

June 3, 2025

Mayor Spalding called to order the New Albany City Council Meeting of June 3, 2025 at 6:30 p.m. at the New Albany Village Hall, 99 West Main Street, New Albany, Ohio. Staff attending were Acting City Manager and Administrative Services Director Adrienne Joly, Law Director Benjamin Albrecht, Finance Director Bethany Staats, Deputy Director of Finance Morgan Joeright, Police Chief Greg Jones, Development Director Jennifer Chrysler, Planning Manager Chris Christian, Public Service Director Ryan Ohly, Deputy Public Service Director Steve Mayer, Public Services Engineer Justin Wilkinson, 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	A
CM Michael Durik	P
CM Chip Fellows	P
CM Kasey Kist	P
CM Matt Shull	P
CM Andrea Wilttrout	P

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

ACTION ON MINUTES:

Council adopted the May 16, 2025 Goal Setting Work Session minutes by consensus.

Council adopted the May 20, 2025 regular meeting minutes by consensus.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE

HEARING OF VISITORS:

Proclamation Declaring June as Pride Month – Mayor Spalding read the proclamation aloud. Sue Thompson, board president of PRIDE New Albany, thanked the mayor and council. The proclamation sent the message that all people were seen, valued, and welcomed. Council's recognition helped create a culture of inclusion in New Albany. Community connection was built on respect and understanding. She thanked council for their continued support, leadership and vision, which created a truly inclusive New Albany.

Road Closure on Reynoldsburg-New Albany Road/State Route 605

Mayor Spalding acknowledged that it had been a rough start to the construction season and invited Public Service Director Ryan Ohly to provide an update. Director Ohly stated that the SR 605 closure for the Market Street Extension project had begun the previous Friday. Prior to the closure, the service department had worked with the engineering team and police department to develop a detour route with signage. Advance notification was provided through message boards and the city's communication channels. On the first day of the closure, they received multiple calls from Straits Farm residents concerning cut-through traffic and speeding. Staff immediately visited the site with consultants and made modifications by adding

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and adjusting signage. They returned to the site each day, listening to concerns and working on improvements. They ordered more signs and were exploring unconventional approaches. Public adherence to the signage was a factor. The engineering team contacted Google, Waze, and other map applications to mark the construction site and deprioritize SR 605. They were adding a “No Thru Trucks” sign to deter commercial trucks. The police department was increasing enforcement and adding a speed trailer. Additional full closures of SR 605 were considered to restrict the ability to cut through Straits Farm, but after consulting with Plain Township emergency medical services, they were advised that it could cause life/safety issues and reduce response times. Construction was on schedule with a target reopening date of August 17.

Police Chief Jones stated, in the past 2 days, 6 stop sign tickets had been written in Straits Farm, with additional citations written for unrelated offenses. There had been 55 traffic stops between Fenway and Straits Farm since Friday. Two speed trailers, 1 in Straits Farm and 1 on Fenway, would be deployed within 24 hours. Drivers had broad interpretations of “Local Traffic Only” signs. “No Thru Traffic” signs were likely more enforceable but could be met with legal challenges. Council Member Kist had joined him in traffic observation and discussion.

Council Member Kist recalled the original Market Street roundabout construction and the increased traffic on Fenway. He understood residents’ concerns and supported the idea of exploring harder roadblocks further down Reynoldsburg–New Albany Road if safety allowed. Regardless of the solutions, there would be higher traffic until the road reopened. Enforcement and finding alternative solutions to rerouting drivers would be key. Council was listening to the feedback and actively working on solutions.

Allan Wool, 5001 Straits Link, referred to his attached letter distributed to council. He asked and Mayor Spalding answered that the suggestions were reasonable for consideration. Staff could evaluate them and follow up with Mr. Wool directly. At Mr. Wool’s request, Mayor Spalding read Mr. Wool’s letter aloud.

Mr. Wool stated it might be worthwhile to renegotiate with the contractor to employ 24-hour construction crews. Mayor Spalding expected that solution was unlikely due to the way that the contracts were written and projects staffed. Mr. Wool understood construction companies could borrow crews from other companies. Mayor Spalding agreed it could be looked at.

Susie Rozanczyk, 7906 Cole Park Loop, didn’t think council understood the gravity of the situation. She counted 30 cars driving past her home in 10 minutes. Many cars were traveling fast, with drivers giving the finger and screaming at them. Children that lived on the corner were afraid to go outside the house. It was not fair. Their neighborhood was not an extension of SR 605. She recalled, during the construction of the Morse Road and 605 roundabout, they were told a state route could not be closed. Traffic was coming in from Market Street – it should be closed at Market Street. Someone was going to get hurt. The signs were not large enough. SR 605 should be closed further south. She appreciated police presence, but drivers sped through when police were not there.

Carol Stewart, 7949 Straits Farm North, stated, after witnessing a driver doing a U-turn and then looking at his phone before driving into Straits Farm, she became concerned navigation was rerouting drivers into their neighborhood. She hoped reaching out to Google would minimize it. Residents were told the detour would be through Fenway and Straits Farm would be less impacted. She did not wish the traffic on Fenway, but they were better situated with houses set further back from the street. The closure was ruining the children’s summer since they couldn’t go outside. Even her cul-de-sac was seeing traffic, with drivers

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asking her for directions. It had been a sleepy neighborhood, but people were learning the Straits Farm routes. They were happy with the changes, but their neighborhood couldn't support the traffic day-in/day-out.

Mayor Spalding encouraged residents to keep sharing their concerns. The city would approach the contractor. These were still public streets. People would learn over time, but human behavior would always be a factor. The city would keep working until it was the best it could be.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION (PC): No meeting.

PARKS AND TRAILS ADVISORY BOARD: No meeting.

ARCHITECTURAL REVIEW BOARD: No report.

BOARD OF ZONING APPEALS (BZA): No meeting.

SUSTAINABILITY ADVISORY BOARD (SAB): Council Member Kist reported that 50,348 pounds of household hazardous waste was collected in 2025, as compared to the 23,659 pounds collected in 2024. The program cost was over what was budgeted, but there was enough in the SAB budget to cover it. Mayor Spalding asked and Council Member Kist answered that the city paid for the environmental contractors who took the collected materials. PlacerAI showed that most cars dropping off were from New Albany. This was the second largest collection by participating cities for the second year. The city was hosting open houses at the parks to communicate with residents about the planned pocket parries and answer questions. Planting had not yet begun.

IDEA IMPLEMENTATION PANEL: No meeting.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

PUBLIC RECORDS COMMISSION: Mayor Spalding reported the PRC met and approved record retention updates and records destruction. The next meeting would be held November 18.

CORRESPONDENCE AND COMMUNICATIONS:

Mayor Spalding acknowledged the communications received by the city about the SR 605 road closure and traffic.

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-20-2025

Mayor Spalding read by title AN ORDINANCE TO AUTHORIZE SUBMISSION TO THE FRANKLIN COUNTY BOARD OF COMMISSIONERS OF A MUNICIPAL PETITION FOR ANNEXATION OF 53.795 +/- ACRES FROM PLAIN TOWNSHIP TO THE CITY OF NEW ALBANY AND DECLARING AN EMERGENCY.

Administrative Services Director Adrienne Joly stated this ordinance was required to annex over 53 acres located at the northwest corner of Bevelhymer Road and Walnut Street. The parcel had been leased to the

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Joint Park District to provide a site for the construction of the community fieldhouse. The municipal annexation process was different than the typical annexation process. If the ordinance was adopted, it would be forwarded to the county commissioners to take legislative action and approve the annexation. Upon the commissioners' approval, the annexation would be effective. The city was requesting to waive the 30-day waiting period to allow for the earlier extension of public utilities, enabling them to meet fieldhouse construction deadlines.

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

Mayor Spalding moved to declare an emergency for Ordinance O-20-2025 and waive the 30-day petition period. Council Member Fellows seconded and council voted with 6 yes votes to approve Ordinance O-20-2025.

Mayor Spalding moved to adopt the ordinance. Council Member Wilttrout seconded and council voted with 6 yes votes to approve Ordinance O-20-2025.

INTRODUCTION AND FIRST READING OF ORDINANCES:

ORDINANCE O-22-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND A 5.966 ACRE CONSERVATION EASEMENT AS REQUESTED BY MBJ HOLDINGS, LLC.

Development Director Jennifer Chrysler stated this legislation would amend a 5.966 acre conservation easement that was accepted by council in 2023 through Ordinance O-25-2023. It would allow underground boring in a limited portion of the easement to accommodate underground communication lines. The boring would be underneath and would not negatively impact the conservation easement.

Mayor Spalding set the ordinance for second reading at the June 17, 2025 council meeting.

ORDINANCE O-23-2025

Mayor Spalding read by title AN ORDINANCE TO ACCEPT RIGHT OF WAY DEDICATIONS OF 0.057 AND 0.033 ACRES FOR HAWTHORNE ALLEY AND 0.0045 AND 0.0011 ACRES FOR NORTH HIGH STREET, AND TO VACATE A 0.141 ACRE PORTION OF THIRD STREET, AS REQUESTED BY THE CITY OF NEW ALBANY.

Deputy Public Service Manager Steve Mayer stated this ordinance would supplement the right-of-way included on the final plat for Founders Avenue that council approved earlier in the year. During the final design, staff found that some of the existing brick public sidewalk was installed on private property. This legislation accepted right-of-way at no cost to the city from the New Albany Exchange and The New Albany Company for the extension of Hawthorne Alley, allowing the brick sidewalk to stay. The legislation vacated a portion of Third Street to the New Albany Company, allowing for the possibility of future cohesive development. It also allowed additional extension of the street grid network in the Village Center.

Council Member Shull asked and Deputy Director Mayer explained there would not be a connection from Third Street. Hawthorne Alley would provide the second access point to the New Albany Exchange and a connection to Second Street.

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Council Member Fellows asked and Deputy Director Mayer confirmed that drivers would be able to make a left turn at Third Street.

Mayor Spalding asked and Deputy Director Mayer answered there would be a traffic signal at the Main Street and Market Street intersection.

Mayor Spalding set the ordinance for second reading at the June 17, 2025 council meeting.

READING AND PUBLIC HEARING OF RESOLUTIONS:

RESOLUTION R-20-2025

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ADVERTISE, BID, AWARD AND EXECUTE AGREEMENTS AND CONTRACTS RELATED TO THE BEVELHYMER ROAD AND WALNUT STREET ROUNDABOUT IMPROVEMENT PROJECT.

Deputy Director of Public Service Steve Mayer stated in 2025 the city budgeted \$4.5 million for the waterline and roundabout construction project related to the fieldhouse. The waterline bid returned at around \$1.8 million. The city budgeted around \$2.8 million to construct the roundabout at Walnut Street and Bevelhymer Road. The standard roundabout cost around \$3.2 million. Since the budget's approval, council had entered into a development agreement with the JPD for the city to reimburse \$350,000 for the city's share of the sanitary sewer extension and it was found that the existing stormwater basin could not be expanded, necessitating a new shared stormwater basin on Walnut Street that would pull water from the JPD parking lot and proposed roundabout. The basin would cost \$610,000. The total cost needed for both the roundabout and basin was \$6.6 million. There were revenue sources that totaled \$1.3 million. Franklin County had agreed to provide the city \$750,000. The Woodhaven subdivision had already paid the city \$199,000 for improvements along Bevelhymer Road. The JPD was reimbursing the city for the water line extension and their portion of the basin totaling \$219,000. The amount over budget totaled \$858,000.

Deputy Director Mayer stated this legislation added some additional improvements that would benefit the community and the project, including resurfacing Walnut and Bevelhymer Roads, widening of Bevelhymer Road from the Millbrook subdivision to the new roundabout, road widening near the fieldhouse, and a turn lane at the fieldhouse. The resurfacing would cost \$200,000 and the Bevelhymer Road widening would cost \$460,000. With the additional projects included, the roundabout cost would be \$5.5 million, bringing the total cost to \$7.3 million. Additional revenue sources brought the cost down to just under \$6 million. Extra projects included filling in leisure trail gaps on the west side of Bevelhymer Road up to the roundabout and then to the fieldhouse. It would also include the leisure path along the north side of Walnut Street, connecting the Upper Clarenton subdivision and providing direct access to the fieldhouse. The trail connections would cost around \$295,000. Horse fencing, landscaping, rapid flashing beacons, and a camera at the roundabout were included. An asphalt temporary road, which would provide north-south access to Bevelhymer Road from Walnut was included. The temporary road would be removed with the roundabout's completion.

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Deputy Director Mayer stated construction was expected to begin on August 1, with the roundabout opening around December 1. The detour routes would be SR 605, Central College, and US 62. The additional projects brought the cost to \$6.8 million, which was in the legislation. Taking out revenues sources and amounts already budgeted, the city was shy by \$2.8 million.

Mayor Spalding asked and Deputy Director Mayer responded he believed most of Bevelhymer Road was in the city. There were some Plain Township properties still on Bevelhymer. The roundabout was being installed a little to the north and west of the intersection to avoid township property.

Council Member Durik asked and Director Staats responded the additional \$2.8 million needed would not impact other projects. A mid-year appropriation ordinance, slated to be brought before council within the next 2 meetings, would account for the difference. The city would draw from part of the excess balance in the General fund.

Council Member Fellows asked and Deputy Director Mayer answered that the city was prioritizing finishing the roundabout this year. Some right-of-way was needed from property owners, but they hoped to have it all done in 2025.

Council Member Fellows anticipated New Albany Links and Woodhaven subdivisions would become popular cut-throughs while the roundabout was constructed. Deputy Director Mayer stated staff was studying where to put the closure to discourage cut-throughs. Multiple levels of signage would help detour vehicles. The JPD would also proactively communicate detours with families attending athletic events. Council Member Durik asked and Deputy Director Mayer described the routes planned for public service trucks.

Council Member Shull noted most pickleball traffic came east on Walnut Street and north on Bevelhymer Road. He described another route going through the Links which would access the parking lot to the courts. Traffic headed to the JPD red, purple, and orange zones would probably have to go through the Links to get to Peter Hoover park. He encouraged developing plans to alleviate detour traffic through the Links, using the lessons learned from Straits Farm. Council and staff further discussed preferred and unpreferred detour routes.

Council Member Wilttrout asked and Deputy Director Mayer discussed the widening of Bevelhymer Road to allow safe turning into the new fieldhouse. The widening stopped to the north when the land became township again.

Council Member Kist asked and Deputy Director Mayer answered that, if approved, the project would go to bid that week and would be awarded in 3 weeks. Staff hoped to have the intersection closed on August 1, with the construction site set up in July, and reopening December 1.

Council Member Shull asked and Deputy Director Mayer confirmed that the city talked to the JPD about the temporary road through the fieldhouse area. Council Member Shull anticipated additional sports fields around the new planned stormwater basin. The plan had been shared with the school district

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and the JPD, and there was an area set aside for fields that wouldn't be impacted by the temporary road. Council Member Shull was willing to push the project into September-October as he anticipated fewer events in the sporting fields. Deputy Director Mayer stated that the availability of asphalt was a main factor, but staff could evaluate the possibility of a delay. Council members discussed the various sports seasons.

Council Member Wilttrout commended staff on connecting the leisure trails in the area.

Council Member Shull recalled a conversation where Plain Township could be a revenue source. Deputy Director Mayer was not aware of that conversation, but there would be funds from Franklin County.

Council Member Fellows recalled budgeting for traffic calming islands in the Links and asked for the status of that project. Deputy Director Mayer answered that staff was in discussion with E.P. Ferris to begin the design process. The city was determining the best way to engage with New Albany Links residents for feedback.

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

Council Member Wilttrout moved to adopt the resolution. Council Member Durik seconded and council voted with 6 yes votes to approve Resolution R-20-2025.

COUNCIL SUBCOMMITTEE REPORTS:

NONE

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: No report.
- B. Council Representative to Joint Park District (JPD): No report.
- C. Council Representative to New Albany-Plain Local Schools (NAPLS): Council Member Kist reported that the school year had ended. The graduating senior class had 440 students. He stated spring sports were finishing up and provided an update on the status and accomplishments of school sports teams.
- D. Council Representative to Plain Township: Council Member Durik reported that the township wanted to be more involved with the planning of the US 62 corridor.

REPORTS OF CITY OFFICIALS:

- A. Mayor: Mayor Spalding thanked the clerk and council for their Founders Day parade entry. He had spoken to City Manager Stefanov and Community Program Administrator Abbey Brooks about plans for the city's 2026 July 4 event celebrating the nation's 250th year.

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- B. Clerk of Council: Clerk Mason reported that she sent an email to council about Taste of New Albany on July 27 and asked for a response by Tuesday.
- C. Finance Director: No report.
- D. City Manager: No report.
- E. City Attorney: Law Director Albrecht stated he was meeting with Chief Jones about e-bikes. Mayor Spalding recalled a code update last year. It was difficult to anticipate how people would use the bikes. Law Director Albrecht stated they would dive deeper to cover the concerns raised.

POLL FOR PUBLIC COMMENT:

Dwayne Stradford, 5030 Straits Link, was concerned that people were speeding through the neighborhood. He suggested lighted stop signs. He asked that the city conduct monthly check-ins with Straits Farms neighborhood residents. He had spotted an 18-wheeler pulling into the neighborhood. The neighborhood knew the traffic was coming, but they didn't know it was going to be that bad. Mayor Spalding recalled the conversations earlier in the meeting and thanked Mr. Stradford.

POLL FOR COUNCIL COMMENT:

NONE

OTHER BUSINESS:

Mayor Spalding moved, pursuant to Council Rules of Procedure, Rule 2, paragraph C, to cancel the June 17, 2025 regular meeting and schedule a special council meeting on June 24, 2025 at 6:30 pm in Village Hall. Council Member Kist seconded and council voted with 6 yes votes to cancel the June 17, 2025 council meeting and schedule a special council meeting on June 24, 2025.

Mayor Spalding moved to reschedule the JERSEY-NEW ALBANY JOINT ECONOMIC DEVELOPMENT DISTRICT NO. 1, NO. 2, AND NO. 3 public hearing, currently postponed to the June 17, 2025 regular council meeting, to the June 24, 2025 special council meeting. Council Member Shull seconded and council voted with 6 yes votes to reschedule the JERSEY-NEW ALBANY JOINT ECONOMIC DEVELOPMENT DISTRICT NO. 1, NO. 2, AND NO. 3 public hearing to the June 24, 2025 special council meeting.

Mayor Spalding moved to reschedule Ordinance O-21-2025 second reading and public hearing, also regarding the 3 JEDDs and currently postponed to the June 17, 2025 regular meeting, to the June 24, 2025 special council meeting. Council Member Shull seconded and council voted with 6 yes votes to reschedule Ordinance O-21-2025 second reading and public hearing to the June 24, 2025 special council meeting.

Mayor Spalding moved to reschedule Ordinances O-22-2025 and O-23-2025 second readings and public hearings, to the June 24, 2025 special council meeting. Council Member Shull seconded and council voted with 6 yes votes to reschedule the Ordinances O-22-2025 and O-23-2025 second readings and public hearings to the June 24, 2025 special council meeting.

Mayor Spalding moved to cancel the July 1, 2025 council meeting. Council Fellows seconded and council voted with 6 yes votes to cancel the July 1, 2025 council meeting.



Council Minutes – Regular Meeting

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ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Kist seconded to adjourn the June 3, 2025 regular council meeting at 8:10 pm.

ATTEST:



Jennifer H. Mason, Clerk of Council



Sloan T. Spalding, Mayor



Date

Tuesday June 3, 2025

My wife Marcia and I live at the corner of Straits Lane and Straits Link, enabling us to view traffic coming from virtually EVERY direction. I am here to tell you it is not a pretty picture! In addition to passenger vehicles, we have dump trucks, flatbed tractor trailers, and conventional tractor trailers, along with your younger adults blasting radios. Straits Farm is a community of 51 residential homes, which at inception, was marketed by MI for empty nesters; however, with property values having soared over the last several years, it has now become a very attractive neighborhood for families with small children, as a result of being in the country club community and most importantly, the New Albany schools district.

The volume of traffic ranges between 300-500 vehicles on any given day, weekends included. The traffic is so heavy, it has become dangerous to exit driveways. Vehicles going West on Straits Link are confused. There are many intersecting streets, hence no one knows where to turn, as there are not any detour signs within the neighborhood. With schools not in session, kids are playing outdoors, and we have witnessed drivers trying to view their cell phones vis-a-vis directional information from WAZE or other directional apps, causing further distraction. It is just a matter of time before a vehicle lands on someone's lawn or a child is struck. Most are not obeying the 25MPH speed limit in residential neighborhoods, and few stop at stop signs, but rather view them as being "slow down signs," not stop. The police presence is minimal at best, and when they should be there, they are not. The ideal times are between 7-9AM and 5-7PM. People ignore "local traffic only" signs and proceed on their merry way.

Various neighbors have called the city and received nothing but placation, which is New Albany's way of dealing with this disaster. Callers were told "we expected this." NOT WHAT WE WANT TO HERE! The letters SR appearing before 605 mean that New Albany/Reynoldsburg Road is a STATE ROUTE. If New Albany Police is not adequately staffed to do what is required, they should be requesting help from the Franklin County Sheriff and /or The Highway Patrol, or event, private duty.

While we are confident that much planning went into this event, I am here to tell you it is not working, and I speak for all fifty-one homeowners when asking that there be a change in course. Sometimes the best made plans, when implemented, simply do not work. **Things will NOT IMPROVE; THEY WILL ONLY GET WORSE AS MORE VEHICLES CONTINUE THROUGH THE NEIGHBOOD. Here are some suggestions:**

1. Renegotiate the construction contract requiring the contractor to work 24/7 to reduce closure time by 50%. This is routinely done in other states in similar situations.
2. Traffic should be directed to SR62 at the Morse Road roundabout, **and enforced**, even should it mean stopping vehicles and asking if they are New Albany residents.
3. Use Fenway as a better option, as the street is wider, it's a straight shot from 605 to 62, the neighborhood is mature, sans young children and has wider streets with very little on-street parking, "Local traffic only" signs are largely ignored, as are "road closed ahead." The same situation prevails at the Ackerly Road entrance to Straits Link. We need actions, not words. We ask as a community that this project be reexamined and changes made at once!

