



Council Minutes – Regular Meeting

March 5, 2024

CALL TO ORDER:

Mayor Spalding called to order the New Albany City Council Meeting of March 5, 2024 at 6:30 p.m. at the New Albany Village Hall, 99 West Main Street, New Albany, Ohio. Staff attending were City Manager Joseph Stefanov, Law Director Benjamin Albrecht, Deputy Finance Director Morgan Joeright, Administrative Services Director Adrienne Joly, Police Chief Greg Jones, Development Director Jennifer Chrysler, Economic Development Manager Sara Zeigler, Public Service Director Mike Barker, Economic Development Manager Sara Zeigler, Economic Development Specialist Alex Klosterman, Chief Communications and Marketing Officer Josh Poland, and Clerk of Council Jennifer Mason.

ROLL CALL:

The following Mayor/Council Members answered Roll Call:

Mayor Sloan Spalding	P
CM Marlene Brisk	P
CM Michael Durik	P
CM Chip Fellows	P
CM Kasey Kist	P
CM Matt Shull	A
CM Andrea Wiltout	P

Clerk Mason reported that Council Member Shull could not attend due to travel and requested to be excused. Mayor Spalding moved to excuse Council Member Shull from the council meeting. Council Member Kist seconded and council voted with 6 yes votes to excuse Council Member Shull from the council meeting.

ACTION ON MINUTES:

Council adopted the 2/20/24 meeting minutes by consensus.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE

HEARING OF VISITORS:

Maria Schaper MORPC presented the attached slides to council.

The Metropolitan Transportation Plan’s public comment period was open. MORPC was doing presentations around the region. There would be a Public Open House at MORPC on March 19. MORPC would be incorporating comments and adopt the plan in May of 2024. Ms. Schaper encouraged everyone to reach out and participate.

Council Member Fellows asked and Ms. Schaper answered that MOPRC was a metropolitan planning organization serving Franklin and Delaware Counties and the New Albany portion of Licking County. The



Council Minutes – Regular Meeting

March 5, 2024

balance of Licking County was served by the Licking County Area Transit Study (LCATS). It would not be involved with SR 161 widening outside its boundaries. Mayor Spalding stated that ODOT had recently funding approval for the SR 161 widening from Beech Road to York Road.

Mayor Spalding thanked Ms. Schaper for her time and for her service on the city’s Parks and Trails Advisory Board.

Mayor Spalding stated MORPC had done remarkable job in coordinating this plan and showing leadership in addressing the growth of the region. He expected to hear more from COTA about the LinkUS program and the anticipated levy to help pay for it. There was positive news around Ohio receiving rail service.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION: Council Member Wiltout reported that the PC approved the Final Development Plan and Preliminary Plat for the Haines Creek development. There were many residents in attendance. To break up a solid line of houses on the southern border, 4 houses were moved to the western border with a side orientation. That move got the developer closer to the greenspace requirement. There was discussion about the proper placement and orientation of those homes. Additional public concerns included the fee-in-lieu of \$50,000 per acre, grading for drainage, and dirt and dump trucks. The Final Plat would come to council. The PC voted 3-1 for the preliminary plat and plan with the “no” vote being because of the location of the 4 lots.

PARKS AND TRAILS ADVISORY BOARD: Planning Manager Steve Mayer reported that the PTAB held their annual organizational meeting. George Stribbick was elected chair, Char Steeleman as vice chair, and Tricia Segnini as secretary. Staff updated the members on Taylor Farm, city parks, and gave a quick refresher on board rules and regulations.

ARCHITECTURAL REVIEW BOARD: No meeting.

BOARD OF ZONING APPEALS: No meeting.

SUSTAINABILITY ADVISORY BOARD: No meeting.

IDEA IMPLEMENTATION PANEL: Council Member Wiltout encouraged registration for the EmpowHER event March 14 celebrating the inspiring women of New Albany. There would be 4 residents on panel. Dinner at The Estate at New Albany was included with registration. WBNS-10 TV journalist and news anchor Angela An would be the MC. Council Member Brisk stated they had over 100 RSVPS and she’d like to see council come out and support it. Men were invited to attend. The wide range of panelists would talk about what it was like to be a woman in New Albany.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

March 5, 2024

CORRESPONDENCE AND COMMUNICATION:

NONE

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-05-2024

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTER 137.01 “SUSTAINABILITY ADVISORY BOARD ESTABLISHED; MEMBERSHIP, TERM, AND VACANCY” OF THE CITY OF NEW ALBANY, OHIO’S CODIFIED ORDINANCES AS REQUESTED BY THE CITY OF NEW ALBANY.

Clerk Mason stated the Sustainability Advisory Board (SAB) was established by council in June of 2021 and could be found in city code section 137. The SAB had 7 members, 1 non-voting student member, and 1 non-voting council liaison. The SAB worked closely with the New Albany – Plain Local School District (NAPLS) on projects like tree planting, recycling, composting, supporting the schools’ grant application for water refilling stations, and funding the new student sustainability grant program. In order to maintain close ties and facilitate communication, this ordinance would amend city code to state that 1 SAB position may be a teacher/administrator from the school district and that teacher/administrator did not have to also be a resident of the city. Without that change, residency would be required. The SAB position remained one appointed by city council.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Wiltout moved to adopt the ordinance. Council Member Durik seconded and council voted with 6 yes votes to approve Ordinance O-05-2024.

ORDINANCE O-06-2024

Mayor Spalding read by title AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 9.9+/- ACRES OF LAND LOCATED AT THE SOUTHWEST CORNER OF JOHNSTOWN ROAD AND THOMPSON ROAD, FROM AGRICULTURE (AG) & RESIDENTIAL ESTATE DISTRICT (R-1) TO INFILL PLANNED UNIT DEVELOPMENT (I-PUD) FOR AN AREA TO BE KNOWN AS THE “OAKLAND NURSERY ZONING DISTRICT” AS REQUESTED BY OAKLAND NURSERY C/O AARON UNDERHILL ESQ.

Planning Manager Steve Mayer stated that the Oakland Nursery property recently annexed to the city and this combined parcel rezoning would allow for the continued use and operation of that garden center. The rezoning included the adjacent residential property to the south, allowing for an expansion of the commercial parking lot, use of the house for seasonal staff, and storage of products in the garage and barn. The garden center and exterior of the home would remain as is. Anything new would have to meet the city’s requirements. Zoning text included commitments to provide right-of-way and easements along all public roadways. As part of the Preliminary Development Plan, there was a landscape component for the

March 5, 2024

expansion of the parking lot. The Planning Commission (PC) approved the rezoning with a condition for headlight screening added to the south side with 3 ½ to 4 ft tall landscaping on the southside.

Steve Tippett, 5145 Johnstown Road, stated that he and his wife, Pam, lived on the property to the south and west of the Oakland Nursery residence and shared a property line with the nursery.

They were asking for 3 things. They requested taller, “green giant-variety” evergreen landscaping. Mr. Tippett noted a religious organization meeting house nearby had successfully used this taller variety for screening.

Mr. Tippett requested that the zoning text be updated to say there would be no overnight parking and no truck parking in that area. This was reasonable since the application said this was just for the use of the nursery residence during business hours. He wanted in writing, “no trucks and no overnight parking.”

Mr. Tippett requested that the screening plantings be along a different line than was shown in the zoning text. Moving the plantings to the edge of the parking lot would give the area a more open, natural look, and appear less divided up.

Council Member Fellows asked and Mr. Tippett responded that they were not able to make these requests to the Planning Commission.

Council Member Fellows asked and Aaron Underhill, attorney for applicant, replied that he first heard these requests recently via email. His client thought the requests were appropriate and had agreed to all 3. His client would be able to work with city staff. His client was not going to park overnight there, but wanted some reasonable time after business hours for employees to leave. The landscaping was an appropriate request that his client could accommodate.

Mayor Spalding stated, regarding truck parking, he wanted to make clear what “truck” meant, as it could mean different things to different people. We weren’t talking about individual, half-ton pickup trucks, we were talking larger ones. Mr. Underhill’s client agreed.

Mayor Spalding asked and Mr. Tippett answered that Mr. Underhill’s response sounded satisfactory. Mayor Spalding asked staff make sure language to satisfy these 3 conditions was appropriately included in the ordinance as passed.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Mayor Spalding moved to amend Ordinance O-06-2024 to include language providing for the applicant’s commitment to the 3 conditions as stated by Mr. Tippett. Council Member Wiltout seconded and council voted with 6 yes votes to amend the Ordinance as moved. Motion passed.

March 5, 2024

Mayor Spalding moved to adopt the ordinance as amended. Council Member Kist seconded and council voted with 6 yes votes to approve Ordinance O-06-2024 as amended.

ORDINANCE O-07-2024

Mayor Spalding read by title AN ORDINANCE TO ACCEPT A 21.47 ACRE CONSERVATION EASEMENT AS REQUESTED BY MBJ HOLDINGS, LLC.

City Engineer Kylor Johnson stated this legislation encompassed 2 separate areas totaling 21.47 acres. They were adjacent to another area that was previously accepted as a conservation easement. The intent of the conservation easement was for the conservation and protection of the physical, biological, chemical, and ecological integrity of the area by imposing restrictions designed to prevent impacts associated with commercial and industrial activities. It was advantageous to the city, as it promoted environmental stewardship and aided in maintaining the regional ecological balance. By accepting this easement, the city did not inherit legal responsibility for potential violations by the owner or any third party.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Mayor Spalding moved to adopt the ordinance. Council Member Fellows seconded and council voted with 6 yes votes to approve Ordinance O-07-2024.

INTRODUCTION AND FIRST READING OF ORDINANCES:

ORDINANCE O-08-2024

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTERS 1111.05, 1111.07, and 1113.05 OF THE CITY OF NEW ALBANY, OHIO'S CODIFIED ORDINANCES TO UPDATE PUBLICATION REQUIREMENTS AS REQUESTED BY THE CITY OF NEW ALBANY.

Clerk of Council Jennifer Mason stated this ordinance was drafted because of a change in Ohio Revised Code (ORC) section 731.21 in October of 2023, which made a change to city code possible. Under the old version, newspaper publication of a succinct summary of certain municipal actions, notices, and reports was required. Under the new version of the state law, the state authorized publication of a succinct summary of certain municipal actions, notices, and reports by selecting 1 or more of the 3 methods: (1) in a newspaper of general circulation, (2) the state's public notice website, and/or (3) the municipal corporation's website and social media account. Currently, 3 New Albany Codified Ordinances sections required newspaper publication of certain council, planning commission, and board of zoning appeals public hearings related to amending the zoning map, zoning appeals, and zoning variances. The city primarily used the Daily Reporter and, rarely, the Columbus Dispatch.

Under the new proposed city code, now allowed by the state, the city planned to utilize self-publication. This did not change the other notification provisions of city code. Staff would continue to send out neighbor notice letters to property owners within 200 feet and put up signs at least 10 days ahead where a rezoning was pending. The proposed city code changes would bring the city in line with ORC. The new options

March 5, 2024

could save money, make deadlines easier to meet, and make the published information easier for residents and the public to access.

These code changes were workshopped with staff and the law director. Clerk Mason thanked Deputy Clerk Madriguera for her in-depth research resulting in this legislation. Other municipalities, Dublin, Powell, and Upper Arlington, allowed for website publishing in their code.

Council Member Durik stated this made sense, particularly since New Albany no longer had a local newspaper.

Clerk Mason clarified that the city could still advertise in the newspaper under the new code. There were also certain actions and notices which still needed to be published in a paper per Ohio Revised Code, like a change to the city charter.

Mayor Spalding set the ordinance for second reading at the March 19, 2024 council meeting.

ORDINANCE O-09-2024

Mayor Spalding read by title AN ORDINANCE TO AMEND APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES DURING THE FISCAL YEAR ENDING DECEMBER 31, 2024, FOR THE ECONOMIC DEVELOPMENT – NEW ALBANY COMMUNITY AUTHORITY FUND IN THE AMOUNT OF THREE MILLION SIXTY THOUSAND DOLLARS \$3,060,000.00, AND DECLARING AN EMERGENCY TO WAIVE THE SECOND READING.

Finance Director Bethany Staats stated, since the adoption of the budget, the funding and planned expenditures for the Economic Development – New Albany Community Authority (NACA) Special Revenue fund had been updated. The main updates to expenses were related to relocating Innovate New Albany - the city’s incubator for technology startups, entrepreneurs, and small businesses; and to provide for additional operating expenses, resulting in an appropriation increase of \$3,060,000. Resolution R-05-2024, authorizing a request from the New Albany Community Authority Economic Development fund, which in part, authorized CIC funding requests totaling \$3,185,000, was also on this agenda for council’s consideration. The NACA Board of Trustees was meeting March 14, 2024 and would consider a resolution to approve the overall disbursement of funds to the city. Once the requests were approved by the city and NACA, the city would submit a disbursement request to draw the approved funds and would then distribute a portion to the Community Improvement Corporation (CIC). This ordinance declared an emergency and waived second reading to facilitate a quick relocation of Innovate New Albany before the expiration of their lease on March 31.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.



Council Minutes – Regular Meeting

March 5, 2024

Mayor Spalding moved to adopt the ordinance. Council Member Brisk seconded and council voted with 6 yes votes to approve Ordinance O-09-2024.

ORDINANCE O-10-2024

Mayor Spalding read by title AN ORDINANCE TO APPROVE THE FINAL PLAT FOR 42 AGE RESTRICTED SINGLE-FAMILY LOTS ON 9.001 +/- ACRES AND ACCEPT RESERVES “H” AND “I” FOR PHASE 5 OF THE “NOTTINGHAM TRACE” SUBDIVISION GENERALLY LOCATED WEST OF STATE ROUTE 605, EAST OF SCHLEPPI ROAD, AND SOUTH OF WALNUT STREET, AS REQUESTED BY PULTE HOMES.

Planning Manager Stephen Mayer stated legislation would approve the Final Plat for Nottingham Trace phase 5 of 6. The final phase was coming up in Ordinance O-11-2024. 80% of the homes were age-restricted. As required, the developer had submitted the age-restriction deed which would be recorded with this plat. The plat accepted 2 reserves dedicated to the city per the plan. The reserves would be maintained in perpetuity by the homeowners’ association. This Final Plat conformed with approved Final Development Plan and the Planning Commission recommended approval in December of 2023.

Mayor Spalding set the ordinance for second reading at the March 19, 2024 council meeting.

ORDINANCE O-11-2024

Mayor Spalding read by title AN ORDINANCE TO APPROVE THE FINAL PLAT FOR 44 AGE RESTRICTED SINGLE-FAMILY LOTS ON 9.430 +/- ACRES AND ACCEPT RESERVES “J” AND “K” FOR PHASE 6 OF THE “NOTTINGHAM TRACE” SUBDIVISION GENERALLY LOCATED WEST OF STATE ROUTE 605, EAST OF SCHLEPPI ROAD, AND SOUTH OF WALNUT STREET, AS REQUESTED BY PULTE HOMES.

Planning Manager Stephen Mayer stated this was for Nottingham Trace phase 6, the final phase. It was also age-restricted and the deed would to be recorded with the plat to meet the zoning requirement. This plat had 2 reserves which would owned by city and maintained by homeowners’ association in perpetuity. The plat conformed with the approved Final Development Plan. Staff verified that the development met with all the park and open space requirements of the subdivision. The Planning Commission recommended approval in December of 2023.

Mayor Spalding set the ordinance for second reading at the March 19, 2024 council meeting.

READING AND PUBLIC HEARING OF RESOLUTIONS:

RESOLUTION R-05-2024

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO REQUEST AND ACCEPT THE SUM OF NINE MILLION DOLLARS (\$9,000,000.00) FROM THE NEW ALBANY COMMUNITY AUTHORITY ECONOMIC DEVELOPMENT FUND FOR ECONOMIC DEVELOPMENT PROJECTS AND INCENTIVES.

March 5, 2024

Finance Director Bethany Staats stated this legislation was the first and likely only 2024 request for the New Albany Community Authority (NACA). The projects listed on Exhibit A would be presented at a NACA special meeting on March 14. The city was requesting \$9 million.

Item 1 of the requested funding was to pay costs of incentives for previously improved projects. The incentives would be paid in 2024 only if businesses met their benchmarks in the prior year. For the last several years the city had disbursed approximately \$2 million annually, but it could be up to \$2.5 million this year for FY2023. Item 2 was to pay Community Improvement Corporation (CIC) operating costs. The requested amount included additional funding for the relocation for Innovate New Albany and 1-time expenses per Ordinance O-09-2024. Item 3 was to pay local economic development organizations, Rep1 and Mid-Ohio Development Exchange, partnership funding and membership. Item 4 was to pay the cost of professional services, including, but not limited to, engineering, plan design, and legal counsel for economic development projects. Item 5 was to pay for shuttle service in 2024 for business park employees between the COTA Park and Ride and their places of employment. The SmartRide shuttle program started in 2014 and was initially fully funded by the city. After year 4, additional funding was provided by 3 business park associations who were assessed according to their acreage. The program was suspended for most of 2020 and part of 2021. The program resumed in 2022 and was significantly expanded in late 2023. Item 6 was to pay for the business park annual streetlight/signal maintenance and painting program. Item 7 was to pay for capital costs including the design, construction, furniture, fixtures, equipment, and relocation for Innovate New Albany per the new Letter of Agreement. Item 8 was to pay for the reimbursement of locally funded expenditures for Intel-related infrastructure improvements. The city was awarded \$280 in state infrastructure grants for phase 1 infrastructure improvements. The grants covered almost all of the costs. There were minimal costs which the grant award made the city's responsibility. These costs primarily consisted of added shared use paths, streetscapes, and white fencing common to New Albany road projects. and some waterline costs not directly related to Intel. Other funding sources were paying for additional local infrastructure. Item 9 was to pay for the design of the first segment of the Ganton Parkway extension.

This legislation further authorized the city manager and finance director to enter into any agreements as necessary and appropriate to facilitate the requested items.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Mayor Spalding moved to adopt the resolution. Council Member Brisk seconded and council voted with 6 yes votes to approve Resolution R-05-2024.

RESOLUTION R-06-2024

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ENTER INTO ANY AND ALL CONTRACTS FOR THE PURCHASE AND UPFITTING OF A ONE-TON DUMP TRUCK.

Public Service Director Mike Barker stated the public service department needed to replace a 2013 F-550 1-ton dump truck that was nearing the end of its useful life. The 2013 truck had 50,000 miles and 4500 service hours. 1 service hour equated to about 33 miles of driving, therefore, this truck had the

March 5, 2024

equivalent of 550,000 miles of engine wear and tear. The city used these 1-ton trucks primarily for snow and ice responses. They were an essential fleet vehicle. The city would be purchasing the chassis and upfitting via the City of Columbus purchasing contract and Sourcewell cooperative purchasing agreement. Both were competitively bid on an annual basis. The total cost of the truck with upfitting would be \$171,404. Funding for the truck was included in the 2024 Capital Equipment budget.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Kist asked Public Service Director Mike Barker replied that the 2013 truck had significant issues, its value was under \$10,000. The city would be selling it off through GovDeals. Often, the city would hold on to an older truck for a while as back-up, but this one had to go.

Council Member Kist moved to adopt the resolution. Council Member Wiltrout seconded and council voted with 6 yes votes to approve Resolution R-06-2024

RESOLUTION R-07-2024

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ADVERTISE, BID, AWARD AND EXECUTE CONTRACTS RELATED TO THE RECONSTRUCTION OF SOUTH HARLEM ROAD.

Public Service Director Mike Barker stated Harlem Road was originally constructed as a county roadway in Plain Township. It was annexed to the city in the early 1970s. The current roadway didn't meet city standards. This was a complete road reconstruction project. There would be a concrete base, ensuring longer road life. Drainage was a significant concern and continuous exposure to water resulted in annual improvement needs. Residents reported flooded front yards in the spring due to insufficient drainage, so the city planned to put a storm sewer outlet at the end. Harlem Road was seeing more traffic. Pedestrian safety was a concern. There were currently no pedestrian facilities and vehicular speed was a problem. The city planned to incorporate separated leisure trail, 8-foot-wide asphalt, providing a continuous pedestrian connection between James River Road and US 62. In response to public feedback, the city was able to work with residents and introduce plans for 3 center medians at strategic locations. The narrowed road at these locations should calm traffic speeds.

Council Member Fellows asked and Director Barker answered that local traffic would be maintained during the project. Residents and emergency vehicles needed access. Prime CMS would play a proactive role in communicating with residents so they knew what to expect and when.

Council Member Kist asked and Director Barker answered the total improvement length for Harlem Road was 1.2 miles. It would be a 22-foot-wide roadway, 11-foot lanes in each direction. He showed where the traffic islands would be located, including at the immediate entry point off of Morse Road. That island was 5 feet wide and would choke the lanes down to 10 feet wide on both sides. Despite resident complaints, the city couldn't legally restrict trucks on the roadway, however, it could install elements that would make it less convenient to use Harlem Road as a cut-through. Director Barker showed the island by Jason Court which was meant to slow drivers turning around that bend. A

March 5, 2024

resident was willing to dedicate some right-of-way to accommodate the median there. Director Barker further described extended paving limits, utility poles to be relocated, and an existing culvert to be replaced. The engineer’s estimate was \$2.3 million and Director Barker was anticipating some additional costs during construction of around \$500,000. Funding was in the 2024 Capital Improvement budget.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Wiltout moved to adopt the resolution. Council Member Durik seconded and council voted with 6 yes votes to approve Resolution R-07-2024

RESOLUTION R-08-2024

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ADVERTISE, BID, AWARD AND EXECUTE CONTRACTS RELATED TO THE CONSTRUCTION OF A SOUTHBOUND DROP RIGHT TURN LANE ALONG SR605 BETWEEN CHATHAM GREEN DRIVE AND KARDULES FIELDS WAY.

Public Service Director Mike Barker described the recurring back-up of cars stacking onto SR 605 during afternoon student pick-up. He had seen it backed up 550 feet beyond the parking lot entrance. This project would add pavement to the west side of the roadway and designate a drop right turn lane - creating stacking space so those cars don’t obstruct through traffic. The design was meant to maximize all the available space. The city was also working with the school district to improve parking lot flow and layout. For people going northbound and turning left into the school parking lot, there would be a designated left turn lane into the lot, separate from the right turners. As some drivers may reroute to enter from the south, this would help accommodate additional volume. Director Barker further described the relocation of the traffic signal to accommodate the new drop lane.

Council Member Kist asked and Director Barker replied that there was no plan to relocate the leisure trail on SR 605. The curve in the path was an important vertical element keeping pedestrians and vehicles separated. A large portion of the trail would be reconstructed. There would be storm sewer improvements and some re-grading would be needed. The reconstructed trail would still tie into existing trail.

City Manager Stefanov stated the construction was scheduled during the summer months. Director Barker stated the city would reuse the existing traffic light mast arm for a significant time and cost savings.

Mayor Spalding asked and Director Barker responded that 4-5 trees would be removed before April 1. No new trees were currently planned for the area. Mayor Spalding noted that future development of the campus may involve landscaping. Right now, that area was currently athletic fields. It could be a good spot for future landscaping. Council Member Fellows agreed.

Council Member Brisk credited City Manager Stefanov with the drop lane idea. She thought it would reduce frustration and the dangers that came with this situation. She had heard about a hit and some near misses of kids at that pedestrian crossing and parking lot entrance. She wondered if it was time to consider flashing

March 5, 2024

crosswalk signals there. Mayor Spalding couldn't think of an example of a flashing crosswalk at a signalized intersection. Council members discussed examples of flashing crossing signals at mid-block crossings. Director Barker understood Council Member Brisk's valid concern. He anticipated that the planned improvement of this intersection would simplify the flow, reduce confusion, and give pedestrians a better view of the crossings.

Council Member Wiltout asked Chief Communications Officer Poland to get the word out, the more communication, the better. Parents would be excited. She wanted to communicate any construction-related disruptions prior to school getting out and then returning. Council Member Wiltout asked if flow into school would change during construction. Director Barker confirmed that it would, however, most of the work was happening along the western edge of the pavement. Traffic would be maintained and shifted east during construction. City Manager Stefanov added most construction would be during summer months.

City Manager Stefanov stated one way to potentially address the conflict between pedestrians and vehicles was to restrict right-turn movements on red, particularly for the southbound lane. Council Member Brisk thought this would make a big difference and welcomed any other thoughts on pedestrian safety.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Brisk moved to adopt the resolution. Council Member Durik seconded and council voted with 6 yes votes to approve Resolution R-08-2024.

RESOLUTION R-09-2024

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT WITH MIDSTATES RECREATION FOR THE PURCHASE AND INSTALLATION OF SUN SAILS FOR TAYLOR FARM PARK PLAYGROUND THROUGH A COOPERATIVE PURCHASING AGREEMENT AS AUTHORIZED IN CODIFIED ORDINANCE 123.121(b).

Administrative Services Director Adrienne Joly stated one of the main objectives of Taylor Farm Park was to provide a variety of activities and experiences for all ages and abilities. A big piece of that was the playground opened last August. Since then, there had been many requests for shade and council included a line item in the 2024 budget for sunsails over portions of the playground. The city received quotes for 2 different sunsails. 1 would cover the 2-5 year play area and the other would partially cover the 5-12 year play area, not including the climbing tower. Staff was looking at beige posts with a light gray sail. These were common in other municipalities. The sails were seasonal and would have to come down in the winter because they were not rated for snow. Director Joly thought the city could get them installed in June of this year.

City code allowed cooperative purchasing as an alternative to competitive bidding. Midstates Recreation was part of the Sourcewell cooperative purchasing program and had a relationship with Playpower/Playworld. The quote from Midstates Recreation was \$213,562.50 which was under the amount budgeted in the 2024 Capital Improvement program.

March 5, 2024

Council Member Kist asked and Director Joly responded that the sails were seasonal and would come down in winter.

Council Member Fellows asked and Director Joly answered that the city was working with Messer Construction on the picnic shelter design. They couldn't just use the birdwatching shelter design. She would have an update soon with location and pricing. Regarding the boardwalk railing, the city was hearing that those would be installed in April.

Council Member Kist stated he drove by Taylor Farm Park and saw a need for need more parking. Director Joly stated the city was working on an expansion of the parking lot which would to double the number of spaces. The current nice weather was attracting a lot of people.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Mayor Spalding moved to adopt the resolution. Council Member Wiltrout seconded and council voted with 6 yes votes to approve Resolution R-09-2024.

COUNCIL SUBCOMMITTEE REPORTS:

NONE

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: No meeting.
- B. Council Representative to Joint Parks and Recreation: No report.
- C. Council Representative to New Albany-Plain Local Schools: Council Member Kist reported that the board reported their buses were having trouble exiting the garage due to increased traffic on US 62. There was also no room to expand. The district was working with the city to find a new home for the bus garage. Plain Township Trustee Hill and Fire Chief Connor presented a township update. The school district had formed a citizen advisory committee for student belonging. The committee contained a diverse group of parents. The goal was to enhance school culture for all students, find the root cause of why students don't feel belonging, and to create intentional programs to help students get to know other students. The #1 recommendation was to bring back student "houses." There were other suggestions. The district conducted a substance use survey, polling 7th, 9th, and 11th graders. 6% of students reported using alcohol, 2.9% reported using marijuana, and 2.8% reported vaping. 90% of students marked "none of the above."
- D. Council Representative to Plain Township: Council Member Durik reported the township met and the matters discussed did not impact the city.

REPORTS OF CITY OFFICIALS:

March 5, 2024

- A. Mayor: Mayor Spalding introduced and recognized new City Engineer Kaylor Johnson and Public Service Department Engineer Justin Wilkenson.
- B. Clerk of Council: Clerk Mason polled council about Local Dragon New Albany LLC's request for D2 and D3 liquor permits. Council did not request a hearing. Clerk Mason told council that she planned to meet with 2 designers and get estimates for the redesign of the council chambers conference room. That conference room had become a repository of old photos and random chairs because the room needed the seating. It was where some city boards convened and where council members met with residents. She asked council members to think about what could be done with the room and promised more to come. Mayor Spalding also asked for a re-evaluation of council chambers.
- C. Finance Director: No report.
- D. City Manager: City Manager Stefanov reported that he and development department staff would be meeting with Kevin Zeppernick of Thrive Communities that Thursday. Council Member Wilttrout and Council Member Kist were attending and there was room for 1 more. City Manager Stefanov reminded council that Thrive Communities was neither located in New Albany nor in the New Albany School District. That said, the developer had heard council's concerns and said they'd be willing to listen to feedback. This would be second meeting with Thrive. The first meeting was at The New Albany Company.

Tornado and Sever Weather Warning Services

City Manager Stefanov stated there had been questions about the operation of the CodeRed system, or lack thereof, during the recent weather event which included tornado warnings.

Chief Communications Officer Josh Poland presented the attached slides. He clarified that the tornado sirens that covered most of the residential area of New Albany were run by the Franklin County Emergency Management Agency whereas Code Red got its information from the National Weather Service (NWS). The 2 organization's warning maps were not the same. The NWS created more precise polygons. The FCEMA broke the Franklin County into 4 sections. The city did not have the option to change the CodeRed service to make it use FCEMA warning maps.

Chief Marketing Officer Poland told council that there were social media posts expressing concerns and wanting to get a CodeRed warning when nearby communities got one, like Gahanna or Pataskala. Unfortunately, CodeRed had limitations when it came to weather alerts. It would only send alerts to phones or email for warnings in the user's area, and not watches or warnings for neighboring communities. Users were notified where they were located. For example, if a user were in Tennessee, they would receive that area's warning. As a local government, New Albany wasn't responsible for weather alerts. The alert in CodeRed was a nice option, but council may wish to discuss how involved in weather they wanted to be. There were specific government

March 5, 2024

agencies, TV stations, and apps available to citizens. Bottom line, New Albany wanted its residents to be safe and would continue to assess the tools available.

Mayor Spalding asked and Chief Marketing Officer Poland confirmed that CodeRed was working properly and New Albany would have received an alert had New Albany been in the NWS warning polygon. New Albany didn't control the data source that CodeRed used. CodeRed chose NWS. Chief Marketing Officer Poland stated he could ask CodeRed about changing sources, but he was not anticipating that would happen.

Chief Marketing Officer Poland stated that, if one heard a siren, one should take the plan of action that was hopefully prepared ahead of time. Severe Weather Awareness Week started March 17. The city would put out related communications and messaging.

Council members discussed the frequency of NWS warning polygon updates, the specificity of CodeRed areas, reactions to sirens, the seriousness of both the sirens and the CodeRed alert, the imprecision of weather predictions, how both were better forecasting models than before when the entire county received the warning siren.

Council Member Kist recalled hearing the tornado siren, taking action, then later realizing he didn't receive a CodeRed alert. He wanted to set standard of what to do going forward.

Chief Marketing Officer Poland stated, in the city's communications to residents, the city encouraged them to subscribe to other sources for weather updates.

Council members discussed the option of city not using CodeRed or scaling back to not include weather alerts, whether city government should be in "the weather business," what could happen if the city made a mistake with a notice, how to communicate to residents, and how individual council members reacted to alerts. The city could encourage residents to subscribe to their preferred services or keep putting out messaging about how CodeRed differed.

City Manager Stefanov stated that council could decide to opt out of CodeRed weather alerts if they thought it was creating more confusion than helping. CodeRed could just be for other purposes.

Council Member Fellows understood people were looking to CodeRed because they wanted that service. The city perhaps needed to do more education. Several council members agreed. Council Member Brisk preferred to keep it but to let people know the city didn't control it and it was based on parameters from the NWS.

Vehicle Break-ins in the Area

City Manager Stefanov reported that there had been car break-ins that day at Marburn Academy and in the Windsor subdivision. Chief Jones confirmed break-ins for 4 cars at Marburn and 1 in Windsor. Video cameras and license plate readers were helpful. The perpetrators arrived in a

March 5, 2024

“fresh” stolen car, meaning it wasn’t in the system, therefore the city received no alert. There appeared to be 3-4 individuals, juveniles or young adults. They jumped out, smashed the windows of the 4 cars at Marburn and the 1 car in the residential area, very quickly. They hit the Polaris area before New Albany and went to Easton after. Although the video was good, police didn’t have a way to identify the offenders. This crime represented an expansion of a particular *modus operandi* because it happened in broad daylight. Police departments were seeing more of this type of crime in middle of the day. New Albany police continued to work this case. As areas around New Albany developed, this type of crimes was becoming more common.

Council Member Fellows asked and Chief Jones answered that the motivation for these crimes varied – it could be to get money for drugs, to steal property in the cars, it could be joy riding, or stealing Kias. Police were finding that owners sometimes left push-to-start key fobs in their car. Criminals might take a car that starts easily and dump their stolen car. Council Member Fellows had read about a device that could read and copy fob signals. Chief Jones agreed this was constantly evolving and a significant issue for the central Ohio area.

Council Member Fellows asked and Chief Jones answered that criminals were not likely to take a car to “chop shop.” Plate readers were good for locating stolen cars. Cars were often dumped in apartment complex lots, sometimes left for other criminals.

Council Member Fellows asked and Chief Jones responded that, unless the perpetrator admitted they stole the car, they were charged with receiving stolen property. Many perpetrators were juveniles. Adults faced far greater consequences. In the current matter, Chief Jones understood a gun was stolen at another location which would result in a larger charge. Recently, New Albany had investigated 2 vehicles stolen off a construction site. The perpetrator turned out to be an angry ex-employee. Both vehicles were recovered, along with a gun. These crimes happened in both residential or commercial settings.

Chief Jones stated that the New Albany Police Department would continue to analyze the statistics and put out officers in unmarked cars. Unlike some other municipalities, New Albany didn’t have concentration areas where this happened more often. There was no pattern in New Albany. The crimes happened quickly and often had no witnesses. The city would continue to communicate with residents about these kinds of crimes. Chief Jones anticipated seeing more as the area population grew. The police department utilized bait vehicles, bait devices, traffic cams, flock cams, unmarked patrols, and drones. There were proactive measures, but without a pattern, it was hard to catch criminals in the act.

Council Member Fellows wondered if the sense of wellbeing meant that people didn’t take precautions. City Manager Stefanov stated that messaging about crime happened every year since he started 24 years ago. Chief Jones added that continuing messaging about not leaving valuables or the key fob in the car was helpful. The city may want to make a video with some of these steps. There had been an uptick in this type of crime over the years. The city had had some successes,



Council Minutes – Regular Meeting

March 5, 2024

they caught a stolen car with juveniles in The Preserve in Columbus with the Columbus Police Department assisting.

Mayor Spalding reminded everyone that the New Albany Police Department published a lot of information on the city’s website regarding crime in the area. Some kinds of crime spiked seasonally.

Greg Jones stated that New Albany was a low crime community, but certainly not exempt.

E. City Attorney: No report.

POLL FOR PUBLIC COMMENT:

NONE

POLL FOR COUNCIL COMMENT:

NONE

OTHER BUSINESS:

NONE

ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Kist seconded to adjourn the March 5, 2024 regular council meeting at 8:35 pm.

ATTEST:



Jennifer H. Mason, Clerk of Council



Sloan Spalding, Mayor



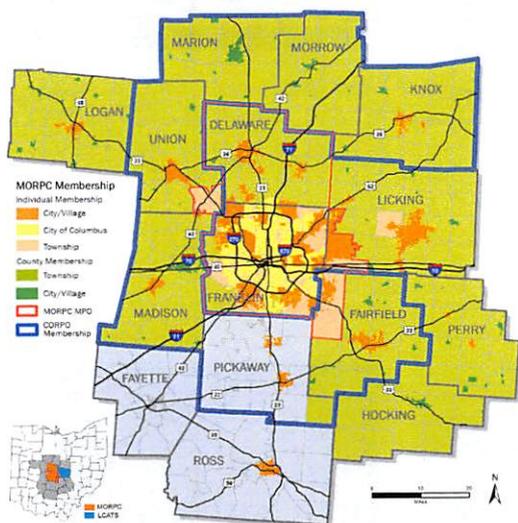
Date

2024 - 2050 DRAFT METROPOLITAN TRANSPORTATION PLAN

New Albany City Council Meeting
March 5, 2024



MID-OHIO REGIONAL PLANNING COMMISSION

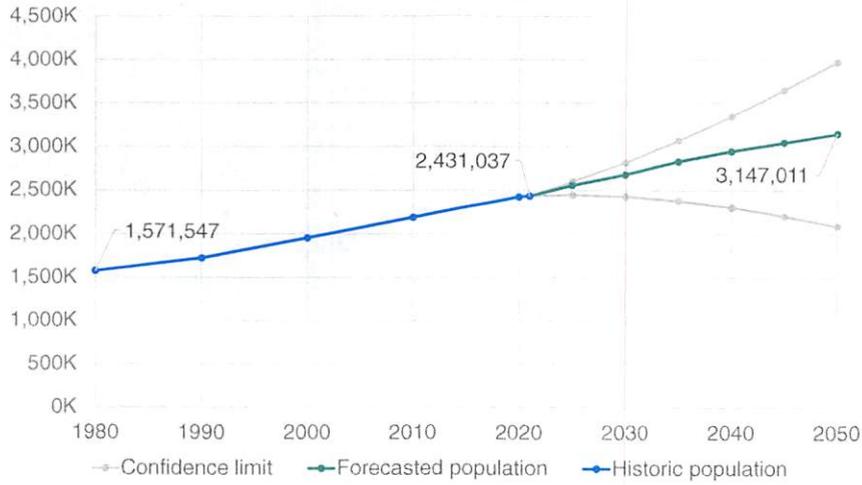


- Regional Council for Columbus, Ohio Region
 - 2.4 million and growing
- Services for 85 Local Governments
 - Rural * Urban * Suburban
- Focus Areas:
 - Transportation & Infrastructure
 - Development Support (EDD)
 - Planning & Sustainability
 - Data, Research & Mapping
 - Residential Services
 - Policy & Grant Development
 - Engagement
- Key Partner to Businesses & Non-Profits

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



15-County Region Population



2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



15-County Regional Growth



Population



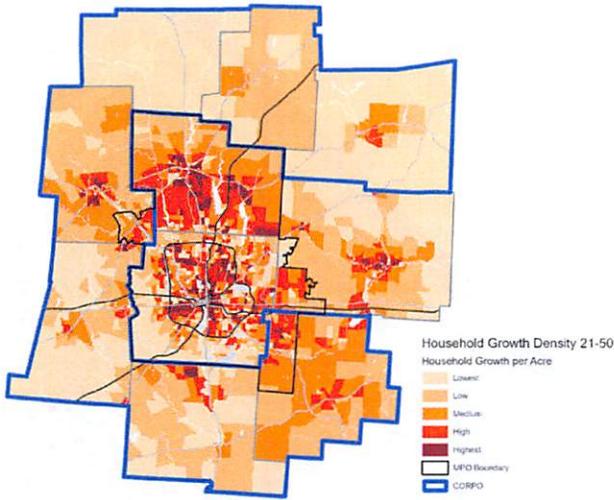
Households



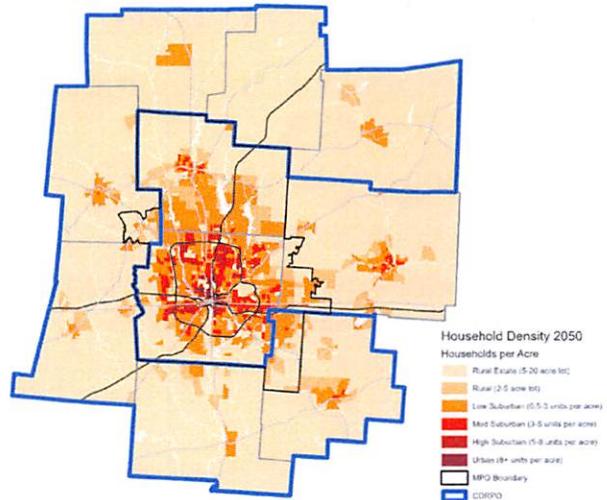
Labor force

2050 Households

Growth Density

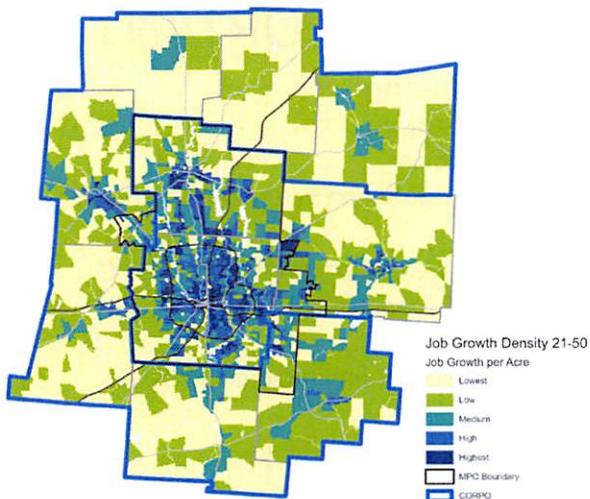


Total 2050 Density

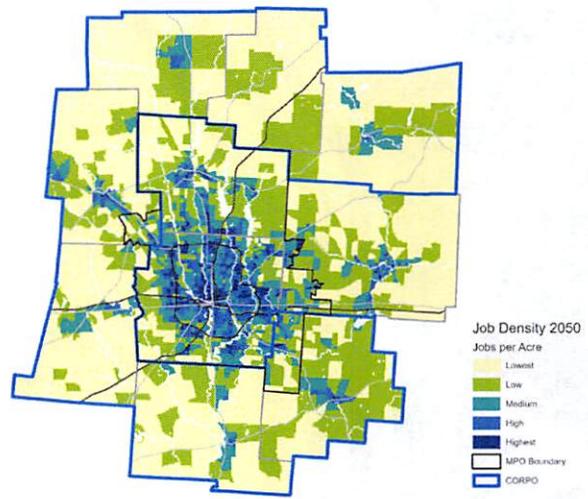


2050 Jobs

Growth Density



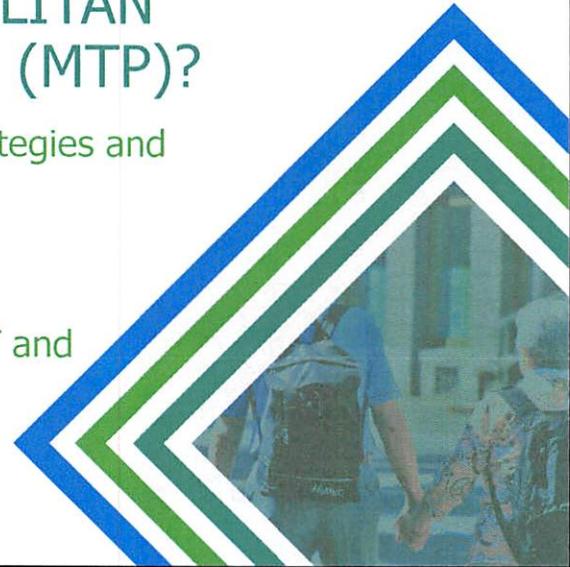
Total 2050 Density





WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Identifies regional transportation strategies and projects
- Long-range (20+ years)
- Fiscally constrained
- Formal document submitted to ODOT and USDOT every 4 years



2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



WHY IS THE MTP IMPORTANT?

- **Central Ohio is growing**
 - Demographics are changing
 - Development is changing
 - Demands on the transportation system are changing
- **Transportation projects must be on MTP to be eligible for federal funding**
 - Formula & Discretionary (BIL)
 - Guides the work of MORPC and regional and local planning partners

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



By guiding investment in transportation and mobility infrastructure and services in Central Ohio, the MTP identifies strategies to advance the following six goals:



Create sustainable neighborhoods to improve all residents' quality of life.



Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.



Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.



Provide transportation and mobility options to benefit the health, safety, and welfare of all people.



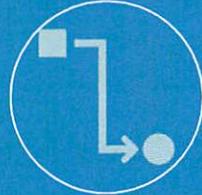
Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.



Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.



Goals, Objectives & Targets
Local & State Plans
Data



Pop/Emp Forecasting
Travel Demand Modeling
Project Evaluation
Fiscal Analysis
Impact Analyses



Regional Strategies
Priority Projects
Documentation





DRAFT STRATEGIES

• System Management

- Preservation & Maintenance
- Technology & Intelligent Transportation Systems
- Demand Management
- Safety & Security

• System Development

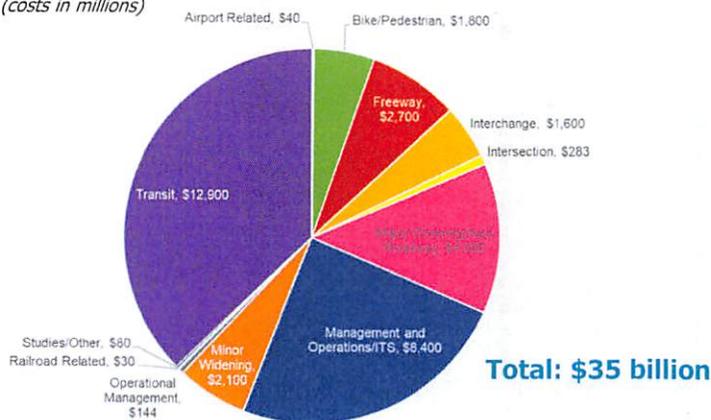
- Infrastructure Projects
 - Bike/Ped
 - Transit
 - Freight
 - Roadways
 - Multimodal Connections & Hubs

Full list of strategies available at: www.morpc.org/mtp2050

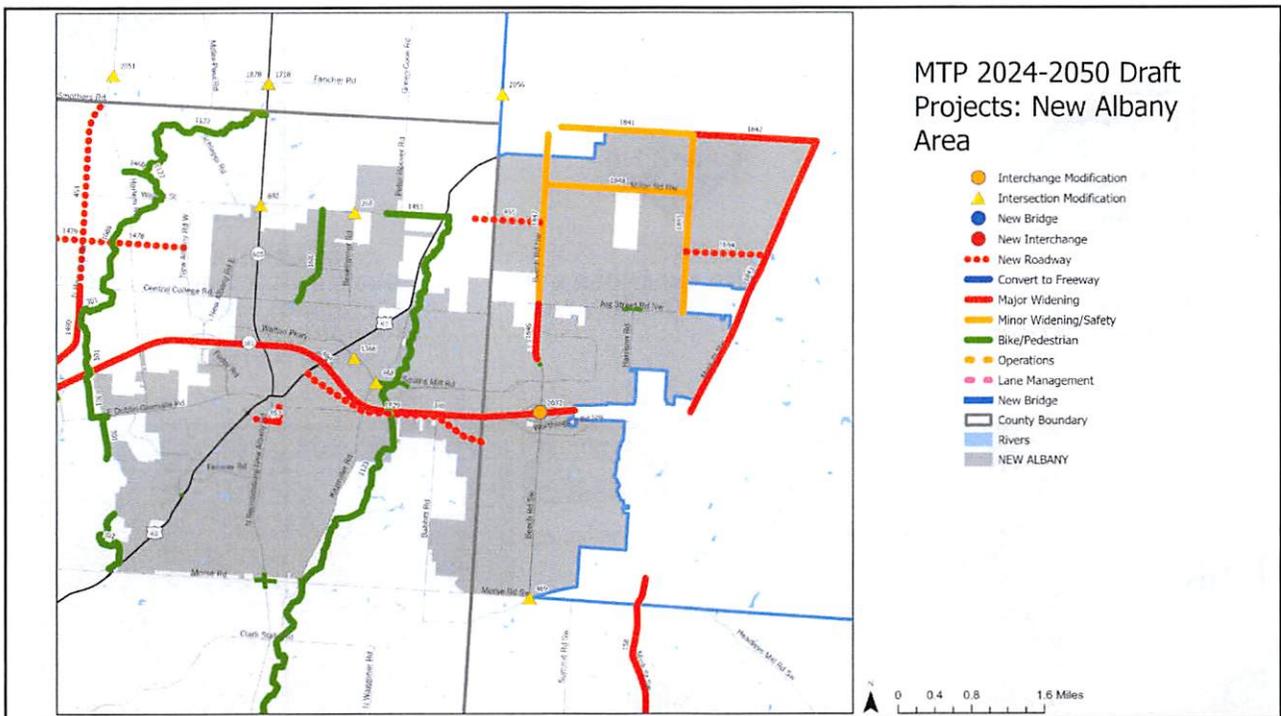
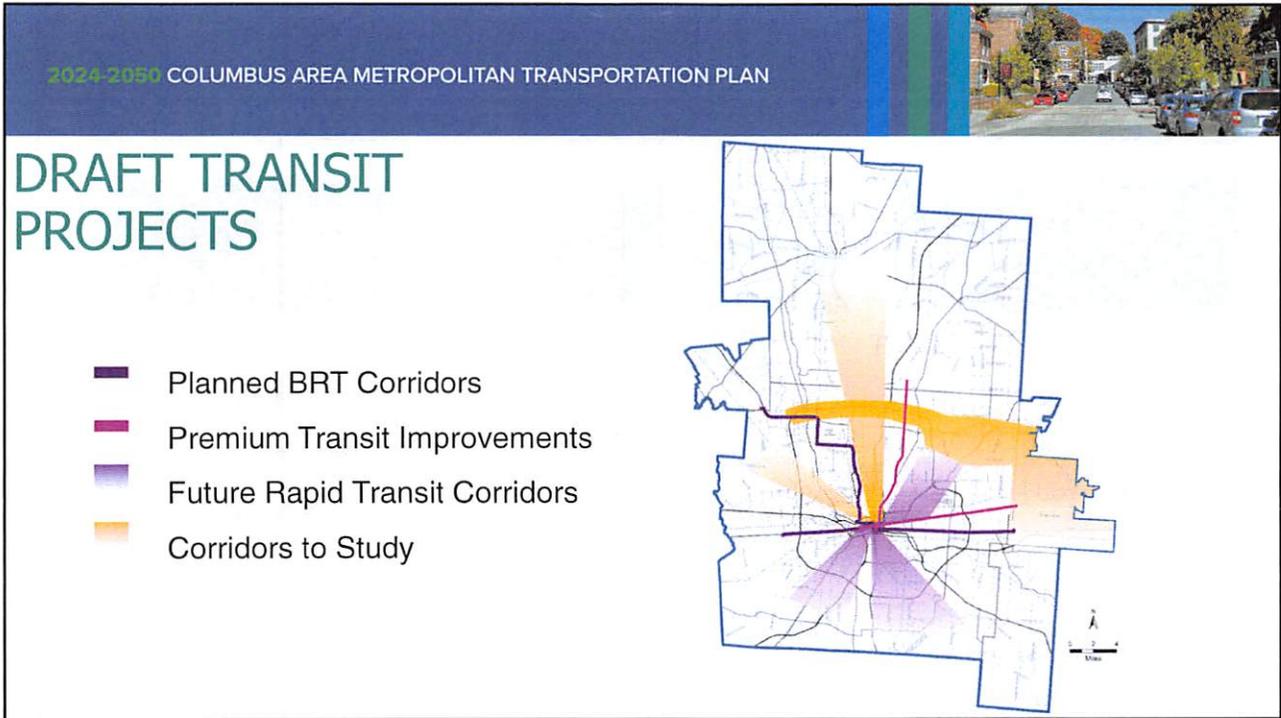


DRAFT PROJECTS

(costs in millions)



Webmap available at: www.morpc.org/mtp2050



2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



2022

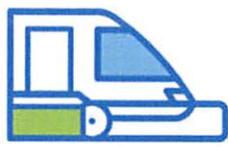
- Review, update, adopt Goals, Objectives, Performance Measures
- Develop and adopt 2050 population and employment growth projections

2023

- Compile candidate strategies and projects
- Project Evaluation Criteria
- Interactive webmap
- Strategy and project evaluation
- Fiscal Analysis
- Draft strategies and projects

2024

- Impact Analyses
- Full draft document
- Public comment period
- May: MTP Adoption



FASTER, MORE RELIABLE PUBLIC TRANSPORTATION



SAFER AND EXPANDED BIKE AND PEDESTRIAN PATHS



WALKABLE COMMUNITIES MORE AFFORDABLE ACCESS TO WORK, HOME, AND ENTERTAINMENT





WHAT'S NEXT?

- Community Presentations – January - March
 - 54 Presentations Scheduled
- Public comment period open through March
- MORPC MTP Open House: **March 19th 3:30-6:30PM**
- Feedback incorporated into final document
- MTP Adoption May 2024

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



Maria Schaper, AICP

Associate Director, Transportation Planning

T: 614.233.4153
mschaper@morpc.org

Nick Gill

Transportation Director

T: 614.233.4151
ngill@morpc.org

Jonathan Heider, AICP

Senior Planner

T: 614.233.4154
jheider@morpc.org

Lauren Cardoni

Active Transportation and Safety Program Manager

T: 614.233.4128
lcardoni@morpc.org



111 Liberty Street, Suite 100
Columbus, OH 43215



WHAT IS CODE RED?

CODE RED is an emergency alert system that we use to notify residents about important situations. Traditional uses within our community have included:

- Mosquito spraying
- Road closures for events
- Weather warnings



ONSOLVE
CODERED

≡ NEW ALBANY ≡

WHAT IS CODE RED?

Weather alerts are automated and triggered by National Weather Service warnings.

Warnings include tornado, severe thunderstorm, winter storm, flash flood, etc.

Alerts do not include watches or advisories.



≡ NEW ALBANY ≡

WARNING AND SIREN SYSTEM

Tornado Warning

Valid Until
6:15 AM EST Wednesday
February 28, 2024

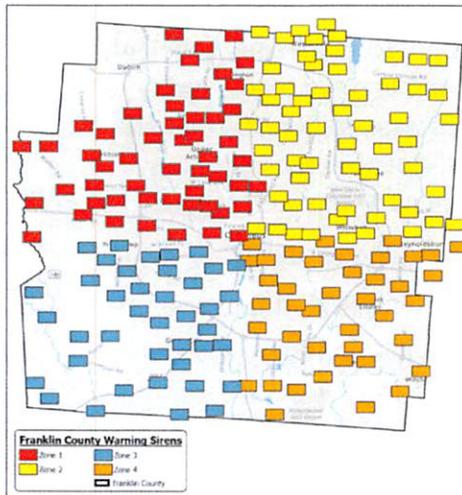
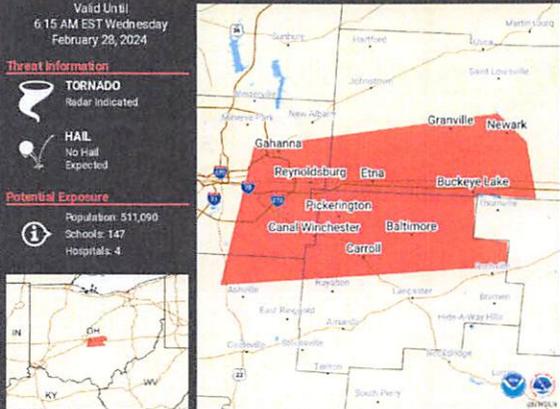
Threat Information

TORNADO
Radar Indicated

HAIL
No Hail
Expected

Potential Exposure

Population: 511,090
Schools: 147
Hospitals: 4



NEW ALBANY