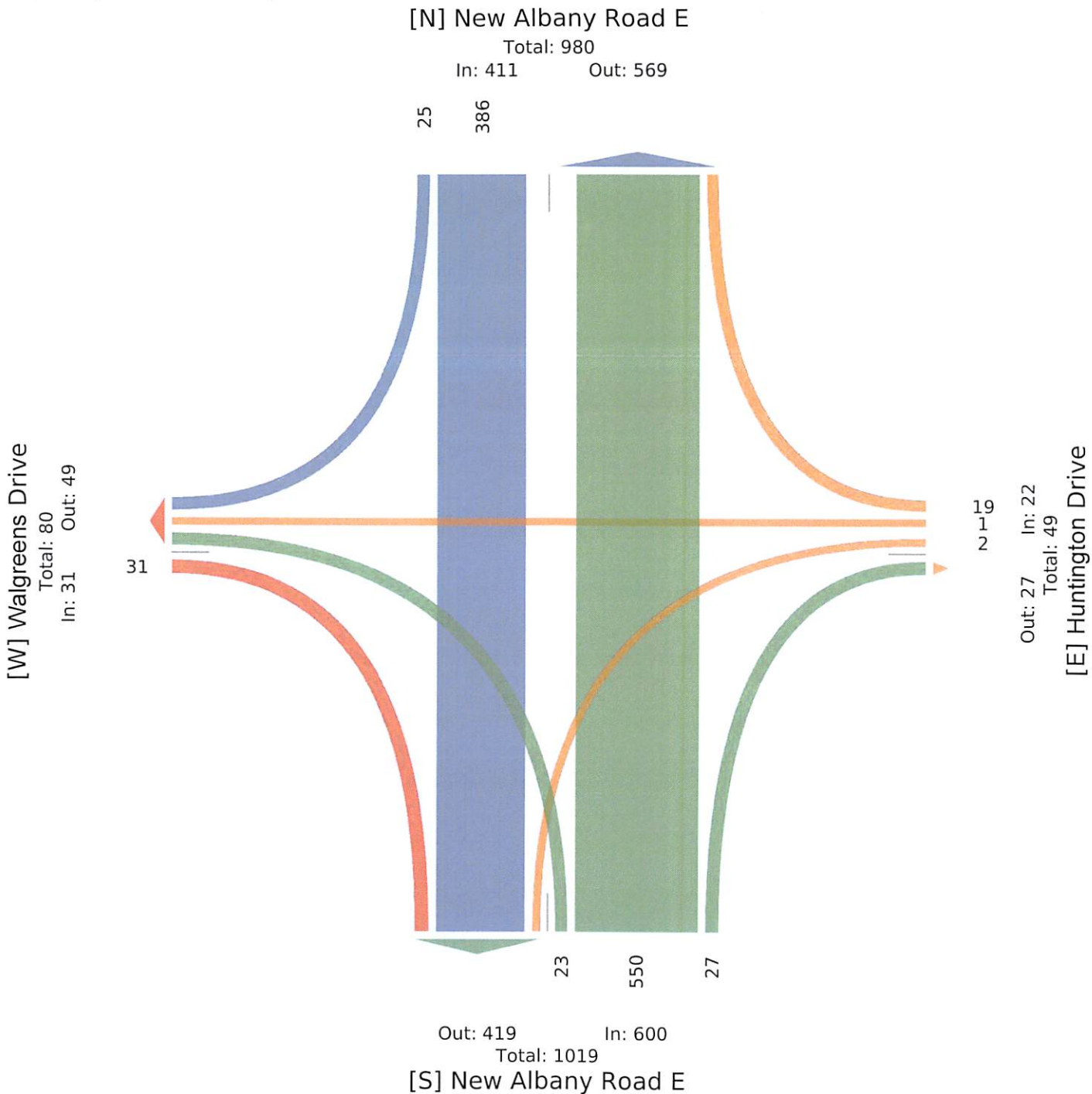
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993487, Location: 40.097524, -82.817567

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Central College Road - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Central College Road Westbound					Central College Road Eastbound					SR-605 Southbound					SR-605 Northbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:00AM	12	24	3	0	39	2	7	8	0	17	2	47	5	0	54	10	31	2	0	43	153
7:15AM	46	42	3	0	91	2	16	22	0	40	1	89	5	0	95	10	33	7	0	50	276
7:30AM	60	56	6	0	122	3	22	25	0	50	6	94	8	0	108	13	38	18	0	69	349
7:45AM	10	57	10	0	77	11	34	24	0	69	8	65	1	0	74	28	56	18	0	102	322
Hourly Total	128	179	22	0	329	18	79	79	0	176	17	295	19	0	331	61	158	45	0	264	1100
8:00AM	44	53	7	0	104	1	34	29	0	64	15	67	6	0	88	25	48	10	0	83	339
8:15AM	28	36	3	0	67	4	34	23	0	61	14	60	7	0	81	15	63	30	0	108	317
8:30AM	11	28	4	0	43	7	48	20	0	75	13	65	3	0	81	14	40	17	0	71	270
8:45AM	20	26	2	0	48	3	28	21	0	52	14	67	4	0	85	8	35	7	0	50	235
Hourly Total	103	143	16	0	262	15	144	93	0	252	56	259	20	0	335	62	186	64	0	312	1161
2:00PM	9	19	6	0	34	11	27	12	0	50	2	28	4	0	34	15	50	7	0	72	190
2:15PM	18	14	3	0	35	3	37	19	0	59	4	33	4	0	41	19	56	17	0	92	227
2:30PM	18	13	3	0	34	3	33	16	0	52	1	48	3	0	52	14	58	15	0	87	225
2:45PM	17	25	7	0	49	10	27	18	0	55	1	35	8	0	44	20	35	2	0	57	205
Hourly Total	62	71	19	0	152	27	124	65	0	216	8	144	19	0	171	68	199	41	0	308	847
3:00PM	7	20	2	0	29	10	21	15	0	46	2	34	6	0	42	22	38	26	0	86	203
3:15PM	12	27	4	0	43	6	41	17	0	64	1	37	9	0	47	18	65	14	0	97	251
3:30PM	15	33	4	0	52	9	35	17	0	61	3	38	7	0	48	23	61	17	0	101	262
3:45PM	15	19	2	0	36	5	51	20	0	76	3	40	7	0	50	16	57	18	0	91	253
Hourly Total	49	99	12	0	160	30	148	69	0	247	9	149	29	0	187	79	221	75	0	375	969
4:00PM	12	24	7	0	43	8	32	14	0	54	5	46	4	0	55	25	85	11	0	121	273
4:15PM	14	25	8	0	47	11	38	12	0	61	5	46	4	0	55	18	81	8	0	107	270
4:30PM	28	37	9	0	74	6	55	25	0	86	3	51	6	0	60	19	80	21	0	120	340
4:45PM	23	43	8	0	74	9	40	24	0	73	6	63	8	0	77	24	76	36	0	136	360
Hourly Total	77	129	32	0	238	34	165	75	0	274	19	206	22	0	247	86	322	76	0	484	1243
5:00PM	27	43	5	0	75	7	47	35	0	89	4	64	13	0	81	34	92	9	0	135	380
5:15PM	37	53	22	0	112	12	53	38	0	103	7	75	8	0	90	32	104	28	0	164	469
5:30PM	20	45	16	0	81	17	54	16	0	87	8	54	5	0	67	27	89	20	0	136	371
5:45PM	30	58	9	0	97	16	57	28	0	101	5	55	5	0	65	28	100	27	0	155	418
Hourly Total	114	199	52	0	365	52	211	117	0	380	24	248	31	0	303	121	385	84	0	590	1638
Total	533	820	153	0	1506	176	871	498	0	1545	133	1301	140	0	1574	477	1471	385	0	2333	6958
% Approach	35.4%	54.4%	10.2%	0%	-	11.4%	56.4%	32.2%	0%	-	8.4%	82.7%	8.9%	0%	-	20.4%	63.1%	16.5%	0%	-	-
% Total	7.7%	11.8%	2.2%	0%	21.6%	2.5%	12.5%	7.2%	0%	22.2%	1.9%	18.7%	2.0%	0%	22.6%	6.9%	21.1%	5.5%	0%	33.5%	-
Lights	524	811	147	0	1482	174	864	477	0	1515	130	1258	139	0	1527	460	1413	363	0	2236	6760
% Lights	98.3%	98.9%	96.1%	0%	98.4%	98.9%	99.2%	95.8%	0%	98.1%	97.7%	96.7%	99.3%	0%	97.0%	96.4%	96.1%	94.3%	0%	95.8%	97.2%
Articulated Trucks	0	0	1	0	1	0	1	1	0	2	0	11	0	0	11	1	7	0	0	8	22
% Articulated Trucks	0%	0%	0.7%	0%	0.1%	0%	0.1%	0.2%	0%	0.1%	0%	0.8%	0%	0%	0.7%	0.2%	0.5%	0%	0%	0.3%	0.3%
Buses and Single-Unit Trucks	9	9	5	0	23	2	6	20	0	28	3	32	1	0	36	16	51	22	0	89	176
% Buses and Single-Unit Trucks	1.7%	1.1%	3.3%	0%	1.5%	1.1%	0.7%	4.0%	0%	1.8%	2.3%	2.5%	0.7%	0%	2.3%	3.4%	3.5%	5.7%	0%	3.8%	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Central College Road - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

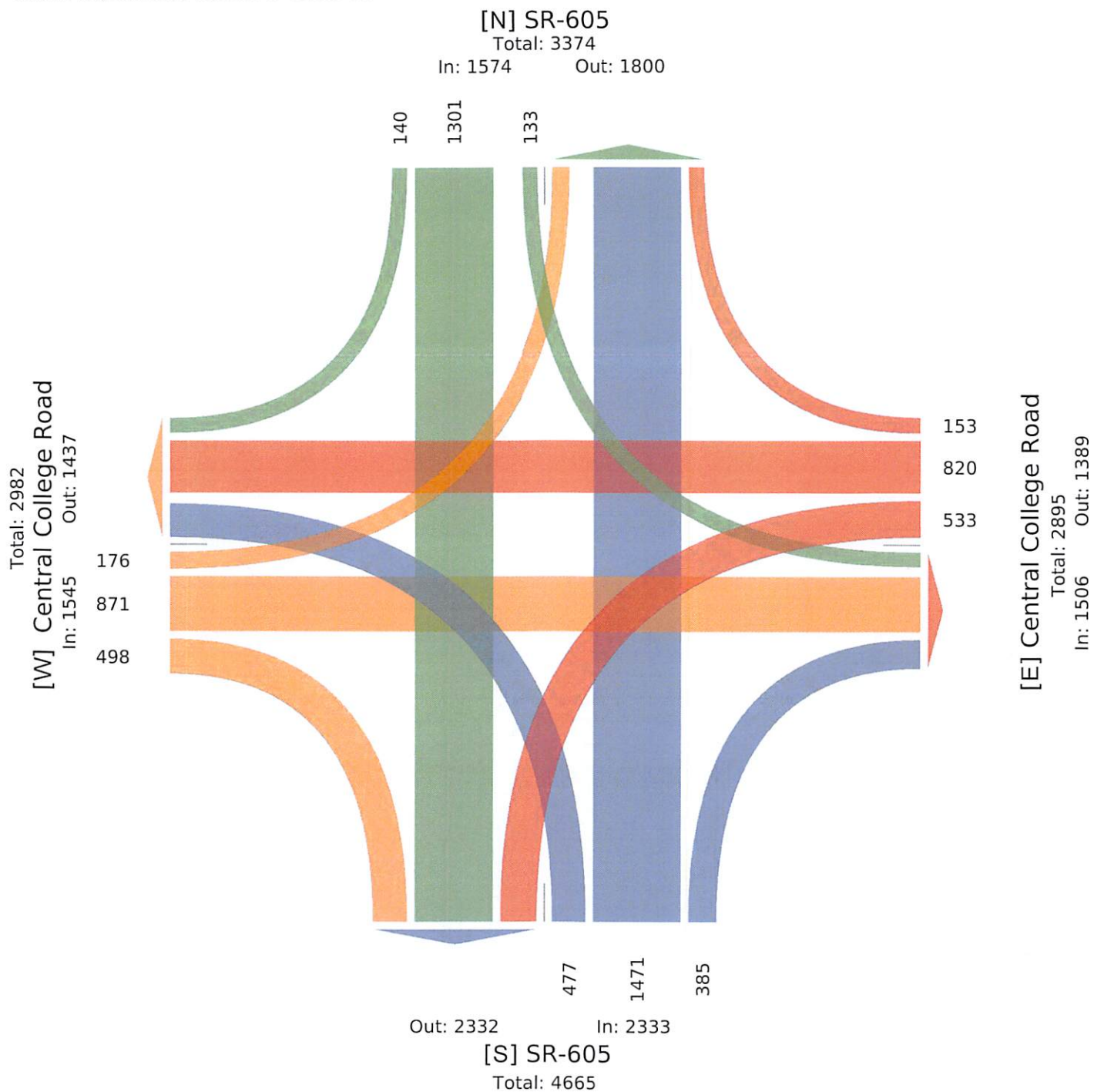
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Central College Road - TMC

Tue Sep 27, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Central College Road Westbound					Central College Road Eastbound					SR-605 Southbound					SR-605 Northbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:30AM	60	56	6	0	122	3	22	25	0	50	6	94	8	0	108	13	38	18	0	69	349
7:45AM	10	57	10	0	77	11	34	24	0	69	8	65	1	0	74	28	56	18	0	102	322
8:00AM	44	53	7	0	104	1	34	29	0	64	15	67	6	0	88	25	48	10	0	83	339
8:15AM	28	36	3	0	67	4	34	23	0	61	14	60	7	0	81	15	63	30	0	108	317
Total	142	202	26	0	370	19	124	101	0	244	43	286	22	0	351	81	205	76	0	362	1327
% Approach	38.4%	54.6%	7.0%	0%	-	7.8%	50.8%	41.4%	0%	-	12.3%	81.5%	6.3%	0%	-	22.4%	56.6%	21.0%	0%	-	-
% Total	10.7%	15.2%	2.0%	0%	27.9%	1.4%	9.3%	7.6%	0%	18.4%	3.2%	21.6%	1.7%	0%	26.5%	6.1%	15.4%	5.7%	0%	27.3%	-
PHF	0.592	0.886	0.650	-	0.758	0.432	0.912	0.871	-	0.884	0.717	0.761	0.688	-	0.813	0.723	0.813	0.633	-	0.838	0.951
Lights	138	201	26	0	365	19	123	96	0	238	43	278	22	0	343	76	191	72	0	339	1285
% Lights	97.2%	99.5%	100%	0%	98.6%	100%	99.2%	95.0%	0%	97.5%	100%	97.2%	100%	0%	97.7%	93.8%	93.2%	94.7%	0%	93.6%	96.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	2.0%	0%	0%	1.1%	0.4%
Buses and Single-Unit Trucks	4	1	0	0	5	0	1	5	0	6	0	7	0	0	7	5	10	4	0	19	37
% Buses and Single-Unit Trucks	2.8%	0.5%	0%	0%	1.4%	0%	0.8%	5.0%	0%	2.5%	0%	2.4%	0%	0%	2.0%	6.2%	4.9%	5.3%	0%	5.2%	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Central College Road - TMC

Tue Sep 27, 2022

AM Peak (7:30 AM - 8:30 AM)

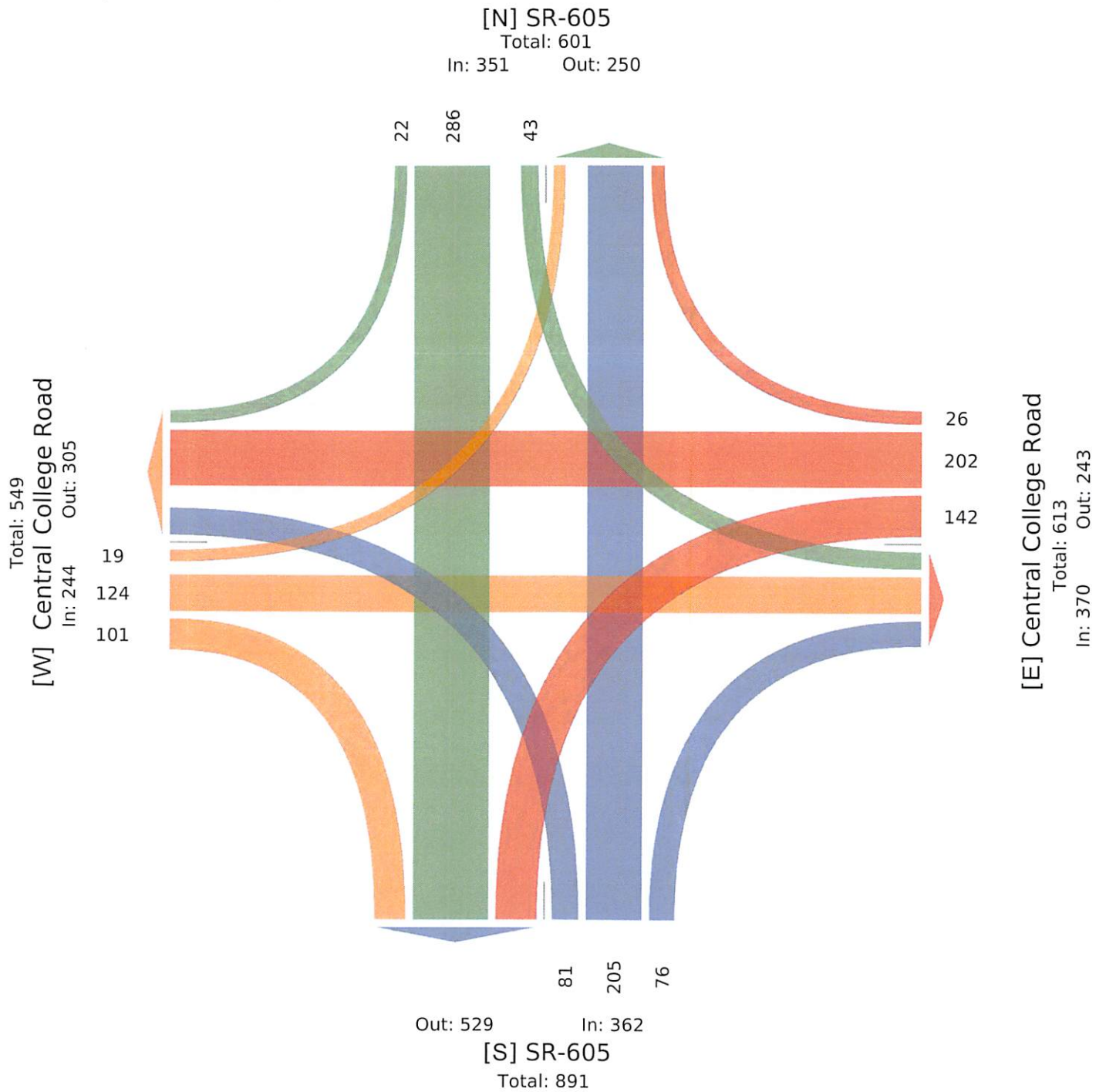
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Central College Road - TMC

Tue Sep 27, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Central College Road Westbound					Central College Road Eastbound					SR-605 Southbound					SR-605 Northbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 5:00PM	27	43	5	0	75	7	47	35	0	89	4	64	13	0	81	34	92	9	0	135	380
5:15PM	37	53	22	0	112	12	53	38	0	103	7	75	8	0	90	32	104	28	0	164	469
5:30PM	20	45	16	0	81	17	54	16	0	87	8	54	5	0	67	27	89	20	0	136	371
5:45PM	30	58	9	0	97	16	57	28	0	101	5	55	5	0	65	28	100	27	0	155	418
Total	114	199	52	0	365	52	211	117	0	380	24	248	31	0	303	121	385	84	0	590	1638
% Approach	31.2%	54.5%	14.2%	0%	-	13.7%	55.5%	30.8%	0%	-	7.9%	81.8%	10.2%	0%	-	20.5%	65.3%	14.2%	0%	-	-
% Total	7.0%	12.1%	3.2%	0%	22.3%	3.2%	12.9%	7.1%	0%	23.2%	1.5%	15.1%	1.9%	0%	18.5%	7.4%	23.5%	5.1%	0%	36.0%	-
PHF	0.770	0.858	0.591	-	0.815	0.765	0.925	0.770	-	0.922	0.750	0.827	0.596	-	0.842	0.890	0.925	0.750	-	0.899	0.873
Lights	114	199	52	0	365	52	209	116	0	377	24	247	31	0	302	120	378	84	0	582	1626
% Lights	100%	100%	100%	0%	100%	100%	99.1%	99.1%	0%	99.2%	100%	99.6%	100%	0%	99.7%	99.2%	98.2%	100%	0%	98.6%	99.3%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.3%	0%	0.3%	0%	0%	0.2%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	6	0	0	7	10
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0.9%	0.9%	0%	0.8%	0%	0%	0%	0%	0%	0.8%	1.6%	0%	0%	1.2%	0.6%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Central College Road - TMC

Tue Sep 27, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

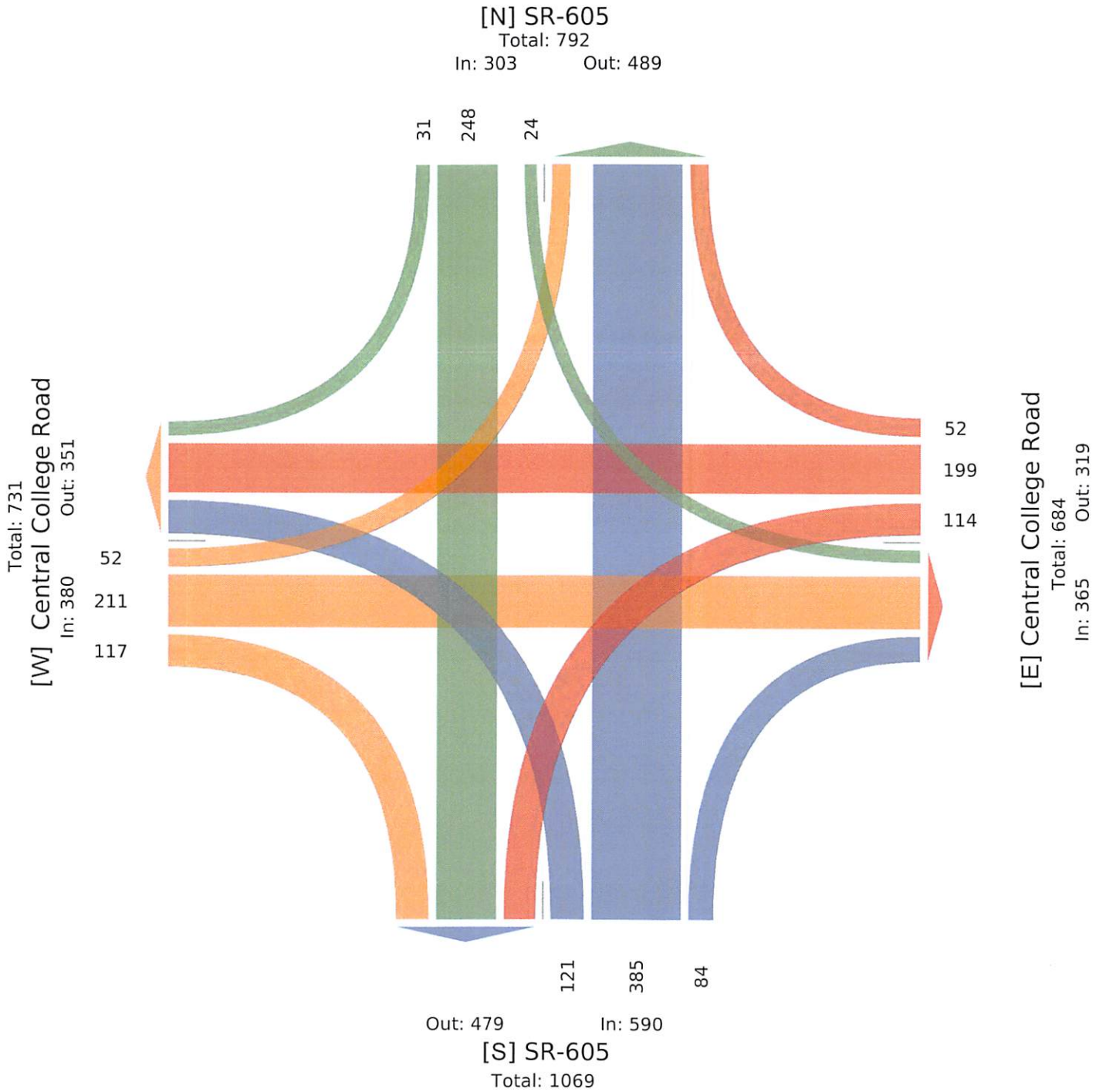
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993495, Location: 40.098076, -82.812418

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Snider Loop - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Snider Loop Westbound				SR-605 Northbound				SR-605 Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
Time													
2022-09-27 7:00AM	2	1	0	3	47	0	0	47	1	69	0	70	120
7:15AM	4	0	0	4	49	1	1	51	0	160	0	160	215
7:30AM	8	0	0	8	82	5	0	87	0	174	0	174	269
7:45AM	2	0	0	2	92	0	0	92	1	103	0	104	198
Hourly Total	16	1	0	17	270	6	1	277	2	506	0	508	802
8:00AM	10	0	0	10	81	0	0	81	1	138	0	139	230
8:15AM	2	1	0	3	110	4	1	115	1	110	0	111	229
8:30AM	2	1	0	3	73	2	0	75	2	90	0	92	170
8:45AM	2	2	0	4	46	1	0	47	1	110	0	111	162
Hourly Total	16	4	0	20	310	7	1	318	5	448	0	453	791
2:00PM	1	0	0	1	74	1	0	75	1	52	0	53	129
2:15PM	5	0	0	5	98	2	0	100	1	68	0	69	174
2:30PM	2	1	0	3	76	1	0	77	0	86	0	86	166
2:45PM	2	0	0	2	52	2	0	54	0	64	0	64	120
Hourly Total	10	1	0	11	300	6	0	306	2	270	0	272	589
3:00PM	2	0	0	2	101	2	1	104	1	57	0	58	164
3:15PM	4	0	0	4	90	3	0	93	2	64	0	66	163
3:30PM	4	3	0	7	97	2	0	99	0	72	0	72	178
3:45PM	0	0	0	0	99	2	0	101	0	72	0	72	173
Hourly Total	10	3	0	13	387	9	1	397	3	265	0	268	678
4:00PM	1	0	0	1	116	2	0	118	0	73	0	73	192
4:15PM	1	2	0	3	107	5	0	112	1	76	0	77	192
4:30PM	2	0	0	2	121	1	0	122	0	99	0	99	223
4:45PM	2	0	0	2	139	9	2	150	0	110	1	111	263
Hourly Total	6	2	0	8	483	17	2	502	1	358	1	360	870
5:00PM	3	0	0	3	130	0	0	130	1	128	0	129	262
5:15PM	3	3	0	6	174	2	0	176	0	145	0	145	327
5:30PM	3	0	0	3	136	3	0	139	2	91	0	93	235
5:45PM	4	0	0	4	142	6	1	149	0	111	2	113	266
Hourly Total	13	3	0	16	582	11	1	594	3	475	2	480	1090
Total	71	14	0	85	2332	56	6	2394	16	2322	3	2341	4820
% Approach	83.5%	16.5%	0%	-	97.4%	2.3%	0.3%	-	0.7%	99.2%	0.1%	-	-
% Total	1.5%	0.3%	0%	1.8%	48.4%	1.2%	0.1%	49.7%	0.3%	48.2%	0.1%	48.6%	-
Lights	71	14	0	85	2239	56	4	2299	15	2245	2	2262	4646
% Lights	100%	100%	0%	100%	96.0%	100%	66.7%	96.0%	93.8%	96.7%	66.7%	96.6%	96.4%
Articulated Trucks	0	0	0	0	4	0	0	4	1	6	0	7	11
% Articulated Trucks	0%	0%	0%	0%	0.2%	0%	0%	0.2%	6.3%	0.3%	0%	0.3%	0.2%
Buses and Single-Unit Trucks	0	0	0	0	89	0	2	91	0	71	1	72	163
% Buses and Single-Unit Trucks	0%	0%	0%	0%	3.8%	0%	33.3%	3.8%	0%	3.1%	33.3%	3.1%	3.4%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Snider Loop - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

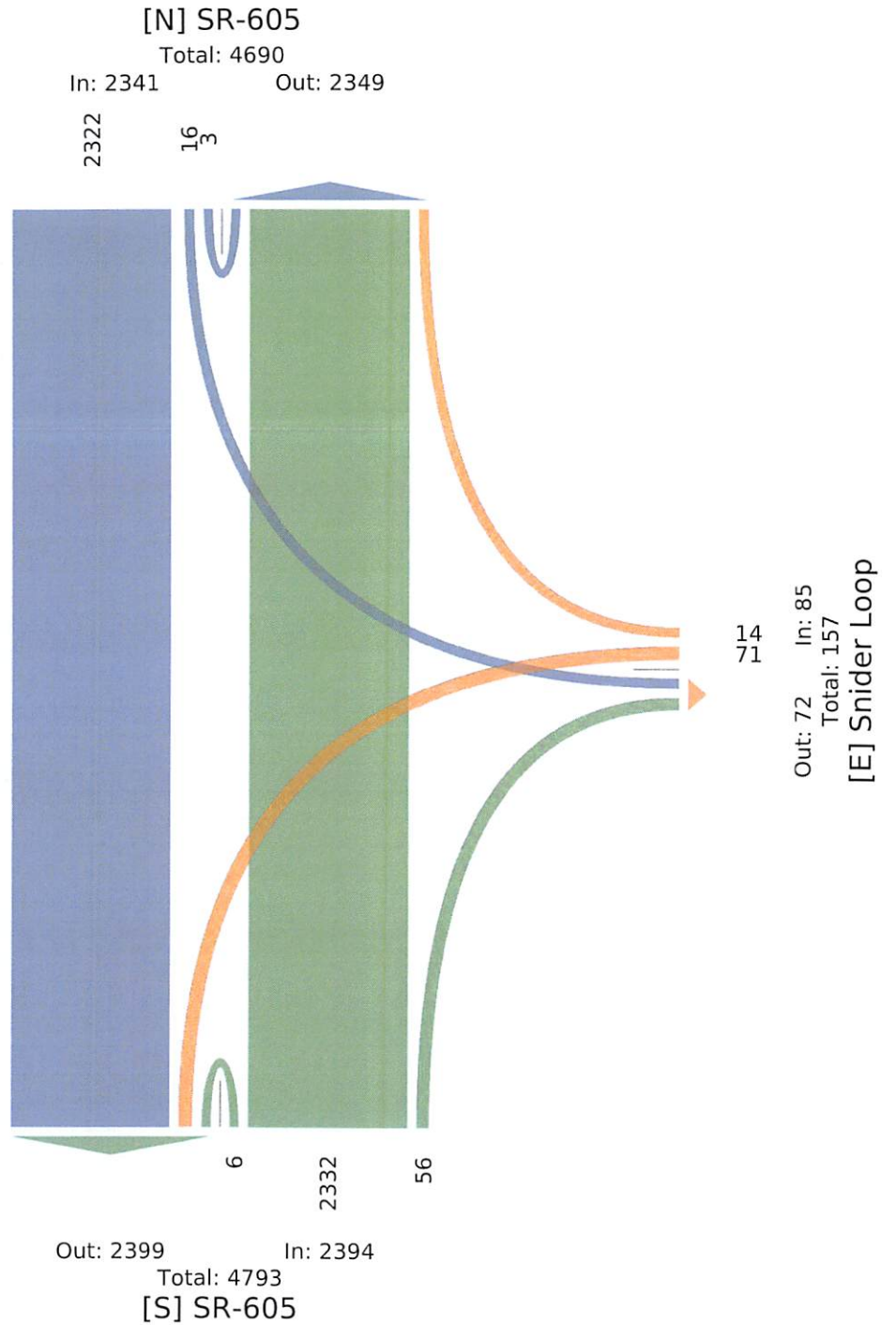
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Snider Loop - TMC

Tue Sep 27, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Snider Loop Westbound				SR-605 Northbound				SR-605 Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
2022-09-27 7:30AM	8	0	0	8	82	5	0	87	0	174	0	174	269
7:45AM	2	0	0	2	92	0	0	92	1	103	0	104	198
8:00AM	10	0	0	10	81	0	0	81	1	138	0	139	230
8:15AM	2	1	0	3	110	4	1	115	1	110	0	111	229
Total	22	1	0	23	365	9	1	375	3	525	0	528	926
% Approach	95.7%	4.3%	0%	-	97.3%	2.4%	0.3%	-	0.6%	99.4%	0%	-	-
% Total	2.4%	0.1%	0%	2.5%	39.4%	1.0%	0.1%	40.5%	0.3%	56.7%	0%	57.0%	-
PHF	0.550	0.250	-	0.575	0.830	0.450	0.250	0.815	0.750	0.754	-	0.759	0.861
Lights	22	1	0	23	342	9	1	352	3	509	0	512	887
% Lights	100%	100%	0%	100%	93.7%	100%	100%	93.9%	100%	97.0%	0%	97.0%	95.8%
Articulated Trucks	0	0	0	0	2	0	0	2	0	1	0	1	3
% Articulated Trucks	0%	0%	0%	0%	0.5%	0%	0%	0.5%	0%	0.2%	0%	0.2%	0.3%
Buses and Single-Unit Trucks	0	0	0	0	21	0	0	21	0	15	0	15	36
% Buses and Single-Unit Trucks	0%	0%	0%	0%	5.8%	0%	0%	5.6%	0%	2.9%	0%	2.8%	3.9%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Snider Loop - TMC

Tue Sep 27, 2022

AM Peak (7:30 AM - 8:30 AM)

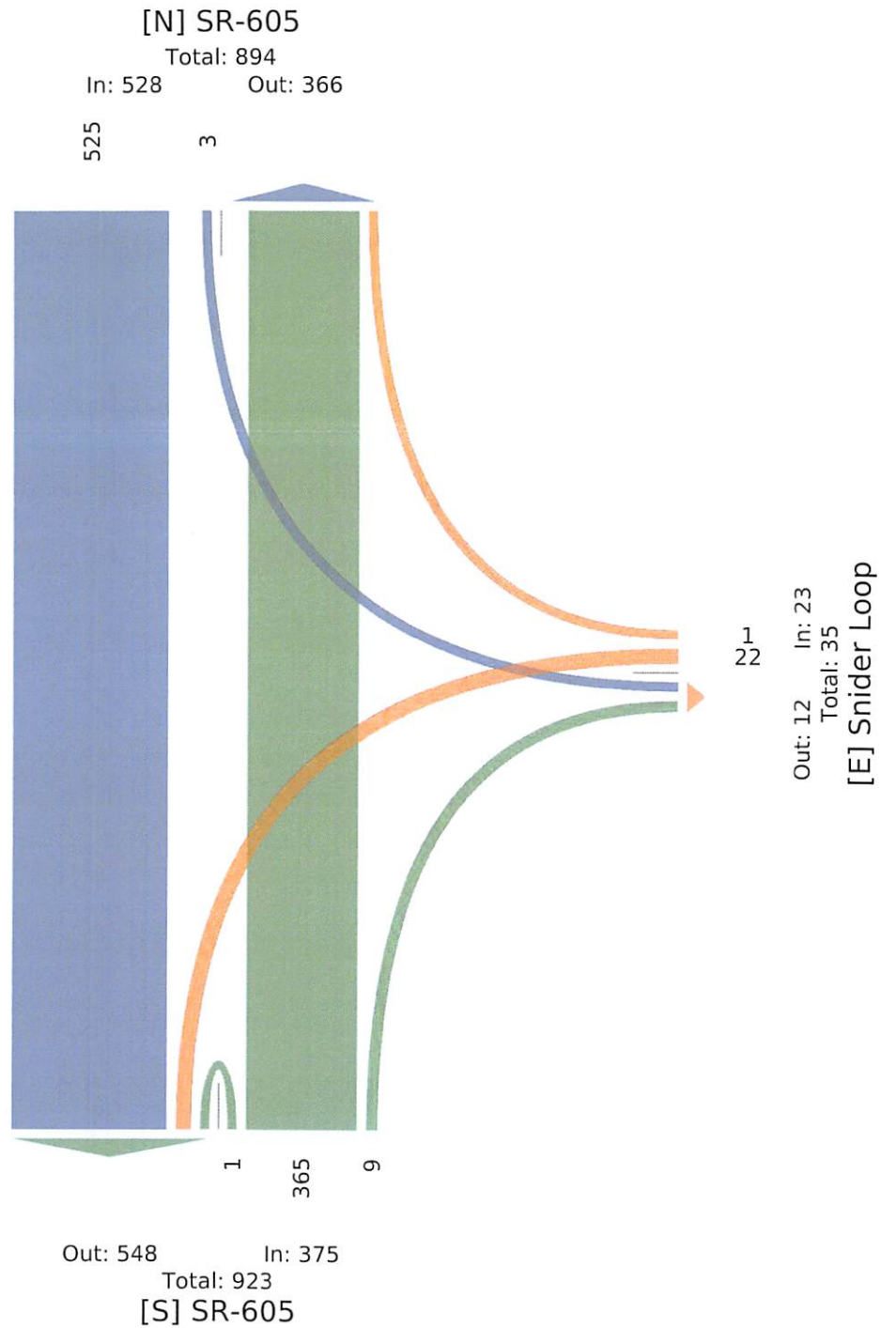
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Snider Loop - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Tue Sep 27, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Leg Direction	Snider Loop Westbound				SR-605 Northbound				SR-605 Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
2022-09-27 5:00PM	3	0	0	3	130	0	0	130	1	128	0	129	262
5:15PM	3	3	0	6	174	2	0	176	0	145	0	145	327
5:30PM	3	0	0	3	136	3	0	139	2	91	0	93	235
5:45PM	4	0	0	4	142	6	1	149	0	111	2	113	266
Total	13	3	0	16	582	11	1	594	3	475	2	480	1090
% Approach	81.3%	18.8%	0%	-	98.0%	1.9%	0.2%	-	0.6%	99.0%	0.4%	-	-
% Total	1.2%	0.3%	0%	1.5%	53.4%	1.0%	0.1%	54.5%	0.3%	43.6%	0.2%	44.0%	-
PHF	0.813	0.250	-	0.667	0.836	0.458	0.250	0.844	0.375	0.819	0.250	0.828	0.833
Lights	13	3	0	16	574	11	1	586	3	474	2	479	1081
% Lights	100%	100%	0%	100%	98.6%	100%	100%	98.7%	100%	99.8%	100%	99.8%	99.2%
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Articulated Trucks	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0.1%
Buses and Single-Unit Trucks	0	0	0	0	7	0	0	7	0	1	0	1	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	1.2%	0%	0%	1.2%	0%	0.2%	0%	0.2%	0.7%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Snider Loop - TMC

Tue Sep 27, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

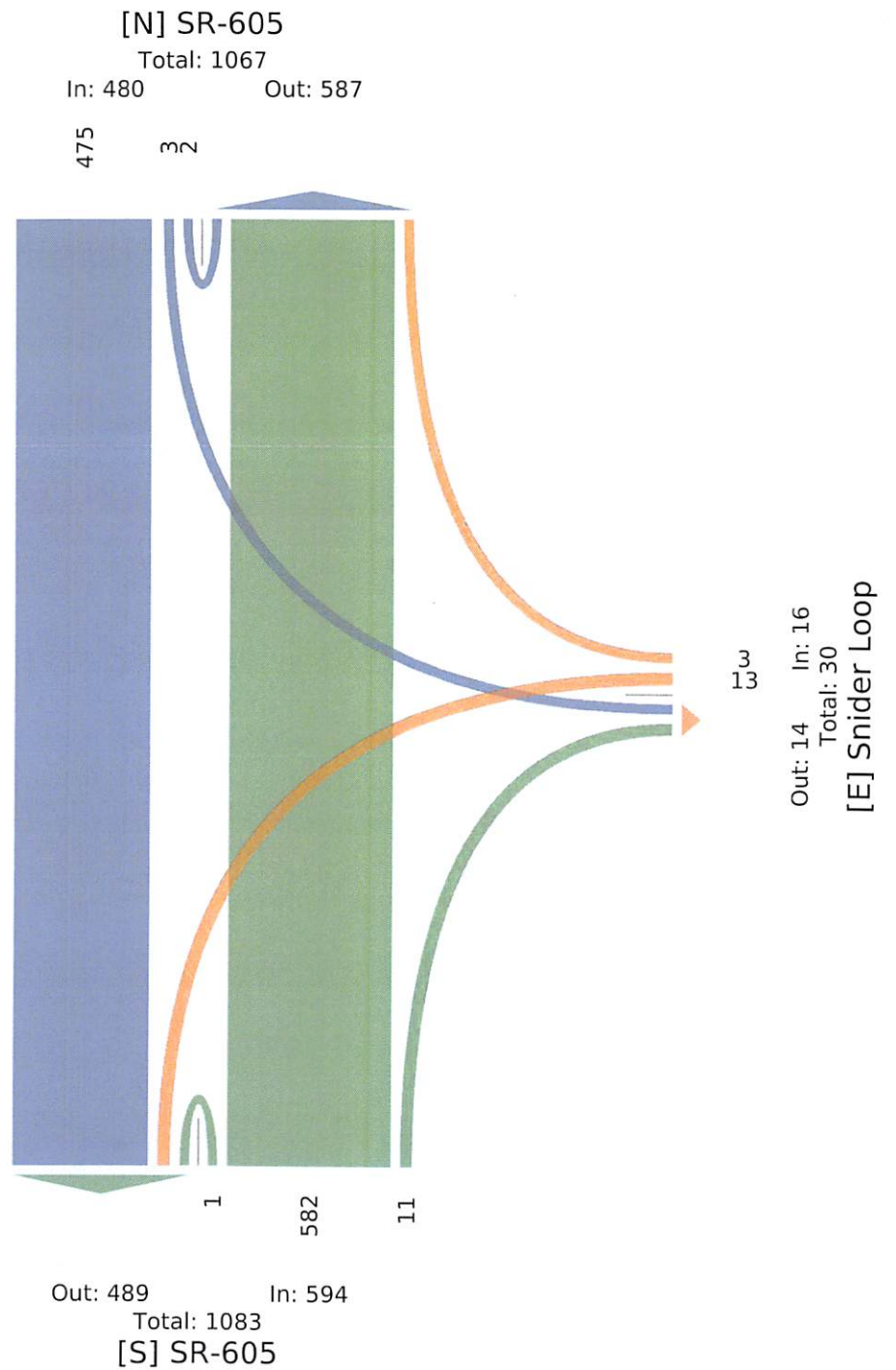
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993467, Location: 40.094979, -82.812529

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Walton Parkway - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Walton Parkway Eastbound					Walton Parkway Westbound					SR-605 Northbound					SR-605 Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:00AM	1	8	12	0	21	3	4	3	0	10	10	42	3	0	55	13	50	3	0	66	152
7:15AM	2	9	20	0	31	3	2	5	0	10	8	44	2	0	54	17	126	2	0	145	240
7:30AM	1	31	38	0	70	6	17	18	0	41	23	51	13	0	87	24	162	8	0	194	392
7:45AM	0	24	14	0	38	7	22	21	0	50	20	74	9	0	103	26	71	5	0	102	293
Hourly Total	4	72	84	0	160	19	45	47	0	111	61	211	27	0	299	80	409	18	0	507	1077
8:00AM	3	34	17	0	54	3	15	13	4	35	31	52	15	0	98	29	100	6	0	135	322
8:15AM	2	30	36	0	68	8	7	16	0	31	40	97	11	0	148	23	85	6	1	115	362
8:30AM	3	21	16	0	40	2	13	6	0	21	24	64	6	0	94	18	72	1	0	91	246
8:45AM	0	19	15	0	34	6	7	3	0	16	11	46	6	0	63	29	80	7	0	116	229
Hourly Total	8	104	84	0	196	19	42	38	4	103	106	259	38	0	403	99	337	20	1	457	1159
2:00PM	3	8	7	0	18	22	4	15	0	41	11	54	6	1	72	3	44	0	1	48	179
2:15PM	2	6	9	0	17	7	9	10	0	26	20	81	6	0	107	8	65	2	0	75	225
2:30PM	2	6	10	0	18	1	6	4	0	11	22	80	7	0	109	9	74	2	0	85	223
2:45PM	1	2	28	0	31	6	7	9	0	22	6	47	1	0	54	10	59	3	0	72	179
Hourly Total	8	22	54	0	84	36	26	38	0	100	59	262	20	1	342	30	242	7	1	280	806
3:00PM	1	5	15	0	21	7	15	6	0	28	29	79	5	0	113	3	42	1	0	46	208
3:15PM	3	4	15	0	22	4	10	15	1	30	38	84	3	0	125	9	64	3	0	76	253
3:30PM	3	9	20	0	32	6	6	12	0	24	22	87	3	0	112	8	64	1	0	73	241
3:45PM	3	2	8	0	13	6	11	6	0	23	24	83	12	0	119	12	62	0	0	74	229
Hourly Total	10	20	58	0	88	23	42	39	1	105	113	333	23	0	469	32	232	5	0	269	931
4:00PM	4	6	22	0	32	4	19	29	0	52	17	87	3	0	107	12	60	2	0	74	265
4:15PM	6	7	13	0	26	9	12	17	0	38	18	83	2	0	103	6	63	2	0	71	238
4:30PM	5	6	13	0	24	5	22	26	0	53	17	93	6	0	116	15	90	2	1	108	301
4:45PM	4	16	21	0	41	9	21	26	0	56	13	109	1	0	123	12	96	3	0	111	331
Hourly Total	19	35	69	0	123	27	74	98	0	199	65	372	12	0	449	45	309	9	1	364	1135
5:00PM	2	7	35	0	44	21	37	34	0	92	13	89	3	0	105	5	114	6	0	125	366
5:15PM	9	16	32	0	57	13	25	27	0	65	13	124	8	0	145	7	141	2	1	151	418
5:30PM	7	6	25	0	38	12	25	21	0	58	24	114	8	0	146	10	84	2	0	96	338
5:45PM	9	6	14	0	29	10	11	23	0	44	18	124	2	0	144	9	105	0	0	114	331
Hourly Total	27	35	106	0	168	56	98	105	0	259	68	451	21	0	540	31	444	10	1	486	1453
Total	76	288	455	0	819	180	327	365	5	877	472	1888	141	1	2502	317	1973	69	4	2363	6561
% Approach	9.3%	35.2%	55.6%	0%	-	20.5%	37.3%	41.6%	0.6%	-	18.9%	75.5%	5.6%	0%	-	13.4%	83.5%	2.9%	0.2%	-	-
% Total	1.2%	4.4%	6.9%	0%	12.5%	2.7%	5.0%	5.6%	0.1%	13.4%	7.2%	28.8%	2.1%	0%	38.1%	4.8%	30.1%	1.1%	0.1%	36.0%	-
Lights	75	282	419	0	776	141	323	351	2	817	438	1810	125	1	2374	305	1908	67	4	2284	6251
% Lights	98.7%	97.9%	92.1%	0%	94.7%	78.3%	98.8%	96.2%	40.0%	93.2%	92.8%	95.9%	88.7%	100%	94.9%	96.2%	96.7%	97.1%	100%	96.7%	95.3%
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	7	0	0	7	11
% Articulated Trucks	0%	0%	0%	0%	0%	0.6%	0%	0%	0%	0.1%	0%	0.2%	0%	0%	0.1%	0%	0.4%	0%	0%	0.3%	0.2%
Buses and Single-Unit Trucks	1	6	36	0	43	38	4	14	3	59	34	75	16	0	125	12	58	2	0	72	299
% Buses and Single-Unit Trucks	1.3%	2.1%	7.9%	0%	5.3%	21.1%	1.2%	3.8%	60.0%	6.7%	7.2%	4.0%	11.3%	0%	5.0%	3.8%	2.9%	2.9%	0%	3.0%	4.6%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Walton Parkway - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

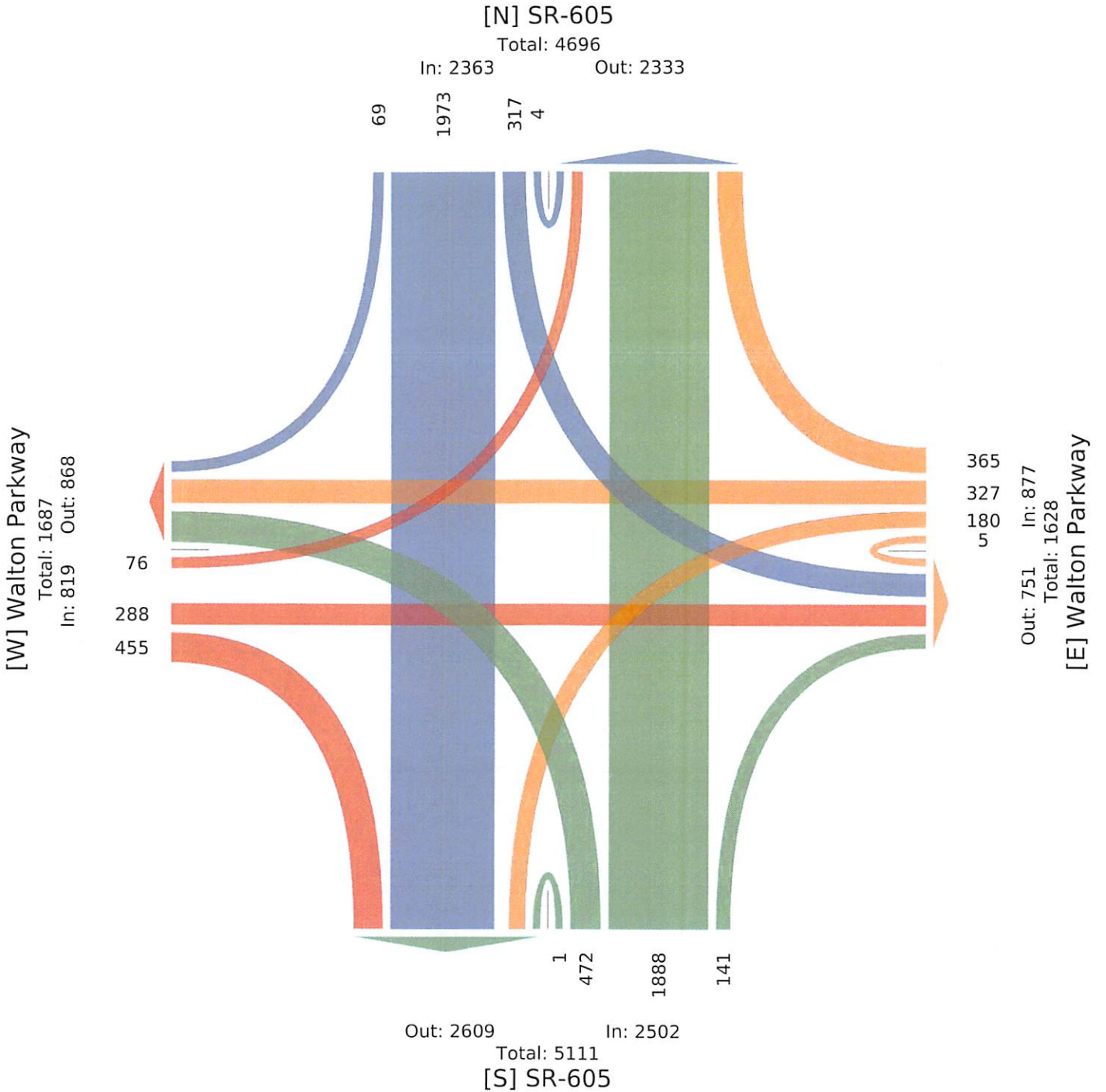
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Walton Parkway - TMC

Tue Sep 27, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US

Leg Direction	Walton Parkway Eastbound					Walton Parkway Westbound					SR-605 Northbound					SR-605 Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 7:30AM	1	31	38	0	70	6	17	18	0	41	23	51	13	0	87	24	162	8	0	194	392
7:45AM	0	24	14	0	38	7	22	21	0	50	20	74	9	0	103	26	71	5	0	102	293
8:00AM	3	34	17	0	54	3	15	13	4	35	31	52	15	0	98	29	100	6	0	135	322
8:15AM	2	30	36	0	68	8	7	16	0	31	40	97	11	0	148	23	85	6	1	115	362
Total	6	119	105	0	230	24	61	68	4	157	114	274	48	0	436	102	418	25	1	546	1369
% Approach	2.6%	51.7%	45.7%	0%	-	15.3%	38.9%	43.3%	2.5%	-	26.1%	62.8%	11.0%	0%	-	18.7%	76.6%	4.6%	0.2%	-	-
% Total	0.4%	8.7%	7.7%	0%	16.8%	1.8%	4.5%	5.0%	0.3%	11.5%	8.3%	20.0%	3.5%	0%	31.8%	7.5%	30.5%	1.8%	0.1%	39.9%	-
PHF	0.500	0.875	0.691	-	0.821	0.750	0.693	0.810	0.250	0.785	0.713	0.706	0.800	-	0.736	0.879	0.645	0.781	0.250	0.704	0.873
Lights	6	118	91	0	215	17	60	66	2	145	105	256	40	0	401	100	403	25	1	529	1290
% Lights	100%	99.2%	86.7%	0%	93.5%	70.8%	98.4%	97.1%	50.0%	92.4%	92.1%	93.4%	83.3%	0%	92.0%	98.0%	96.4%	100%	100%	96.9%	94.2%
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
% Articulated Trucks	0%	0%	0%	0%	0%	4.2%	0%	0%	0%	0.6%	0%	0.4%	0%	0%	0.2%	0%	0.2%	0%	0%	0.2%	0.2%
Buses and Single-Unit Trucks	0	1	14	0	15	6	1	2	2	11	9	17	8	0	34	2	14	0	0	16	76
% Buses and Single-Unit Trucks	0%	0.8%	13.3%	0%	6.5%	25.0%	1.6%	2.9%	50.0%	7.0%	7.9%	6.2%	16.7%	0%	7.8%	2.0%	3.3%	0%	0%	2.9%	5.6%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Walton Parkway - TMC

Tue Sep 27, 2022

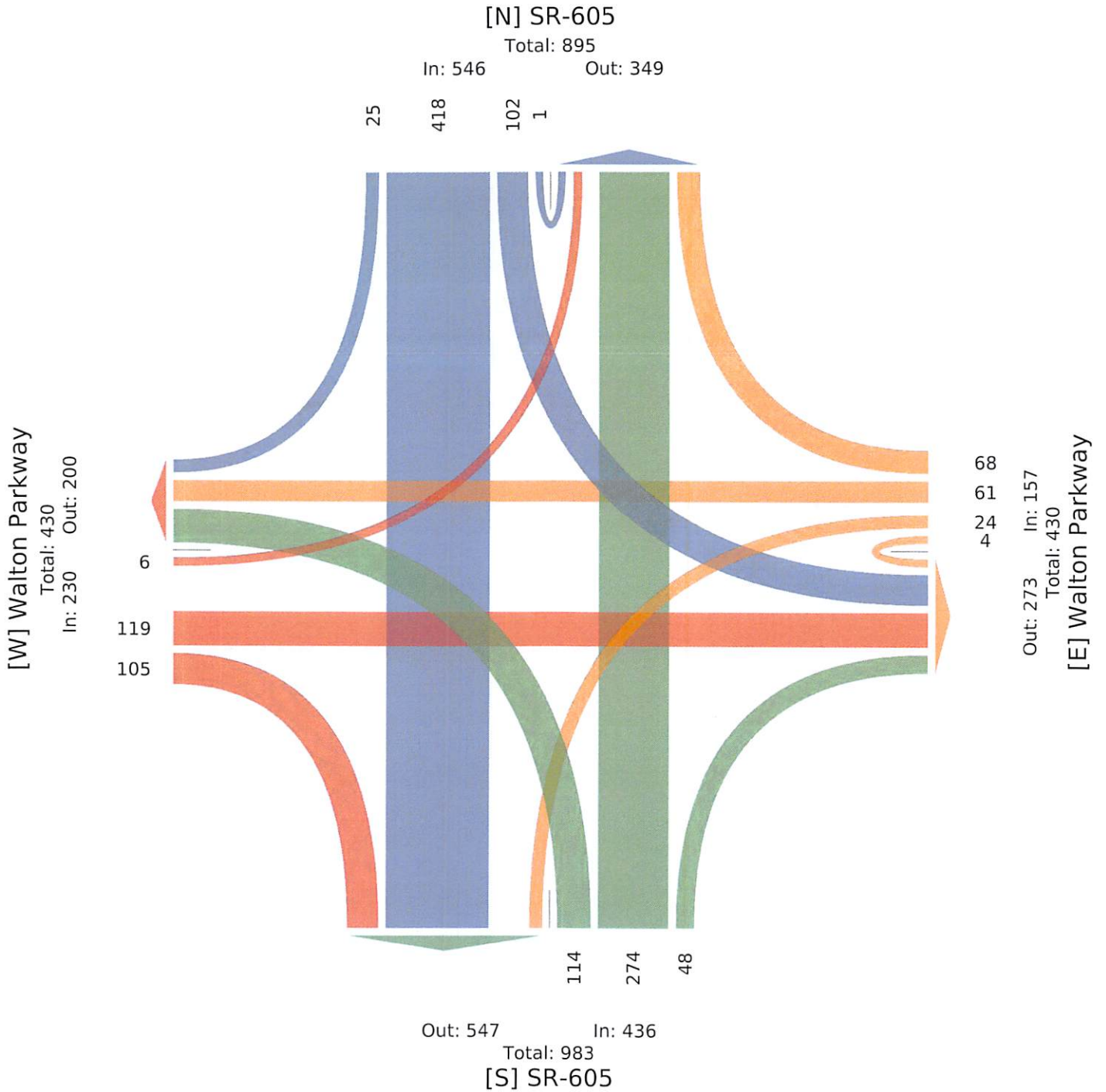
AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



SR-605 & Walton Parkway - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.

Tue Sep 27, 2022

6612 Singletree Drive, Columbus, OH, 43229, US

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Leg Direction	Walton Parkway Eastbound					Walton Parkway Westbound					SR-605 Northbound					SR-605 Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-09-27 4:45PM	4	16	21	0	41	9	21	26	0	56	13	109	1	0	123	12	96	3	0	111	331
5:00PM	2	7	35	0	44	21	37	34	0	92	13	89	3	0	105	5	114	6	0	125	366
5:15PM	9	16	32	0	57	13	25	27	0	65	13	124	8	0	145	7	141	2	1	151	418
5:30PM	7	6	25	0	38	12	25	21	0	58	24	114	8	0	146	10	84	2	0	96	338
Total	22	45	113	0	180	55	108	108	0	271	63	436	20	0	519	34	435	13	1	483	1453
% Approach	12.2%	25.0%	62.8%	0%	-	20.3%	39.9%	39.9%	0%	-	12.1%	84.0%	3.9%	0%	-	7.0%	90.1%	2.7%	0.2%	-	-
% Total	1.5%	3.1%	7.8%	0%	12.4%	3.8%	7.4%	7.4%	0%	18.7%	4.3%	30.0%	1.4%	0%	35.7%	2.3%	29.9%	0.9%	0.1%	33.2%	-
PHF	0.611	0.703	0.807	-	0.789	0.655	0.730	0.794	-	0.736	0.656	0.879	0.625	-	0.889	0.708	0.771	0.542	0.250	0.800	0.869
Lights	22	44	113	0	179	55	107	107	0	269	63	429	20	0	512	34	432	13	1	480	1440
% Lights	100%	97.8%	100%	0%	99.4%	100%	99.1%	99.1%	0%	99.3%	100%	98.4%	100%	0%	98.7%	100%	99.3%	100%	100%	99.4%	99.1%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0.2%	0%	0%	0.2%	0.1%
Buses and Single-Unit Trucks	0	1	0	0	1	0	1	1	0	2	0	6	0	0	6	0	2	0	0	2	11
% Buses and Single-Unit Trucks	0%	2.2%	0%	0%	0.6%	0%	0.9%	0.9%	0%	0.7%	0%	1.4%	0%	0%	1.2%	0%	0.5%	0%	0%	0.4%	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

SR-605 & Walton Parkway - TMC

Tue Sep 27, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

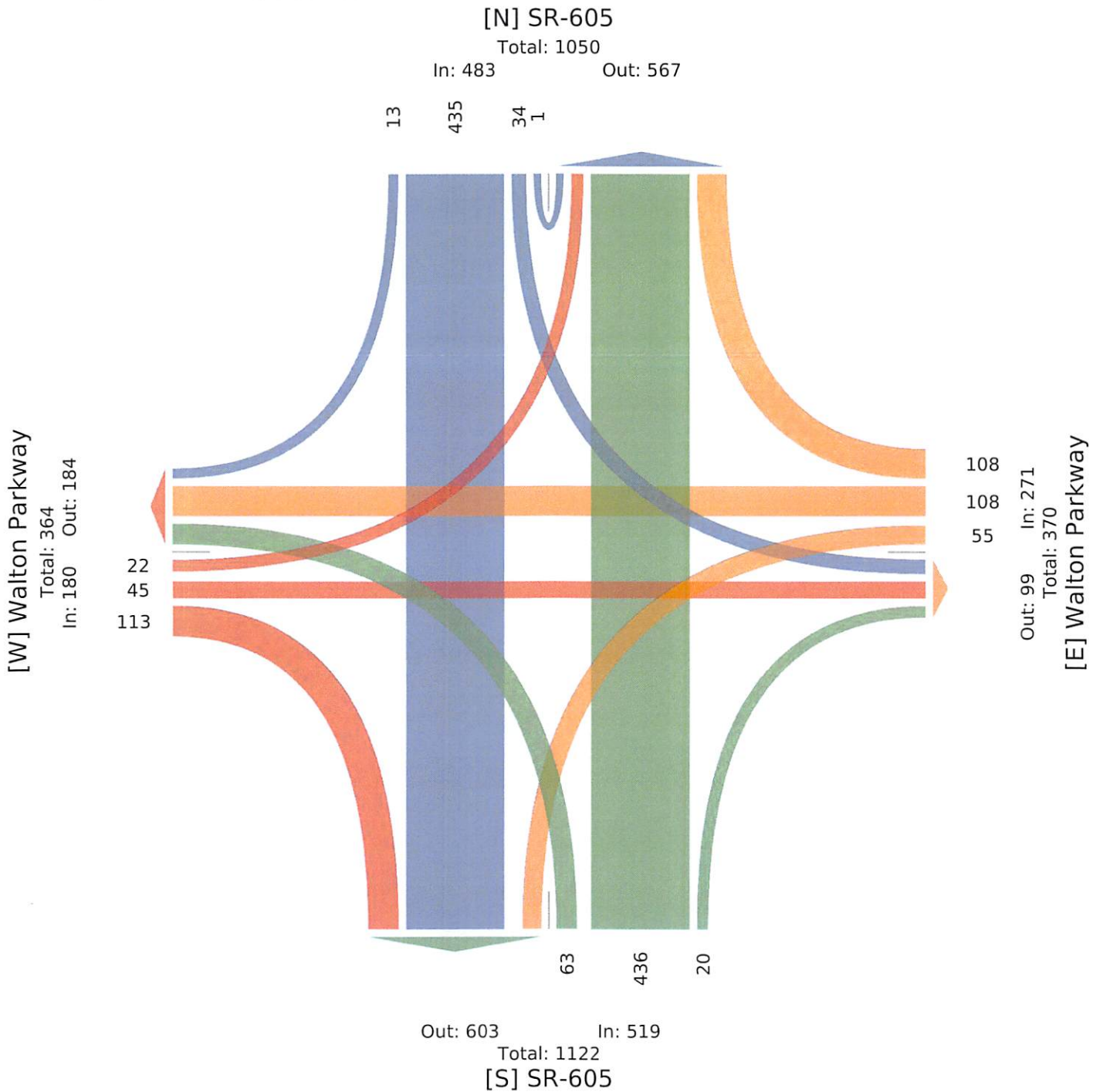
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 993460, Location: 40.09303, -82.812182

Provided by: Carpenter Marty (CM) Transportation Inc.

6612 Singletree Drive, Columbus, OH, 43229, US



Chelsea Cousins

From: Hwashik Jang <hjang@morpc.org>
Sent: Friday, March 6, 2020 3:16 PM
To: Chelsea Cousins
Cc: Drew Laurent; Nick Gill; Zhuojun Jiang
Subject: RE: Growth Rate Request - New Albany Microbrewery

Chelsea,

We have completed processing growth rates for your study intersection. Please use linear annual growth rates as summarized below.

<u>Location</u>	<u>Linear Annual Growth Rate</u>
Central College Rd e/o SR 605	1.30%
SR 605 n/o Central College Rd	1.70%
Central College Rd w/o SR 605	1.10%
SR 605 s/o Central College Rd	1.30%

Note: *The above rate was derived based on planning level analysis by using MORPC's regional travel demand model.*

If you have any questions, please let me know.

Thanks,

HWASHIK JANG

Senior Planner | Mid-Ohio Regional Planning Commission
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111 Liberty Street, Suite 100 | Columbus, OH 43215



From: Chelsea Cousins <ccousins@cmtran.com>
Sent: Monday, February 3, 2020 10:22 AM
To: Hwashik Jang <hjang@morpc.org>; Nick Gill <NGILL@morpc.org>; Zhuojun Jiang <zjiang@morpc.org>
Cc: Drew Laurent <dlaurent@cmtran.com>
Subject: Growth Rate Request - New Albany Microbrewery

All,

We would like to request growth rates for the intersection of New Albany-Condit Road & Central College Road in New Albany, OH. We are conducting a traffic study for a development in the northeast corner of the intersection. The site is proposed to develop as a microbrewery. The opening year will be 2020 with a 10 year horizon. The study will be reviewed by the City of New Albany. See the attached count and preliminary site plan for your use.

Thank you,

Chelsea Cousins, EIT

Segment	2020 Count ADT	2050 MORPC ADT	ADT Site Traffic Removed	2050 No Build ADT	Growth Rate
New Albany Road W- West of New Albany Rd	19100	21400	382	21018	1.00%
New Albany Road E- East of New Albany Rd	17900	24900	0	24900	1.30%
New Albany Road- New Albany Rd to SR-161 Westbound Ramps	30300	37400	382	37018	1.00%
New Albany Road- SR-161 Westbound Ramps to SR-161 Eastbound Ramps	22400	27300	3917	23383	1.00%
New Albany Road- SR-161 Eastbound Ramps to Fodor Rd	13900	17200	7452	9748	1.00%
SR-161 Eastbound Exit Ramp to New Albany Rd	12800	16000	3535	12465	1.00%
SR-161 Westbound Exit Ramp to New Albany Rd	3400	3300	0	3300	1.00%
Fodor Road- West of New Albany Rd	5700	5900	0	5900	1.00%
Fodor Road- New Albany Rd to Dublin Granville Road	9000	11200	7452	3748	1.00%
Swickard Woods Boulevard- North of Fodor Rd	900	1800	0	1800	3.00%
Dublin Granville Road- West of Fodor Rd/Market St	6800	13700	647	13053	3.00%
Dublin Granville Road- Fodor Rd/Market St to High St	3300	7900	2520	5380	2.10%
Dublin Granville Road- High St to Kitzmiller Rd	2800	5000	560	4440	1.95%
Dublin Granville Road- East of Kitzmiller Rd	3000	6800	0	6800	3.00%
Kitzmiller Road- North of Dublin Granville Rd	3900	10300	0	10300	3.00%
Kitzmiller Road- South of Dublin Granville Rd	2600	5400	0	5400	3.00%
Market Street- Dublin Granville Rd to Main St	9600	16000	4553	11447	1.00%
Market Street- Main St to High St	4000	7400	2515	4885	1.00%
Main Street- South of Market St to Thurston Hall Blvd/Theisen Rd	9200	14600	6145	8455	1.00%
Johnstown Road- Thurston Hall Blvd/Theisen Rd to SR-161 Eastbound Ramps	9500	16300	9758	6542	1.00%
Johnstown Road- SR-161 Eastbound Ramps to SR-161 Westbound Ramps	17600	25100	5526	19574	1.00%

Segment	2020 Count ADT	2050 MORPC ADT	ADT Site Traffic Removed	2050 No Build ADT	Growth Rate
Johnstown Road- SR-161 Westbound Ramps to Walton Pkwy	26200	37700	1294	36406	1.30%
SR-161 Eastbound Exit Ramp to Johnstown Rd	10600	13100	348	12752	1.00%
SR-161 Westbound Exit Ramp to Johnstown Rd	2500	4600	3884	716	1.00%
High Street/New Albany-Condit Road- South of Market St to Walton Pkwy	9000	15500	1781	13719	1.75%
New Albany-Condit Road- North of Walton Pkwy	9600	14200	1105	13095	1.21%
Walton Parkway- New Albany Rd to East of New Albany-Condit Rd	3800	9100	0	9100	3.00%
3rd Street- Dublin Granville Rd to Main St	700	400	1492	-1092	1.00%

*If the calculated growth rate was less than 1%, a minimum of 1% was used. Likewise, if the calculated growth rate was greater than 3%, a maximum of 3% was used.

Appendix C

Trip Generation

Appendix C

Scenario - 1

Scenario Name: AM Peak

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Split%			
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	8	27	35	
215 - Single-Family Attached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	116	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	$T = 0.31(X) + 22.85$ Best Fit (LIN)	24%	76%	55	
210 - Single-Family Detached Housing Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	Dwelling Units	32	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	$T = 0.52(X) - 5.70$ Best Fit (LOG)	31%	69%	27	
710 - General Office Building Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GFA	17.5	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	$\ln(T) = 0.91 \ln(X) + 0.12$ Best Fit (LOG)	26%	74%	37	
822 - Strip Retail Plaza (<40k) Data Source: Trip Generation Manual, 11th Ed	General Urban/Suburban	1000 Sq. Ft. GLA	30	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	$\ln(T) = 0.86 \ln(X) + 1.16$ Best Fit (LOG)	88%	12%	60	
					$\ln(T) = 0.66 \ln(X) + 1.84$	60%	40%		

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
215 - Single-Family Attached Housing	100	100	1	1	31	69
210 - Single-Family Detached Housing	100	100	1	1	26	74
710 - General Office Building	99	100	1.1	1.1	88	12
822 - Strip Retail Plaza (<40k)	100	100	1	1	60	40

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	8	27	0	0	8	27
215 - Single-Family Attached Housing	17	38	0	0	17	38
210 - Single-Family Detached Housing	7	20	0	0	7	20
710 - General Office Building	36	5	0	0	36	5
822 - Strip Retail Plaza (<40k)	36	24	0	0	36	24
					60	60

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Residential	
215 - Single-Family Attached Housing	Residential	
210 - Single-Family Detached Housing	Residential	
710 - General Office Building	Office	
822 - Strip Retail Plaza (<40k)	Retail	

BALANCED PERSON TRIPS:

Person's Exit	Person's Entry	Unconstrained Demand	UIPTC	Unconstrained Demand	UIPTC	Unconstrained Demand	UIPTC	Person's Exit	Person's Entry
27	1	0	0	0	0	0	0	17	1
8	1	0	0	0	0	0	0	1	1

Category	PAF	UIPTC	Unconstrained Demand	Balance	Unconstrained Demand	UIPTC	PAF	Persons Entry
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
27	1	0	0	0	0	0	1	7
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
8	1	0	0	0	0	0	1	20
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
27	1	0.6666666666666666	0	0	0	1	1	37
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
8	1	0	0	0	0	0.3333333333333333	1	5
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
27	1	0.3333333333333333	0	0	2	5.666666666666667	1	36
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
8	1	0.6666666666666666	0	0	1	4.666666666666667	1	24
215 - Single-Family Attached Housing				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
38	1	0	0	0	0	0	1	7
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
17	1	0	0	0	0	0	1	20
215 - Single-Family Attached Housing				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
38	1	0.6666666666666666	0	0	0	1	1	37
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
17	1	0	0	0	0	0.3333333333333333	1	5
215 - Single-Family Attached Housing				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
38	1	0.3333333333333333	0	0	2	5.666666666666667	1	36
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
17	1	0.6666666666666666	0	0	1	4.666666666666667	1	24
210 - Single-Family Detached Housing				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
20	1	0.6666666666666666	0	0	0	1	1	37
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
7	1	0	0	0	0	0.3333333333333333	1	5
210 - Single-Family Detached Housing				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
20	1	0.3333333333333333	0	0	2	5.666666666666667	1	36
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
7	1	0.6666666666666666	0	0	1	4.666666666666667	1	24
710 - General Office Building				====> BALANCED ==>==				
Persons Exit	PAF	UIPTC	Unconstrained Demand		Unconstrained Demand	UIPTC	PAF	Persons Entry
5	1	28	1	1	11	32	1	36

Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<< BALANCED >>>>	Unconstrained Demand	UIPTC	PAF	Persons Exit
37	1	4	1	1	7	29	1	24

INTERNAL PERSON TRIPS:

220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit

Internal Person Trips From	Entry	Exit	Total
215 - Single-Family Attached Housing	0	0	0
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	0	0	0
822 - Strip Retail Plaza (<40k)	0	0	0
Total Internal Person Trips	0	0	0

215 - Single-Family Attached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit	0	0	0
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	0	0	0
822 - Strip Retail Plaza (<40k)	0	0	0
Total Internal Person Trips	0	0	0

210 - Single-Family Detached Housing

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit	0	0	0
215 - Single-Family Attached Housing	0	0	0
710 - General Office Building	0	0	0
822 - Strip Retail Plaza (<40k)	0	0	0
Total Internal Person Trips	0	0	0

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit	0	0	0
215 - Single-Family Attached Housing	0	0	0
210 - Single-Family Detached Housing	0	0	0
822 - Strip Retail Plaza (<40k)	1	1	3
Total Internal Person Trips	1	1	2

822 - Strip Retail Plaza (<40k)

Internal Person Trips From	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit	0	0	0
215 - Single-Family Attached Housing	0	0	0
210 - Single-Family Detached Housing	0	0	0
710 - General Office Building	1	1	3
Total Internal Person Trips	1	1	2

INTERNAL VEHICLE TRIPS AND CAPTURE:

220 - Multifamily Housing (Low-Rise)-Not Close to Rail Transit

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	8	27	35
Internal Vehicle Trip Capture	0%	0%	0%

215 - Single-Family Attached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	17	38	55
Internal Vehicle Trip Capture	0%	0%	0%

210 - Single-Family Detached Housing

Total Internal Person Trips	0	0	0
Vehicle Mode Share	100%	100%	-

Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	0	0	0
Total External Vehicle Trips	7	20	27
Internal Vehicle Trip Capture	0%	0%	0%

710 - General Office Building

Total Internal Person Trips	1	1	2
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	1	1	2
Total External Vehicle Trips	32	3	35
Internal Vehicle Trip Capture	3%	22%	0%

822 - Strip Retail Plaza (<40k)

Total Internal Person Trips	1	1	2
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	1	1	2
Total External Vehicle Trips	35	23	58
Internal Vehicle Trip Capture	3%	4%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	8	27	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	17	38	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	7	20	0.00%	0.00%	0	0
710 - General Office Building	32	3	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	35	23	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	8	27	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	17	38	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	7	20	0.00%	0.00%	0	0
710 - General Office Building	32	3	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	35	23	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	8	27	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	17	38	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	7	20	0.00%	0.00%	0	0
710 - General Office Building	32	3	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	35	23	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	8	27	35
215 - Single-Family Attached Housing	17	38	55
210 - Single-Family Detached Housing	7	20	27
710 - General Office Building	32	3	35
822 - Strip Retail Plaza (<40k)	35	23	58

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	101	113	214

Internal Vehicle Trips	2	2	4
External Vehicle Trips	99	111	210
Internal Vehicle Trip Capture	2%	2%	2%
Passby Vehicle Trips	0	0	0
Overhead Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	99	111	210

220 - Multifamily Housing (Low-Rise)-Close to Rail Transit								210 - Single-Family Detached Housing		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
10	1	0	0	0	0	0	1	21		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
15	1	0	0	0	0	0	1	13		
220 - Multifamily Housing (Low-Rise)-Close to Rail Transit								710 - General Office Building		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
10	1	1.33333333333333	0	0	1	19	1	7		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
15	1	1.33333333333333	0	0	0	0.66666666666666	1	36		
220 - Multifamily Housing (Low-Rise)-Close to Rail Transit								822 - Strip Retail Plaza (<40k)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
10	1	14	1	1	3	3.33333333333335	1	85		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
15	1	15.3333333333334	2	2	7	8.66666666666666	1	85		
215 - Single-Family Attached Housing								210 - Single-Family Detached Housing		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
28	1	0	0	0	0	0	1	21		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
37	1	0	0	0	0	0	1	13		
215 - Single-Family Attached Housing								710 - General Office Building		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
28	1	1.33333333333333	0	0	1	19	1	7		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
37	1	1.33333333333333	0	0	0	0.66666666666666	1	36		
215 - Single-Family Attached Housing								822 - Strip Retail Plaza (<40k)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
28	1	14	4	3	3	3.33333333333335	1	85		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
37	1	15.3333333333334	6	6	7	8.66666666666666	1	85		
210 - Single-Family Detached Housing								710 - General Office Building		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
13	1	1.33333333333333	0	0	1	19	1	7		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
21	1	1.33333333333333	0	0	0	0.66666666666666	1	36		
210 - Single-Family Detached Housing								822 - Strip Retail Plaza (<40k)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
13	1	14	2	2	3	3.33333333333335	1	85		
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit		
21	1	15.3333333333334	3	3	7	8.66666666666666	1	85		
710 - General Office Building								822 - Strip Retail Plaza (<40k)		
Persons Exit	PAF	UIPTC	Unconstrained Demand	====> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry		
36	1	20	7	7	7	8	1	85		

Persons Entry	PAF	UIPTC	Unconstrained Demand	Unconstrained Demand	UIPTC	PAF	Persons Exit
7	1	31	2	2	2	1	85
INTERNAL PERSON TRIPS:							
220 - Multifamily Housing (Low-Rise)-Close to Rail Transit							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	0
					2	1	4
					2	1	3
215 - Single-Family Attached Housing							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	1
					6	3	9
					6	3	9
210 - Single-Family Detached Housing							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	0
					3	2	5
					3	2	5
710 - General Office Building							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	0
					2	2	4
					2	2	4
822 - Strip Retail Plaza (<40k)							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	0
					2	2	4
					2	2	4
822 - Strip Retail Plaza (>40k)							
Internal Person Trips From							
					Entry	Exit	Total
					0	0	0
					0	0	0
					0	0	0
					0	0	0
					2	2	4
					2	2	4
INTERNAL VEHICLE TRIPS AND CAPTURE:							
220 - Multifamily Housing (Low-Rise)-Close to Rail Transit							
Total Internal Person Trips					2	1	3
Vehicle Mode Share					100%	100%	-
Vehicle Occupancy					1.00	1.00	-
Total Vehicle Internal Trips					2	1	3
Total External Vehicle Trips					13	9	22
Internal Vehicle Trip Capture					14%	10%	6%
215 - Single-Family Attached Housing							
Total Internal Person Trips					6	3	9
Vehicle Mode Share					100%	100%	-
Vehicle Occupancy					1.00	1.00	-
Total Vehicle Internal Trips					6	3	9
Total External Vehicle Trips					31	25	56
Internal Vehicle Trip Capture					18%	11%	6%
210 - Single-Family Detached Housing							
Total Internal Person Trips					3	2	5
Vehicle Mode Share					100%	100%	-

Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	3	2	5
Total External Vehicle Trips	18	11	29
Internal Vehicle Trip Capture	14%	16%	0%

710 - General Office Building

Total Internal Person Trips	2	7	9
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	2	7	9
Total External Vehicle Trips	5	25	30
Internal Vehicle Trip Capture	30%	22%	0%

822 - Strip Retail Plaza (<40k)

Total Internal Person Trips	13	13	26
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	13	13	26
Total External Vehicle Trips	72	72	144
Internal Vehicle Trip Capture	15%	15%	0%

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Close to Rail Transit	13	9	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	31	25	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	18	11	0.00%	0.00%	0	0
710 - General Office Building	5	25	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	72	72	34.00%	34.00%	24	24

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Close to Rail Transit	13	9	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	31	25	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	18	11	0.00%	0.00%	0	0
710 - General Office Building	5	25	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	72	72	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Close to Rail Transit	13	9	0.00%	0.00%	0	0
215 - Single-Family Attached Housing	31	25	0.00%	0.00%	0	0
210 - Single-Family Detached Housing	18	11	0.00%	0.00%	0	0
710 - General Office Building	5	25	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	48	48	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Close to Rail Transit	13	9	22
215 - Single-Family Attached Housing	31	25	56
210 - Single-Family Detached Housing	18	11	29
710 - General Office Building	5	25	30
822 - Strip Retail Plaza (<40k)	48	48	96

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	165	168	333

Internal Vehicle Trips	26	26	52
External Vehicle Trips	139	142	281
Internal Vehicle Trip Capture	18%	15%	16%
Pass-by Vehicle Trips	24	24	48
Diverted Vehicle Trips	0	0	0
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	115	118	233

Scenario - 2

Scenario Name: Background AM Peak
 Dev. phase: 1
 User Group:
 No. of Years to Project 0
 Traffic:

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
710 - General Office Building	General	1000 Sq. Ft. GFA	333.2	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.94(X) + 26.49	292	48	340
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban					86%	14%	
210 - Single-Family Detached Housing	General	Dwelling Units	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.71(X) + 4.80	10	30	40
Data Source: Trip Gen Manual, 10th Ed +	Urban/Suburban					25%	75%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
710 - General Office Building	100	100	1	1	86	14
210 - Single-Family Detached Housing	100	100	1	1	25	75

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
710 - General Office Building	292	48	0	0	292	48
		340				340
210 - Single-Family Detached Housing	10	30	0	0	10	30
		40				40

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
710 - General Office Building	292	48	340
210 - Single-Family Detached Housing	10	30	40

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	302	78	380
External Vehicle Trips	302	78	380
New Vehicle Trips	302	78	380

Scenario - 3

Scenario Name: Background PM Peak
 Dev. phase: 1
 User Group:
 No. of Years to Project: 0
 Traffic:

Analyst Note:

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method		Entry Split%	Exit Split%	Total
					Rate/Equation	Rate/Equation			
710 - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	333.2	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	$\ln(T) = 0.95 \ln(X) + 0.36$	57	300	357
Data Source: Trip Gen Manual, 10th Ed +	General Urban/Suburban	Dwelling Units	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	$\ln(T) = 0.95 \ln(X) + 0.20$	33	19	52
210 - Single-Family Detached Housing	General Urban/Suburban						63%	37%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
710 - General Office Building	100	100	1	1	16	84
210 - Single-Family Detached Housing	100	100	1	1	63	37

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
710 - General Office Building	57	300	0	0	57	300
		357				357
210 - Single-Family Detached Housing	33	19	0	0	33	19
		52				52

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		Total
	Entry	Exit	
710 - General Office Building	57	300	357
210 - Single-Family Detached Housing	33	19	52

RESULTS

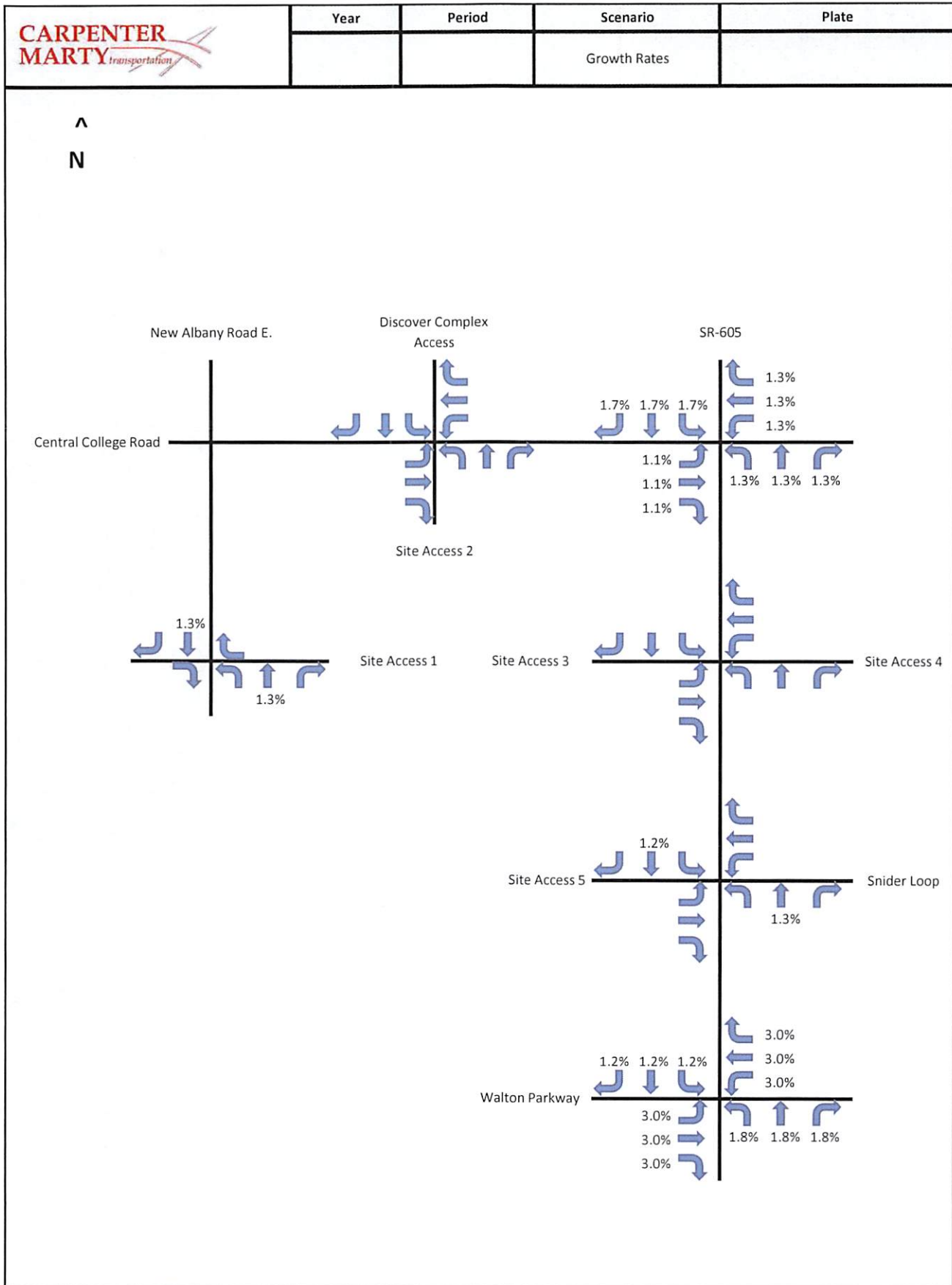
Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	90	319	409
External Vehicle Trips	90	319	409
New Vehicle Trips	90	319	409

Appendix D

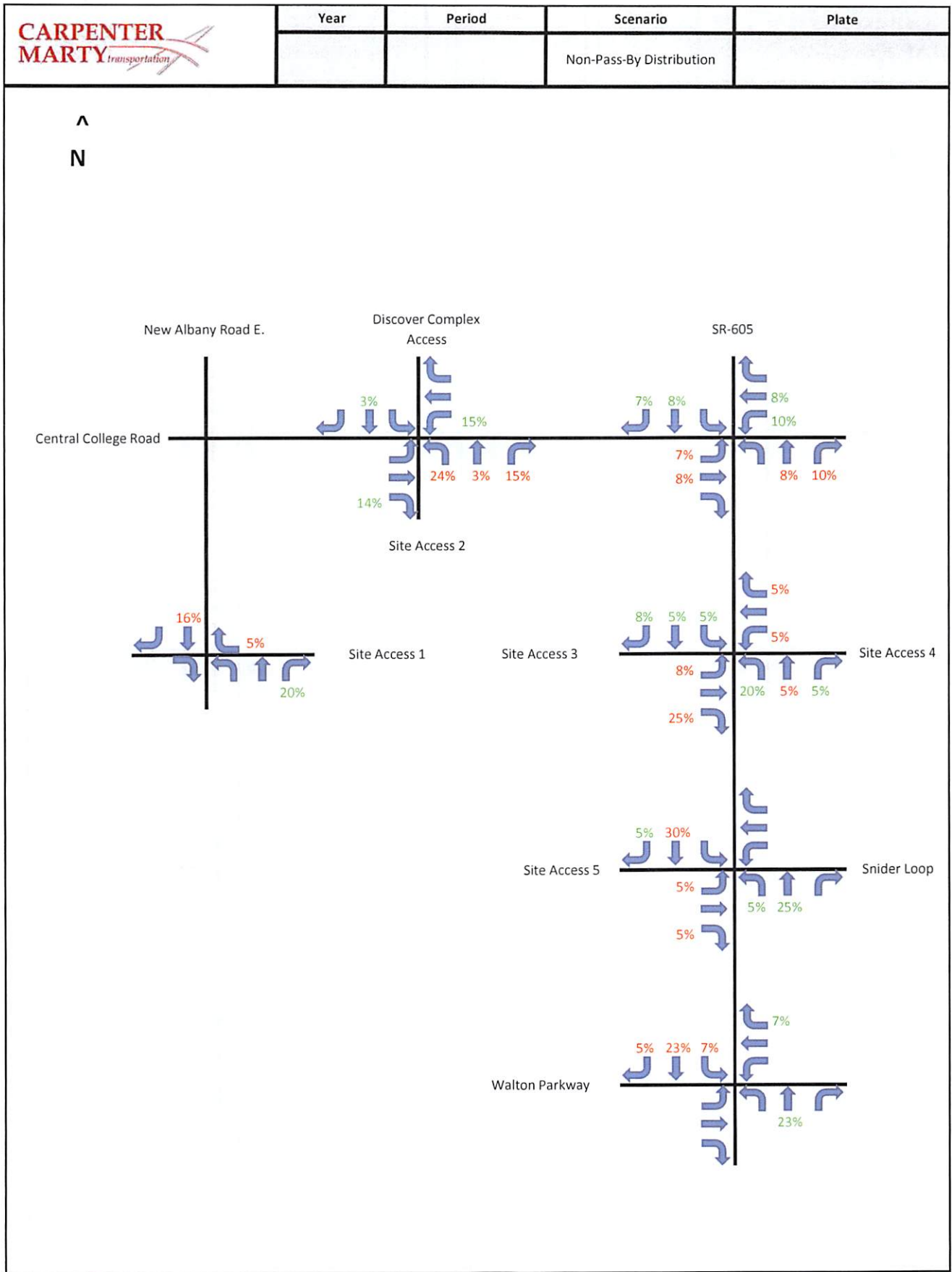
Volume Calculations

Appendix D

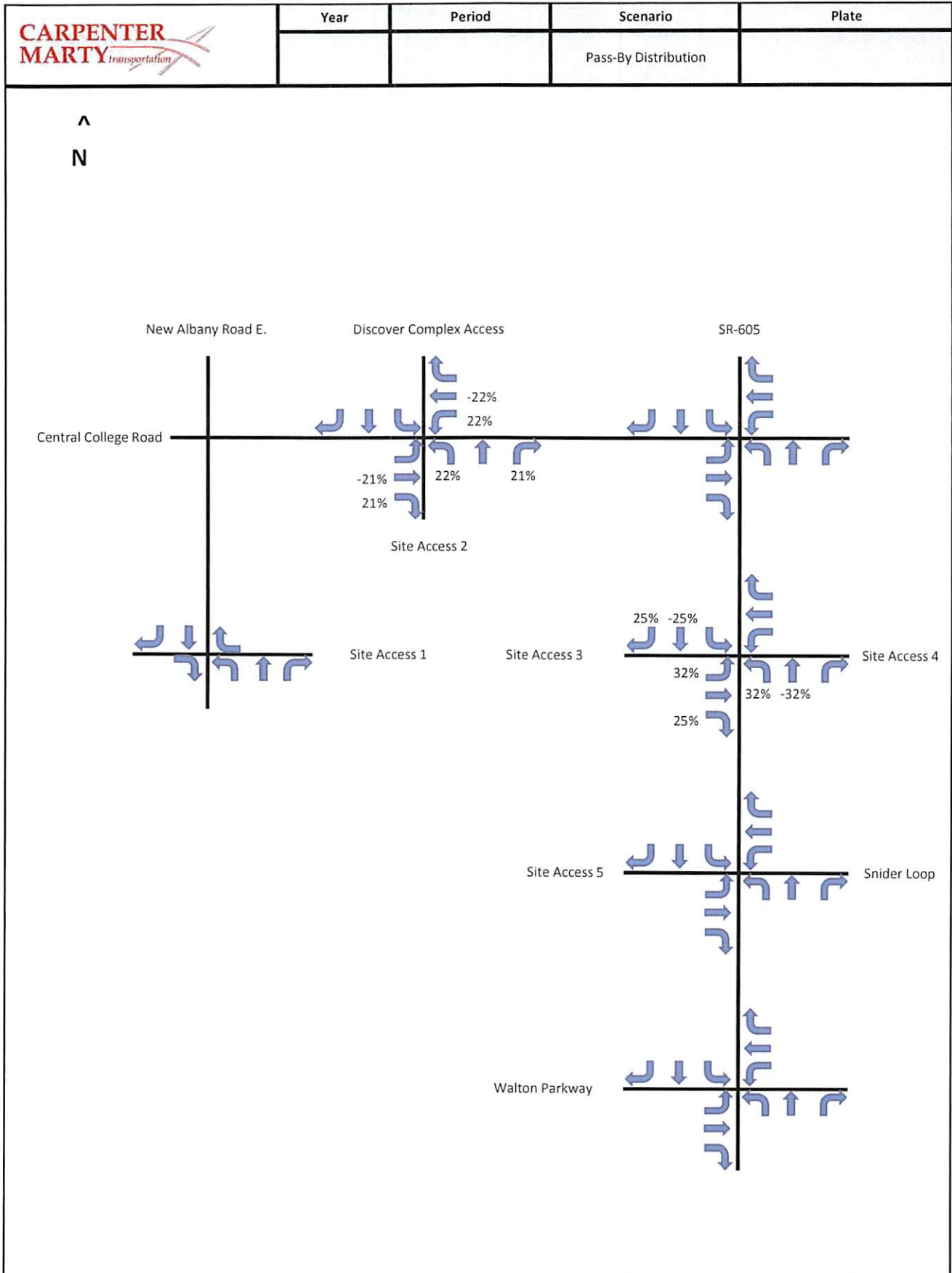
Sugar Run New Albany TIS
Traffic Volume Calculations



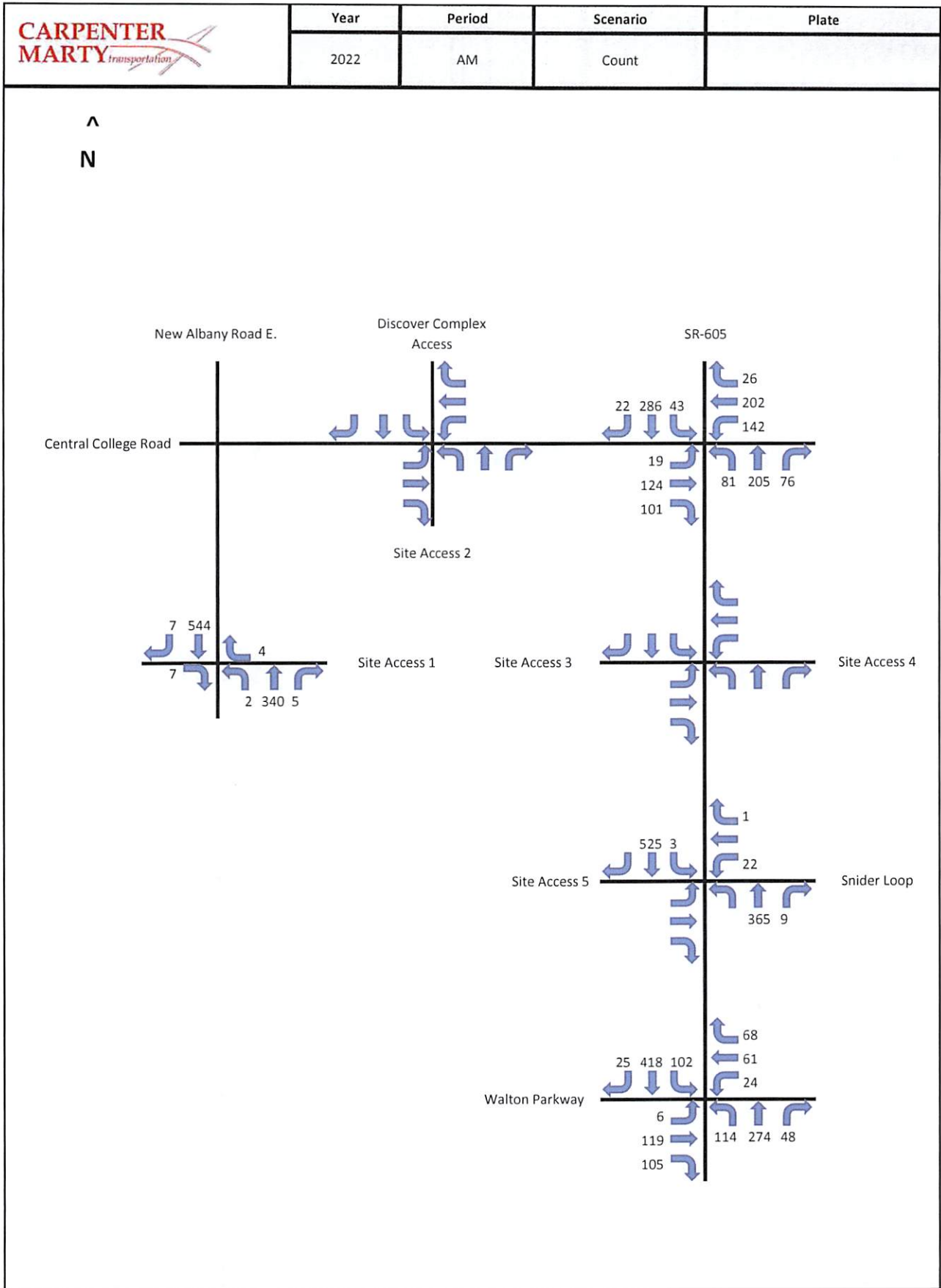
Sugar Run New Albany TIS
Traffic Volume Calculations




Sugar Run New Albany TIS
Traffic Volume Calculations



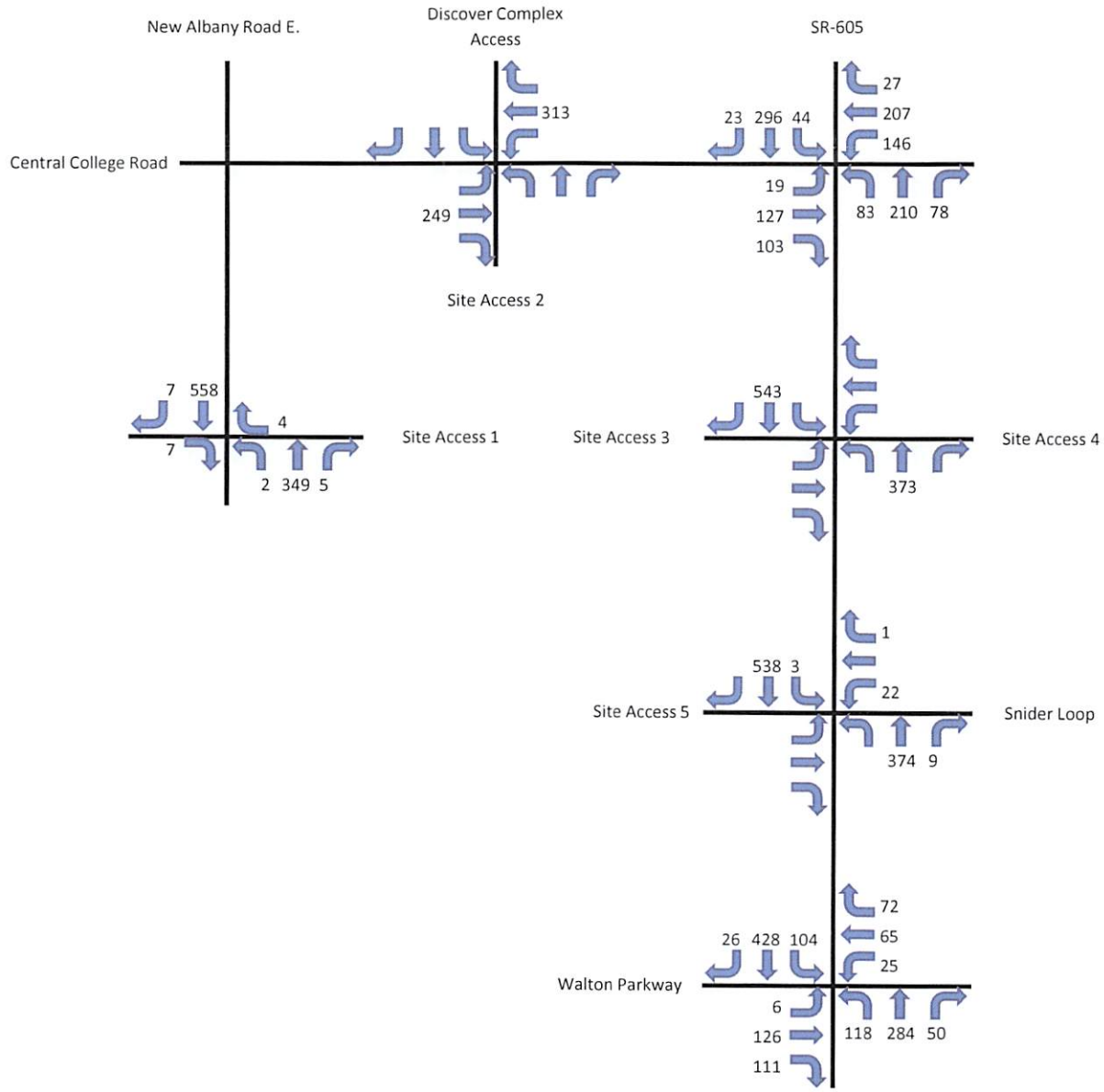
Sugar Run New Albany TIS
Traffic Volume Calculations



Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2024	AM	Background	A1

^
N



Sugar Run New Albany TIS
Traffic Volume Calculations



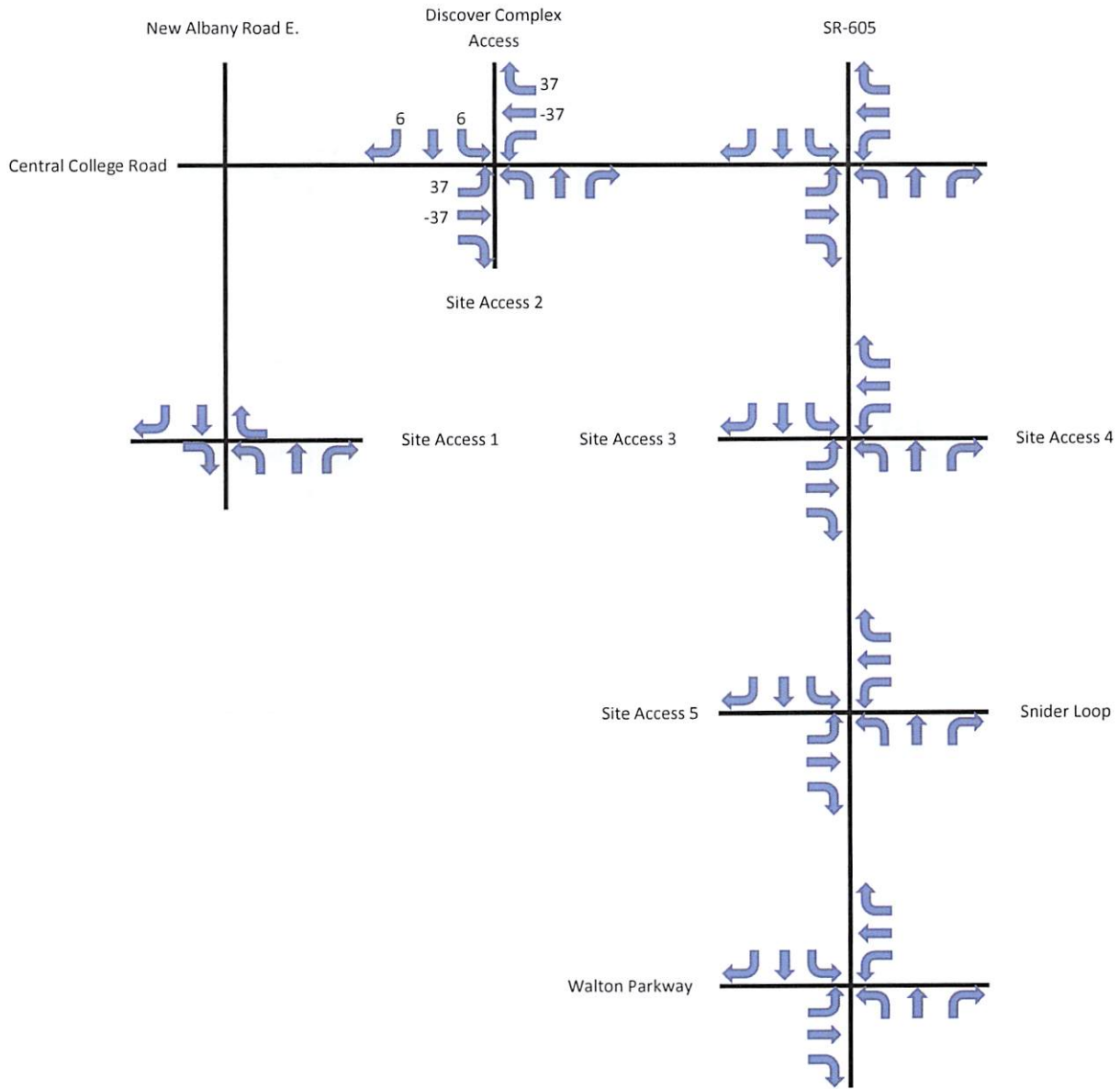
Year	Period	Scenario	Plate
	AM	Background Traffic - Discover Office Building	B1

^


N

	Total	Using Access
Entry	292	73
Exit	48	12

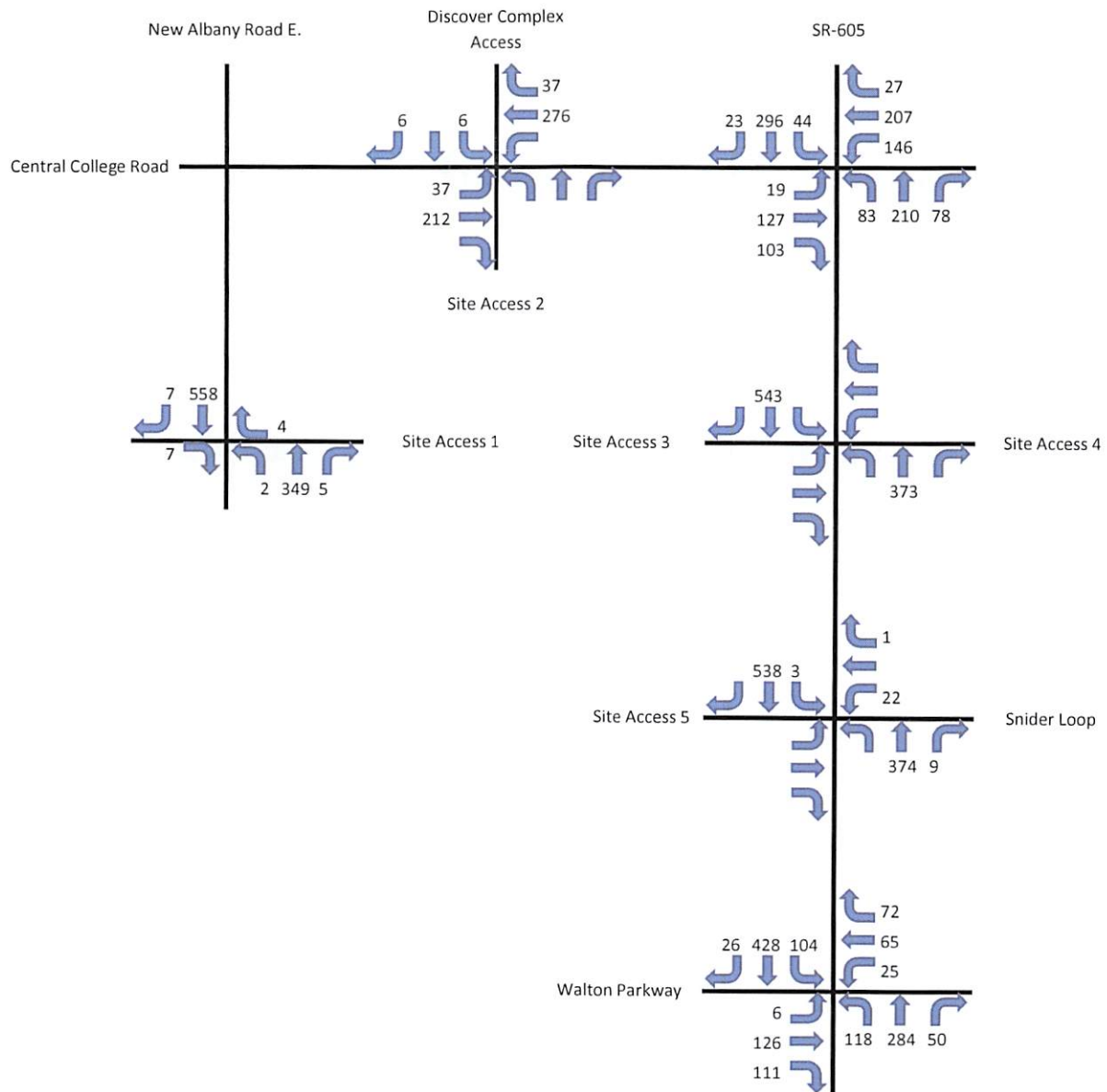
* It was assumed that 25% of the traffic generated by the Discover office building utilizes the Central College Road access. It was also assumed that there was an even 50/50 split coming from/going to the east/west.




Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2024	AM	No Build	C1 = A1 + B1

^
N

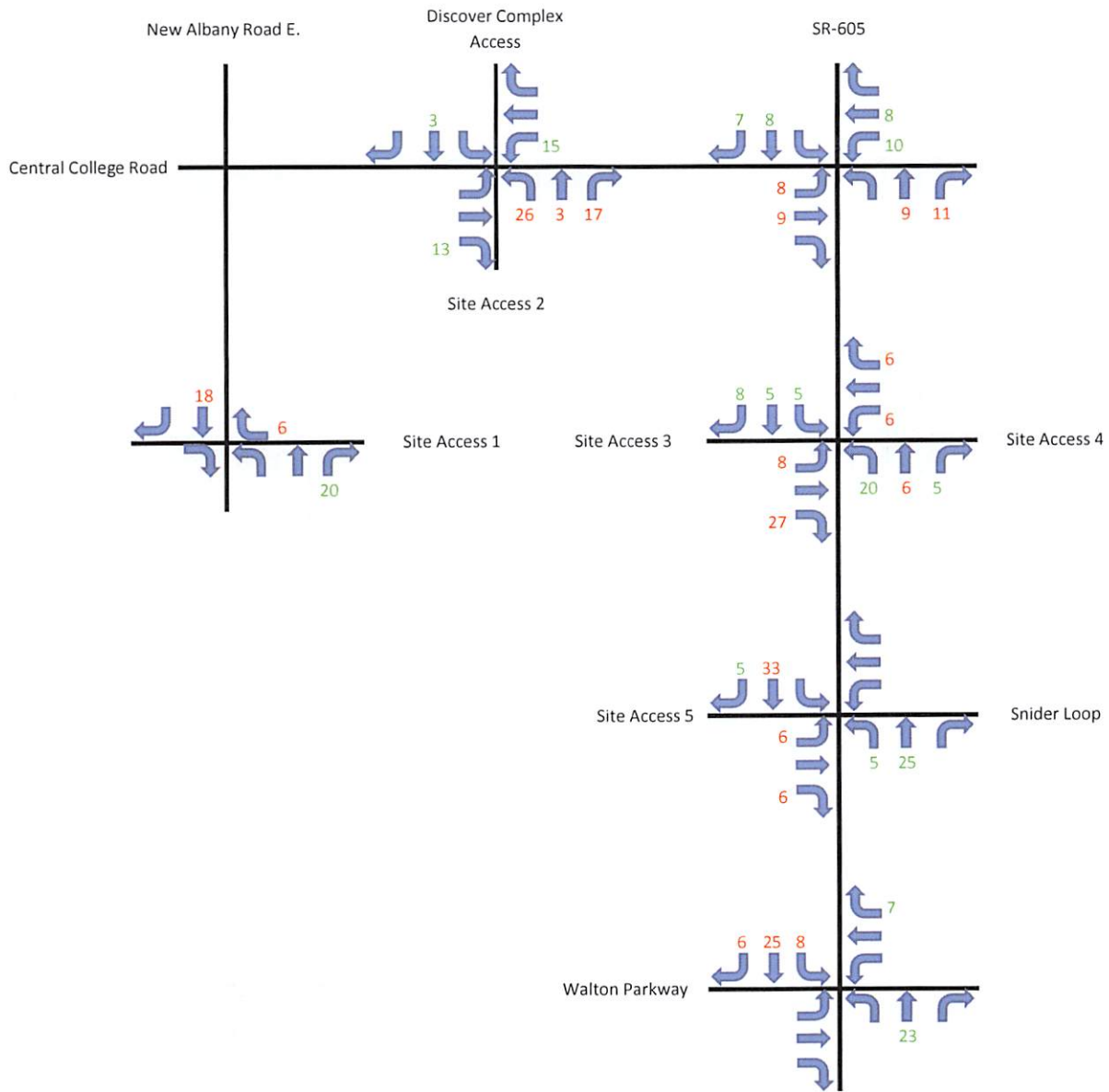


Sugar Run New Albany TIS
Traffic Volume Calculations

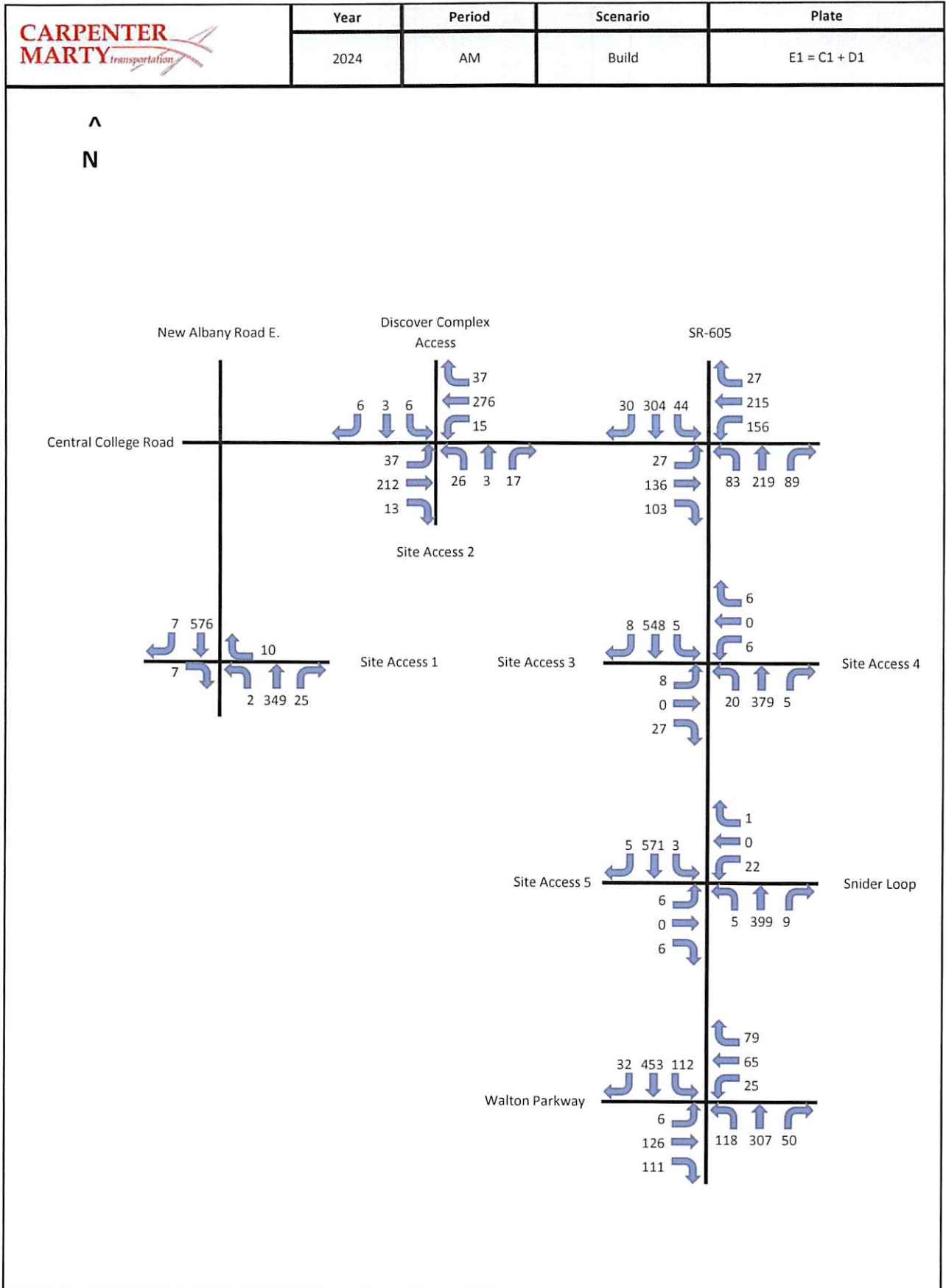
	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	D1

^


N	Entry	99
	Exit	111



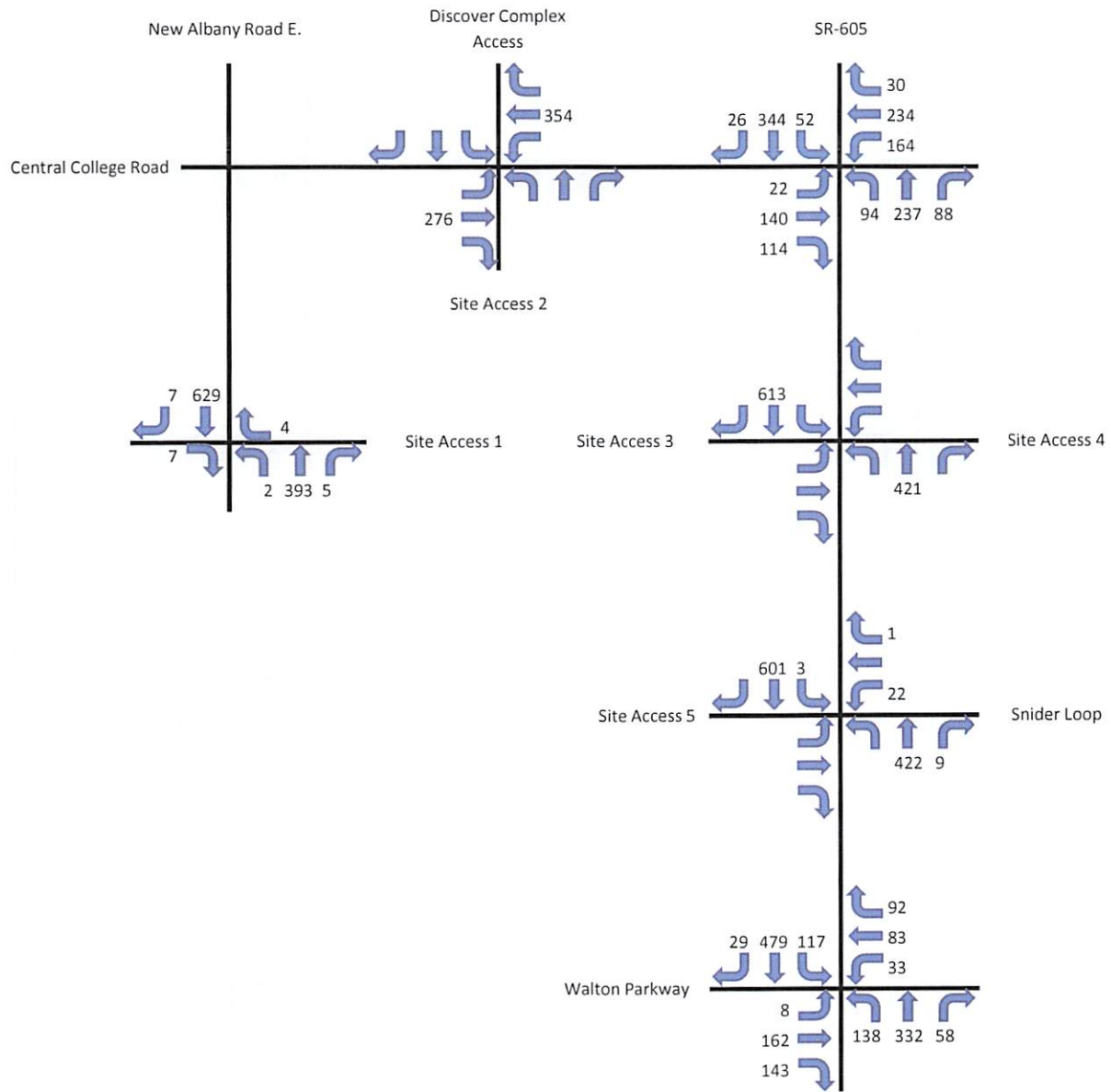
Sugar Run New Albany TIS
Traffic Volume Calculations




Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2034	AM	Background	F1

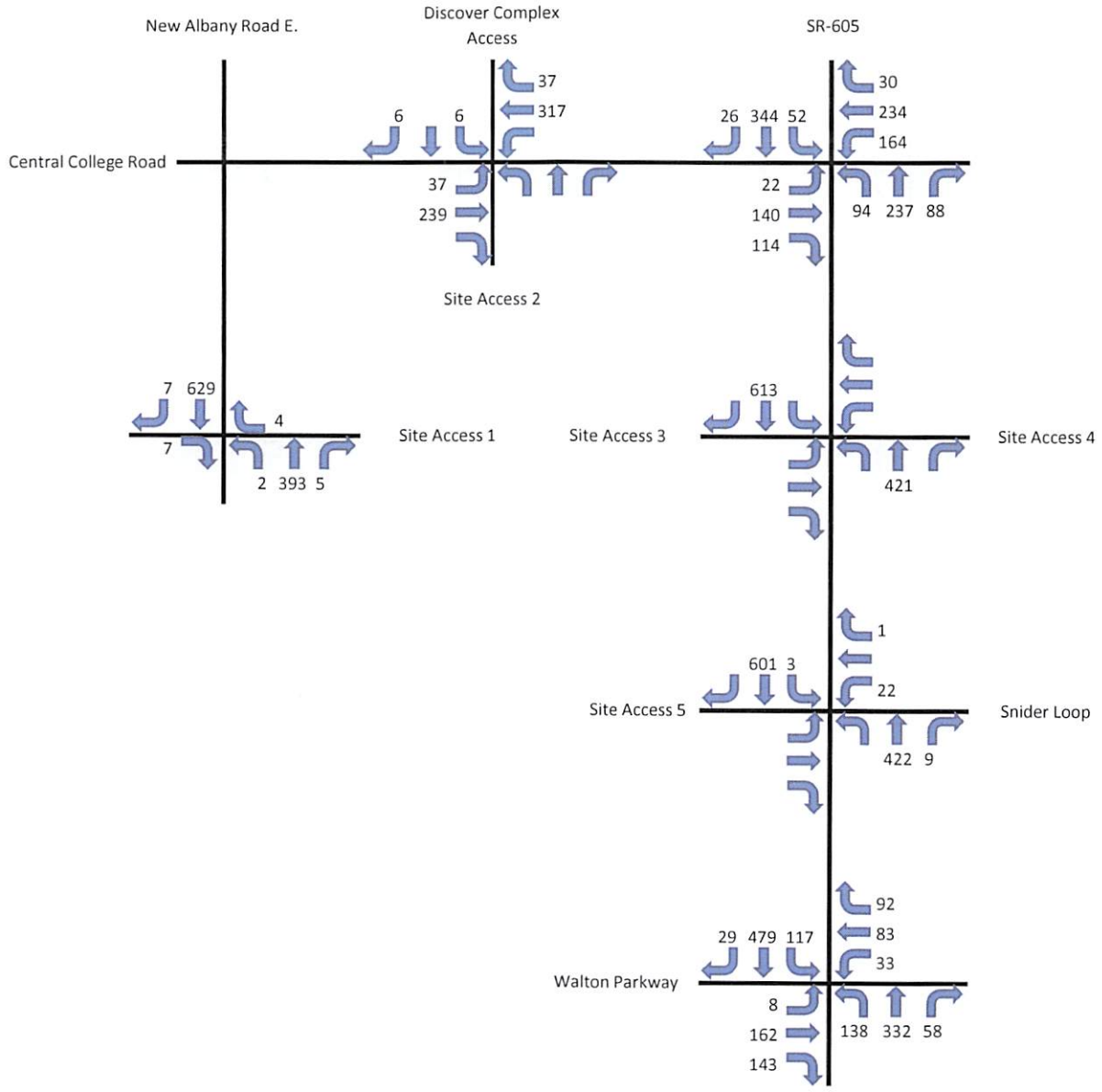
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Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2034	AM	No Build	G1 = B1 + F1

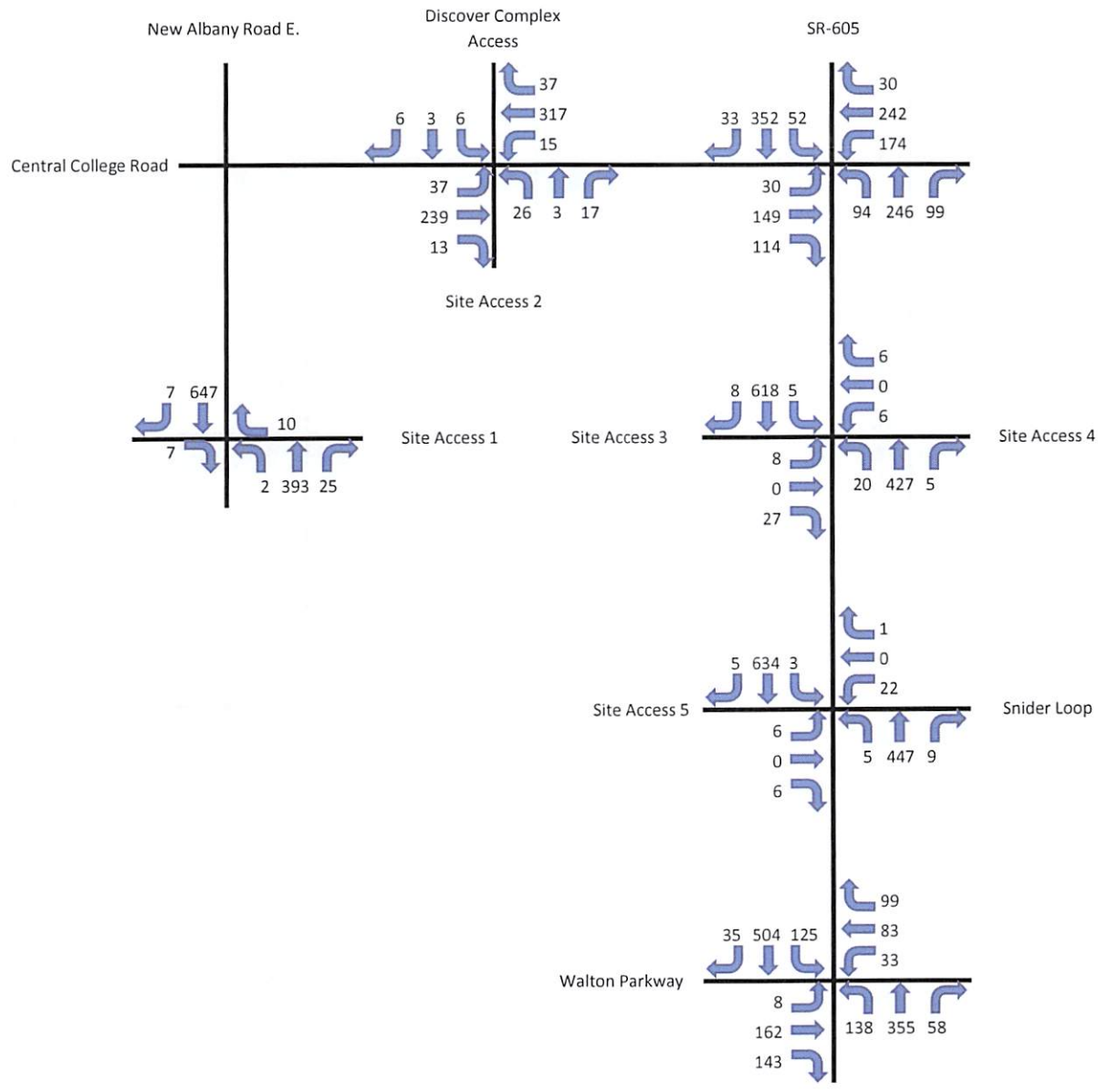
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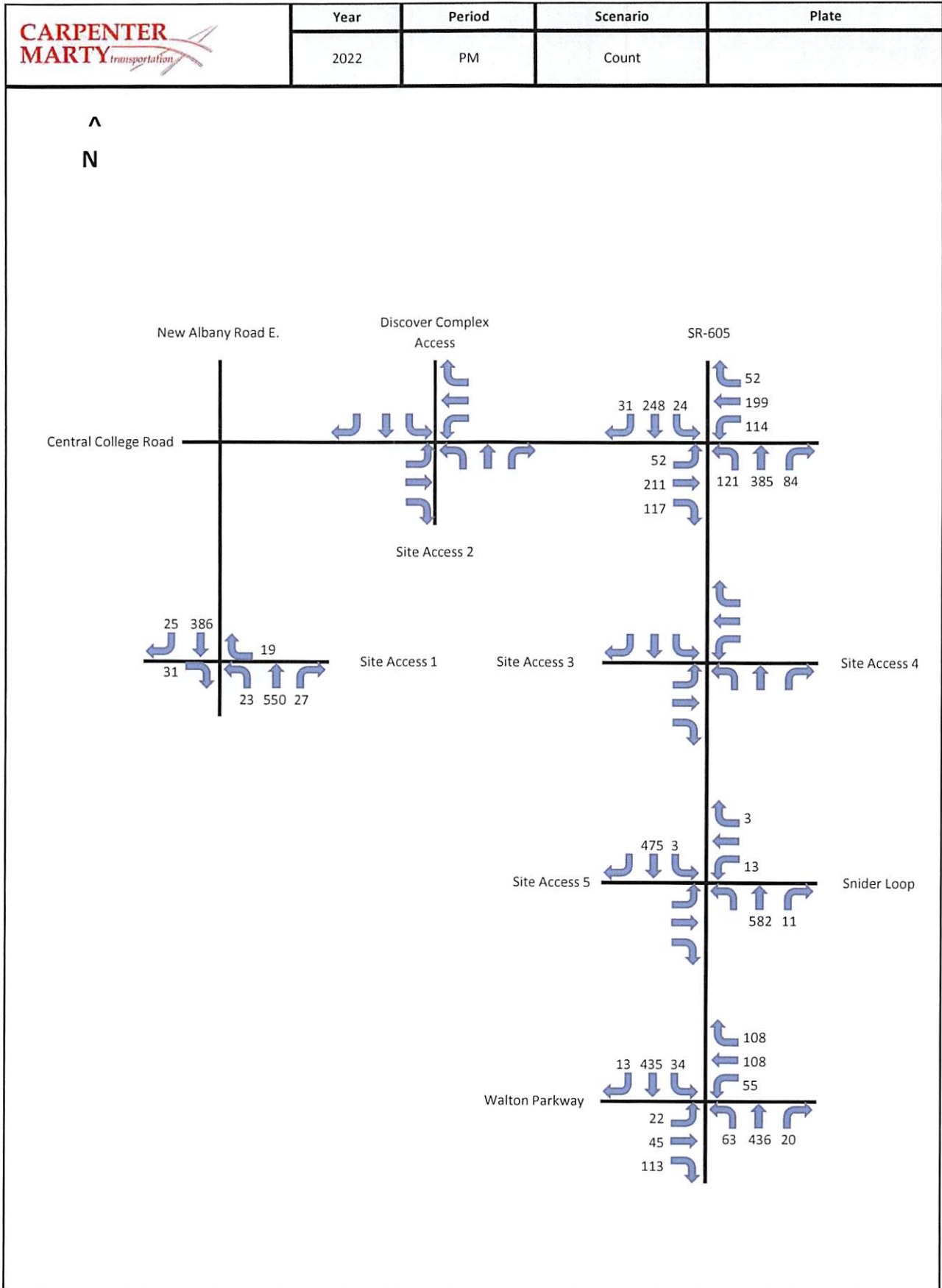
Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2034	AM	Build	H1 = D1 + G1


^
N



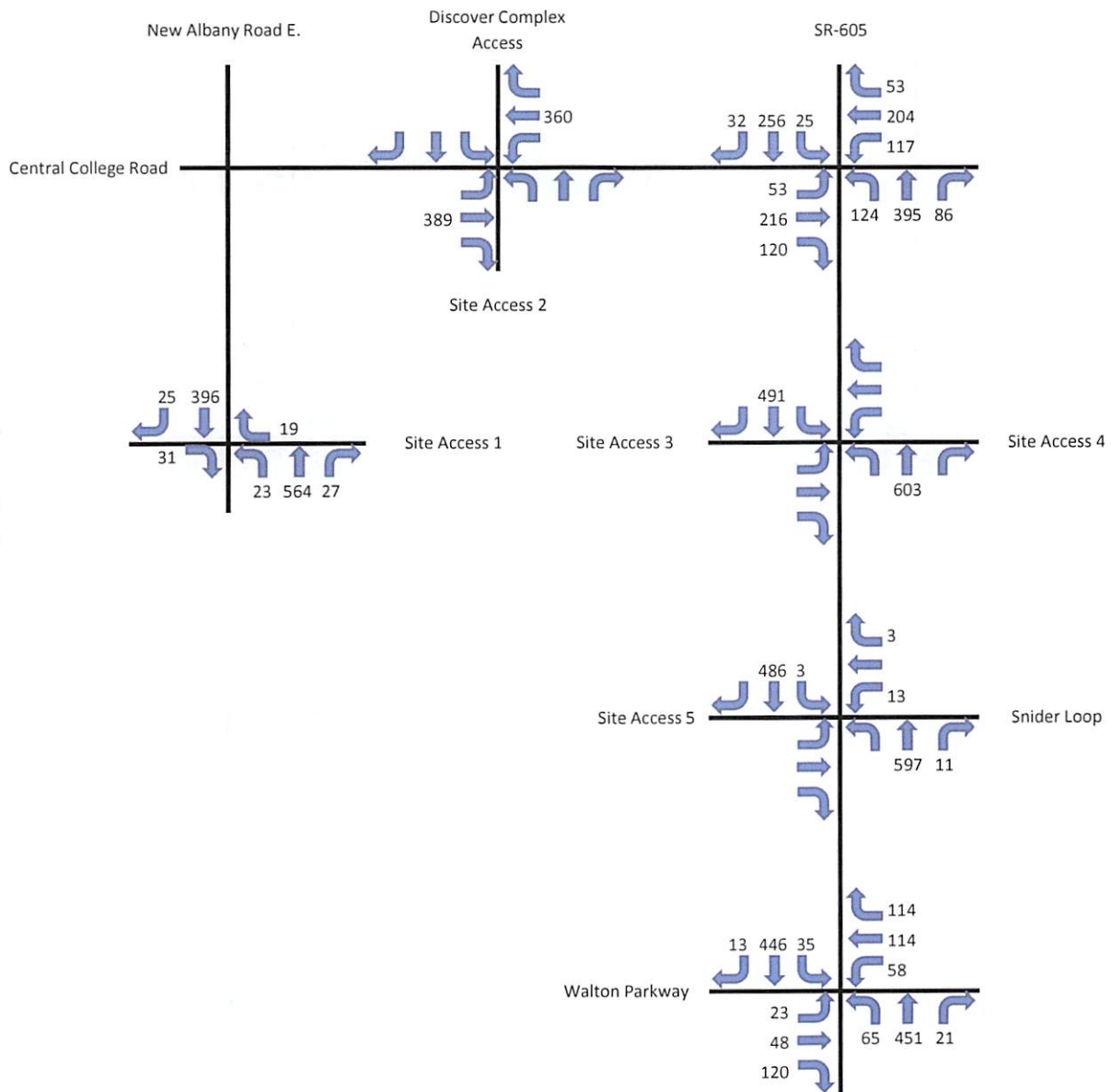
Sugar Run New Albany TIS
Traffic Volume Calculations




Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2024	PM	Background	A2

^
N



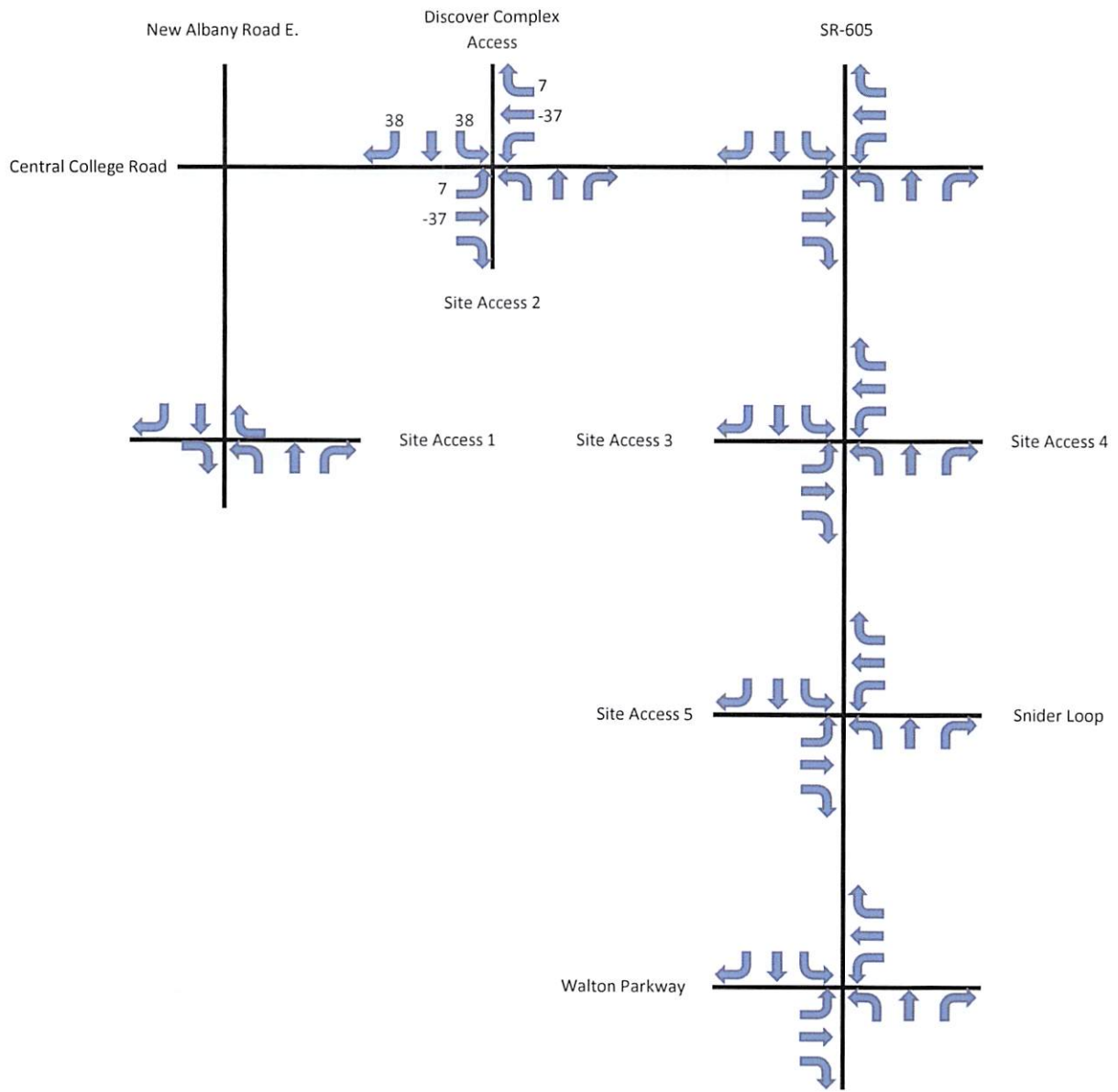
Sugar Run New Albany TIS Traffic Volume Calculations

	Year	Period	Scenario	Plate
		PM	Background Traffic - Discover Office Building	B2

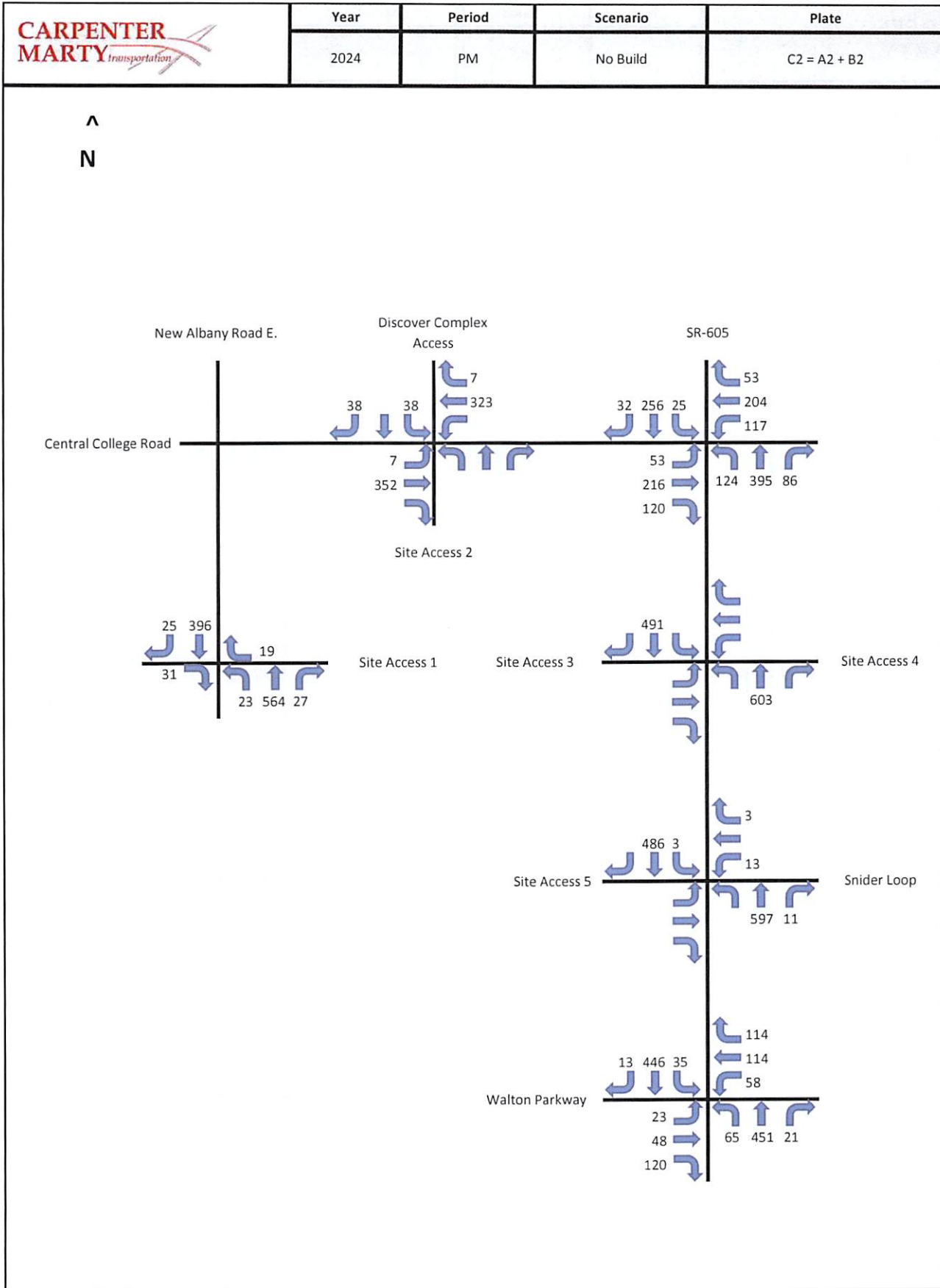
^
N

	Total	Using Access
Entry	57	14
Exit	300	75


* It was assumed that 25% of the traffic generated by the Discover office building utilizes the Central College Road access. It was also assumed that there was an even 50/50 split coming from/going to the east/west.



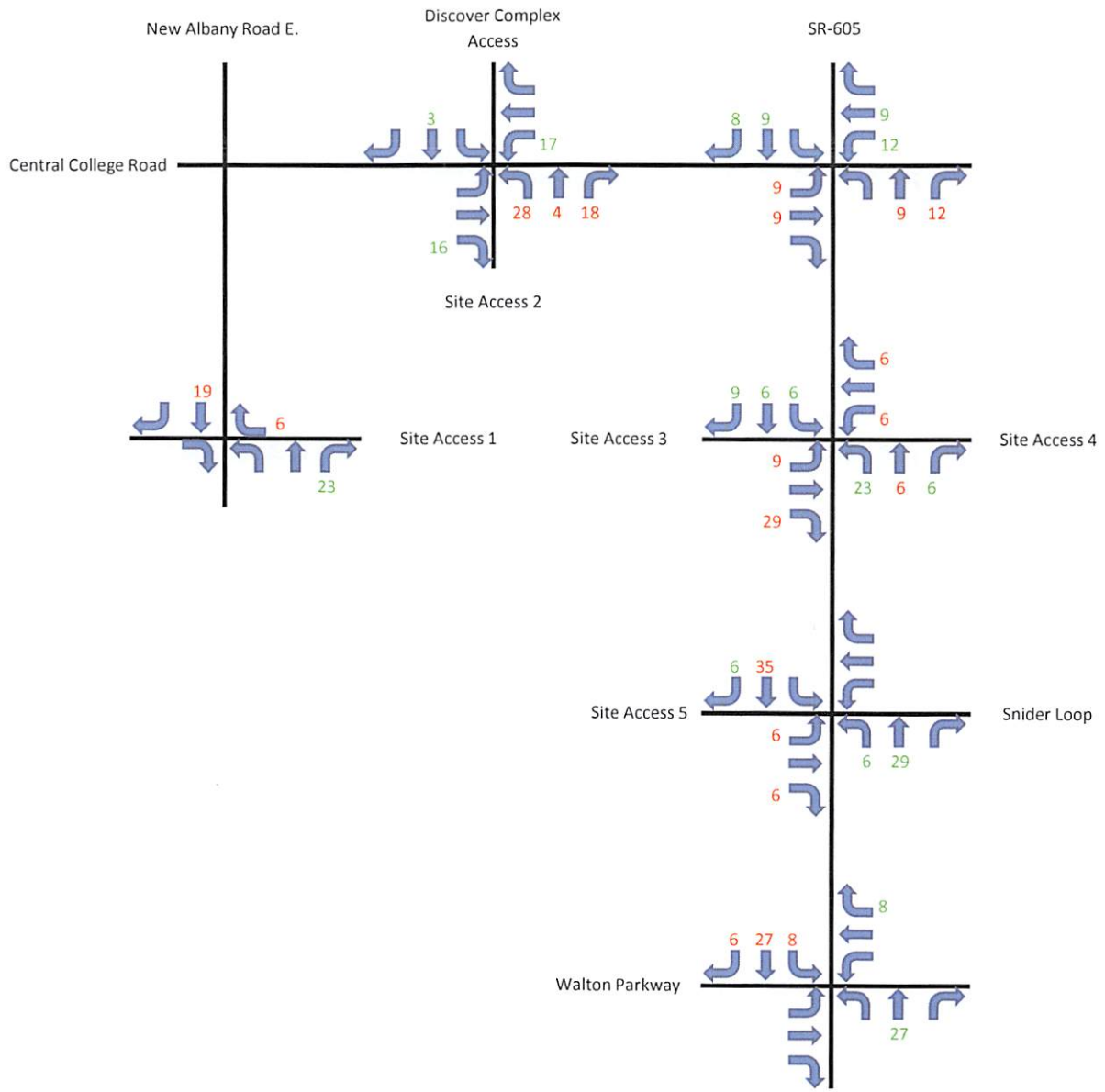
Sugar Run New Albany TIS
Traffic Volume Calculations



Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	D2

^
N
Entry 115
Exit 118



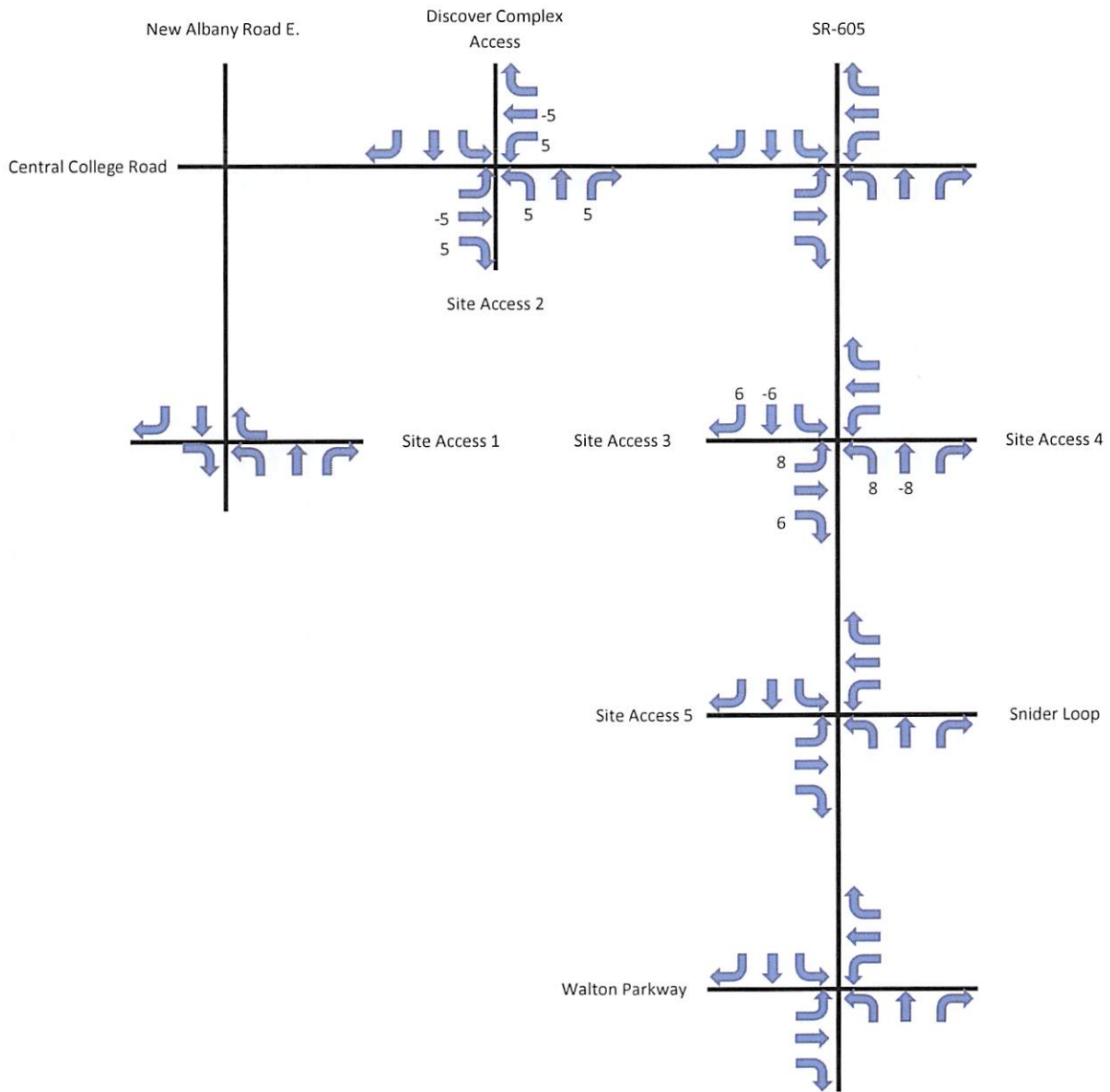
Sugar Run New Albany TIS
Traffic Volume Calculations




Year	Period	Scenario	Plate
	PM	Pass-By Traffic	E2

^
N

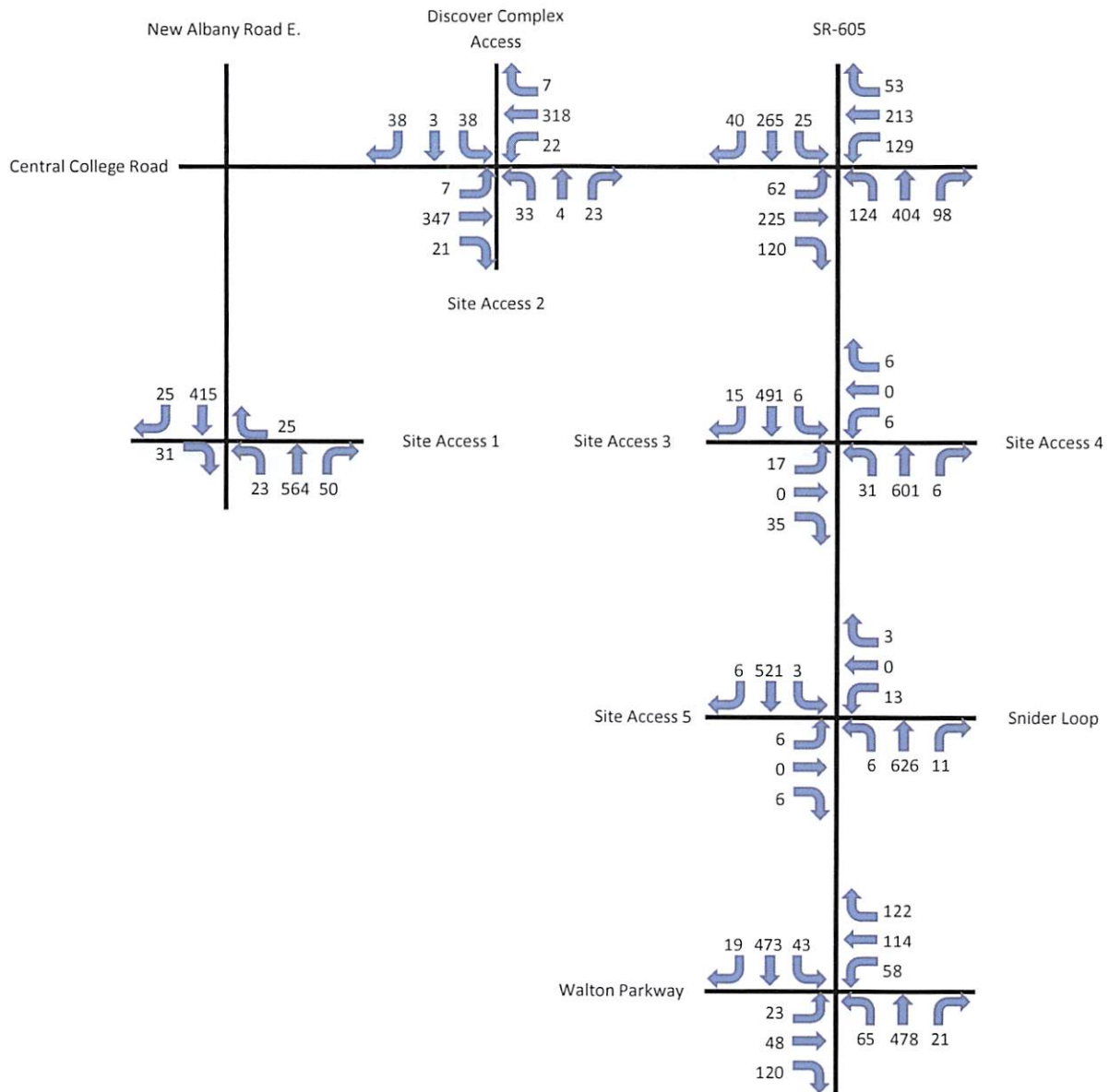
Entry	24
Exit	24
Average	24




Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2024	PM	Build	F2 = C2 + D2 + E2

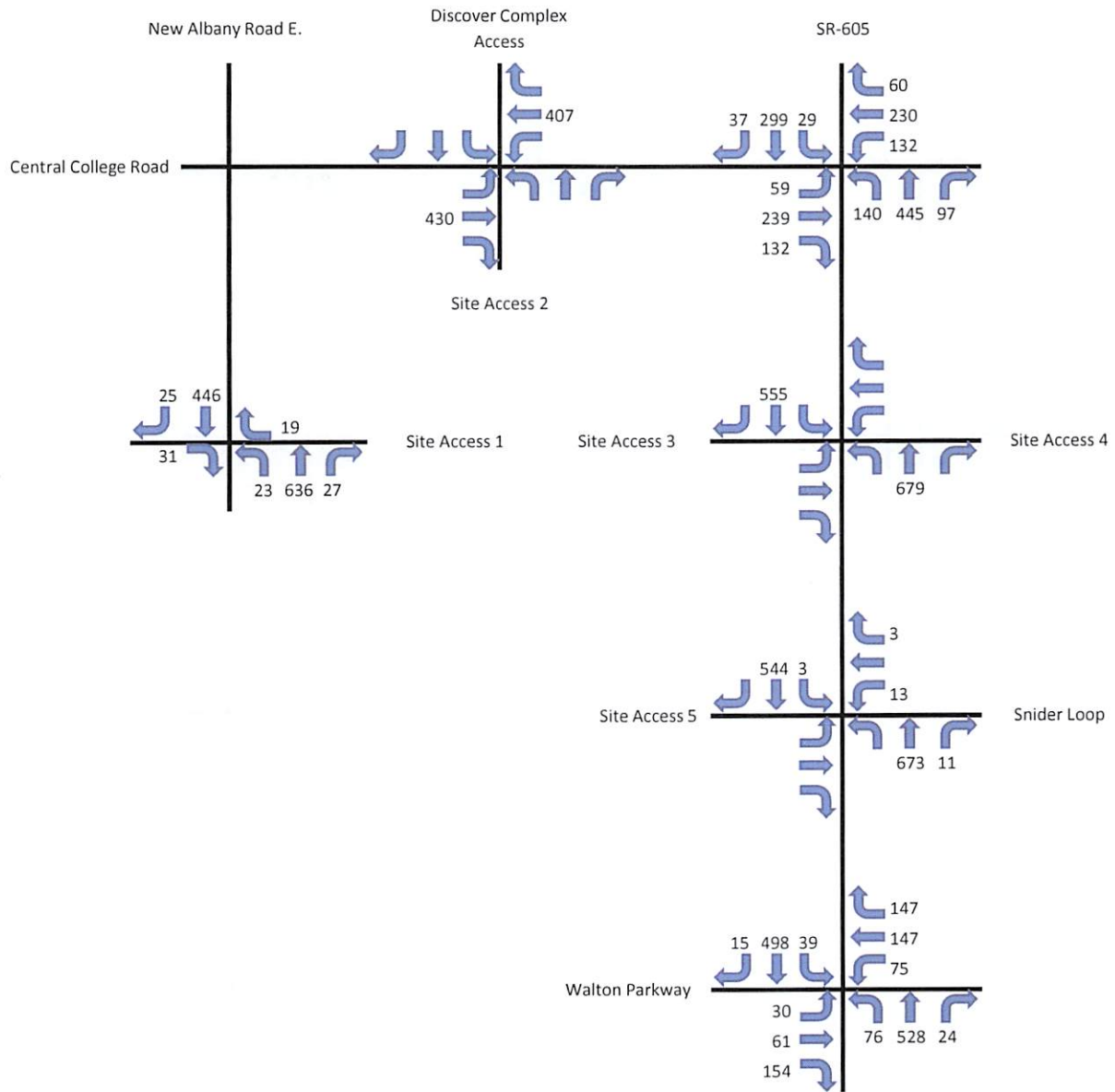
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Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2034	PM	Background	G2

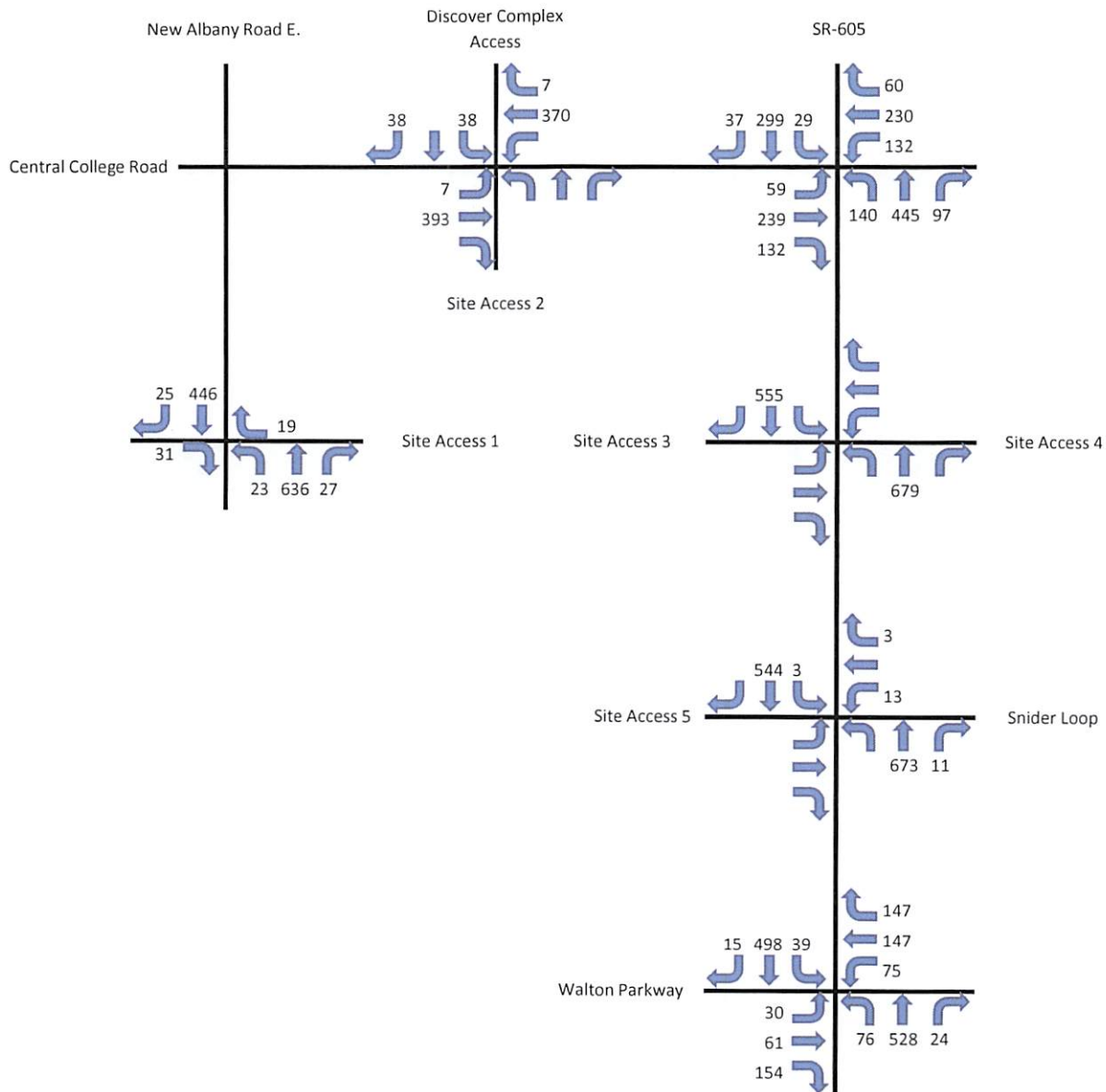
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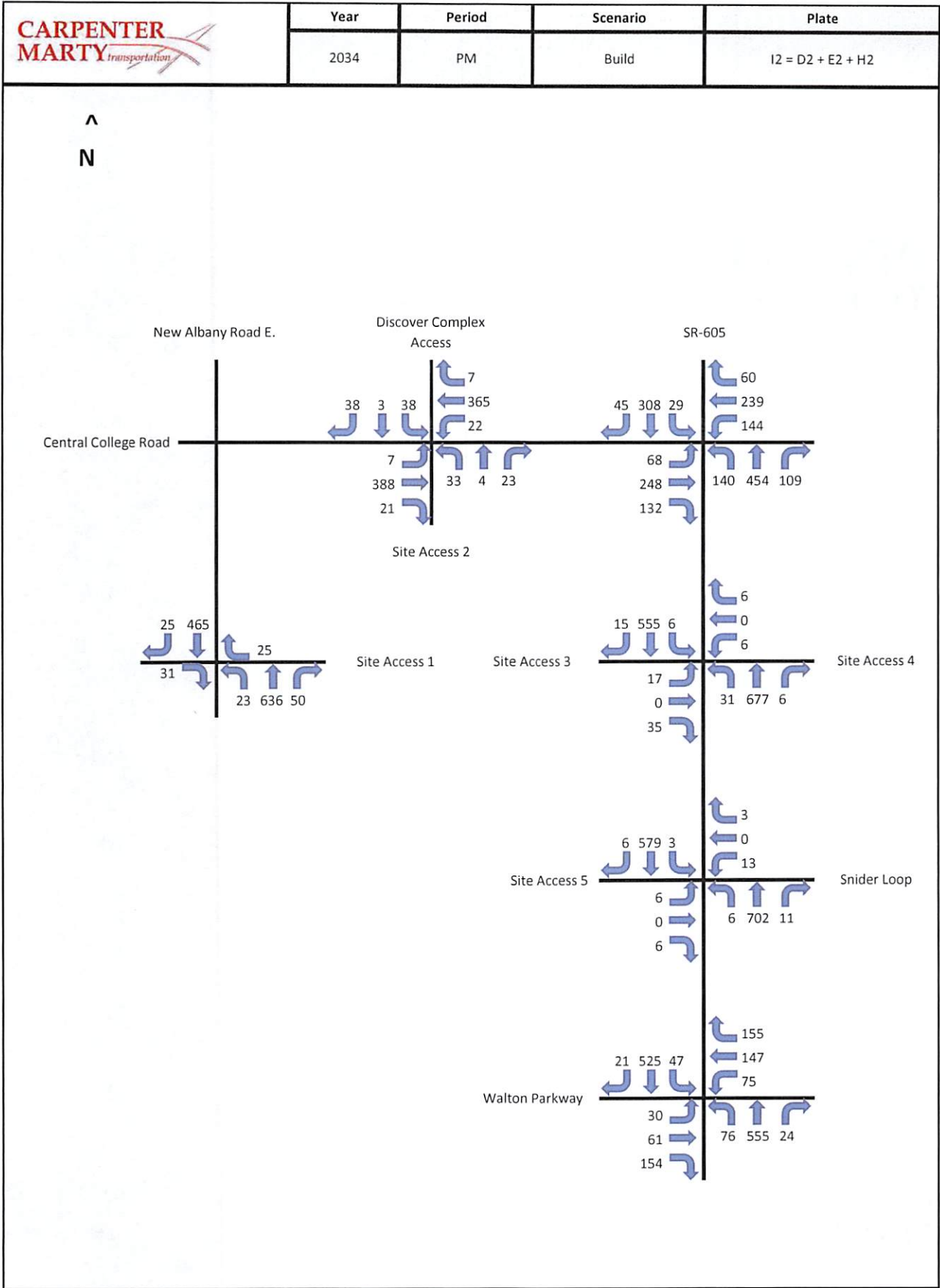
Sugar Run New Albany TIS
Traffic Volume Calculations

	Year	Period	Scenario	Plate
	2034	PM	No Build	H2 = B2 + G2

^
N



Sugar Run New Albany TIS
Traffic Volume Calculations



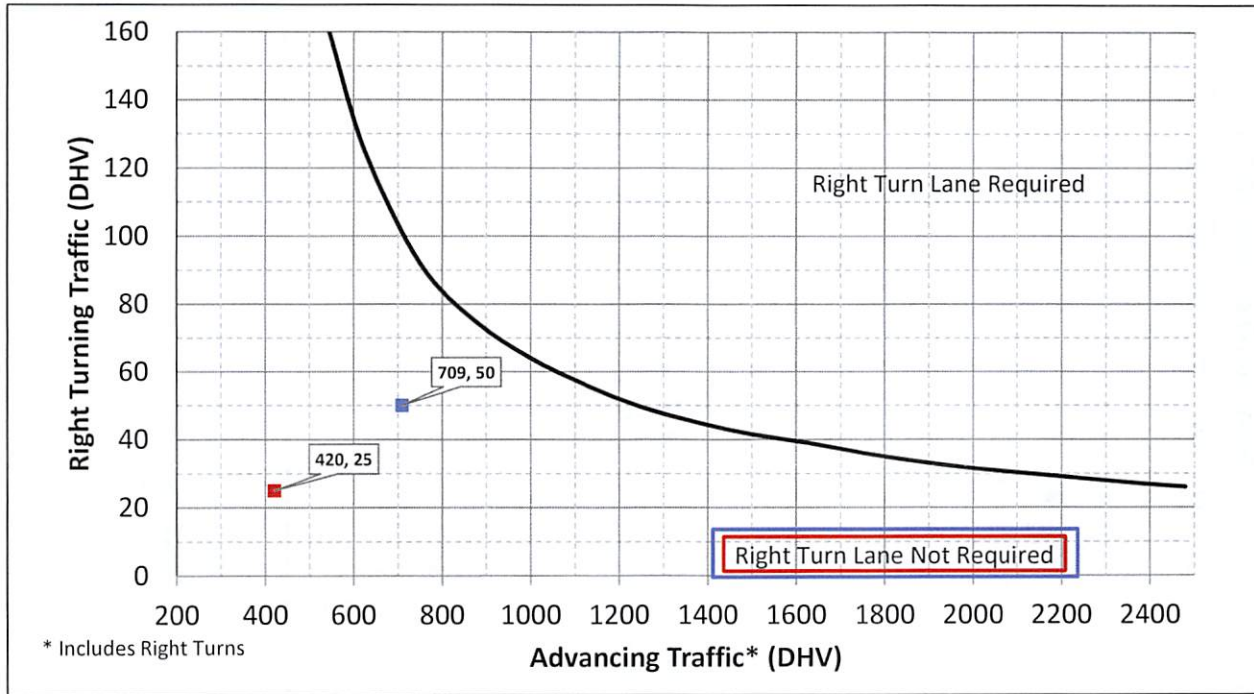
Appendix E

Turn Lane Warrant Analysis

Appendix E



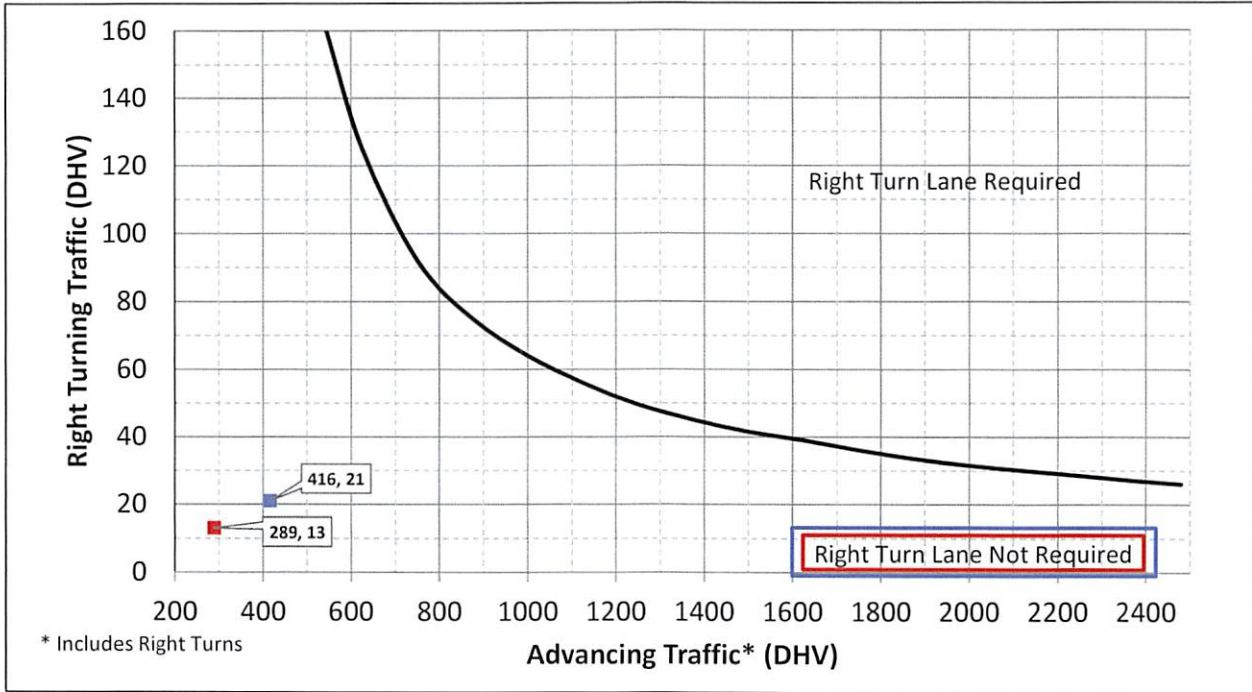
4-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	25	VPH	
	Advancing Traffic	420	VPH	
	Right Turn Percentage	6%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	50	VPH	
	Advancing Traffic	709	VPH	
	Right Turn Percentage	7%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

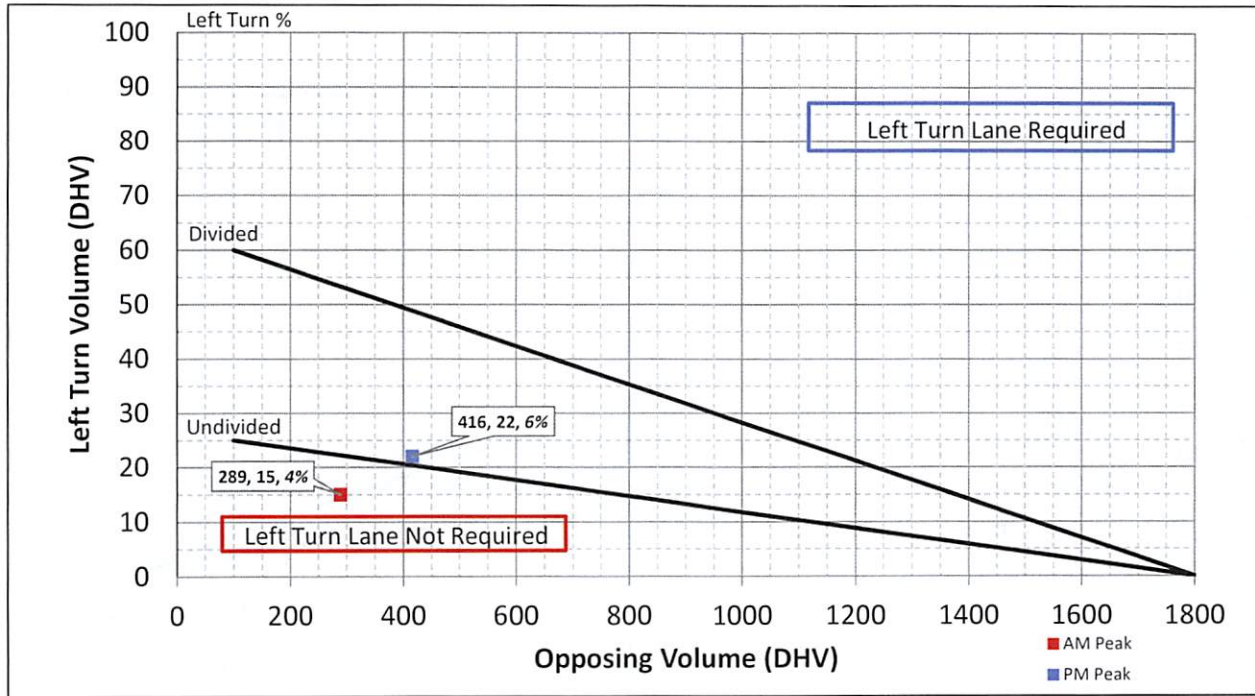
4-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	13	VPH	
	Advancing Traffic	289	VPH	
	Right Turn Percentage	4%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		
PM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	21	VPH	
	Advancing Traffic	416	VPH	
	Right Turn Percentage	5%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		
Is Right Turn Warrant Met		No	No Right Turn Lane Required	* Turn Lane Length includes 50 ft diverging taper

4-Lane Highway Left Turn Lane Warrant

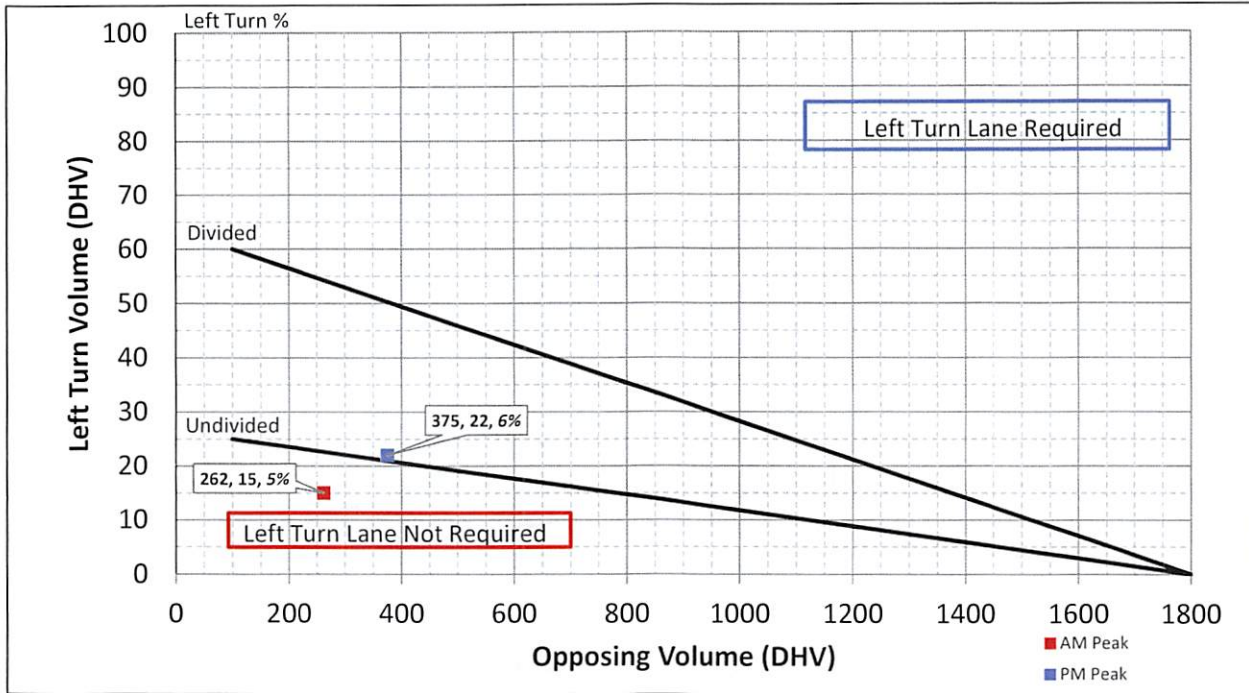


Turn Lane Length Calculations

		Design Speed	35	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	15	VPH	
	Advancing Traffic	369	VPH	
	Opposing Volume	289	VPH	
	Left Turn Percentage	4%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		
	Offset Width	12		
	Approach Taper	245		
PM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	22	VPH	
	Advancing Traffic	394	VPH	
	Opposing Volume	416	VPH	
	Left Turn Percentage	6%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		
	Offset Width	12		
Approach Taper	245			
Is Left Turn Warrant Met		Yes	See Above	

* Turn Lane Length includes 50 ft diverging taper

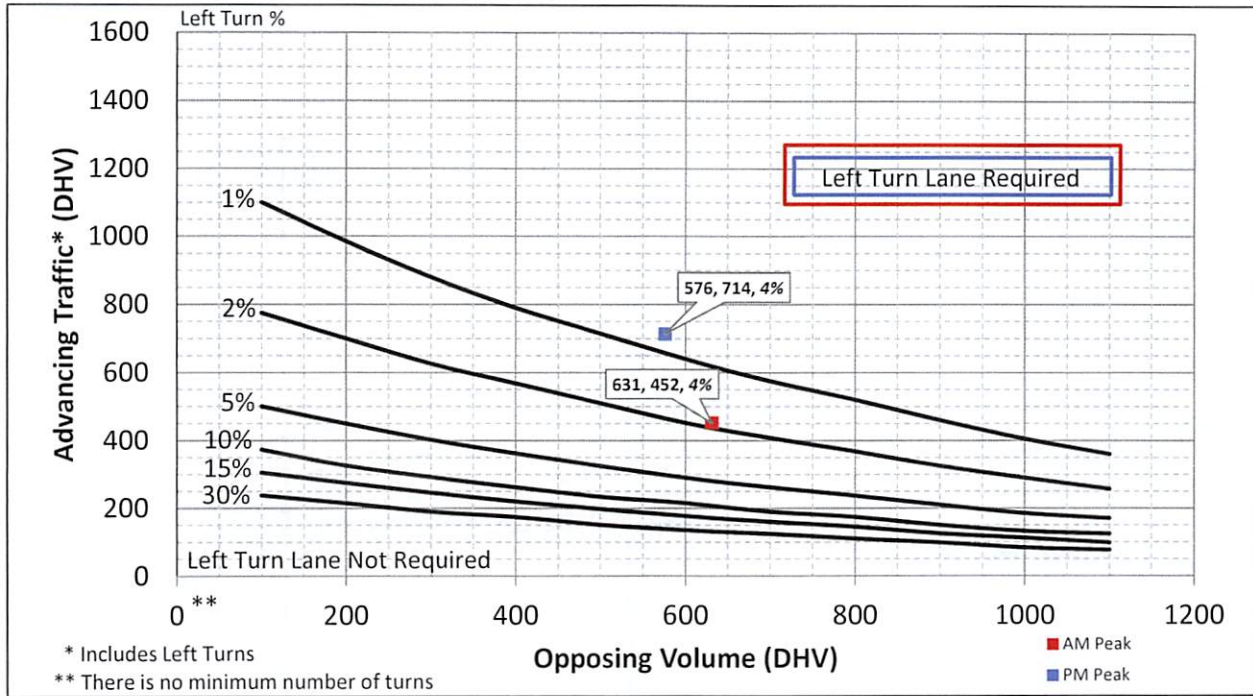
4-Lane Highway Left Turn Lane Warrant



Turn Lane Length Calculations

AM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	15	VPH	
	Advancing Traffic	328	VPH	
	Opposing Volume	262	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	245		
PM Peak	Design Speed	35	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	22	VPH	
	Advancing Traffic	347	VPH	
	Opposing Volume	375	VPH	
	Left Turn Percentage	6%		
	Location Type	Through Road		
	Condition	A		
	Vehicles/Cycle	1		
	Turn Lane Length	100		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	245		
Is Left Turn Warrant Met		Yes	See Above	

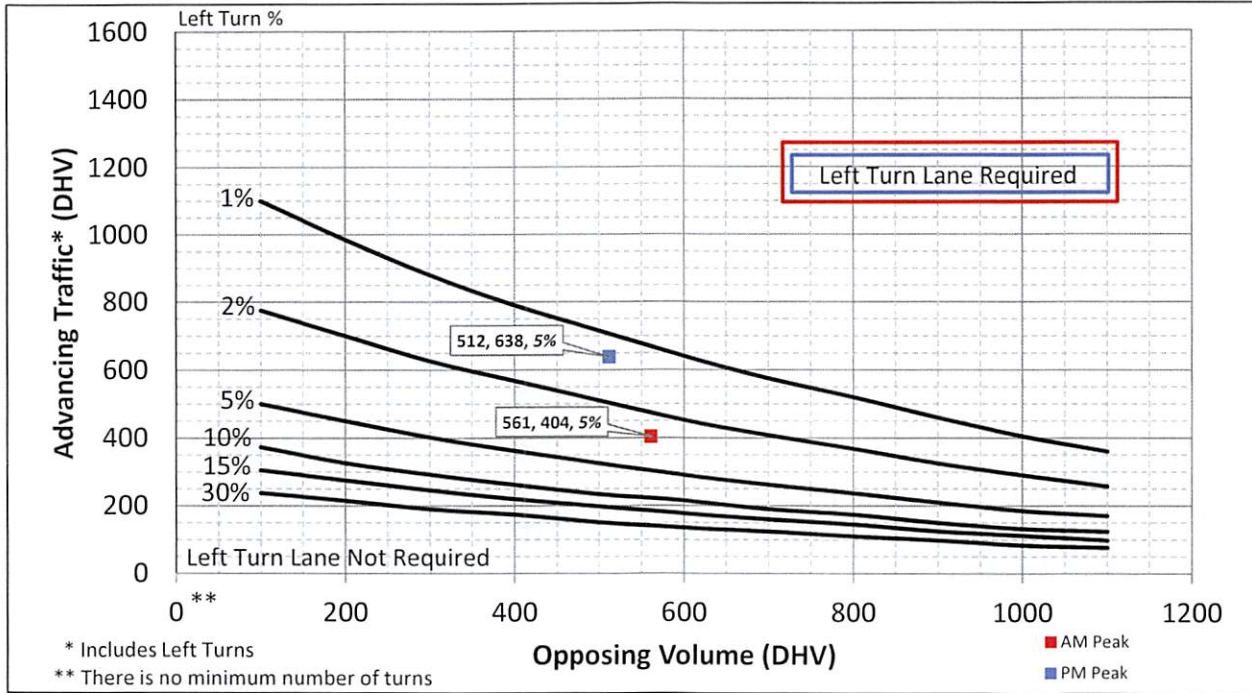
2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak		
Design Speed	45	mph
Traffic Control	Unsignalized	
Cycle Length	Unsignalized	
Cycles Per Hour	60	Assume 60
Turn Lane Volume	20	VPH
Advancing Traffic	452	VPH
Opposing Volume	631	VPH
Left Turn Percentage	4%	
Location Type	Through Road	
Condition	B	
Vehicles/Cycle	1	
Turn Lane Length	175	* Turn Lane Length includes 50 ft diverging taper
Offset Width	12	
Approach Taper	405	
PM Peak		
Design Speed	45	mph
Traffic Control	Unsignalized	
Cycle Length	Unsignalized	
Cycles Per Hour	60	Assume 60
Turn Lane Volume	31	VPH
Advancing Traffic	714	VPH
Opposing Volume	576	VPH
Left Turn Percentage	4%	
Location Type	Through Road	
Condition	B	
Vehicles/Cycle	1	
Turn Lane Length	175	* Turn Lane Length includes 50 ft diverging taper
Offset Width	12	
Approach Taper	405	
Is Left Turn Warrant Met	Yes	See Above

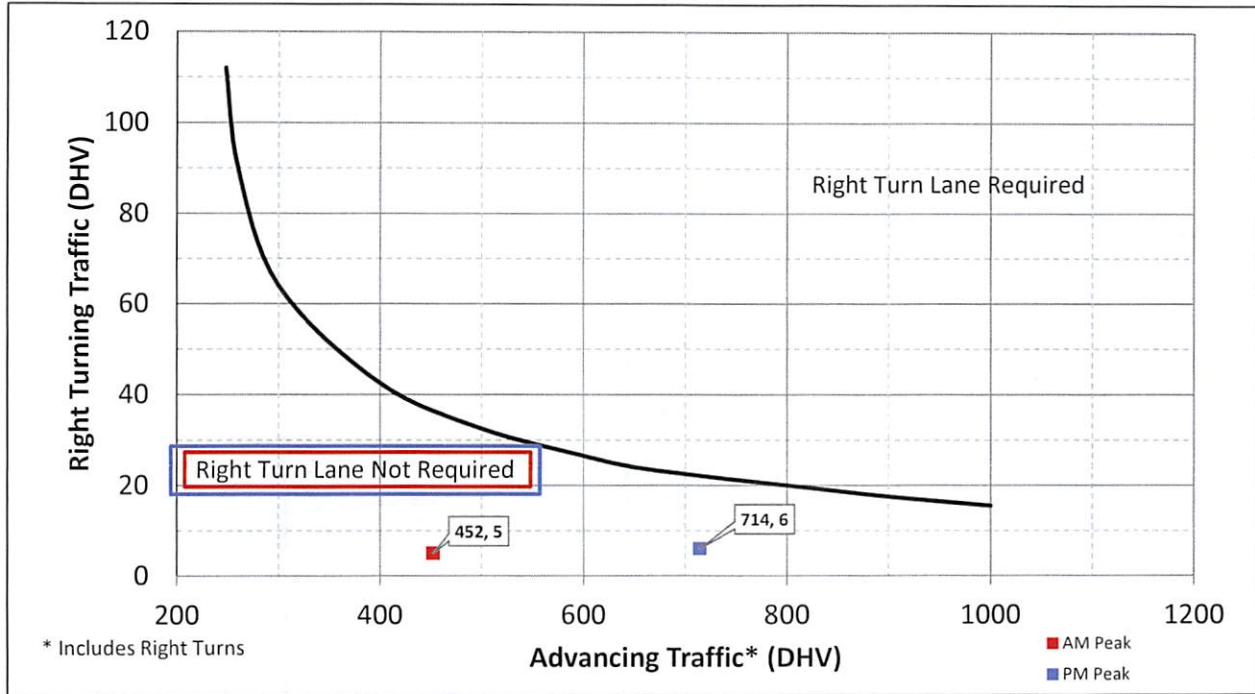
2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	20	VPH	
	Advancing Traffic	404	VPH	
	Opposing Volume	561	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	405		
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	31	VPH	
	Advancing Traffic	638	VPH	
	Opposing Volume	512	VPH	
	Left Turn Percentage	5%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	405		
Is Left Turn Warrant Met		Yes	See Above	

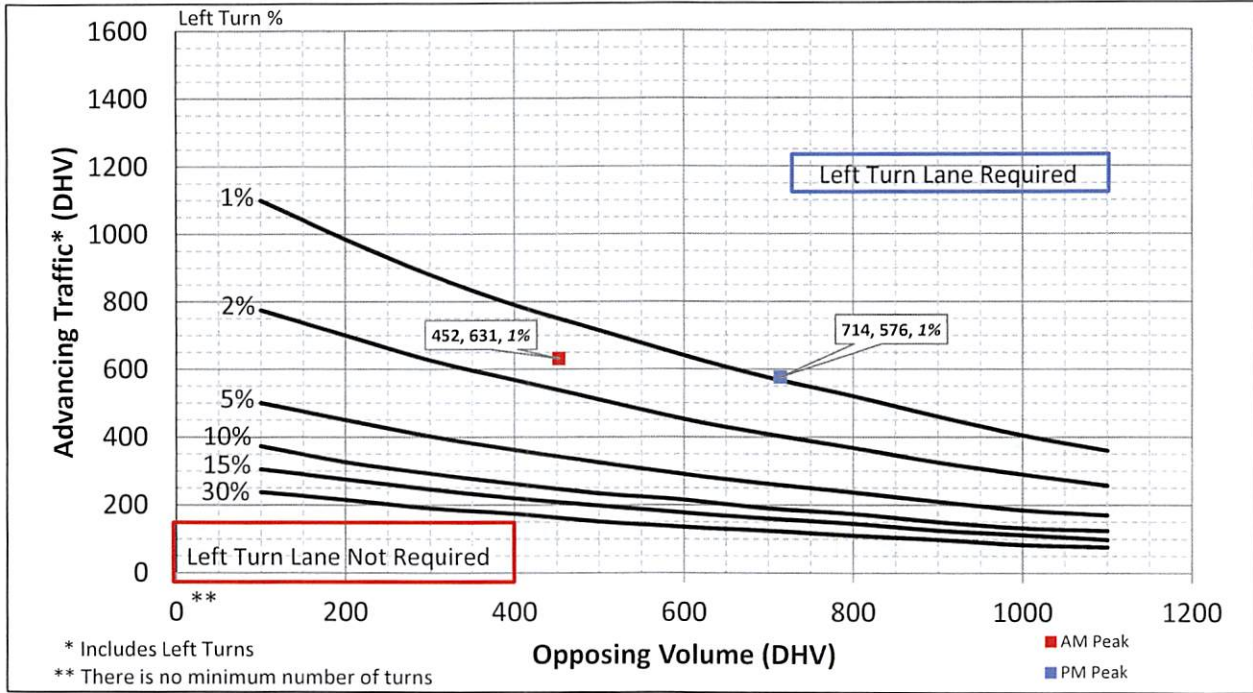
2-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	452	VPH	
	Right Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	6	VPH	
	Advancing Traffic	714	VPH	
	Right Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	* Turn Lane Length includes 50 ft diverging taper

2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



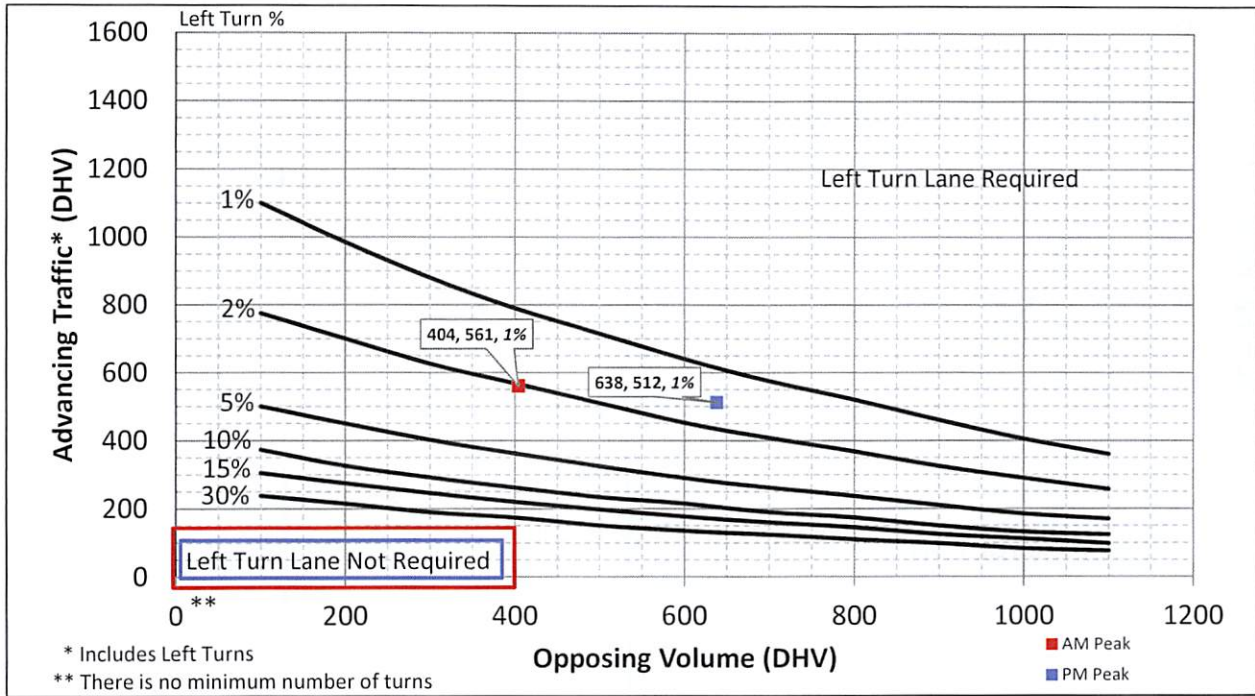
Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	631	VPH	
	Opposing Volume	452	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
	Offset Width	12		
	Approach Taper	405		
	PM Peak	Design Speed	45	mph
Traffic Control		Unsignalized		
Cycle Length		Unsignalized		
Cycles Per Hour		60	Assume 60	
Turn Lane Volume		6	VPH	
Advancing Traffic		576	VPH	
Opposing Volume		714	VPH	
Left Turn Percentage		1%		
Location Type		Through Road		
Condition		B		
Vehicles/Cycle		1		
Turn Lane Length		175		
Offset Width		12		
Approach Taper		405		
Is Left Turn Warrant Met		Yes	See Above	

* Turn Lane Length includes 50 ft diverging taper

* Turn Lane Length includes 50 ft diverging taper

2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)

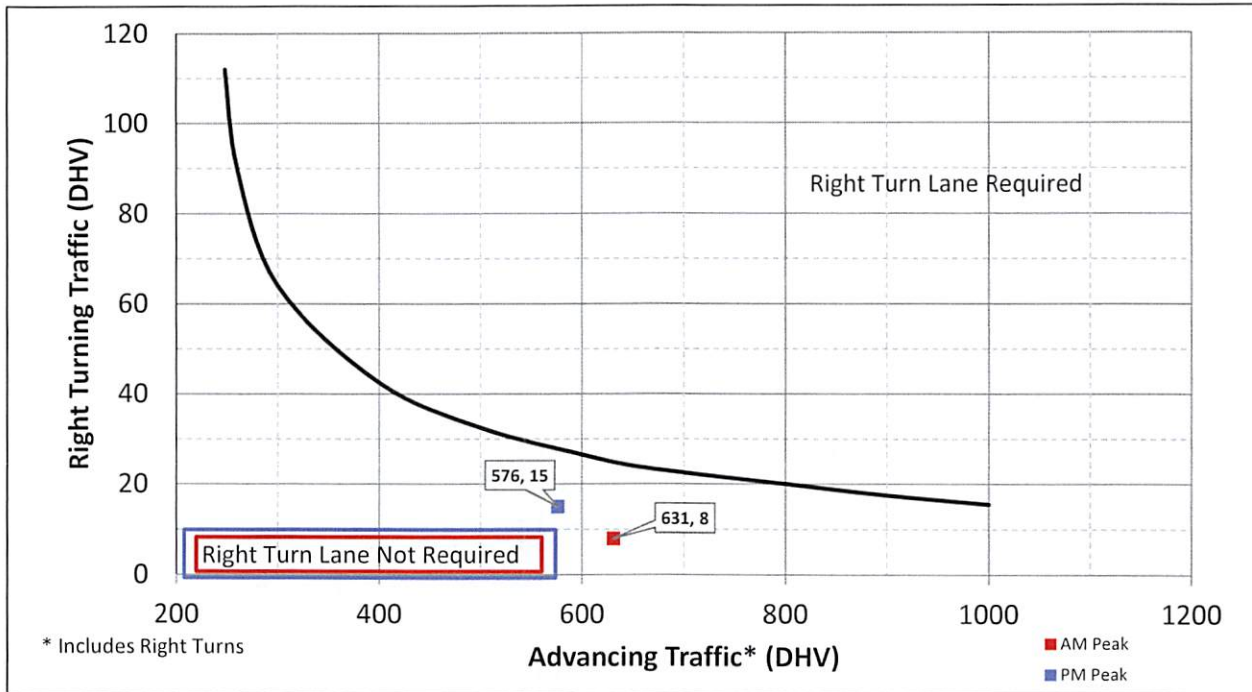


* Includes Left Turns
** There is no minimum number of turns

Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60		Assume 60
	Turn Lane Volume	5		VPH
	Advancing Traffic	561		VPH
	Opposing Volume	404		VPH
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
Approach Taper	405			
PM Peak	Design Speed	45		mph
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60		Assume 60
	Turn Lane Volume	6		VPH
	Advancing Traffic	512		VPH
	Opposing Volume	638		VPH
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
Offset Width	12			
Approach Taper	405			
Is Left Turn Warrant Met		No		No Left Turn Lane Required

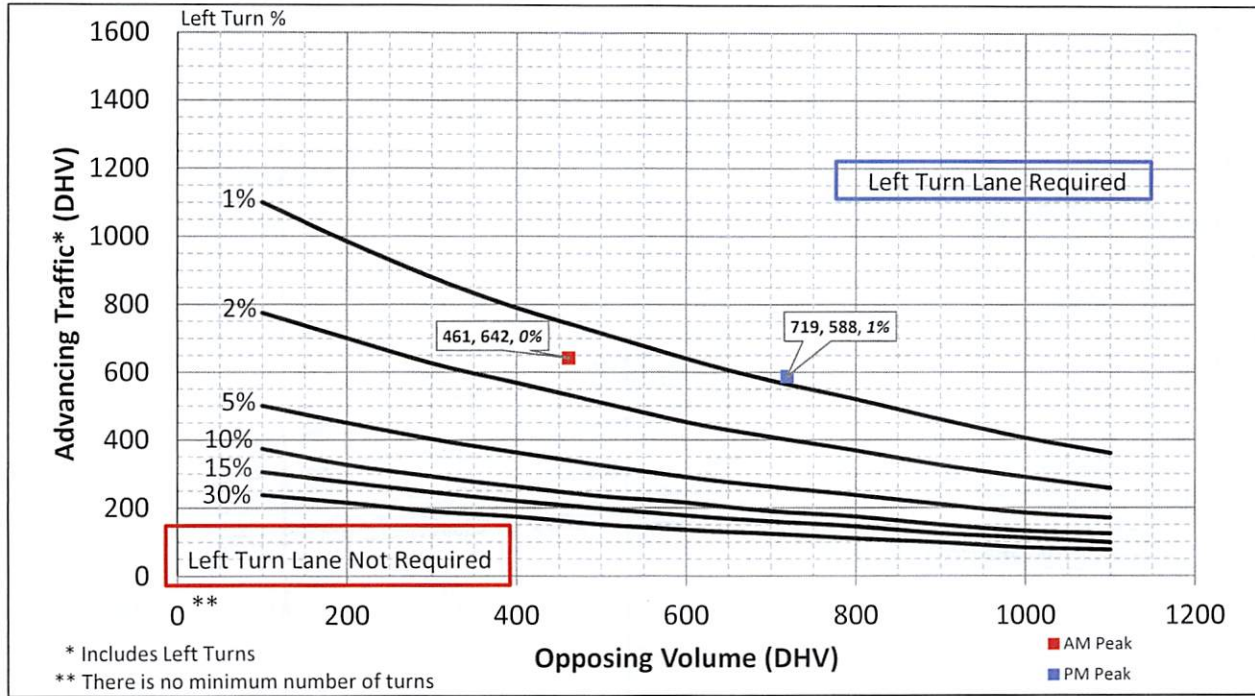
2-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	8	VPH	
	Advancing Traffic	631	VPH	
	Right Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	15	VPH	
	Advancing Traffic	576	VPH	
	Right Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
Is Right Turn Warrant Met		No	No Right Turn Lane Required	* Turn Lane Length includes 50 ft diverging taper

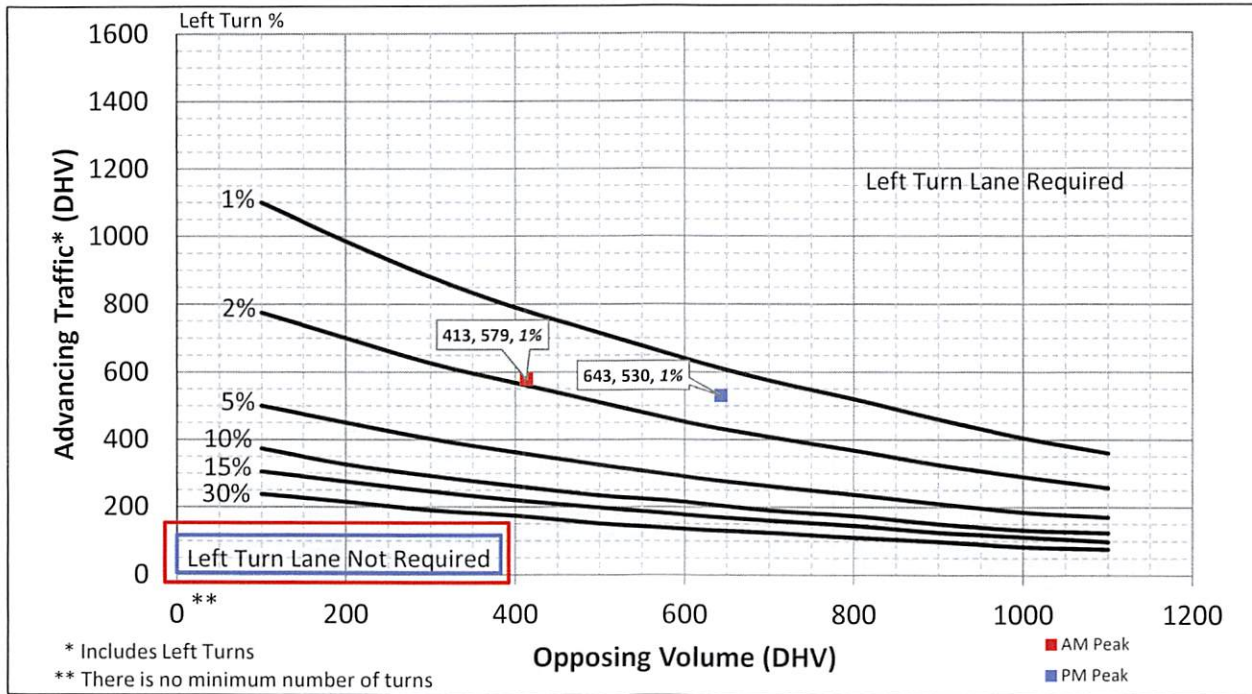
2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	3	VPH	
	Advancing Traffic	642	VPH	
	Opposing Volume	461	VPH	
	Left Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
Approach Taper	405			
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	3	VPH	
	Advancing Traffic	588	VPH	
	Opposing Volume	719	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
Approach Taper	405			
Is Left Turn Warrant Met	Yes		See Above	

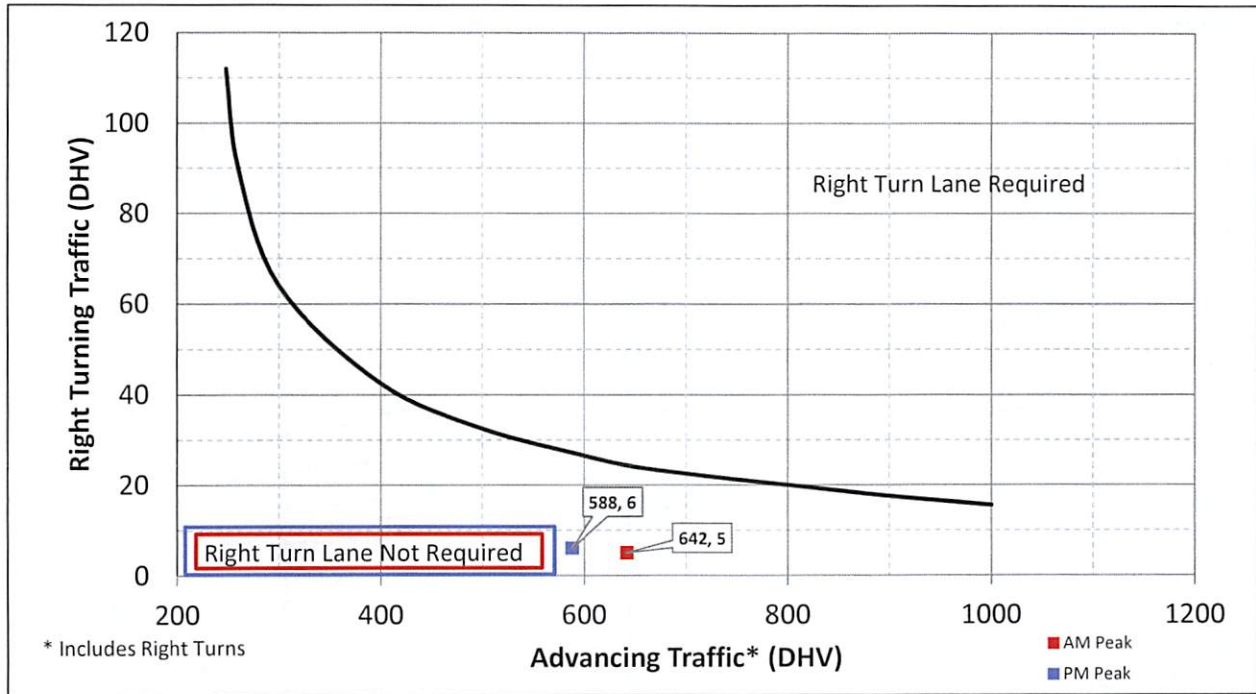
2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	3	VPH	
	Advancing Traffic	579	VPH	
	Opposing Volume	413	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	405		
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	3	VPH	
	Advancing Traffic	530	VPH	
	Opposing Volume	643	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	405		
Is Left Turn Warrant Met		No		No Left Turn Lane Required

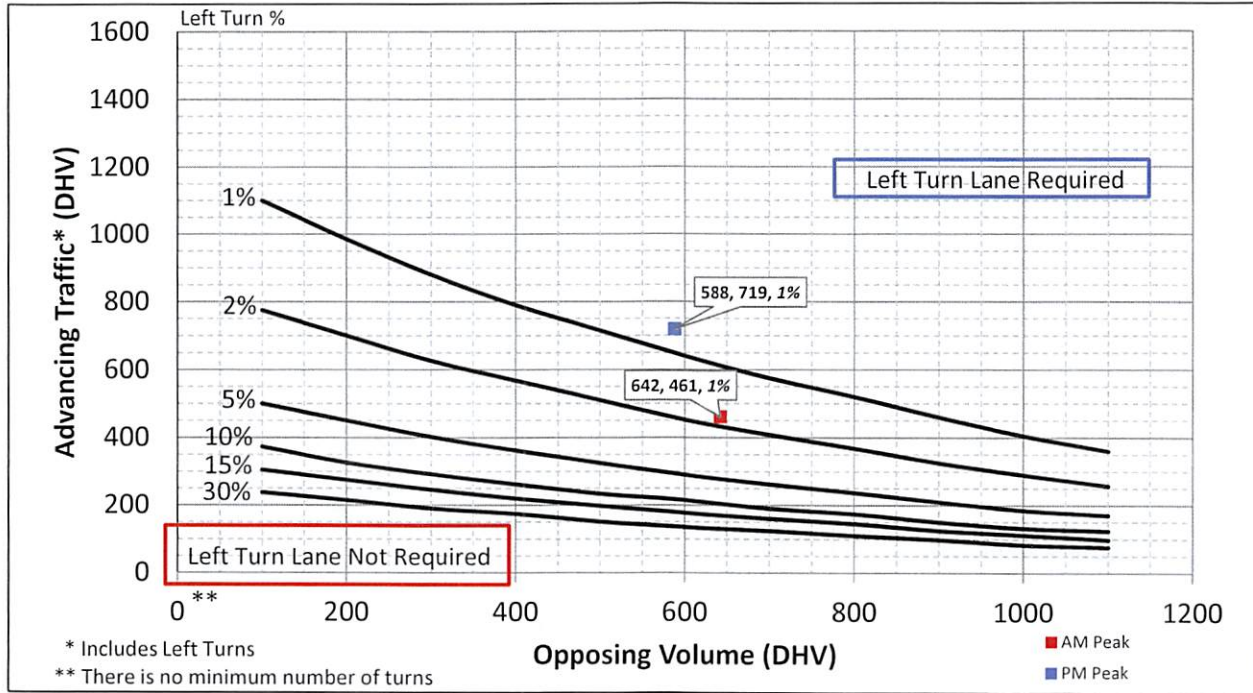
2-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	642	VPH	
	Right Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
Turn Lane Length	175			* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	6	VPH	
	Advancing Traffic	588	VPH	
	Right Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
Turn Lane Length	175			* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

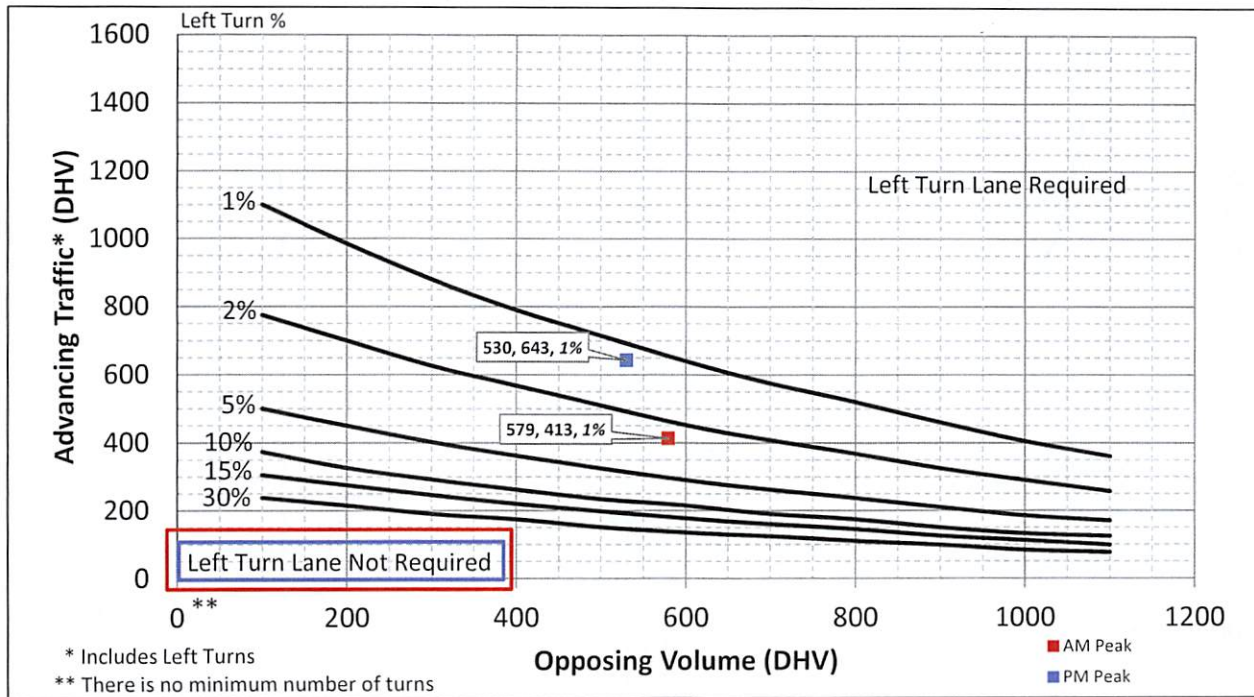
**2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)**



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	461	VPH	
	Opposing Volume	642	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Approach Taper	405		
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	6	VPH	
	Advancing Traffic	719	VPH	
	Opposing Volume	588	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
	Approach Taper	405		
Is Left Turn Warrant Met		Yes	See Above	

2-Lane Highway Left Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)

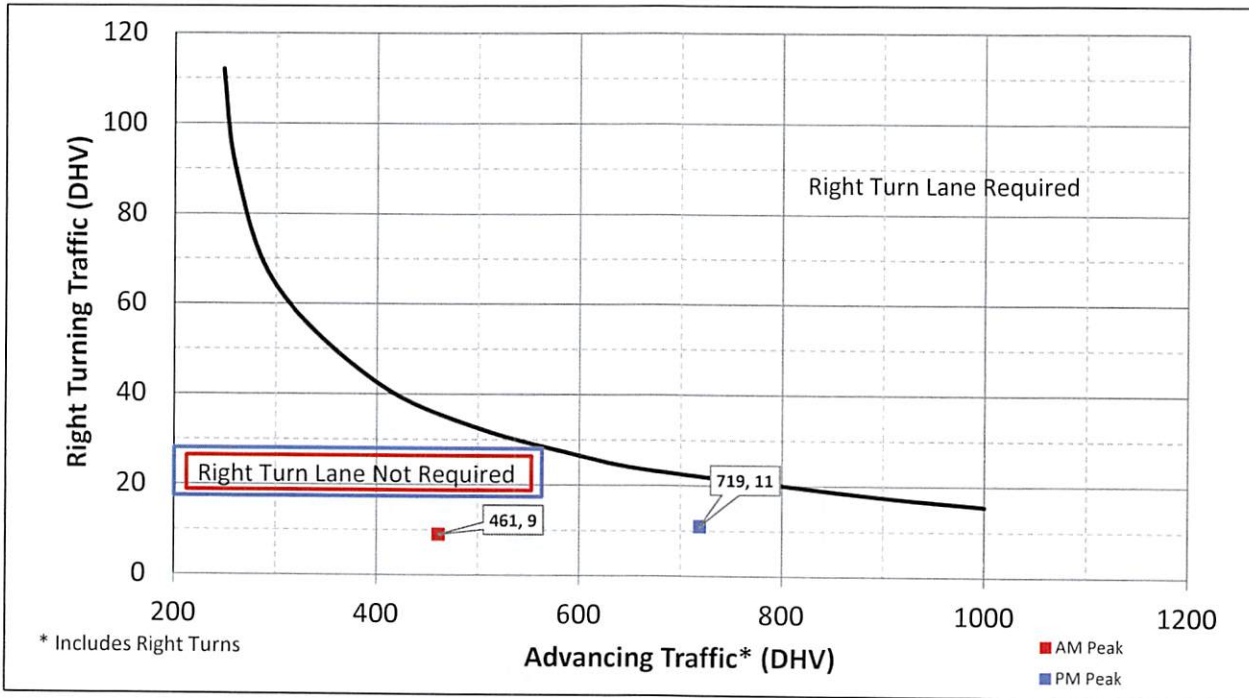


* Includes Left Turns
** There is no minimum number of turns

Turn Lane Length Calculations

		Design Speed	45	mph
AM Peak	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	413	VPH	
	Opposing Volume	579	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
	Offset Width	12		
	Approach Taper	405		
* Turn Lane Length includes 50 ft diverging taper				
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	6	VPH	
	Advancing Traffic	643	VPH	
	Opposing Volume	530	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
	Offset Width	12		
Approach Taper	405			
* Turn Lane Length includes 50 ft diverging taper				
Is Left Turn Warrant Met		No	No Left Turn Lane Required	

2-Lane Highway Right Turn Lane Warrant
(> 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	9	VPH	
	Advancing Traffic	461	VPH	
	Right Turn Percentage	2%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		
PM Peak	Design Speed	45	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	Assume 60	
	Turn Lane Volume	11	VPH	
	Advancing Traffic	719	VPH	
	Right Turn Percentage	2%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	175		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	* Turn Lane Length includes 50 ft diverging taper

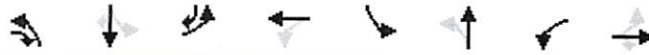
Appendix F

Capacity Analysis

Appendix F

Timing Report, Sorted By Phase
 3: New Albany-Condit Road & Central College Road

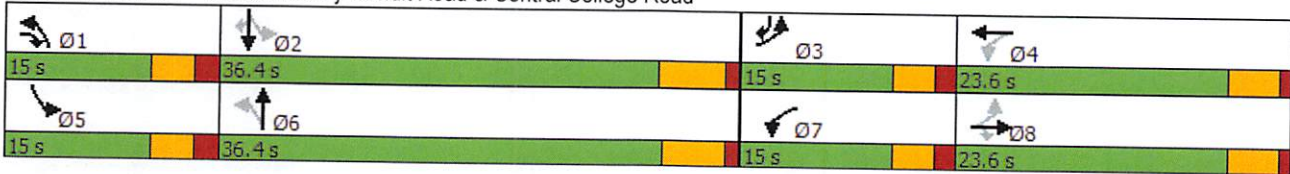
10/11/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	36.4	15	23.6	15	36.4	15	23.6
Maximum Split (%)	16.7%	40.4%	16.7%	26.2%	16.7%	40.4%	16.7%	26.2%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.4	66.4	0	15	51.4	66.4
End Time (s)	15	51.4	66.4	0	15	51.4	66.4	0
Yield/Force Off (s)	10.2	45.7	62	85.4	10.2	46	62	85.4
Yield/Force Off 170(s)	10.2	45.7	62	74.4	10.2	35	62	85.4
Local Start Time (s)	75	0	36.4	51.4	75	0	36.4	51.4
Local Yield (s)	85.2	30.7	47	70.4	85.2	31	47	70.4
Local Yield 170(s)	85.2	30.7	47	59.4	85.2	20	47	70.4

























Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	85

Splits and Phases: 3: New Albany-Condit Road & Central College Road



HCM 6th Signalized Intersection Summary
 3: New Albany-Condit Road & Central College Road

10/11/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	127	103	146	207	27	83	210	78	44	296	23
Future Volume (veh/h)	19	127	103	146	207	27	83	210	78	44	296	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	138	112	159	225	29	90	228	85	48	322	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	335	450	422	791	101	515	508	189	508	686	654
Arrive On Green	0.05	0.18	0.18	0.12	0.25	0.25	0.10	0.39	0.39	0.08	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	3171	404	1781	1299	484	1781	1870	1585
Grp Volume(v), veh/h	21	138	112	159	125	129	90	0	313	48	322	25
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1798	1781	0	1783	1781	1870	1585
Q Serve(g_s), s	0.8	5.5	4.6	5.6	4.8	4.9	2.4	0.0	10.9	1.3	11.0	0.8
Cycle Q Clear(g_c), s	0.8	5.5	4.6	5.6	4.8	4.9	2.4	0.0	10.9	1.3	11.0	0.8
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	370	335	450	422	443	449	515	0	697	508	686	654
V/C Ratio(X)	0.06	0.41	0.25	0.38	0.28	0.29	0.17	0.00	0.45	0.09	0.47	0.04
Avail Cap(c_a), veh/h	513	424	526	440	443	449	546	0	697	582	686	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	30.4	23.1	21.7	25.4	25.4	13.1	0.0	18.8	13.6	20.3	14.7
Incr Delay (d2), s/veh	0.1	0.8	0.3	0.6	0.3	0.4	0.2	0.0	2.1	0.1	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	1.7	2.2	1.9	2.0	0.8	0.0	4.4	0.5	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	31.3	23.4	22.2	25.7	25.8	13.3	0.0	20.9	13.7	22.6	14.8
LnGrp LOS	C	C	C	C	C	C	B	A	C	B	C	B
Approach Vol, veh/h		271			413			403			395	
Approach Delay, s/veh		27.6			24.4			19.2			21.0	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	36.4	8.3	25.5	11.5	38.4	14.2	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.7	* 11	19.0	* 10	* 31	* 11	19.0				
Max Q Clear Time (g_c+11), s	4.4	13.0	2.8	6.9	3.3	12.9	7.6	7.5				
Green Ext Time (p_c), s	0.1	1.6	0.0	0.9	0.0	1.6	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.7									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

10/11/2022

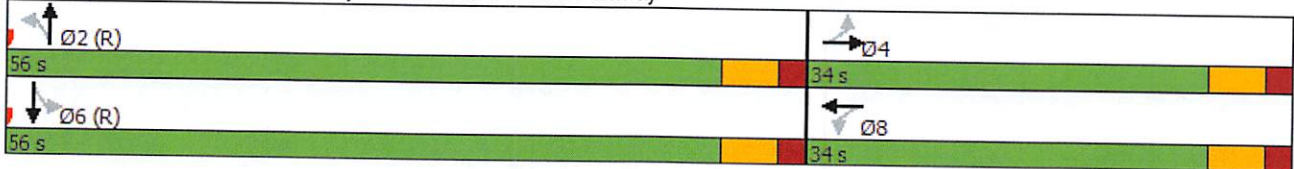


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	56	34	56	34
Maximum Split (%)	62.2%	37.8%	62.2%	37.8%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	56	0	56
End Time (s)	56	0	56	0
Yield/Force Off (s)	50	84	50	84
Yield/Force Off 170(s)	50	84	50	84
Local Start Time (s)	0	56	0	56
Local Yield (s)	50	84	50	84
Local Yield 170(s)	50	84	50	84

Intersection Summary

Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	126	111	25	65	72	118	284	50	104	428	26
Future Volume (veh/h)	6	126	111	25	65	72	118	284	50	104	428	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	137	121	27	71	78	128	309	54	113	465	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	178	157	139	158	174	580	1043	182	682	1174	71
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1239	916	809	1121	814	895	904	1551	271	1019	1746	105
Grp Volume(v), veh/h	7	0	258	27	0	149	128	0	363	113	0	493
Grp Sat Flow(s),veh/h/ln	1239	0	1725	1121	0	1709	904	0	1822	1019	0	1851
Q Serve(g_s), s	0.5	0.0	12.8	2.1	0.0	6.9	6.6	0.0	7.3	4.6	0.0	10.7
Cycle Q Clear(g_c), s	7.4	0.0	12.8	14.9	0.0	6.9	17.3	0.0	7.3	11.9	0.0	10.7
Prop In Lane	1.00		0.47	1.00		0.52	1.00		0.15	1.00		0.06
Lane Grp Cap(c), veh/h	225	0	335	139	0	332	580	0	1225	682	0	1245
V/C Ratio(X)	0.03	0.00	0.77	0.19	0.00	0.45	0.22	0.00	0.30	0.17	0.00	0.40
Avail Cap(c_a), veh/h	370	0	537	270	0	532	580	0	1225	682	0	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	34.4	41.4	0.0	32.0	10.4	0.0	6.0	8.5	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	3.8	0.7	0.0	1.0	0.9	0.0	0.6	0.5	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.5	0.6	0.0	2.9	1.3	0.0	2.5	0.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	0.0	38.1	42.1	0.0	33.0	11.3	0.0	6.6	9.0	0.0	7.5
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		265			176			491			606	
Approach Delay, s/veh		38.0			34.4			7.9			7.8	
Approach LOS		D			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.5		23.5		66.5		23.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+11), s		19.3		14.8		13.9		16.9				
Green Ext Time (p_c), s		3.1		1.2		3.6		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				16.1								
HCM 6th LOS				B								

HCM 6th TWSC
 21: New Albany-Condit Road & Snider Loop

10/11/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	22	1	374	9	3	538
Future Vol, veh/h	22	1	374	9	3	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1	407	10	3	585

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	1003	412	0	0	417	0
Stage 1	412	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	268	640	-	-	1142	-
Stage 1	669	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	267	640	-	-	1142	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	1142
HCM Lane V/C Ratio	-	-	0.091	0.003
HCM Control Delay (s)	-	-	19.5	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM Unsignalized Intersection Capacity Analysis

8: New Albany Road E & Private Drive

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↔↔↔			↕↔	
Traffic Volume (veh/h)	0	0	7	0	0	4	2	349	5	0	558	7
Future Volume (Veh/h)	0	0	7	0	0	4	2	349	5	0	558	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	8	0	0	4	2	379	5	0	607	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	714	999	308	697	1000	97	615			384		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	714	999	308	697	1000	97	615			384		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	317	242	688	323	241	940	961			1171		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	8	4	65	126	126	68	405	210				
Volume Left	0	0	2	0	0	0	0	0				
Volume Right	8	4	0	0	0	5	0	8				
cSH	688	940	961	1700	1700	1700	1700	1700				
Volume to Capacity	0.01	0.00	0.00	0.07	0.07	0.04	0.24	0.12				
Queue Length 95th (ft)	1	0	0	0	0	0	0	0				
Control Delay (s)	10.3	8.8	0.3	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A	A									
Approach Delay (s)	10.3	8.8	0.0				0.0					
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			25.6%			ICU Level of Service				A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 16: Central College Road & Discover Complex Access

10/11/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↔↔	↕↕	↕↔		↔	↔↔			
Traffic Volume (veh/h)	37	212	276	37	6	6			
Future Volume (Veh/h)	37	212	276	37	6	6			
Sign Control		Free	Free		Stop				
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	40	230	300	40	7	7			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		None	None						
Median storage (veh)									
Upstream signal (ft)			679						
pX, platoon unblocked	0.98				0.98	0.98			
vC, conflicting volume	340				515	170			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	282				461	109			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	97				99	99			
cM capacity (veh/h)	1250				501	905			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	SB 1	SB 2	SB 3
Volume Total	20	20	115	115	200	140	7	4	4
Volume Left	20	20	0	0	0	0	7	0	0
Volume Right	0	0	0	0	0	40	0	4	4
cSH	1250	1250	1700	1700	1700	1700	501	905	905
Volume to Capacity	0.03	0.03	0.07	0.07	0.12	0.08	0.01	0.00	0.00
Queue Length 95th (ft)	2	2	0	0	0	0	1	0	0
Control Delay (s)	8.0	8.0	0.0	0.0	0.0	0.0	12.3	9.0	9.0
Lane LOS	A	A					B	A	A
Approach Delay (s)	1.2				0.0		10.6		
Approach LOS							B		
Intersection Summary									
Average Delay			0.7						
Intersection Capacity Utilization			25.5%		ICU Level of Service				A
Analysis Period (min)			15						

Timing Report, Sorted By Phase

3: New Albany-Condit Road & Central College Road

10/11/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	36	15	24	15	36	15	24
Maximum Split (%)	16.7%	40.0%	16.7%	26.7%	16.7%	40.0%	16.7%	26.7%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51	66	0	15	51	66
End Time (s)	15	51	66	0	15	51	66	0
Yield/Force Off (s)	10.2	45.3	61.6	85.4	10.2	45.6	61.6	85.4
Yield/Force Off 170(s)	10.2	45.3	61.6	74.4	10.2	34.6	61.6	85.4
Local Start Time (s)	75	0	36	51	75	0	36	51
Local Yield (s)	85.2	30.3	46.6	70.4	85.2	30.6	46.6	70.4
Local Yield 170(s)	85.2	30.3	46.6	59.4	85.2	19.6	46.6	70.4

Intersection Summary

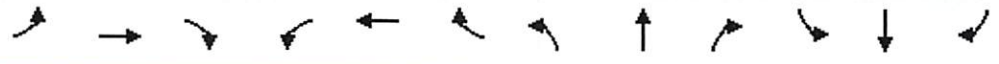
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	85

Splits and Phases: 3: New Albany-Condit Road & Central College Road

Ø1	Ø2	Ø3	Ø4
15 s	36 s	15 s	24 s
Ø5	Ø6	Ø7	Ø8
15 s	36 s	15 s	24 s

HCM 6th Signalized Intersection Summary
 3: New Albany-Conditt Road & Central College Road

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↗	↖	↕	↔	↖	↗	↔	↖	↑	↗
Traffic Volume (veh/h)	27	136	103	156	215	27	83	219	89	44	304	30
Future Volume (veh/h)	27	136	103	156	215	27	83	219	89	44	304	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	148	112	170	234	29	90	238	97	48	330	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	389	337	452	418	761	93	505	490	200	487	680	669
Arrive On Green	0.06	0.18	0.18	0.12	0.24	0.24	0.11	0.39	0.39	0.08	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	3186	390	1781	1263	515	1781	1870	1585
Grp Volume(v), veh/h	29	148	112	170	129	134	90	0	335	48	330	33
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1800	1781	0	1778	1781	1870	1585
Q Serve(g_s), s	1.1	5.9	4.5	6.0	5.0	5.1	2.4	0.0	11.8	1.3	11.4	1.0
Cycle Q Clear(g_c), s	1.1	5.9	4.5	6.0	5.0	5.1	2.4	0.0	11.8	1.3	11.4	1.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	389	337	452	418	424	430	505	0	690	487	680	669
V/C Ratio(X)	0.07	0.44	0.25	0.41	0.30	0.31	0.18	0.00	0.49	0.10	0.49	0.05
Avail Cap(c_a), veh/h	511	435	535	435	424	430	536	0	690	561	680	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	30.4	22.9	21.6	26.0	26.1	13.3	0.0	19.2	13.8	20.5	14.2
Incr Delay (d2), s/veh	0.1	0.9	0.3	0.6	0.4	0.4	0.2	0.0	2.4	0.1	2.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.6	1.7	2.4	2.0	2.1	0.9	0.0	4.8	0.5	4.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	31.3	23.2	22.3	26.4	26.5	13.4	0.0	21.7	13.9	23.0	14.4
LnGrp LOS	C	C	C	C	C	C	B	A	C	B	C	B
Approach Vol, veh/h		289			433			425				411
Approach Delay, s/veh		27.5			24.8			19.9				21.2
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	36.0	9.3	24.5	11.5	38.0	14.2	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.3	* 11	19.4	* 10	* 31	* 11	19.4				
Max Q Clear Time (g_c+I1), s	4.4	13.4	3.1	7.1	3.3	13.8	8.0	7.9				
Green Ext Time (p_c), s	0.1	1.6	0.0	1.0	0.0	1.6	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	27	6	0	6	20	379	5	3	548	8
Future Vol, veh/h	8	0	27	6	0	6	20	379	5	3	548	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	29	7	0	7	22	412	5	3	596	9
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1069	1068	601	1080	1070	415	605	0	0	417	0	0
Stage 1	607	607	-	459	459	-	-	-	-	-	-	-
Stage 2	462	461	-	621	611	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	199	222	500	196	221	637	973	-	-	1142	-	-
Stage 1	483	486	-	582	566	-	-	-	-	-	-	-
Stage 2	580	565	-	475	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	193	216	500	181	215	637	973	-	-	1142	-	-
Mov Cap-2 Maneuver	193	216	-	181	215	-	-	-	-	-	-	-
Stage 1	472	485	-	569	553	-	-	-	-	-	-	-
Stage 2	561	552	-	446	483	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	15.9		18.4		0.4			0				
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	973	-	-	367	282	1142	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.104	0.046	0.003	-	-				
HCM Control Delay (s)	8.8	-	-	15.9	18.4	8.2	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-				

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

10/11/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	56	34	56	34
Maximum Split (%)	62.2%	37.8%	62.2%	37.8%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	56	0	56
End Time (s)	56	0	56	0
Yield/Force Off (s)	50	84	50	84
Yield/Force Off 170(s)	50	84	50	84
Local Start Time (s)	0	56	0	56
Local Yield (s)	50	84	50	84
Local Yield 170(s)	50	84	50	84

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	6	126	111	25	65	79	118	307	50	112	453	32
Future Volume (veh/h)	6	126	111	25	65	79	118	307	50	112	453	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	137	121	27	71	86	128	334	54	122	492	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	178	157	139	150	181	554	1056	171	661	1160	83
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1230	916	809	1121	770	933	876	1571	254	996	1726	123
Grp Volume(v), veh/h	7	0	258	27	0	157	128	0	388	122	0	527
Grp Sat Flow(s),veh/h/ln	1230	0	1725	1121	0	1702	876	0	1825	996	0	1848
Q Serve(g_s), s	0.5	0.0	12.8	2.1	0.0	7.4	7.1	0.0	8.0	5.2	0.0	11.8
Cycle Q Clear(g_c), s	7.8	0.0	12.8	14.9	0.0	7.4	18.8	0.0	8.0	13.2	0.0	11.8
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	219	0	336	139	0	331	554	0	1226	661	0	1242
V/C Ratio(X)	0.03	0.00	0.77	0.19	0.00	0.47	0.23	0.00	0.32	0.18	0.00	0.42
Avail Cap(c_a), veh/h	362	0	537	270	0	530	554	0	1226	661	0	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	34.3	41.4	0.0	32.2	11.1	0.0	6.1	8.9	0.0	6.8
Incr Delay (d2), s/veh	0.1	0.0	3.7	0.7	0.0	1.1	1.0	0.0	0.7	0.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.5	0.6	0.0	3.0	1.4	0.0	2.7	1.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	38.1	42.0	0.0	33.2	12.1	0.0	6.8	9.5	0.0	7.8
LnGrp LOS	D	A	D	D	A	C	B	A	A	A	A	A
Approach Vol, veh/h		265			184			516			649	
Approach Delay, s/veh		38.0			34.5			8.1			8.1	
Approach LOS		D			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.5		23.5		66.5		23.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+I1), s		20.8		14.8		15.2		16.9				
Green Ext Time (p_c), s		3.3		1.2		4.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				16.0								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	22	0	1	5	399	9	3	571	5
Future Vol, veh/h	6	0	6	22	0	1	5	399	9	3	571	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	24	0	1	5	434	10	3	621	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1080	1084	624	1082	1081	439	626	0	0	444	0	0
Stage 1	630	630	-	449	449	-	-	-	-	-	-	-
Stage 2	450	454	-	633	632	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	196	217	485	195	218	618	956	-	-	1116	-	-
Stage 1	470	475	-	589	572	-	-	-	-	-	-	-
Stage 2	589	569	-	468	474	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	194	215	485	191	216	618	956	-	-	1116	-	-
Mov Cap-2 Maneuver	194	215	-	191	216	-	-	-	-	-	-	-
Stage 1	468	474	-	586	569	-	-	-	-	-	-	-
Stage 2	585	566	-	460	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	25.9	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	277	197	1116	-	-
HCM Lane V/C Ratio	0.006	-	-	0.047	0.127	0.003	-	-
HCM Control Delay (s)	8.8	-	-	18.6	25.9	8.2	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive/Site Access 1

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↕↕			↕↕	
Traffic Volume (veh/h)	0	0	7	0	0	10	2	349	25	0	576	7
Future Volume (Veh/h)	0	0	7	0	0	10	2	349	25	0	576	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	8	0	0	11	2	379	27	0	626	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	740	1040	317	718	1030	108	634			406		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	740	1040	317	718	1030	108	634			406		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	99	100			100		
cM capacity (veh/h)	301	228	679	312	231	925	945			1149		
Direction, Lane #												
	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	8	11	65	126	126	90	417	217				
Volume Left	0	0	2	0	0	0	0	0				
Volume Right	8	11	0	0	0	27	0	8				
cSH	679	925	945	1700	1700	1700	1700	1700				
Volume to Capacity	0.01	0.01	0.00	0.07	0.07	0.05	0.25	0.13				
Queue Length 95th (ft)	1	1	0	0	0	0	0	0				
Control Delay (s)	10.4	8.9	0.3	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A	A									
Approach Delay (s)	10.4	8.9	0.0				0.0					
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			26.1%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Site Access 2/Discover Complex Access & Central College Road

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↕		↔	↕↕			↕↕		↔	↕↕	↔
Traffic Volume (veh/h)	37	212	13	15	276	37	26	3	17	6	3	6
Future Volume (Veh/h)	37	212	13	15	276	37	26	3	17	6	3	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	230	14	16	300	40	28	3	18	7	3	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					679							
pX, platoon unblocked	0.98						0.98	0.98		0.98	0.98	0.98
vC, conflicting volume	340			244			508	689	122	566	676	170
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	291			244			462	647	122	522	633	118
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			94	99	98	98	99	99
cM capacity (veh/h)	1245			1319			452	365	906	405	371	895
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2	SB 3	
Volume Total	20	20	153	91	16	200	140	49	7	5	5	
Volume Left	20	20	0	0	16	0	0	28	7	0	0	
Volume Right	0	0	0	14	0	0	40	18	0	2	5	
cSH	1245	1245	1700	1700	1319	1700	1700	544	405	499	895	
Volume to Capacity	0.03	0.03	0.09	0.05	0.01	0.12	0.08	0.09	0.02	0.01	0.01	
Queue Length 95th (ft)	2	2	0	0	1	0	0	7	1	1	0	
Control Delay (s)	8.0	8.0	0.0	0.0	7.8	0.0	0.0	12.3	14.1	12.3	9.0	
Lane LOS	A	A			A			B	B	B	A	
Approach Delay (s)	1.1				0.3			12.3	12.1			
Approach LOS								B	B			
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			31.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Timing Report, Sorted By Phase

3: New Albany-Condit Road & Central College Road

10/11/2022

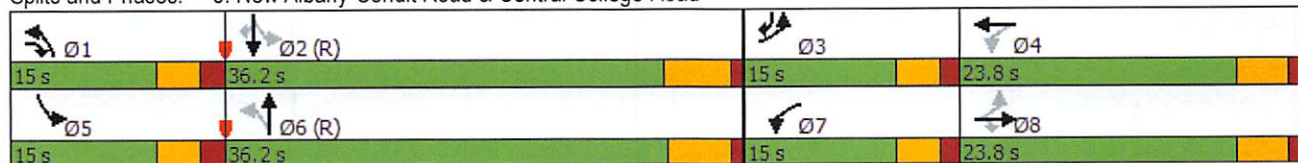


Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	36.2	15	23.8	15	36.2	15	23.8
Maximum Split (%)	16.7%	40.2%	16.7%	26.4%	16.7%	40.2%	16.7%	26.4%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.2	66.2	0	15	51.2	66.2
End Time (s)	15	51.2	66.2	0	15	51.2	66.2	0
Yield/Force Off (s)	10.2	45.5	61.8	85.4	10.2	45.8	61.8	85.4
Yield/Force Off 170(s)	10.2	45.5	61.8	74.4	10.2	34.8	61.8	85.4
Local Start Time (s)	75	0	36.2	51.2	75	0	36.2	51.2
Local Yield (s)	85.2	30.5	46.8	70.4	85.2	30.8	46.8	70.4
Local Yield 170(s)	85.2	30.5	46.8	59.4	85.2	19.8	46.8	70.4

Intersection Summary

Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 15 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	

Splits and Phases: 3: New Albany-Condit Road & Central College Road



HCM 6th Signalized Intersection Summary

3: New Albany-Condit Road & Central College Road

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕	↗	↖	↗		↖	↑	↗
Traffic Volume (veh/h)	53	216	120	117	204	53	124	395	86	25	256	32
Future Volume (veh/h)	53	216	120	117	204	53	124	395	86	25	256	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	235	130	127	222	58	135	429	93	27	278	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	312	434	317	527	135	590	679	147	525	754	773
Arrive On Green	0.09	0.17	0.17	0.11	0.19	0.19	0.21	0.91	0.91	0.05	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	2802	716	1781	1489	323	1781	1870	1585
Grp Volume(v), veh/h	58	235	130	127	139	141	135	0	522	27	278	35
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1741	1781	0	1812	1781	1870	1585
Q Serve(g_s), s	2.3	10.8	5.8	5.0	6.2	6.4	3.3	0.0	5.4	0.8	9.4	1.0
Cycle Q Clear(g_c), s	2.3	10.8	5.8	5.0	6.2	6.4	3.3	0.0	5.4	0.8	9.4	1.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	360	312	434	317	334	328	590	0	826	525	754	773
V/C Ratio(X)	0.16	0.75	0.30	0.40	0.42	0.43	0.23	0.00	0.63	0.05	0.37	0.05
Avail Cap(c_a), veh/h	418	399	508	338	379	372	600	0	826	630	754	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	35.7	25.8	26.3	32.2	32.3	10.1	0.0	2.4	13.5	18.8	12.1
Incr Delay (d2), s/veh	0.2	6.0	0.4	0.8	0.8	0.9	0.2	0.0	3.7	0.0	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.3	2.2	2.1	2.6	2.6	1.1	0.0	1.7	0.3	3.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	41.7	26.2	27.2	33.0	33.2	10.3	0.0	6.1	13.5	20.2	12.2
LnGrp LOS	C	D	C	C	C	C	B	A	A	B	C	B
Approach Vol, veh/h		423			407			657			340	
Approach Delay, s/veh		34.8			31.2			6.9			18.9	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	42.0	12.1	21.5	9.7	46.7	14.0	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.5	* 11	19.2	* 10	* 31	* 11	19.2				
Max Q Clear Time (g_c+I1), s	5.3	11.4	4.3	8.4	2.8	7.4	7.0	12.8				
Green Ext Time (p_c), s	0.1	1.4	0.0	1.0	0.0	3.1	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

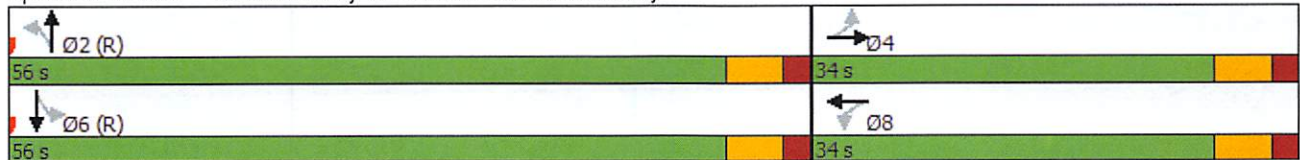
10/11/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	56	34	56	34
Maximum Split (%)	62.2%	37.8%	62.2%	37.8%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	56	0	56
End Time (s)	56	0	56	0
Yield/Force Off (s)	50	84	50	84
Yield/Force Off 170(s)	50	84	50	84
Local Start Time (s)	0	56	0	56
Local Yield (s)	50	84	50	84
Local Yield 170(s)	50	84	50	84

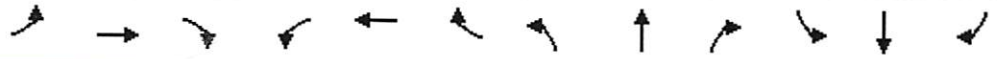
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Conditt Road & Walton Parkway

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	23	48	120	58	114	114	65	451	21	35	446	13
Future Volume (veh/h)	23	48	120	58	114	114	65	451	21	35	446	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	52	130	63	124	124	71	490	23	38	485	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	90	224	188	163	163	689	1200	56	571	1225	35
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	1.00	1.00	1.00
Sat Flow, veh/h	1132	474	1184	1202	858	858	899	1772	83	887	1809	52
Grp Volume(v), veh/h	25	0	182	63	0	248	71	0	513	38	0	499
Grp Sat Flow(s),veh/h/ln	1132	0	1657	1202	0	1716	899	0	1855	887	0	1861
Q Serve(g_s), s	1.9	0.0	9.0	4.5	0.0	12.3	2.5	0.0	11.1	0.7	0.0	0.0
Cycle Q Clear(g_c), s	14.2	0.0	9.0	13.5	0.0	12.3	2.5	0.0	11.1	11.9	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.50	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	140	0	314	188	0	325	689	0	1256	571	0	1260
V/C Ratio(X)	0.18	0.00	0.58	0.34	0.00	0.76	0.10	0.00	0.41	0.07	0.00	0.40
Avail Cap(c_a), veh/h	277	0	516	334	0	534	689	0	1256	571	0	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	33.2	39.4	0.0	34.6	5.1	0.0	6.5	1.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.7	1.0	0.0	3.7	0.3	0.0	1.0	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.7	1.4	0.0	5.3	0.4	0.0	3.9	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	34.9	40.4	0.0	38.3	5.4	0.0	7.5	1.3	0.0	0.9
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		207			311			584				537
Approach Delay, s/veh		35.7			38.7			7.2				1.0
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.9		23.1		66.9		23.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+I1), s		13.1		16.2		13.9		15.5				
Green Ext Time (p_c), s		4.0		0.8		3.3		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				14.7								
HCM 6th LOS				B								

HCM 6th TWSC
 21: New Albany-Condit Road & Snider Loop

10/11/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	13	3	597	11	3	486
Future Vol, veh/h	13	3	597	11	3	486
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	649	12	3	528

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1189	655	0	0	661
Stage 1	655	-	-	-	-
Stage 2	534	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	208	466	-	-	927
Stage 1	517	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	207	466	-	-	927
Mov Cap-2 Maneuver	207	-	-	-	-
Stage 1	517	-	-	-	-
Stage 2	585	-	-	-	-

















Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	927
HCM Lane V/C Ratio	-	-	0.075	0.004
HCM Control Delay (s)	-	-	21.8	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM Unsignalized Intersection Capacity Analysis

8: New Albany Road E & Private Drive

10/11/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	31	0	0	19	23	564	27	0	396	25
Future Volume (Veh/h)	0	0	31	0	0	19	23	564	27	0	396	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	34	0	0	21	25	613	29	0	430	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	668	1136	228	926	1134	168	457			642		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	668	1136	228	926	1134	168	457			642		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	98	98			100		
cM capacity (veh/h)	330	196	774	210	197	847	1100			939		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	34	21	127	204	204	131	287	170				
Volume Left	0	0	25	0	0	0	0	0				
Volume Right	34	21	0	0	0	29	0	27				
cSH	774	847	1100	1700	1700	1700	1700	1700				
Volume to Capacity	0.04	0.02	0.02	0.12	0.12	0.08	0.17	0.10				
Queue Length 95th (ft)	3	2	2	0	0	0	0	0				
Control Delay (s)	9.9	9.4	1.8	0.0	0.0	0.0	0.0	0.0				
Lane LOS	A	A	A									
Approach Delay (s)	9.9	9.4	0.3				0.0					
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			27.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 16: Central College Road & Discover Complex Access

10/11/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↖↖	↑↑	↑↑		↘	↘↘			
Traffic Volume (veh/h)	7	352	323	7	38	38			
Future Volume (Veh/h)	7	352	323	7	38	38			
Sign Control		Free	Free		Stop				
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	8	383	351	8	41	41			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		None	None						
Median storage veh									
Upstream signal (ft)			679						
pX, platoon unblocked									
vC, conflicting volume	359				562	180			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	359				562	180			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	99				91	95			
cM capacity (veh/h)	1196				454	832			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	SB 1	SB 2	SB 3
Volume Total	4	4	192	192	234	125	41	20	20
Volume Left	4	4	0	0	0	0	41	0	0
Volume Right	0	0	0	0	0	8	0	20	20
cSH	1196	1196	1700	1700	1700	1700	454	832	832
Volume to Capacity	0.01	0.01	0.11	0.11	0.14	0.07	0.09	0.02	0.02
Queue Length 95th (ft)	1	1	0	0	0	0	7	2	2
Control Delay (s)	8.0	8.0	0.0	0.0	0.0	0.0	13.7	9.4	9.4
Lane LOS	A	A					B	A	A
Approach Delay (s)	0.2				0.0		11.6		
Approach LOS							B		
Intersection Summary									
Average Delay			1.2						
Intersection Capacity Utilization			19.7%		ICU Level of Service				A
Analysis Period (min)			15						

Timing Report, Sorted By Phase
 3: New Albany-Condit Road & Central College Road

10/12/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	36.2	15	23.8	15	36.2	15	23.8
Maximum Split (%)	16.7%	40.2%	16.7%	26.4%	16.7%	40.2%	16.7%	26.4%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.2	66.2	0	15	51.2	66.2
End Time (s)	15	51.2	66.2	0	15	51.2	66.2	0
Yield/Force Off (s)	10.2	45.5	61.8	85.4	10.2	45.8	61.8	85.4
Yield/Force Off 170(s)	10.2	45.5	61.8	74.4	10.2	34.8	61.8	85.4
Local Start Time (s)	75	0	36.2	51.2	75	0	36.2	51.2
Local Yield (s)	85.2	30.5	46.8	70.4	85.2	30.8	46.8	70.4
Local Yield 170(s)	85.2	30.5	46.8	59.4	85.2	19.8	46.8	70.4

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 15 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	

Splits and Phases: 3: New Albany-Condit Road & Central College Road



HCM 6th Signalized Intersection Summary 3: New Albany-Condit Road & Central College Road

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	225	120	129	213	53	124	404	98	25	265	40
Future Volume (veh/h)	62	225	120	129	213	53	124	404	98	25	265	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	245	130	140	232	58	135	439	107	27	288	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	312	434	313	521	128	578	660	161	508	751	780
Arrive On Green	0.09	0.17	0.17	0.11	0.18	0.18	0.21	0.91	0.91	0.05	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	2830	693	1781	1453	354	1781	1870	1585
Grp Volume(v), veh/h	67	245	130	140	144	146	135	0	546	27	288	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1746	1781	0	1807	1781	1870	1585
Q Serve(g_s), s	2.6	11.3	5.8	5.6	6.5	6.7	3.3	0.0	6.3	0.8	9.8	1.3
Cycle Q Clear(g_c), s	2.6	11.3	5.8	5.6	6.5	6.7	3.3	0.0	6.3	0.8	9.8	1.3
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	360	312	434	313	327	321	578	0	821	508	751	780
V/C Ratio(X)	0.19	0.79	0.30	0.45	0.44	0.45	0.23	0.00	0.67	0.05	0.38	0.06
Avail Cap(c_a), veh/h	409	399	508	331	379	372	589	0	821	613	751	780
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	36.0	25.8	26.5	32.6	32.7	10.2	0.0	2.5	13.5	19.0	11.9
Incr Delay (d2), s/veh	0.2	7.7	0.4	1.0	0.9	1.0	0.2	0.0	4.2	0.0	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.7	2.2	2.3	2.7	2.8	1.1	0.0	1.9	0.3	4.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	43.7	26.2	27.5	33.5	33.7	10.4	0.0	6.8	13.6	20.5	12.1
LnGrp LOS	C	D	C	C	C	C	B	A	A	B	C	B
Approach Vol, veh/h		442			430			681			358	
Approach Delay, s/veh		35.9			31.6			7.5			19.0	
Approach LOS		D			C			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	41.8	12.5	21.2	9.7	46.6	14.1	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.5	* 11	19.2	* 10	* 31	* 11	19.2				
Max Q Clear Time (g_c+I1), s	5.3	11.8	4.6	8.7	2.8	8.3	7.6	13.3				
Green Ext Time (p_c), s	0.1	1.4	0.1	1.0	0.0	3.3	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th TWSC

6: New Albany-Condit Road & Site Access 3/Site Access 4

10/12/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	0	35	6	0	6	31	601	6	6	491	15
Future Vol, veh/h	17	0	35	6	0	6	31	601	6	6	491	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	38	7	0	7	34	653	7	7	534	16

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1284	1284	542	1300	1289	657	550	0	0	660	0	0
Stage 1	556	556	-	725	725	-	-	-	-	-	-	-
Stage 2	728	728	-	575	564	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	142	165	540	138	164	465	1020	-	-	928	-	-
Stage 1	515	513	-	416	430	-	-	-	-	-	-	-
Stage 2	415	429	-	503	508	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	136	158	540	124	157	465	1020	-	-	928	-	-
Mov Cap-2 Maneuver	136	158	-	124	157	-	-	-	-	-	-	-
Stage 1	498	509	-	402	416	-	-	-	-	-	-	-
Stage 2	396	415	-	464	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	24.7	0.4	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	274	196	928	-
HCM Lane V/C Ratio	0.033	-	-	0.206	0.067	0.007	-
HCM Control Delay (s)	8.7	-	-	21.5	24.7	8.9	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.2	0	-

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

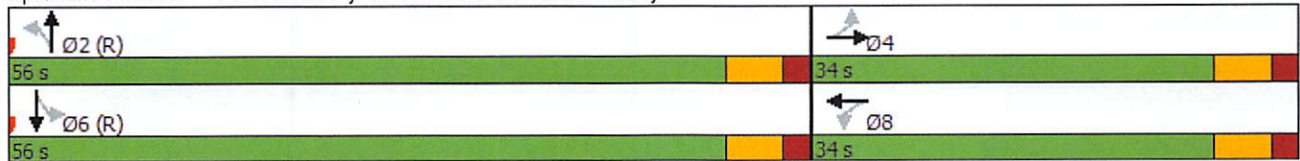
10/12/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	56	34	56	34
Maximum Split (%)	62.2%	37.8%	62.2%	37.8%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	56	0	56
End Time (s)	56	0	56	0
Yield/Force Off (s)	50	84	50	84
Yield/Force Off 170(s)	50	84	50	84
Local Start Time (s)	0	56	0	56
Local Yield (s)	50	84	50	84
Local Yield 170(s)	50	84	50	84

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	23	48	120	58	114	122	65	478	21	43	473	19
Future Volume (veh/h)	23	48	120	58	114	122	65	478	21	43	473	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	52	130	63	124	133	71	520	23	47	514	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	92	231	195	161	173	664	1194	53	543	1199	49
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	1123	474	1184	1202	826	885	870	1778	79	863	1784	73
Grp Volume(v), veh/h	25	0	182	63	0	257	71	0	543	47	0	535
Grp Sat Flow(s),veh/h/ln	1123	0	1657	1202	0	1711	870	0	1856	863	0	1857
Q Serve(g_s), s	1.9	0.0	8.9	4.5	0.0	12.8	2.6	0.0	12.2	1.1	0.0	0.0
Cycle Q Clear(g_c), s	14.8	0.0	8.9	13.4	0.0	12.8	2.6	0.0	12.2	13.3	0.0	0.0
Prop In Lane	1.00		0.71	1.00		0.52	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	139	0	323	195	0	333	664	0	1247	543	0	1248
V/C Ratio(X)	0.18	0.00	0.56	0.32	0.00	0.77	0.11	0.00	0.44	0.09	0.00	0.43
Avail Cap(c_a), veh/h	269	0	516	335	0	532	664	0	1247	543	0	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	32.8	38.8	0.0	34.3	5.3	0.0	6.9	1.3	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.5	1.0	0.0	3.8	0.3	0.0	1.1	0.3	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.6	1.3	0.0	5.5	0.5	0.0	4.3	0.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	34.3	39.8	0.0	38.1	5.6	0.0	8.0	1.7	0.0	1.1
LnGrp LOS	D	A	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		207			320			614			582	
Approach Delay, s/veh		35.2			38.4			7.7			1.1	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.5		23.5		66.5		23.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+I1), s		14.2		16.8		15.3		15.4				
Green Ext Time (p_c), s		4.3		0.8		3.7		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				14.5								
HCM 6th LOS				B								

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	13	0	3	6	626	11	3	521	6
Future Vol, veh/h	6	0	6	13	0	3	6	626	11	3	521	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	14	0	3	7	680	12	3	566	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1278	1282	570	1279	1279	686	573	0	0	692	0	0
Stage 1	576	576	-	700	700	-	-	-	-	-	-	-
Stage 2	702	706	-	579	579	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	143	165	521	143	166	447	1000	-	-	903	-	-
Stage 1	503	502	-	430	441	-	-	-	-	-	-	-
Stage 2	429	439	-	501	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	141	163	521	140	164	447	1000	-	-	903	-	-
Mov Cap-2 Maneuver	141	163	-	140	164	-	-	-	-	-	-	-
Stage 1	499	500	-	427	438	-	-	-	-	-	-	-
Stage 2	423	436	-	493	499	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	30.1	0.1	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1000	-	-	222	161	903	-	-
HCM Lane V/C Ratio	0.007	-	-	0.059	0.108	0.004	-	-
HCM Control Delay (s)	8.6	-	-	22.2	30.1	9	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive/Site Access 1

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↔↔↔			↕↔	
Traffic Volume (veh/h)	0	0	31	0	0	25	23	564	50	0	415	25
Future Volume (Veh/h)	0	0	31	0	0	25	23	564	50	0	415	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	34	0	0	27	25	613	54	0	451	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	695	1182	239	950	1168	180	478			667		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	695	1182	239	950	1168	180	478			667		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	96	100	100	97	98			100		
cM capacity (veh/h)	313	184	762	202	188	831	1081			919		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	34	27	127	204	204	156	301	177				
Volume Left	0	0	25	0	0	0	0	0				
Volume Right	34	27	0	0	0	54	0	27				
cSH	762	831	1081	1700	1700	1700	1700	1700				
Volume to Capacity	0.04	0.03	0.02	0.12	0.12	0.09	0.18	0.10				
Queue Length 95th (ft)	3	3	2	0	0	0	0	0				
Control Delay (s)	9.9	9.5	1.8	0.0	0.0	0.0	0.0	0.0				
Lane LOS	A	A	A									
Approach Delay (s)	9.9	9.5	0.3				0.0					
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			28.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Site Access 2/Discover Complex Access & Central College Road

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↕		↖	↕			↕		↗	↘	↗
Traffic Volume (veh/h)	7	347	21	22	318	7	33	4	23	38	3	38
Future Volume (Veh/h)	7	347	21	22	318	7	33	4	23	38	3	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	377	23	24	346	8	36	4	25	41	3	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
	None					None						
Median storage veh												
Upstream signal (ft)												
						679						
pX, platoon unblocked												
vC, conflicting volume	354		400		668		806		200		630	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	354		400		668		806		200		630	
tC, single (s)	4.1		4.1		7.5		6.5		6.9		7.5	
tC, 2 stage (s)												
tF (s)	2.2		2.2		3.5		4.0		3.3		3.5	
p0 queue free %	99		98		89		99		97		88	
cM capacity (veh/h)	1201		1155		318		305		808		344	
Direction, Lane #												
	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2	SB 3	
Volume Total	4	4	251	149	24	231	123	65	41	17	27	
Volume Left	4	4	0	0	24	0	0	36	41	0	0	
Volume Right	0	0	0	23	0	0	8	25	0	14	27	
cSH	1201	1201	1700	1700	1155	1700	1700	413	344	634	835	
Volume to Capacity	0.01	0.01	0.15	0.09	0.02	0.14	0.07	0.16	0.12	0.03	0.03	
Queue Length 95th (ft)	1	1	0	0	2	0	0	14	10	2	3	
Control Delay (s)	8.0	8.0	0.0	0.0	8.2	0.0	0.0	15.3	16.9	10.8	9.5	
Lane LOS	A	A			A			C	C	B	A	
Approach Delay (s)	0.2				0.5		15.3		13.3			
Approach LOS							C		B			
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			33.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Timing Report, Sorted By Phase
 3: New Albany-Condit Road & Central College Road

10/11/2022

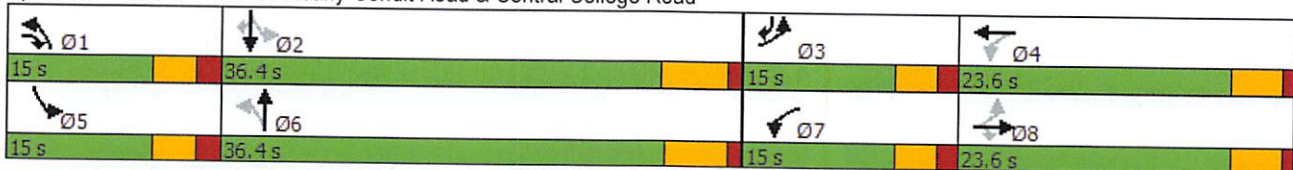


Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	36.4	15	23.6	15	36.4	15	23.6
Maximum Split (%)	16.7%	40.4%	16.7%	26.2%	16.7%	40.4%	16.7%	26.2%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.4	66.4	0	15	51.4	66.4
End Time (s)	15	51.4	66.4	0	15	51.4	66.4	0
Yield/Force Off (s)	10.2	45.7	62	85.4	10.2	46	62	85.4
Yield/Force Off 170(s)	10.2	45.7	62	74.4	10.2	35	62	85.4
Local Start Time (s)	75	0	36.4	51.4	75	0	36.4	51.4
Local Yield (s)	85.2	30.7	47	70.4	85.2	31	47	70.4
Local Yield 170(s)	85.2	30.7	47	59.4	85.2	20	47	70.4

Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	85

Splits and Phases: 3: New Albany-Condit Road & Central College Road



HCM 6th Signalized Intersection Summary
 3: New Albany-Condit Road & Central College Road

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	140	114	164	234	30	94	237	88	52	344	26
Future Volume (veh/h)	22	140	114	164	234	30	94	237	88	52	344	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	152	124	178	254	33	102	258	96	57	374	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	334	454	411	774	99	481	501	186	481	683	659
Arrive On Green	0.05	0.18	0.18	0.12	0.24	0.24	0.11	0.39	0.39	0.09	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	3167	407	1781	1300	484	1781	1870	1585
Grp Volume(v), veh/h	24	152	124	178	141	146	102	0	354	57	374	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1797	1781	0	1783	1781	1870	1585
Q Serve(g_s), s	0.9	6.1	5.1	6.4	5.5	5.6	2.7	0.0	12.8	1.5	13.4	0.9
Cycle Q Clear(g_c), s	0.9	6.1	5.1	6.4	5.5	5.6	2.7	0.0	12.8	1.5	13.4	0.9
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	370	334	454	411	434	439	481	0	687	481	683	659
V/C Ratio(X)	0.06	0.46	0.27	0.43	0.33	0.33	0.21	0.00	0.52	0.12	0.55	0.04
Avail Cap(c_a), veh/h	504	422	529	427	434	439	504	0	687	541	683	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	30.9	23.2	22.1	26.1	26.1	13.6	0.0	19.8	13.8	21.2	14.6
Incr Delay (d2), s/veh	0.1	1.0	0.3	0.7	0.4	0.4	0.2	0.0	2.7	0.1	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	1.9	2.5	2.2	2.3	1.0	0.0	5.3	0.5	5.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	31.9	23.6	22.9	26.5	26.6	13.8	0.0	22.6	13.9	24.3	14.7
LnGrp LOS	C	C	C	C	C	C	B	A	C	B	C	B
Approach Vol, veh/h	300			465			456			459		
Approach Delay, s/veh	27.9			25.1			20.6			22.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	36.4	8.7	25.2	12.2	38.1	14.2	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.7	* 11	19.0	* 10	* 31	* 11	19.0				
Max Q Clear Time (g_c+I1), s	4.7	15.4	2.9	7.6	3.5	14.8	8.4	8.1				
Green Ext Time (p_c), s	0.1	1.8	0.0	1.1	0.0	1.7	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				23.7								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

10/11/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	55	35	55	35
Maximum Split (%)	61.1%	38.9%	61.1%	38.9%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	55	0	55
End Time (s)	55	0	55	0
Yield/Force Off (s)	49	84	49	84
Yield/Force Off 170(s)	49	84	49	84
Local Start Time (s)	0	55	0	55
Local Yield (s)	49	84	49	84
Local Yield 170(s)	49	84	49	84

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	162	143	33	83	92	138	332	58	117	479	29
Future Volume (veh/h)	8	162	143	33	83	92	138	332	58	117	479	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	176	155	36	90	100	150	361	63	127	521	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	223	196	146	197	218	476	967	169	571	1088	67
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1193	917	808	1049	809	899	855	1551	271	963	1744	107
Grp Volume(v), veh/h	9	0	331	36	0	190	150	0	424	127	0	553
Grp Sat Flow(s),veh/h/ln	1193	0	1725	1049	0	1709	855	0	1822	963	0	1851
Q Serve(g_s), s	0.6	0.0	16.2	3.0	0.0	8.5	10.3	0.0	10.3	6.7	0.0	14.4
Cycle Q Clear(g_c), s	9.1	0.0	16.2	19.2	0.0	8.5	24.7	0.0	10.3	17.0	0.0	14.4
Prop In Lane	1.00		0.47	1.00		0.53	1.00		0.15	1.00		0.06
Lane Grp Cap(c), veh/h	257	0	419	146	0	415	476	0	1136	571	0	1155
V/C Ratio(X)	0.04	0.00	0.79	0.25	0.00	0.46	0.31	0.00	0.37	0.22	0.00	0.48
Avail Cap(c_a), veh/h	351	0	556	229	0	551	476	0	1136	571	0	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	31.9	40.9	0.0	29.0	15.7	0.0	8.3	12.5	0.0	9.1
Incr Delay (d2), s/veh	0.1	0.0	5.6	0.9	0.0	0.8	1.7	0.0	0.9	0.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.1	0.8	0.0	3.5	2.1	0.0	3.8	1.4	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	37.5	41.8	0.0	29.8	17.4	0.0	9.2	13.4	0.0	10.5
LnGrp LOS	C	A	D	D	A	C	B	A	A	B	A	B
Approach Vol, veh/h		340			226			574			680	
Approach Delay, s/veh		37.4			31.7			11.4			11.0	
Approach LOS		D			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.1		27.9		62.1		27.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		26.7		18.2		19.0		21.2				
Green Ext Time (p_c), s		3.6		1.5		4.2		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

HCM 6th TWSC
 21: New Albany-Condit Road & Snider Loop

10/11/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	22	1	422	9	3	601
Future Vol, veh/h	22	1	422	9	3	601
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	1	459	10	3	653

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1123	464	0	0	469
Stage 1	464	-	-	-	-
Stage 2	659	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	227	598	-	-	1093
Stage 1	633	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	226	598	-	-	1093
Mov Cap-2 Maneuver	226	-	-	-	-
Stage 1	633	-	-	-	-
Stage 2	513	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	232	1093
HCM Lane V/C Ratio	-	-	0.108	0.003
HCM Control Delay (s)	-	-	22.4	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive

10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations			↗			↗		↑↑↑			↑↑		
Traffic Volume (veh/h)	0	0	7	0	0	4	2	393	5	0	629	7	
Future Volume (Veh/h)	0	0	7	0	0	4	2	393	5	0	629	7	
Sign Control	Stop			Stop				Free			Free		
Grade	0%			0%				0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	0	8	0	0	4	2	427	5	0	684	8	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None	None					
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	803	1124	346	784	1126	109	692					432	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	803	1124	346	784	1126	109	692					432	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1					4.1	
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2	
p0 queue free %	100	100	99	100	100	100	100					100	
cM capacity (veh/h)	273	204	650	280	203	923	899					1124	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2					
Volume Total	8	4	73	142	142	76	456	236					
Volume Left	0	0	2	0	0	0	0	0					
Volume Right	8	4	0	0	0	5	0	8					
cSH	650	923	899	1700	1700	1700	1700	1700					
Volume to Capacity	0.01	0.00	0.00	0.08	0.08	0.04	0.27	0.14					
Queue Length 95th (ft)	1	0	0	0	0	0	0	0					
Control Delay (s)	10.6	8.9	0.3	0.0	0.0	0.0	0.0	0.0					
Lane LOS	B	A	A										
Approach Delay (s)	10.6	8.9	0.0					0.0					
Approach LOS	B	A											
Intersection Summary													
Average Delay			0.1										
Intersection Capacity Utilization			27.6%	ICU Level of Service				A					
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 16: Central College Road & Discover Complex Access

10/11/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	↑↑	↑↑	↑↑		↑	↑↑			
Traffic Volume (veh/h)	37	239	317	37	6	6			
Future Volume (Veh/h)	37	239	317	37	6	6			
Sign Control		Free	Free		Stop				
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	40	260	345	40	7	7			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		None	None						
Median storage (veh)									
Upstream signal (ft)			679						
pX, platoon unblocked	0.97				0.97	0.97			
vC, conflicting volume	385				575	192			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	297				494	98			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	97				99	99			
cM capacity (veh/h)	1220				472	908			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	SB 1	SB 2	SB 3
Volume Total	20	20	130	130	230	155	7	4	4
Volume Left	20	20	0	0	0	0	7	0	0
Volume Right	0	0	0	0	0	40	0	4	4
cSH	1220	1220	1700	1700	1700	1700	472	908	908
Volume to Capacity	0.03	0.03	0.08	0.08	0.14	0.09	0.01	0.00	0.00
Queue Length 95th (ft)	3	3	0	0	0	0	1	0	0
Control Delay (s)	8.1	8.1	0.0	0.0	0.0	0.0	12.7	9.0	9.0
Lane LOS	A	A					B	A	A
Approach Delay (s)	1.1				0.0		10.9		
Approach LOS							B		
Intersection Summary									
Average Delay			0.7						
Intersection Capacity Utilization			25.8%		ICU Level of Service				A
Analysis Period (min)			15						

Timing Report, Sorted By Phase

3: New Albany-Condit Road & Central College Road

10/12/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	None	None	Max	None	None
Maximum Split (s)	15	36.4	15	23.6	15	36.4	15	23.6
Maximum Split (%)	16.7%	40.4%	16.7%	26.2%	16.7%	40.4%	16.7%	26.2%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.4	66.4	0	15	51.4	66.4
End Time (s)	15	51.4	66.4	0	15	51.4	66.4	0
Yield/Force Off (s)	10.2	45.7	62	85.4	10.2	46	62	85.4
Yield/Force Off 170(s)	10.2	45.7	62	74.4	10.2	35	62	85.4
Local Start Time (s)	75	0	36.4	51.4	75	0	36.4	51.4
Local Yield (s)	85.2	30.7	47	70.4	85.2	31	47	70.4
Local Yield 170(s)	85.2	30.7	47	59.4	85.2	20	47	70.4

Intersection Summary

Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	85

Splits and Phases: 3: New Albany-Condit Road & Central College Road

Ø1	Ø2	Ø3	Ø4
15 s	36.4 s	15 s	23.6 s
Ø5	Ø6	Ø7	Ø8
15 s	36.4 s	15 s	23.6 s

HCM 6th Signalized Intersection Summary

3: New Albany-Condit Road & Central College Road

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗		↖	↗	↘
Traffic Volume (veh/h)	30	149	114	174	242	30	94	246	99	52	352	33
Future Volume (veh/h)	30	149	114	174	242	30	94	246	99	52	352	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	162	124	189	263	33	102	267	108	57	383	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	333	454	404	737	92	472	488	197	464	682	679
Arrive On Green	0.06	0.18	0.18	0.12	0.23	0.23	0.11	0.39	0.39	0.09	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	3181	395	1781	1266	512	1781	1870	1585
Grp Volume(v), veh/h	33	162	124	189	146	150	102	0	375	57	383	36
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1799	1781	0	1778	1781	1870	1585
Q Serve(g_s), s	1.2	6.6	5.1	6.8	5.8	5.9	2.7	0.0	13.8	1.5	13.8	1.1
Cycle Q Clear(g_c), s	1.2	6.6	5.1	6.8	5.8	5.9	2.7	0.0	13.8	1.5	13.8	1.1
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	375	333	454	404	412	417	472	0	685	464	682	679
V/C Ratio(X)	0.09	0.49	0.27	0.47	0.35	0.36	0.22	0.00	0.55	0.12	0.56	0.05
Avail Cap(c_a), veh/h	485	422	529	420	412	417	496	0	685	524	682	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	31.1	23.3	22.3	27.1	27.1	13.7	0.0	20.2	14.0	21.4	14.1
Incr Delay (d2), s/veh	0.1	1.1	0.3	0.8	0.5	0.5	0.2	0.0	3.1	0.1	3.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	1.9	2.7	2.3	2.4	1.0	0.0	5.7	0.5	5.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	32.2	23.6	23.2	27.6	27.6	13.9	0.0	23.3	14.1	24.7	14.2
LnGrp LOS	C	C	C	C	C	C	B	A	C	B	C	B
Approach Vol, veh/h		319			485			477				476
Approach Delay, s/veh		28.1			25.9			21.3				22.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	36.4	9.8	24.1	12.2	38.1	14.3	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.7	* 11	19.0	* 10	* 31	* 11	19.0				
Max Q Clear Time (g_c+I1), s	4.7	15.8	3.2	7.9	3.5	15.8	8.8	8.6				
Green Ext Time (p_c), s	0.1	1.8	0.0	1.1	0.0	1.8	0.1	0.9				

Intersection Summary

HCM 6th Ctrl Delay 24.1

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	8	0	27	6	0	6	20	427	5	5	618	8
Future Vol, veh/h	8	0	27	6	0	6	20	427	5	5	618	8
Conflicting Peds. #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	29	7	0	7	22	464	5	5	672	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1201	1200	677	1212	1202	467	681	0	0	469	0	0
Stage 1	687	687	-	511	511	-	-	-	-	-	-	-
Stage 2	514	513	-	701	691	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	185	453	159	185	596	912	-	-	1093	-	-
Stage 1	437	447	-	545	537	-	-	-	-	-	-	-
Stage 2	543	536	-	429	446	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	157	180	453	145	180	596	912	-	-	1093	-	-
Mov Cap-2 Maneuver	157	180	-	145	180	-	-	-	-	-	-	-
Stage 1	427	445	-	532	524	-	-	-	-	-	-	-
Stage 2	524	523	-	399	444	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	17.9		21.4		0.4		0.1			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	912	-	-	317	233	1093	-	-
HCM Lane V/C Ratio	0.024	-	-	0.12	0.056	0.005	-	-
HCM Control Delay (s)	9	-	-	17.9	21.4	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

10/12/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	55	35	55	35
Maximum Split (%)	61.1%	38.9%	61.1%	38.9%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	55	0	55
End Time (s)	55	0	55	0
Yield/Force Off (s)	49	84	49	84
Yield/Force Off 170(s)	49	84	49	84
Local Start Time (s)	0	55	0	55
Local Yield (s)	49	84	49	84
Local Yield 170(s)	49	84	49	84

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	162	143	33	83	99	138	355	58	125	504	35
Future Volume (veh/h)	8	162	143	33	83	99	138	355	58	125	504	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	176	155	36	90	108	150	386	63	136	548	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	223	196	147	188	226	452	978	160	551	1078	75
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1185	917	808	1049	774	929	829	1568	256	941	1729	120
Grp Volume(v), veh/h	9	0	331	36	0	198	150	0	449	136	0	586
Grp Sat Flow(s),veh/h/ln	1185	0	1725	1049	0	1703	829	0	1824	941	0	1849
Q Serve(g_s), s	0.6	0.0	16.2	3.0	0.0	9.0	11.0	0.0	11.1	7.6	0.0	15.7
Cycle Q Clear(g_c), s	9.6	0.0	16.2	19.2	0.0	9.0	26.7	0.0	11.1	18.7	0.0	15.7
Prop In Lane	1.00		0.47	1.00		0.55	1.00		0.14	1.00		0.06
Lane Grp Cap(c), veh/h	250	0	419	147	0	414	452	0	1137	551	0	1153
V/C Ratio(X)	0.04	0.00	0.79	0.25	0.00	0.48	0.33	0.00	0.39	0.25	0.00	0.51
Avail Cap(c_a), veh/h	344	0	556	230	0	549	452	0	1137	551	0	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	31.9	40.9	0.0	29.2	16.7	0.0	8.5	13.1	0.0	9.3
Incr Delay (d2), s/veh	0.1	0.0	5.5	0.9	0.0	0.9	2.0	0.0	1.0	1.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.1	0.8	0.0	3.6	2.2	0.0	4.1	1.6	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	37.4	41.7	0.0	30.0	18.7	0.0	9.5	14.2	0.0	10.9
LnGrp LOS	C	A	D	D	A	C	B	A	A	B	A	B
Approach Vol, veh/h		340			234			599			722	
Approach Delay, s/veh		37.3			31.8			11.8			11.6	
Approach LOS		D			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.1		27.9		62.1		27.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		28.7		18.2		20.7		21.2				
Green Ext Time (p_c), s		3.7		1.5		4.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

HCM 6th TWSC

21: New Albany-Condit Road & Site Access 5/Snider Loop

10/12/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	6	0	6	22	0	1	5	447	9	3	634	5
Future Vol, veh/h	6	0	6	22	0	1	5	447	9	3	634	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	24	0	1	5	486	10	3	689	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1200	1204	692	1202	1201	491	694	0	0	496	0	0
Stage 1	698	698	-	501	501	-	-	-	-	-	-	-
Stage 2	502	506	-	701	700	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	184	444	161	185	578	901	-	-	1068	-	-
Stage 1	431	442	-	552	543	-	-	-	-	-	-	-
Stage 2	552	540	-	429	441	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	161	182	444	158	183	578	901	-	-	1068	-	-
Mov Cap-2 Maneuver	161	182	-	158	183	-	-	-	-	-	-	-
Stage 1	428	441	-	549	540	-	-	-	-	-	-	-
Stage 2	548	537	-	422	440	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.1		31		0.1		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	236	163	1068	-	-
HCM Lane V/C Ratio	0.006	-	-	0.055	0.153	0.003	-	-
HCM Control Delay (s)	9	-	-	21.1	31	8.4	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive/Site Access 1

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↔↔↔			↕↕	
Traffic Volume (veh/h)	0	0	7	0	0	10	2	393	25	0	647	7
Future Volume (Veh/h)	0	0	7	0	0	10	2	393	25	0	647	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	8	0	0	11	2	427	27	0	703	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	829	1165	356	804	1156	120	711			454		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	829	1165	356	804	1156	120	711			454		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	99	100			100		
cM capacity (veh/h)	259	192	641	270	195	909	884			1103		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	8	11	73	142	142	98	469	242				
Volume Left	0	0	2	0	0	0	0	0				
Volume Right	8	11	0	0	0	27	0	8				
cSH	641	909	884	1700	1700	1700	1700	1700				
Volume to Capacity	0.01	0.01	0.00	0.08	0.08	0.06	0.28	0.14				
Queue Length 95th (ft)	1	1	0	0	0	0	0	0				
Control Delay (s)	10.7	9.0	0.3	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A	A									
Approach Delay (s)	10.7	9.0	0.0				0.0					
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			28.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Site Access 2/Discover Complex Access & Central College Road

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	239	13	15	317	37	26	3	17	6	3	6
Future Volume (Veh/h)	37	239	13	15	317	37	26	3	17	6	3	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	260	14	16	345	40	28	3	18	7	3	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					679							
pX, platoon unblocked	0.97						0.97	0.97		0.97	0.97	0.97
vC, conflicting volume	385			274			560	764	137	626	751	192
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	303			274			483	694	137	552	680	104
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			93	99	98	98	99	99
cM capacity (veh/h)	1217			1286			430	338	886	380	344	902
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2	SB 3	
Volume Total	20	20	173	101	16	230	155	49	7	5	5	
Volume Left	20	20	0	0	16	0	0	28	7	0	0	
Volume Right	0	0	0	14	0	0	40	18	0	2	5	
cSH	1217	1217	1700	1700	1286	1700	1700	520	380	472	902	
Volume to Capacity	0.03	0.03	0.10	0.06	0.01	0.14	0.09	0.09	0.02	0.01	0.01	
Queue Length 95th (ft)	3	3	0	0	1	0	0	8	1	1	0	
Control Delay (s)	8.1	8.1	0.0	0.0	7.8	0.0	0.0	12.6	14.7	12.7	9.0	
Lane LOS	A	A			A			B	B	B	A	
Approach Delay (s)	1.0				0.3			12.6	12.5			
Approach LOS								B	B			
Intersection Summary												
Average Delay			1.6									
Intersection Capacity Utilization			31.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timing Report, Sorted By Phase

3: New Albany-Condrit Road & Central College Road

10/12/2022

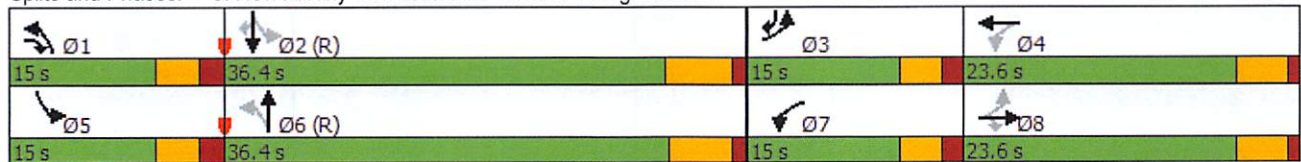


Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	36.4	15	23.6	15	36.4	15	23.6
Maximum Split (%)	16.7%	40.4%	16.7%	26.2%	16.7%	40.4%	16.7%	26.2%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.4	66.4	0	15	51.4	66.4
End Time (s)	15	51.4	66.4	0	15	51.4	66.4	0
Yield/Force Off (s)	10.2	45.7	62	85.4	10.2	46	62	85.4
Yield/Force Off 170(s)	10.2	45.7	62	74.4	10.2	35	62	85.4
Local Start Time (s)	75	0	36.4	51.4	75	0	36.4	51.4
Local Yield (s)	85.2	30.7	47	70.4	85.2	31	47	70.4
Local Yield 170(s)	85.2	30.7	47	59.4	85.2	20	47	70.4

Intersection Summary

Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 15 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	

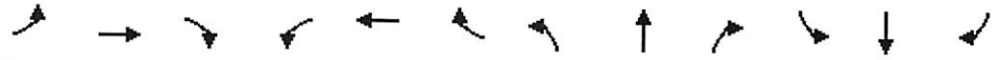
Splits and Phases: 3: New Albany-Condrit Road & Central College Road



HCM 6th Signalized Intersection Summary

3: New Albany-Condit Road & Central College Road

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	239	132	132	230	60	140	445	97	29	299	37
Future Volume (veh/h)	59	239	132	132	230	60	140	445	97	29	299	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	260	143	143	250	65	152	484	105	32	325	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap. veh/h	349	312	436	304	522	133	552	666	145	478	748	775
Arrive On Green	0.09	0.17	0.17	0.11	0.19	0.19	0.22	0.89	0.89	0.06	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	2804	715	1781	1489	323	1781	1870	1585
Grp Volume(v), veh/h	64	260	143	143	157	158	152	0	589	32	325	40
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1742	1781	0	1812	1781	1870	1585
Q Serve(g_s), s	2.5	12.1	6.5	5.7	7.1	7.3	3.9	0.0	8.8	0.9	11.4	1.2
Cycle Q Clear(g_c), s	2.5	12.1	6.5	5.7	7.1	7.3	3.9	0.0	8.8	0.9	11.4	1.2
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	349	312	436	304	330	324	552	0	811	478	748	775
V/C Ratio(X)	0.18	0.83	0.33	0.47	0.47	0.49	0.28	0.00	0.73	0.07	0.43	0.05
Avail Cap(c_a), veh/h	401	395	507	321	375	368	560	0	811	571	748	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	36.3	26.0	26.7	32.7	32.8	10.6	0.0	3.1	13.4	19.6	12.1
Incr Delay (d2), s/veh	0.2	11.7	0.4	1.1	1.1	1.1	0.3	0.0	5.6	0.1	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.4	2.4	2.4	3.0	3.0	1.2	0.0	2.5	0.3	4.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	48.0	26.4	27.8	33.8	33.9	10.9	0.0	8.7	13.5	21.4	12.2
LnGrp LOS	C	D	C	C	C	C	B	A	A	B	C	B
Approach Vol, veh/h		467			458			741			397	
Approach Delay, s/veh		38.4			32.0			9.2			19.9	
Approach LOS		D			C			A			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	41.7	12.4	21.3	10.3	46.0	14.1	19.6				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.7	* 11	19.0	* 10	* 31	* 11	19.0				
Max Q Clear Time (g_c+I1), s	5.9	13.4	4.5	9.3	2.9	10.8	7.7	14.1				
Green Ext Time (p_c), s	0.1	1.6	0.0	1.1	0.0	3.5	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay			22.9									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timing Report, Sorted By Phase
 12: New Albany-Condit Road & Walton Parkway

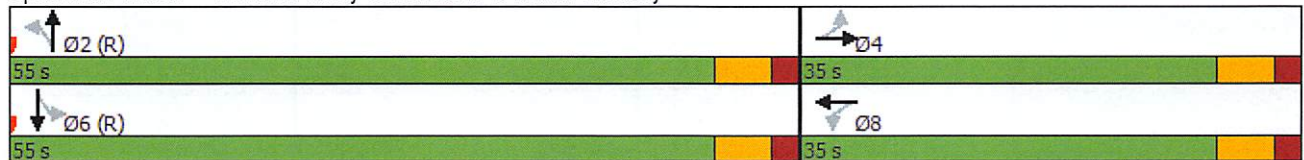
10/12/2022



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	55	35	55	35
Maximum Split (%)	61.1%	38.9%	61.1%	38.9%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	55	0	55
End Time (s)	55	0	55	0
Yield/Force Off (s)	49	84	49	84
Yield/Force Off 170(s)	49	84	49	84
Local Start Time (s)	0	55	0	55
Local Yield (s)	49	84	49	84
Local Yield 170(s)	49	84	49	84

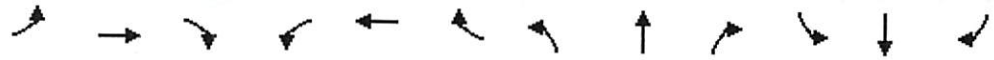
Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	61	154	75	147	147	76	528	24	39	498	15
Future Volume (veh/h)	30	61	154	75	147	147	76	528	24	39	498	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	66	167	82	160	160	83	574	26	42	541	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	111	282	209	204	204	616	1117	51	450	1137	34
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.63	0.63	0.63	1.00	1.00	1.00
Sat Flow, veh/h	1060	469	1187	1147	858	858	852	1775	80	819	1807	53
Grp Volume(v), veh/h	33	0	233	82	0	320	83	0	600	42	0	557
Grp Sat Flow(s),veh/h/ln	1060	0	1657	1147	0	1716	852	0	1856	819	0	1861
Q Serve(g_s), s	2.7	0.0	11.2	6.1	0.0	15.7	3.6	0.0	15.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	18.4	0.0	11.2	17.4	0.0	15.7	3.6	0.0	15.9	17.4	0.0	0.0
Prop In Lane	1.00		0.72	1.00		0.50	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	146	0	393	209	0	407	616	0	1168	450	0	1171
V/C Ratio(X)	0.23	0.00	0.59	0.39	0.00	0.79	0.13	0.00	0.51	0.09	0.00	0.48
Avail Cap(c_a), veh/h	236	0	534	307	0	553	616	0	1168	450	0	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	0.0	30.5	38.2	0.0	32.2	6.9	0.0	9.1	2.4	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.4	1.2	0.0	5.2	0.5	0.0	1.6	0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.5	1.8	0.0	6.9	0.6	0.0	6.0	0.1	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	31.9	39.4	0.0	37.4	7.3	0.0	10.8	2.9	0.0	1.4
LnGrp LOS	D	A	C	D	A	D	A	A	B	A	A	A
Approach Vol, veh/h		266			402			683				599
Approach Delay, s/veh		33.1			37.8			10.3				1.5
Approach LOS		C			D			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.6		27.4		62.6		27.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		17.9		20.4		19.4		19.4				
Green Ext Time (p_c), s		4.9		0.9		3.8		1.6				
Intersection Summary												
HCM 6th Ctrl Delay				16.4								
HCM 6th LOS				B								

HCM 6th TWSC
 21: New Albany-Condit Road & Snider Loop

10/12/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			B
Traffic Vol, veh/h	13	3	673	11	3	544
Future Vol, veh/h	13	3	673	11	3	544
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	732	12	3	591

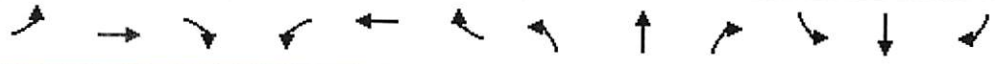
Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1335	738	0	0	744
Stage 1	738	-	-	-	-
Stage 2	597	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	169	418	-	-	864
Stage 1	473	-	-	-	-
Stage 2	550	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	168	418	-	-	864
Mov Cap-2 Maneuver	168	-	-	-	-
Stage 1	473	-	-	-	-
Stage 2	547	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	189	864
HCM Lane V/C Ratio	-	-	0.092	0.004
HCM Control Delay (s)	-	-	26	9.2
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.3	0

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive

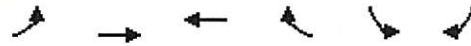
10/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↔↔↔			↕↔	
Traffic Volume (veh/h)	0	0	31	0	0	19	23	636	27	0	446	25
Future Volume (Veh/h)	0	0	31	0	0	19	23	636	27	0	446	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	34	0	0	21	25	691	29	0	485	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	742	1268	256	1032	1268	187	512			720		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	742	1268	256	1032	1268	187	512			720		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	100	100	97	98			100		
cM capacity (veh/h)	291	163	743	175	163	823	1050			877		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	34	21	140	230	230	144	323	189				
Volume Left	0	0	25	0	0	0	0	0				
Volume Right	34	21	0	0	0	29	0	27				
cSH	743	823	1050	1700	1700	1700	1700	1700				
Volume to Capacity	0.05	0.03	0.02	0.14	0.14	0.08	0.19	0.11				
Queue Length 95th (ft)	4	2	2	0	0	0	0	0				
Control Delay (s)	10.1	9.5	1.7	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A	A									
Approach Delay (s)	10.1	9.5	0.3					0.0				
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			29.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 16: Central College Road & Discover Complex Access

10/11/2022



Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Volume (veh/h)	7	393	370	7	38	38			
Future Volume (Veh/h)	7	393	370	7	38	38			
Sign Control		Free	Free		Stop				
Grade		0%	0%		0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	8	427	402	8	41	41			
Pedestrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type		None	None						
Median storage (veh)									
Upstream signal (ft)	679								
pX, platoon unblocked	0.99				0.99	0.99			
vC, conflicting volume	410				636	205			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	375				603	167			
tC, single (s)	4.1				6.8	6.9			
tC, 2 stage (s)									
tF (s)	2.2				3.5	3.3			
p0 queue free %	99				90	95			
cM capacity (veh/h)	1165				422	837			
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	SB 1	SB 2	SB 3
Volume Total	4	4	214	214	268	142	41	20	20
Volume Left	4	4	0	0	0	0	41	0	0
Volume Right	0	0	0	0	0	8	0	20	20
cSH	1165	1165	1700	1700	1700	1700	422	837	837
Volume to Capacity	0.01	0.01	0.13	0.13	0.16	0.08	0.10	0.02	0.02
Queue Length 95th (ft)	1	1	0	0	0	0	8	2	2
Control Delay (s)	8.1	8.1	0.0	0.0	0.0	0.0	14.5	9.4	9.4
Lane LOS	A	A					B	A	A
Approach Delay (s)	0.1				0.0	11.9			
Approach LOS							B		
Intersection Summary									
Average Delay			1.1						
Intersection Capacity Utilization			20.9%		ICU Level of Service			A	
Analysis Period (min)			15						

Timing Report, Sorted By Phase
 3: New Albany-Condit Road & Central College Road

10/12/2022



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15	36.2	15	23.8	15	36.2	15	23.8
Maximum Split (%)	16.7%	40.2%	16.7%	26.4%	16.7%	40.2%	16.7%	26.4%
Minimum Split (s)	15	26.7	15	23.6	15	26.4	15	23
Yellow Time (s)	3	4.7	3	3.6	3	4.4	3	3.6
All-Red Time (s)	1.8	1	1.4	1	1.8	1	1.4	1
Minimum Initial (s)	10	20	10	15	10	20	10	15
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)				7		7		
Flash Dont Walk (s)				11		11		
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	15	51.2	66.2	0	15	51.2	66.2
End Time (s)	15	51.2	66.2	0	15	51.2	66.2	0
Yield/Force Off (s)	10.2	45.5	61.8	85.4	10.2	45.8	61.8	85.4
Yield/Force Off 170(s)	10.2	45.5	61.8	74.4	10.2	34.8	61.8	85.4
Local Start Time (s)	75	0	36.2	51.2	75	0	36.2	51.2
Local Yield (s)	85.2	30.5	46.8	70.4	85.2	30.8	46.8	70.4
Local Yield 170(s)	85.2	30.5	46.8	59.4	85.2	19.8	46.8	70.4

Intersection Summary

























Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 15 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	

Splits and Phases: 3: New Albany-Condit Road & Central College Road



HCM 6th Signalized Intersection Summary 3: New Albany-Condit Road & Central College Road

10/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	248	132	144	239	60	140	454	109	29	308	45
Future Volume (veh/h)	68	248	132	144	239	60	140	454	109	29	308	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	270	143	157	260	65	152	493	118	32	335	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	321	444	305	528	130	536	644	154	449	738	774
Arrive On Green	0.09	0.17	0.17	0.11	0.19	0.19	0.22	0.88	0.88	0.06	0.39	0.39
Sat Flow, veh/h	1781	1870	1585	1781	2828	694	1781	1458	349	1781	1870	1585
Grp Volume(v), veh/h	74	270	143	157	162	163	152	0	611	32	335	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1745	1781	0	1808	1781	1870	1585
Q Serve(g_s), s	2.9	12.6	6.4	6.3	7.3	7.6	3.9	0.0	10.9	0.9	11.9	1.5
Cycle Q Clear(g_c), s	2.9	12.6	6.4	6.3	7.3	7.6	3.9	0.0	10.9	0.9	11.9	1.5
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	355	321	444	305	332	326	536	0	799	449	738	774
V/C Ratio(X)	0.21	0.84	0.32	0.52	0.49	0.50	0.28	0.00	0.77	0.07	0.45	0.06
Avail Cap(c_a), veh/h	398	399	510	321	379	372	544	0	799	542	738	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	36.1	25.6	26.6	32.7	32.8	11.0	0.0	3.6	13.8	20.1	12.2
Incr Delay (d2), s/veh	0.3	12.5	0.4	1.3	1.1	1.2	0.3	0.0	6.9	0.1	2.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.7	2.4	2.6	3.1	3.1	1.3	0.0	3.0	0.3	5.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	48.7	26.1	28.0	33.8	34.0	11.2	0.0	10.5	13.9	22.1	12.3
LnGrp LOS	C	D	C	C	C	C	B	A	B	B	C	B
Approach Vol, veh/h		487			482			763			416	
Approach Delay, s/veh		38.6			32.0			10.6			20.3	
Approach LOS		D			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.6	41.2	12.8	21.4	10.3	45.5	14.2	20.0				
Change Period (Y+Rc), s	* 4.8	5.7	* 4.4	4.6	* 4.8	* 5.7	* 4.4	4.6				
Max Green Setting (Gmax), s	* 10	30.5	* 11	19.2	* 10	* 31	* 11	19.2				
Max Q Clear Time (g_c+11), s	5.9	13.9	4.9	9.6	2.9	12.9	8.3	14.6				
Green Ext Time (p_c), s	0.1	1.7	0.1	1.1	0.0	3.5	0.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			23.6									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	17	0	35	6	0	6	31	677	6	6	555	15
Future Vol, veh/h	17	0	35	6	0	6	31	677	6	6	555	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	0	38	7	0	7	34	736	7	7	603	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1436	1436	611	1452	1441	740	619	0	0	743	0	0
Stage 1	625	625	-	808	808	-	-	-	-	-	-	-
Stage 2	811	811	-	644	633	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	133	494	108	133	417	961	-	-	864	-	-
Stage 1	473	477	-	375	394	-	-	-	-	-	-	-
Stage 2	373	393	-	461	473	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	106	127	494	96	127	417	961	-	-	864	-	-
Mov Cap-2 Maneuver	106	127	-	96	127	-	-	-	-	-	-	-
Stage 1	456	473	-	362	380	-	-	-	-	-	-	-
Stage 2	354	379	-	422	469	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.3		30.2		0.4		0.1	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	225	156	864	-	-
HCM Lane V/C Ratio	0.035	-	-	0.251	0.084	0.008	-	-
HCM Control Delay (s)	8.9	-	-	26.3	30.2	9.2	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.3	0	-	-

Timing Report, Sorted By Phase

12: New Albany-Condit Road & Walton Parkway

10/12/2022

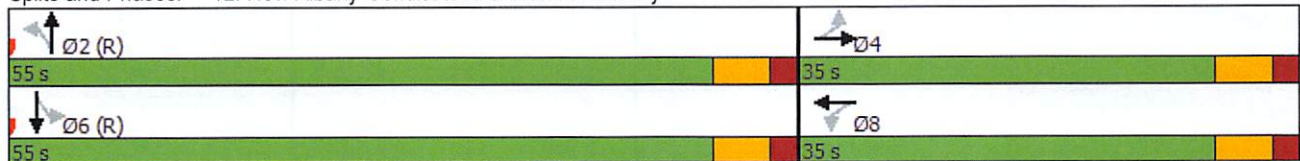


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	C-Min	None	C-Min	None
Maximum Split (s)	55	35	55	35
Maximum Split (%)	61.1%	38.9%	61.1%	38.9%
Minimum Split (s)	26	16	26	16
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	20	10	20	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	55	0	55
End Time (s)	55	0	55	0
Yield/Force Off (s)	49	84	49	84
Yield/Force Off 170(s)	49	84	49	84
Local Start Time (s)	0	55	0	55
Local Yield (s)	49	84	49	84
Local Yield 170(s)	49	84	49	84

Intersection Summary

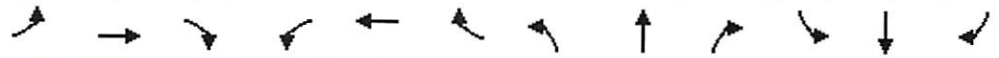
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	

Splits and Phases: 12: New Albany-Condit Road & Walton Parkway



HCM 6th Signalized Intersection Summary
 12: New Albany-Condit Road & Walton Parkway

10/12/2022

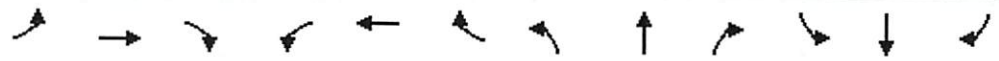


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	30	61	154	75	147	155	76	555	24	47	525	21
Future Volume (veh/h)	30	61	154	75	147	155	76	555	24	47	525	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	66	167	82	160	168	83	603	26	51	571	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	114	287	215	202	212	594	1112	48	425	1115	45
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.62	0.62	0.62	1.00	1.00	1.00
Sat Flow, veh/h	1052	469	1187	1147	835	877	823	1780	77	797	1785	72
Grp Volume(v), veh/h	33	0	233	82	0	328	83	0	629	51	0	594
Grp Sat Flow(s),veh/h/ln	1052	0	1657	1147	0	1712	823	0	1857	797	0	1857
Q Serve(g_s), s	2.7	0.0	11.2	6.1	0.0	16.2	3.8	0.0	17.3	2.0	0.0	0.0
Cycle Q Clear(g_c), s	18.9	0.0	11.2	17.3	0.0	16.2	3.8	0.0	17.3	19.3	0.0	0.0
Prop In Lane	1.00		0.72	1.00		0.51	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	146	0	401	215	0	415	594	0	1160	425	0	1160
V/C Ratio(X)	0.23	0.00	0.58	0.38	0.00	0.79	0.14	0.00	0.54	0.12	0.00	0.51
Avail Cap(c_a), veh/h	230	0	534	307	0	552	594	0	1160	425	0	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.8	0.0	30.1	37.7	0.0	32.0	7.1	0.0	9.6	3.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.3	1.1	0.0	5.7	0.5	0.0	1.8	0.6	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.4	1.7	0.0	7.1	0.7	0.0	6.5	0.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	31.4	38.8	0.0	37.6	7.5	0.0	11.4	3.5	0.0	1.6
LnGrp LOS	D	A	C	D	A	D	A	A	B	A	A	A
Approach Vol, veh/h		266			410			712				645
Approach Delay, s/veh		32.7			37.9			11.0				1.8
Approach LOS		C			D			B				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		62.2		27.8		62.2		27.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		19.3		20.9		21.3		19.3				
Green Ext Time (p_c), s		5.2		0.9		4.2		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔		↔	↔	
Traffic Vol, veh/h	6	0	6	13	0	3	6	702	11	3	579	6
Future Vol, veh/h	6	0	6	13	0	3	6	702	11	3	579	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	14	0	3	7	763	12	3	629	7
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1424	1428	633	1425	1425	769	636	0	0	775	0	0
Stage 1	639	639	-	783	783	-	-	-	-	-	-	-
Stage 2	785	789	-	642	642	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	113	135	480	113	136	401	947	-	-	841	-	-
Stage 1	464	470	-	387	404	-	-	-	-	-	-	-
Stage 2	386	402	-	463	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	134	480	111	135	401	947	-	-	841	-	-
Mov Cap-2 Maneuver	111	134	-	111	135	-	-	-	-	-	-	-
Stage 1	461	468	-	384	401	-	-	-	-	-	-	-
Stage 2	380	399	-	455	467	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	26.6		37.5		0.1			0				
HCM LOS	D		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	947	-	-	180	128	841	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.072	0.136	0.004	-	-				
HCM Control Delay (s)	8.8	-	-	26.6	37.5	9.3	-	-				
HCM Lane LOS	A	-	-	D	E	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	-	-				

HCM Unsignalized Intersection Capacity Analysis
 8: New Albany Road E & Private Drive/Site Access 1

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	31	0	0	25	23	636	50	0	465	25
Future Volume (Veh/h)	0	0	31	0	0	25	23	636	50	0	465	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	34	0	0	27	25	691	54	0	505	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	768	1314	266	1054	1300	200	532			745		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	768	1314	266	1054	1300	200	532			745		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	95	100	100	97	98			100		
cM capacity (veh/h)	276	153	732	169	156	808	1032			859		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2				
Volume Total	34	27	140	230	230	169	337	195				
Volume Left	0	0	25	0	0	0	0	0				
Volume Right	34	27	0	0	0	54	0	27				
cSH	732	808	1032	1700	1700	1700	1700	1700				
Volume to Capacity	0.05	0.03	0.02	0.14	0.14	0.10	0.20	0.11				
Queue Length 95th (ft)	4	3	2	0	0	0	0	0				
Control Delay (s)	10.2	9.6	1.7	0.0	0.0	0.0	0.0	0.0				
Lane LOS	B	A	A									
Approach Delay (s)	10.2	9.6	0.3				0.0					
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			30.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

16: Site Access 2/Discover Complex Access & Central College Road

10/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗↘	↕		↖	↕			↕		↗	↘	↖
Traffic Volume (veh/h)	7	388	21	22	365	7	33	4	23	38	3	38
Future Volume (Veh/h)	7	388	21	22	365	7	33	4	23	38	3	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%						0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	422	23	24	397	8	36	4	25	41	3	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
	None				None							
Median storage veh												
Upstream signal (ft)												
					679							
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	405			445			738	902	222	703	910	202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	389			445			725	890	222	689	897	186
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			87	99	97	87	99	95
cM capacity (veh/h)	1159			1112			287	271	781	309	268	820
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2	SB 3	
Volume Total	4	4	281	164	24	265	140	65	41	17	27	
Volume Left	4	4	0	0	24	0	0	36	41	0	0	
Volume Right	0	0	0	23	0	0	8	25	0	14	27	
cSH	1159	1159	1700	1700	1112	1700	1700	377	309	598	820	
Volume to Capacity	0.01	0.01	0.17	0.10	0.02	0.16	0.08	0.17	0.13	0.03	0.03	
Queue Length 95th (ft)	1	1	0	0	2	0	0	15	11	2	3	
Control Delay (s)	8.1	8.1	0.0	0.0	8.3	0.0	0.0	16.5	18.4	11.2	9.5	
Lane LOS	A	A			A			C	C	B	A	
Approach Delay (s)	0.1				0.5			16.5	14.2			
Approach LOS								C	B			
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			34.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕	↕	↕		↕	↕	
Traffic Vol, veh/h	6	0	6	22	0	1	5	447	9	3	634	5
Future Vol, veh/h	6	0	6	22	0	1	5	447	9	3	634	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	175	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	7	24	0	1	5	486	10	3	689	5

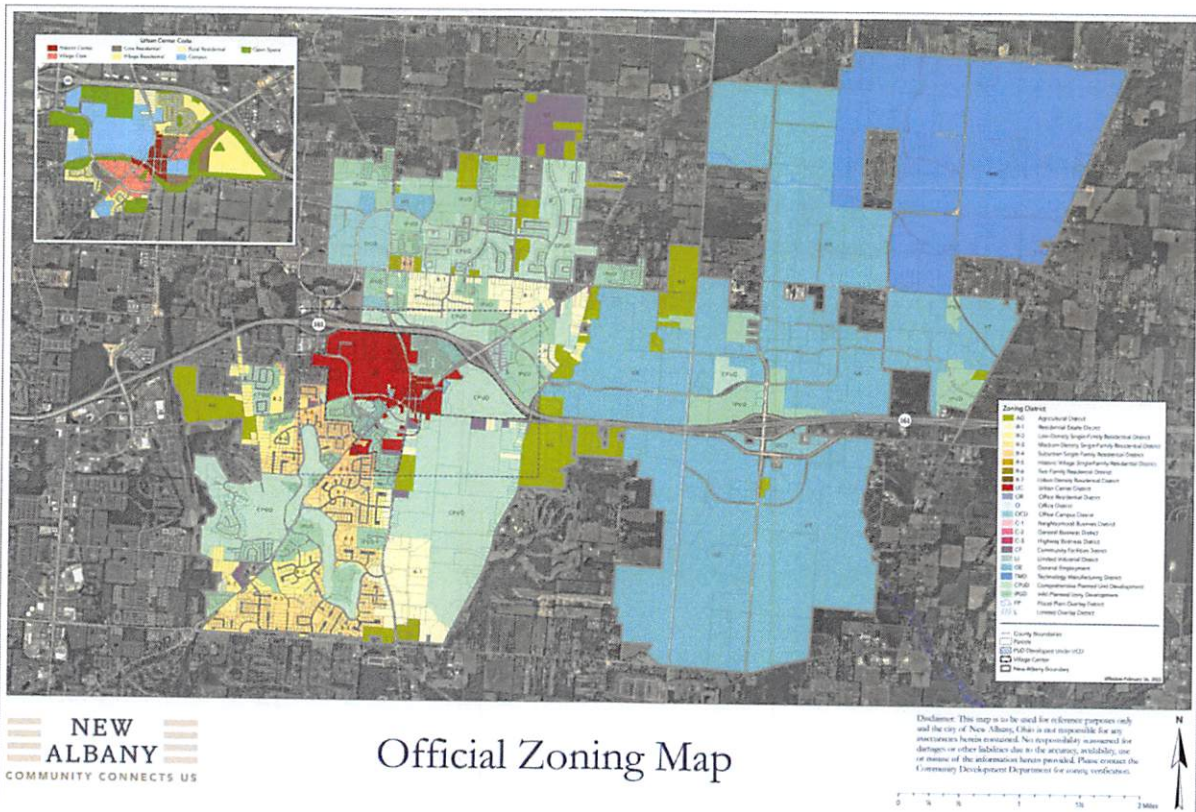
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1200	1204	692	1202	-	491	694	0	0	496	0	0
Stage 1	698	698	-	501	-	-	-	-	-	-	-	-
Stage 2	502	506	-	701	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	-	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	-	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	184	444	161	0	578	901	-	-	1068	-	-
Stage 1	431	442	-	552	0	-	-	-	-	-	-	-
Stage 2	552	540	-	429	0	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	161	182	444	158	-	578	901	-	-	1068	-	-
Mov Cap-2 Maneuver	161	182	-	158	-	-	-	-	-	-	-	-
Stage 1	428	441	-	549	-	-	-	-	-	-	-	-
Stage 2	548	537	-	422	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	21.1		30.9		0.1			0		
HCM LOS	C		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	901	-	-	236	158	578	1068	-	-
HCM Lane V/C Ratio	0.006	-	-	0.055	0.151	0.002	0.003	-	-
HCM Control Delay (s)	9	-	-	21.1	31.8	11.2	8.4	-	-
HCM Lane LOS	A	-	-	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0	0	-	-

Exhibit D-2

Zoning Map



City of New Albany
 P.O. Box 188
 99 West Main Street
 New Albany, OH 43054
 (614) 939-2245

Receipt Number	4053
Receipt Date	08/01/2023
Receipt Time	03:02:52
Paid By	DEVELOPMENT...
Payment Method	Multiple, See Below

Payee:

DEVELOPMENT DEPARTMENT
 99 W. MAIN STREET
 NEW ALBANY, OH 43054

Clerk: Mike Khoury

DESCRIPTION	COMMENT	AMOUNT
Receipts from 7/31/2023		\$919.46

PAYMENT METHOD	QUANTITY	REFERENCE	AMOUNT
CHECK	1	DEVELOPMENT DEPARTMENT	\$254.03
CREDIT CARD	1	DEVELOPMENT DEPARTMENT	\$665.43

Amount Tendered	\$919.46
Amount Applied	\$919.46
Change	\$0.00



ORDINANCE O-81-2023

AN ORDINANCE REQUESTING THE BOARD OF ELECTIONS TO SUBMIT TO THE ELECTORS OF THE CITY OF NEW ALBANY THE QUESTION OF WHETHER THE SALE OF BEER AND INTOXICATING LIQUOR SHALL BE PERMITTED WITHIN THE BOUNDARIES OF THE HAMLET AT SUGAR RUN COMMUNITY ENTERTAINMENT DISTRICT

WHEREAS, on August 1, 2023, council passed Ordinance No. O-79-2023 approving the application submitted by NoNA Master Development, LLC to designate the entire proposed area described in the application as The Hamlet at Sugar Run Community Entertainment District (“Sugar Run CED”) pursuant to Ohio Revised Code §4301.80; and

WHEREAS, a copy of the survey and boundaries of the Sugar Run CED as submitted in the application and approved in Ordinance No. O-79-2023 is attached hereto as Exhibit A; and

WHEREAS, all of the parcels contained within the Sugar Run CED are currently “dry” and therefore are not eligible to obtain a liquor permit from the Ohio Division of Liquor Control; and

WHEREAS, Ohio Revised Code Section 4301.356 authorizes the city to request the Board of Elections to submit to the electors of the City of New Albany the question of whether the sale of beer and intoxicating liquor shall be permitted within the boundaries of the Sugar Run CED (“Sugar Run CED Election”); and

WHEREAS, the mayor has recommended that the Sugar Run CED Election be placed on the March 19, 2024 ballot; and encourage the economic development of the Sugar Run corridor; and

WHEREAS, the statutory deadline for submitting this Ordinance to the Franklin County Board of Elections for the Sugar Run CED Election to be placed on the March 19, 2024 ballot is December 20, 2023; and

WHEREAS, it is in the interest of the City of New Albany, and the general interest of the community, traveling public and region to facilitate a community entertainment district for the opportunities it will bring to the city, supporting more restaurants and retail inside the city limits; and

WHEREAS, council, based upon the recommendation of the city manager, the statutory interpretation provided by the city’s law director, and understanding the legal risks, has determined that it is in the best interest of the city to submit to the electors of the City of New Albany the question of whether the sale of beer and intoxicating liquor shall be permitted within the boundaries of the Sugar Run CED.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of New Albany, Counties of Franklin and Licking, State of Ohio, that:

Section 1. Council hereby requests the Franklin County Board of Elections to submit to the electors of the City of New Albany at the election to be held on March 19, 2024, in accordance with Section 4301.356 of the Ohio Revised Code, the following question:

“Shall the sale of beer and intoxicating liquor be permitted on days of the week other than Sunday and between the hours of ten a.m. and midnight on Sunday, at The Hamlet at Sugar Run Community Entertainment District, a community facility as defined by Section 4301.01 of the Revised Code, and located south of Central College Road and containing the properties on the east and west sides of New Albany-Condit Road.”

	YES
	NO

Section 2. The clerk of council shall and is hereby directed to certify a copy of this resolution to the Board of Elections of Franklin County, Ohio, not later than December 20, 2023.

Section 3. The city manager, finance director, law director, and clerk of council are hereby authorized to take all actions, including the execution of all documents, including but not limited to ballot language reviews and approvals, necessary to ensure that The Hamlet at Sugar Run CED Election is on the March 2024 ballot and not substantially inconsistent with this ordinance.

Section 4. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of the council, and that all deliberations of the council and or any of its committees that resulted in such formal action were in meetings open to the public, in compliance with Section 121.22 of the Ohio Revised Code.

Section 5. Pursuant to Article 6.07(B) of the New Albany Charter, this ordinance shall become effective thirty (30) days after adoption.

CERTIFIED AS ADOPTED this 21 day of Aug, 2023.

Attest:


Sloan T. Spalding
Mayor


Jennifer H. Mason
Clerk of Council

Approved as to form:


Ben Albrecht (DCM per with)
Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 06/12/2023
Introduced: 06/20/2023
Revised: 07/24/2023
Adopted: 08/01/2023
Effective: 08/31/2023

**CERTIFICATION BY CLERK OF COUNCIL
OF PUBLICATION OF LEGISLATION**

I certify that copies of Ordinance **O-81-2023** were posted in accordance with Article VI, Section 6.12 of the Charter of the City of New Albany, for 30 days starting on August 2, 2023.


Jennifer Mason, Clerk of Council

Date

26.5 ACRES

Situated in the State of Ohio, County of Franklin, City of New Albany, in Section 13, Quarter Township 2, Township 2, Range 16, United States Military Lands, being comprised of all of the following tracts of land: those tracts conveyed to The New Albany Company, LLC by deeds of record in Official Records 14952J07 and 21256E01, and Instrument Numbers 200107120159281, 200110250246605, 201603170031803, 199804160090632, 199811122089607, 200007270148835, 199804160090633, 199911100282665, 201604080042971, and 202203070036529, those tracts conveyed to NONA Master Development, LLC by deeds of record in Instrument numbers 202205170075295, 202205180075664 and 202106280112895 (all references refer to the records of the Recorder's Office, Franklin County, Ohio) and more particularly bounded and described as follows:

BEGINNING at the northeasterly corner of that 0.824 acre tract conveyed to Terraza 7, LLC by deed of record in Instrument Number 202106230109913, in the southerly right of way line of Central College Road;

Thence the following courses and distances:

South 86° 12' 38" East, a distance of 957.13 feet to a point of curvature;

With the arc of a curve to the right, having a central angle of 52° 02' 34", a radius of 50.00 feet, an arc length of 45.42 feet, a chord bearing of South 60° 07' 08" East and chord distance of 43.87 feet to a point;

South 03° 27' 06" West, a distance of 483.28 feet to a point;

South 02° 24' 06" East, a distance of 98.05 feet to a point;

South 03° 27' 06" West, a distance of 89.32 feet to a point;

South 04° 43' 12" West, a distance of 60.69 feet to a point;

North 86° 08' 42" West, a distance of 3.66 feet to a point;

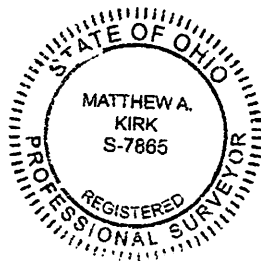
South 03° 24' 15" West, a distance of 179.85 feet to a point;

South 04° 39' 14" West, a distance of 224.43 feet to a point;

North 86° 02' 42" West, a distance of 1001.76 feet to a point; and

North 03° 41' 42" East, a distance of 1151.39 feet to the POINT OF BEGINNING, containing 26.51 acres of land, more or less.

The area encompassed by the proposed CED is more than 20 contiguous acres.



EVANS, MECHWART, HAMBLETON & TILTON, INC.

Matthew A. Kirk
Matthew A. Kirk
Professional Surveyor No. 7865

19 July 23
Date



ORDINANCE O-85-2023

APPROPRIATION AMENDMENT ORDINANCE

AN ORDINANCE TO AMEND APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES DURING THE FISCAL YEAR ENDING DECEMBER 31, 2023 AND TO AUTHORIZE A TRANSFER AND ADVANCE FROM THE GENERAL FUND * Amended on the floor

WHEREAS, in December 2022, the 2023 Annual Budget Program and the related permanent appropriations were adopted by council; and

WHEREAS, it is necessary to adjust the 2023 appropriations to ensure compliance with budgetary requirements and reflect proposed and actual spending.

WHEREAS, it is necessary to transfer and advance funds from the General Fund excess balance provide for additional costs related to planned projects and fund preliminary costs related to Rose Run II capital project in advance of bond issuance should the project have final approval.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of New Albany, Counties of Franklin and Licking, State of Ohio, that:

Section 1. City Council hereby authorizes an appropriation of the unappropriated balance of the following funds:

Fund	Department	Category	Increase/ (Decrease)
101 - General	Community Development	Operating and Contractual Services	\$ 54,600
101 - General	Administrative Services	Operating and Contractual Services	73,500
101 - General	Land & Building Maintenance	Operating and Contractual Services	41,000
101 - General	Finance	Operating and Contractual Services	20,000
101 - General	N/A	Transfers & Other Financing Uses	5,537,827
254 - Oak Grove II TIF	General Administration	Operating and Contractual Services	800,000
258 - Windsor TIF	N/A	Capital	400,000
272 - Local Fiscal Recovery (ARPA)	General Administration	Operating and Contractual Services	11,206,073
272 - Local Fiscal Recovery (ARPA)	N/A	Capital	48,852,757
401 - Capital Improvement	N/A	Capital	1,206,000 3,706,000
403 - Bonded Improvement	N/A	Capital	17,000
404 - Park Improvement	N/A	Capital	120,000
405 - Water and Sanitary Sewer Improvement	N/A	Capital	75,000
410 - Infrastructure Replacement Fund	General Administration	Operating and Contractual Services	16,000
422 - Economic Development Capital	N/A	Capital	(141,337,404)
		Total Appropriation Amendments	\$ (72,917,647) 70,167,647
→ 415 - Capital Equipment Replacement	N/A	Capital	250,000

Section 2. City Council hereby authorizes Budget Transfers as follows:

Fund	Department	Category	Increase/ (Decrease)	
403 - Bonded Improvement	N/A	Capital	\$ 4,500,000	3,037,827
405 - Water and Sanitary Sewer Improvement	N/A	Capital	(15,000)	
405 - Water and Sanitary Sewer Improvement	Land & Building Maintenance	Operating and Contractual Services	15,000	
422 - Economic Development Capital	N/A	Capital	(1,500,000)	(3,037,827)
Net Change related to Transfers			-	

Section 3. City Council hereby authorizes a transfer from the General Fund to the Capital Improvement fund in the amount of \$2,500,000.

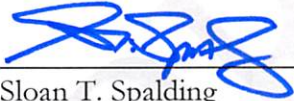
Section 4. City Council hereby authorizes an advance from the General Fund to the Bond Improvement fund in an amount not to exceed \$3,037,827 upon approval of the Rose Run II Capital Project to be repaid upon receipt of bond proceeds.

Section 5. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of the council, and that all deliberations of the council and or any of its committees that resulted in such formal action were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Section 6. Pursuant to Article VI, Section 6.07(B) of the charter of the City of New Albany, this ordinance shall be in effect on and after the earliest period allowed by law.

CERTIFIED AS ADOPTED this 1 day of August, 2023.

Attest:


 Sloan T. Spalding
 Mayor


 Jennifer H. Mason
 Clerk of Council

Approved as to form:


 Benjamin Albrecht
 Law Director

Legislation dates:	
Prepared:	06/26/2023
Introduced:	07/05/2023
Revised:	07/10/2023
Revised:	07/24/2023, 08/01/2023
Adopted:	08/01/2023
Effective:	08/01/2023

** Amended by council - see 8/1/2023 minutes*



ORDINANCE O-86-2023

AN ORDINANCE TO AMEND THE CODE OF ORDINANCES, CITY OF NEW ALBANY, OHIO TO PROVIDE NECESSARY AMENDMENTS TO CITY CODE SECTIONS 187.03, 187.04, 187.07, AND 187.08 REGARDING THE ESTABLISHMENT OF SPECIAL FUNDS; TO ADOPT AN INTERNAL CONTROL POLICY FOR THE MANDATORY DRUG FINE FUND REQUIRED BY OHIO REVISED CODE SECTION 2925.03(F)(2); AND FOR OTHER PURPOSES ** Amended on the floor*

WHEREAS, the duly elected governing authority of the City of New Albany, Ohio is authorized by ORC § 715.01 to adopt ordinances relating to its property, affairs, and local government; and

WHEREAS, city code Sections 187.03, 187.04, 187.07, and 187.08 all establish various prescribed funds required by the Ohio Revised Code; and

WHEREAS, various updates to code references and procedures surrounding the creation of such funds have been enacted under the Ohio Revised Code; and

WHEREAS, specifically, as currently enacted, city code section 187.08 authorizes creation of a Mandatory Drug Fine Fund into which shall be deposited proceeds imposed by the Franklin County Municipal Court to be allocated only to the city police department for certain prescribed purposes; and ** And Licking County Municipal Court*

WHEREAS, Ohio Revised Code Section 2925.03(F)(2) now requires law enforcement agencies to adopt a written internal control policy that addresses the police department's use and disposition of all fine moneys so received in the Mandatory Drug Fine Fund; and

WHEREAS, the city wishes to adopt these updates to the appropriate city code sections, as well as promulgate and adopt a written internal control policy for the Mandatory Drug Fine Fund, in order to maintain consistency and compliance with the Ohio Revised Code and to modernize the city code.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of New Albany, Counties of Franklin, and Licking, State of Ohio, that:

Section 1: Council hereby amends sections 187.03 (Indigent Drivers Alcohol Treatment Fund), 187.04 (Alcohol Education Fund), 187.07 (Law Enforcement Fund), and 187.08 (Mandatory Drug Fine Fund) to read as set forth and marked on Exhibit A, a copy of which is attached hereto and made a part hereof.

Section 2: Pursuant to Ohio Revised Code Section 2925.03(F)(2), and as related to the city's Mandatory Drug Fine Fund set forth in city code Section 187.08, council hereby approves and adopts the New Albany Police Department Internal Control Policy for Mandatory Drug Fine Fund as set forth in Exhibit B, a copy of which is attached hereto and made a part hereof.

Section 3: Except as amended herein, all provisions of the City of New Albany Code of Ordinances shall continue to remain in full force and effect.

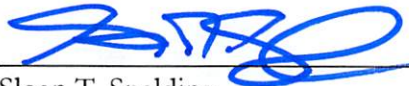
Section 4. All ordinances and parts of ordinances in conflict herewith are expressly repealed.

Section 5. It is hereby found and determined that all formal actions of this council concerning and relating to the adoption of this legislation were adopted in an open meeting of council, and that all deliberations of council that resulted in such formal action were in meetings open to the public, in compliance with Section 121.22 of the Ohio Revised Code.

Section 11. Pursuant to Article VI, Section 6.07(B) of the City of New Albany Charter, this ordinance shall become effective thirty (30) days after adoption.

CERTIFIED AS ADOPTED this 01 day of Aug, 2023.

Attest:



Sloan T. Spalding
Mayor



Jennifer H. Mason
Clerk of Council

Approved as to form:



Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared:	06/27/2023
Introduced:	07/18/2023
Revised:	08/01/2023
Adopted:	08/01/2023
Effective:	08/31/2023

Exhibit A – O-86-2023

187.03 INDIGENT DRIVERS ALCOHOL TREATMENT FUND.

In accordance with ORC 4511.191, ~~t~~There is hereby created the Indigent Drivers Alcohol Treatment Fund. All funds designated to the City pursuant to ORC 4511.~~19199(A)~~ shall be deposited into the Indigent Drivers Alcohol Treatment Fund and disbursed in accordance with ORC 4511.~~19199(A)~~.

187.04 ALCOHOL ENFORCEMENT AND EDUCATION FUND.

In accordance with ORC 4511.19, ~~t~~There is hereby created the Alcohol Enforcement and Education Fund. All funds designated pursuant to ORC 4511.~~1999(A)~~ shall be deposited into the Alcohol Enforcement and Education Fund and disbursed in accordance with ORC 4511.~~1999(A)~~.

187.07 LAW ENFORCEMENT TRUST FUND.

- (a) In accordance with Ohio Revised Code Chapter 2981, ~~t~~There is hereby created the Law Enforcement Trust Fund into which shall be deposited cash or proceeds from the sale of vehicles and other property seized under the ~~Contraband Seizure Forfeiture Act~~Ohio's criminal asset forfeiture laws codified in Ohio Revised Code Chapter 2981.
- (b) ~~Proceeds distributed to the Law Enforcement Trust Fund shall be allocated only to the New Albany Police Department and shall be expended only to pay the costs of protracted or complex investigations; to provide reasonable technical training and expertise; to provide matching funds to obtain Federal grants to aid law enforcement; or for such other purposes as recommended by the Chief of Police.~~
- (c) ~~Under authority of ORC 2901.01(J) and (M)~~In accordance with Ohio Revised Code Chapter 2981, the ~~Mayor or Administrator~~Director of Finance is hereby authorized and designated to accept cash, vehicles and other contraband property from the common pleas courts of the State of Ohio ~~in accordance with the Contraband Seizure Forfeiture Act, ORC 2933.43,~~ and to place the proceeds therefrom into the Law Enforcement Trust Fund as provided herein.
- (d) ~~The Administrator shall further cause all All~~ vehicles and property to be tagged to the Police Department ~~after forfeiture under the provisions of Ohio Revised Code Chapter 2981 shall~~to be used solely for law enforcement purposes, or sold and the proceeds from the sale deposited into the Law Enforcement Trust Fund.
- ~~(e) The Fund shall not be used to meet the operating costs of the Municipality that are unrelated to law enforcement.~~

187.08 MANDATORY DRUG FINE FUND.

- (a) In accordance with ORC 2925.03(F), ~~T~~here is hereby created the Mandatory Drug Fine Fund into which shall be deposited proceeds from drug-related offense fines imposed by the courts overseeing offenses committed in the City of New Albany, Franklin County Municipal Court.
- (b) Proceeds distributed to the Mandatory Drug Fine Fund shall be allocated only to the New Albany Police Department and shall be expended only to pay the costs of complex cases; costs of training and providing technical expertise; application toward Federal matching funds; special equipment; or for such other purposes as recommended by the Chief of Police.
- ~~(c) Moneys deposited into the Fund may not be used for operating costs of the Municipality if those costs are not related to law enforcement.~~

Exhibit A – O-86-2023

- (c) The Chief of Police is hereby authorized and designated to accept drug fines from the Franklin County Municipal Court and the Licking County Municipal Court and cause the fines to be deposited into the Mandatory Drug Fine Fund.
- (d) As required by ORC 2925.03(F)(2), the City has adopted a written internal control policy that specifically addresses the Mandatory Drug Fine Fund.

New Albany Police Department Internal Control Policy for Mandatory Drug Fine Fund

Policy Statement

This policy is adopted to comply with the statutory requirements of Section 2925.03(F)(2) and to comply with the requirements of the Auditor of the State of Ohio. Specifically, this policy establishes the New Albany Police Department's written internal control policy regulating the receipt and expenditures of proceeds from court-ordered mandatory drug fines.

General Procedures

1. Upon order of the appropriate court holding jurisdiction over qualifying drug-related offenses committed in the City of New Albany, Ohio, money and/or the monetary proceeds of mandated fines issued to the City shall be deposited into the New Albany Mandatory Drug Fine Fund by the Director of Finance or designee.
2. Each such deposit into the Mandatory Drug Fine Fund shall be properly recorded by the Director of Finance or designee using standard accounting principles and source documents to ensure proper future reference and/or audit compliance regarding the source of those funds. All supporting documentation will be incorporated into the Finance Department's fiscal and/or audit records in conjunction with monitoring receipts and expenditures of the Mandatory Drug Fine Fund.

Receipts

In addition to the above general procedures, upon the receipt of any funds issued pursuant to Sections 2925.03(F)(1) or 2925.03(F)(2) of the Ohio Revised Code, the Finance Department, in coordination with the Police Department, shall fully document the following:

- a. The date the funds were received; and
- b. The amount of such funds.

Expenditures

1. Upon the expenditure of any funds from the Mandatory Drug Fine Fund, the Police Department shall fully document the specific amount expended on each general type of expenditure.
2. The record of such expenditures shall not provide for or permit the identification of any specific expenditure that is made as part of, and during the pendency of, an ongoing investigation.
3. In accordance with Section 2925.03(F) of the Ohio Revised Code and Section 187.08 of the New Albany City Code, the monies from the Mandatory Drug Fine Fund shall be used exclusively for the purpose of subsidizing the New Albany Police Department's enforcement efforts that pertain to drug offenses, including but not limited to, paying the costs of complex cases, costs of training and providing technical expertise, application toward federal matching funds, special equipment, or for such other purposes as recommended by the Chief of Police.

4. The Finance Department shall be responsible for the maintenance of all financial records related to the Mandatory Drug Fine Fund.