



ORDINANCE O-31-2025

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 1.08 +/- ACRES OF LAND GENERALLY LOCATED NORTH AND WEST OF LAMBTON PARK ROAD AND SOUTH OF BRANDON ROAD FOR AN AREA TO BE KNOWN AS THE "EAST NINE ZONING DISTRICT" FROM ITS CURRENT ZONING OF "C-PUD" COMPREHENSIVE-PLANNED UNIT DEVELOPMENT AND "I-PUD" INFILL-PLANNED UNIT DEVELOPMENT TO "I-PUD" INFILL-PLANNED UNIT DEVELOPMENT AS REQUESTED BY THE NEW ALBANY COMPANY, LLC C/O AARON L. UNDERHILL, ESQ.

WHEREAS, the council of the city of New Albany has determined that it is necessary to rezone certain property located within the city to promote orderly growth and development of lands; and

WHEREAS, the New Albany Planning Commission and New Albany City 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 New Albany Company LLC c/o Aaron Underhill, Esq., the New Albany Planning Commission reviewed the proposed zoning amendment and recommended its approval on June 16, 2025 (ZC-48-2025).

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.** An approximately 1.08 +/- acre site within Franklin County, generally located north and west of Lambton Park Road and south of Brandon Road from its current zoning of Comprehensive Planned Unit Development (C-PUD) and Infill Planned Unit Development (I-PUD) to Infill Planned Unit Development (I-PUD).
- B.** The zoning district's 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 _____ day of _____, 2025.

Attest:

Sloan T. Spalding
Mayor

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 06/26/2025

Introduced: 07/15/2025

Revised:

Adopted:

Effective:

**EAST NINE INFILL PLANNED UNIT DEVELOPMENT (I-PUD)
ZONING TEXT**

June 5, 2025

I Introduction: The East Nine I-PUD consists of 30.1+/- acres within the New Albany Country Club Communities, being surrounded by the golf course on all four sides. The site has been developed with public infrastructure, including (but not limited to) an extension of Head of Pond Road into the property from Lambton Park Road on the southwest, an extension of Baughman Grant into the property from the north, other internal streets, and utilities and stormwater management infrastructure. While infrastructure has been constructed, no homes have been built within the subdivision.

This rezoning will continue to facilitate estate lots along with a pocket of upscale, clustered housing in the southeastern portion of the development to frame an open space that will be meticulously designed to create a notable feature for the neighborhood. In addition, this rezoning will allow for the construction of occupiable dwelling unit spaces over public streets in up to three locations to create unique architectural features that will set this community apart from others. Other enhancements will be made to the vehicular entrances into the development, and modifications and upgrades are planned to an existing pedestrian overlook over a centralized pond, along with the addition of a second overlook. Most existing asphalt paths have been or will be replaced with a brick sidewalk network internal to the site.

II. Subareas: The vast majority of the site is part of an existing platted subdivision known as The New Albany Country Club Section 30, and prior to the approval of this text is already zoned as the East Nine I-PUD. The East Nine I-PUD as revised herein will continue to include three subareas. Subarea 1 encompasses 25.87+/- acres covering the entire northern and central portions of the development, along with the central portions of the southernmost areas, and will contain estate lots. Subarea 2 totals 3.44+/- acres within the southeastern portion of the development that will accommodate clustered housing. Subarea 3 includes 0.79+/- acres located near the north and south entrances to the community at the intersection of Lambton Park Road and Head of Pond Road and the first residential lot at the Baughman Grant entrance.

III. Development Standards: Homes 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 Title Five of Part Eleven of the Codified Ordinances of the City of New Albany shall apply to this zoning district. If there is a conflict between the development standards contained in the Codified Ordinances and this text, the standards contained in this text shall govern.

IV. Subarea 1: The standards and requirements in this Section IV shall apply to Subarea 1.

A. Permitted Uses: Permitted uses include single-family detached homes, related accessory uses, and publicly or privately-owned parks and open spaces.

B. Density, Lot and Setback Commitments:

1. Number of Units: There shall be a maximum of 28 units in Subarea 1.
2. Street Frontage: All lots shall have frontage on and shall have vehicular access to and from a public street.
3. Minimum Lot Width: There shall be a minimum lot width of 90 feet at the building line.
4. Minimum Lot Depth: There shall be no minimum lot depth.
5. Setbacks:
 - a. Front Yards: The minimum front yard setback on a lot shall be 20 feet from the edge of right-of-way.
 - b. Side Yards: The minimum side yard setback on a lot shall be 15 feet.
 - c. Rear Yards: The minimum rear yard setback on a lot shall be 25 feet.
 - d. Encroachments: Stoops, steps, and covered porches shall be permitted to encroach up to 5 feet into the minimum front yard setback.

C. Perimeter Landscaping: Along each perimeter boundary of Subarea 1 which is shared with property that is located outside of this zoning district, enhanced landscaping shall be provided in order to delineate this subdivision from the golf course. Such landscaping shall be provided within a 20-foot wide landscaping easement measured from each such perimeter boundary line. Details for this landscaping are illustrated in the exhibits being provided with the preliminary development plan application which are labeled as "Perimeter Landscape 1 and 2".

V. Subarea 2: The standards and requirements in this Section V shall apply to Subarea 2.

A. Permitted Uses: Permitted uses include single-family detached and/or attached homes, related accessory uses including (but not limited to) accessory dwelling units (ADUs) as described in subsection V(C) of this zoning text, and publicly or privately-owned parks and open spaces.

B. Density, Lot and Setback Commitments:

1. Number of Units: There shall be a maximum of 9 primary single family home units in Subarea 2.

2. Street Frontage: All lots shall have frontage on and shall have vehicular access to and from a public street.

3. Minimum Lot Depth: There shall be no minimum lot depth.

4. Setbacks: There shall be no minimum setbacks from any lot lines for parcels within this subarea for primary or accessory structures (detached or attached). Structures above ground shall be permitted to encroach into the right-of-way and across the lot lines for Lots 108 and 116 (as identified in accompanying preliminary and/or final development plan).

C. Accessory Structures: In this subarea, in addition to other permitted uses for accessory structures as permitted by the Codified Ordinances, accessory structures shall be permitted to be used as accessory dwelling units (ADUs), which are defined as “independent residential dwelling units located on the same lot as a primary single-family home for lots 108 and 116. Accessory structures, on any lot within this subarea, may be located anywhere on a lot, including (without limitation) in the front yard.” An example of an accessory structure which is located in a front yard is illustrated in the exhibit accompanying the preliminary development plan application which is labeled “Close House Exhibits 1-3”. Accessory structures shall be exempt from the requirements of Codified Ordinances Section 1165.04.

VI. Subarea 3: The standards and requirements in this Section VI shall apply to Subarea 3.

A. Permitted Uses: Permitted uses include single-family detached and/or attached homes, related accessory uses, and publicly or privately-owned parks and open spaces.

B. Density, Lot and Setback Commitments:

1. Number of Units: There shall be a maximum of 3 units in Subarea 3.

2. Street Frontage: All lots shall have frontage on and shall have vehicular access to and from a public street.

3. Minimum Lot Depth: There shall be no minimum lot depth.

4. Setbacks: There shall be no minimum setbacks from any lot lines for parcels within this subarea for primary or accessory structures (detached or attached). Structures above ground shall be permitted to encroach into the right-of-way and extend across the lot lines, for lots 135, 139, and 140.

(C) Accessory Structures: In this subarea, in addition to other permitted uses for accessory structures as permitted by the Codified Ordinances, accessory structures shall be permitted to be used as accessory dwelling units (ADUs), which are defined as “independent residential dwelling units located on the same lot as a primary single-family home. Accessory structures, on any lot within this subarea, may be located anywhere on a lot, including (without limitation) in the front yard.” An example of an accessory structure which is located in a front yard is illustrated in the exhibit accompanying the preliminary development plan application which is labeled “North Entry House Exhibits 1 and 2”. Accessory structures shall be exempt from the requirements of Codified Ordinances Section 1165.04.

VII. Standards Applicable to All Subareas: The standards and requirements in this Section VII shall be applicable to all subareas:

A. Architectural Standards: All homes shall be designed in accordance with the City’s Design Guidelines and Requirements (DGRs) unless otherwise specified herein. Maximum building heights shall be 35 feet. Homes located on lots 102, 103, 139, and 140 shall not be required to have front doors that face the public road.

B. Access Points: The vehicular access points to and from the zoning district exist and are both from the intersection of Lambton Park Road and Head of Pond Road and from Baughman Grant.

C. Rights-of-Way; Streets: Rights-of-way within this zoning district were previously dedicated to the City of New Albany as provided in that certain plat for The New Albany Country Club Section 30, which is of record with the Office of the Recorder of Franklin County, Ohio in Plat Book 132, Pages 86-89. The subdivision will be re-platted following this rezoning and approval of final development plans in order to reflect the approved standards and requirements of this application. Right-of-way and existing pavement widths shall remain as they exist within this I-PUD as provided in the existing plat and shall be reflected in the re-plat, except that the location of a limited portion of Head of Pond Road shall be modified along the eastern portion of Subarea 2 that has frontage on that street. The modified location of this portion of the street is illustrated in an accompanying exhibit but shall have a final location and specifications as approved in a final re-plat. The re-plat for this subdivision shall provide for a dedication of right-of-way to the City as necessary to accommodate the modified right-of-way location, as well as a dedication of any necessary associated easements. The City shall vacate any right-of-way and easements which are no longer needed to accommodate the street, utilities, or other public improvements once the re-plat is recorded, either as part of that re-plat or by other appropriate City action.

Within Subarea 2, a new public street will be provided in a “loop” configuration. The minimum right-of-way for this street shall be determined as part of the review and approval of a final development plan based on the final design of improvements within this subarea. Pavement for this street shall be a minimum of 20 feet in width unless otherwise approved as part of a final

development plan. This street may be platted as part of the initial re-platting of the subdivision or may be platted as part of a further subsequent re-plat for Subarea 2. Green space within the public street loop shall be permitted to have hardscape and decorative vertical improvements, which may extend into the right-of-way if approved as part of a final development plan. This Reserve shall remain in the ownership of the Homeowners Association. Maintenance will also be the responsibility of the Homeowners Association.

D. Lot Coverage. There shall be no maximum lot coverage ratio in this zoning district.

E. Parking:

1. Off-Street Parking: All homes shall be required to have a minimum of 2 off-street parking spaces on their driveways in addition to a minimum of 2 parking spaces within a garage, except that Lot 140 located near the intersection of Lambton Park Road and Head of Pond Road may have a one-car garage with one parking space on the driveway. Parking areas and garage sites shall be exempt from the requirement in the City's Design Guidelines and Requirements pertaining to Residential Outside of the Village Center, Section I.A.2.

2. On-Street Parking: Parking shall be permitted on both sides of the public streets within Subarea 1 and on one side of the public street in Subarea 2, except in areas where such parking will cause a traffic safety concern, as determined at the time of final development plan approval.

E. Public Sidewalks: A public brick sidewalk shall be located within the right-of-way on both sides of each of Head of Pond Road and Baughman Grant and along the western side of Head of Pond Court. An existing asphalt path shall remain along the east side of Head of Pond Court extending through the golf course to the public park at the intersection of Lambton Park and Brandon Roads. Through the zoning district existing public leisure paths shall be removed to accommodate the brick sidewalks, which shall be a minimum of 4 feet in width.

F. Buffering, Landscaping, Open Space and Screening Commitments:

1. Parkland and Open Space: Parkland shall be dedicated to the City, and privately-owned open spaces shall be provided, in locations as specifically approved as part of one or more final development plans. Ownership of and maintenance responsibilities for these areas shall be defined and approved with the final development plan. To the extent that parkland and/or open space requirements of the City's Codified Ordinances cannot be provided within this zoning district, the developer shall withdraw parkland credits from its parkland bank that was created as part of the 1998 NACO PUD. The quantity of the withdrawal shall be detailed in a final development plan application.

2. Central Stormwater Management Basin. The stormwater management basin that will be centrally located within the development will be located in whole or in part on privately owned lots. The basin shall be maintained by a forced and funded property owners' association and appropriate easements will be provided in a final plat or other recorded easement instrument(s) in order to memorialize the rights and obligations of the association in this regard.

3. Street Trees: Street trees shall be permitted but shall not be required in Subarea 2. If street trees are provided, details regarding their sizes and spacing shall be provided at the time of final development plan approval for this subarea.

4. Exemption to Section 1187.15(c)(6): This zoning district shall be exempt from the requirement of Section 1185.15(c)(6) that would otherwise require all residences to be located within 1,200 feet of playground equipment.

G. Lighting:

1. Uplighting: Uplighting of the exterior of a home shall be prohibited.

2. Street Lights: Street lighting shall be provided at each street intersection with the fixture, color and spacing to be approved at time of final development plan. Street light height shall not exceed 18 feet in height. Street light poles and fixtures shall be consistent in height, color, and appearance throughout Subarea 1.

3. Entry Features: Ground mounted lighting shall be shielded and landscaped.

4. Fixtures: Fully shielded, downcast, cut-off type lighting fixtures shall be required. Exterior lighting fixtures shall be similar in appearance throughout Subarea 1

5. Gas Lights: Gas lights shall be permitted throughout the zoning district.

6. Other Requirements: Except as otherwise expressly provided in this text, lighting shall be provided in accordance with the City's Codified Ordinances.

H. Storage:

1. Storage Sheds: Storage sheds and other prefabricated storage structures shall be prohibited.

2. 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, adjacent lots or developments.

3. Vehicle Storage: All campers, off-road vehicles (i.e. box trucks), and boats, must be parked within an enclosed garage. No undrivable vehicles or parts of vehicles may be stored outside.

I. Garbage Cans: All garbage cans and other waste containers shall be kept in garages or within approved screened areas.

J. Utilities: All new utility lines shall be placed underground.

K. Graphics and Signage Commitments: This zoning district shall utilize standard City of New Albany street regulatory signage. Entry feature signage at the public street entrances into the zoning district from Lambton Park Road and Baughman Grant shall be permitted with designs that are subject to staff review and approval.

XIII. Miscellaneous Standards:

A. Housing Bank: The approved zoning for the property within this zoning district as it exists prior to the approval of this rezoning allows for a maximum of 88 homes to be constructed. A previously approved final development plan and the plat for this subdivision provided for 36 homes to be constructed on the property, with the balance of the 88 homes that are permitted on the site having been deposited into the so-called “housing bank” under the 1998 NACO PUD. This rezoning allows for the construction of up to 40 homes in this zoning district. The applicant shall withdraw 4 units from the housing bank to accommodate the additional homes to be developed in this zoning district as compared to the previously approved subdivision.

B. Variances and Appeals:

1. 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.

2. Variance and Appeals Process: The procedures and requirements of Chapter 1113, Appeal and Variances, of the Codified Ordinances of the City of New Albany shall be followed in cases of appeals. Requests for variances shall be heard by the Planning Commission.

C. Combined Approvals: Given the nature of the proposed development and the level of detail being provided as part of the preliminary development plan, the preliminary development

plan that has been submitted for this I-PUD also serves as the final development plan for the project.



ORDINANCE O-32-2025

AN ORDINANCE TO APPROVE THE FINAL PLAT FOR 40 SINGLE-FAMILY LOTS ON 30.1 +/- ACRES AND ACCEPT RESERVES “F”, “G”, “H”, “I”, “J”, AND “K” FOR SECTION 30 OF THE “NEW ALBANY COUNTRY CLUB” SUBDIVISION GENERALLY LOCATED NORTH AND WEST OF LAMBTON PARK ROAD AND SOUTH OF BRANDON ROAD, AS REQUESTED BY THE NEW ALBANY COMPANY, LLC C/O AARON L. UNDERHILL, ESQ.

WHEREAS, an application to approve the New Albany Country Club subdivision Section 30 final plat has been submitted; and

WHEREAS, Codified Ordinance chapter 1187 requires approval of the final plat by council; and

WHEREAS, the New Albany Planning Commission, after review during a public meeting on June 16, 2025, recommended approval of this final plat (FPL-40-2025); and

WHEREAS, the final plat includes 30.1 +/- acres of land to be resubdivided into 40 residential lots in addition to the public streets; and

WHEREAS, the final plat includes approximately 1.39 +/- acres of public parkland and open space; and

WHEREAS, New Albany city council has agreed to the terms and conditions by which this parkland and open space will be donated; and

WHEREAS, the city engineer certifies that the New Albany Country Club Section 30 final plat meets all the requirements of Chapter 1187 of the Codified Ordinances, stormwater management, design requirements, and will meet all other requirements of the city.

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 final plat is attached to this ordinance as Exhibit A and made a part herein approved.

Section 2. Council hereby accepts the lands shown on the map attached hereto as Exhibit A, under the terms and conditions outlined and the covenants and restrictions stipulated in the deed and final plat.

Section 3. It is hereby found and determined that all formal actions of 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 4. Pursuant to Article VI, Section 6.07(B) of the City of New Albany Charter, this ordinance shall take effect on and after the earliest period allowed by law.

CERTIFIED AS ADOPTED this _____ day of _____, 2025.

Attest:

Sloan T. Spalding
Mayor

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 06/30/2025

Introduced: 07/15/2025

Revised:

Adopted:

Effective:

RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30

Situated in the State of Ohio, County of Franklin, City of New Albany, and in Quarter Township 3, Township 2, Range 1A, United States Military Lands, containing 21.535 acres of land, more or less, said 21.535 acres being comprised of a resubdivision of Lots 1 to 36, both inclusive, and Reserves "A", "T" and "P" of the subdivision entitled "New Albany Country Club Section 30", of record in Plat Book 132, Page 88, said Lots and Reserves being conveyed to THE NEW ALBANY COMPANY LLC by deed of record Instrument Number 201009020114195, and part of that tract of land conveyed to THE NEW ALBANY COMPANY LLC by deed of record Instrument Number 201009020114195, Recorder's Office, Franklin County, Ohio.

The undersigned, THE NEW ALBANY COMPANY LLC, a Delaware limited liability company, by BRENT B. BRADBURY, Chief Financial Officer, owner of the lands platted herein, duly authorized in the premises, does hereby certify that this plat correctly represents its "RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30", a subdivision containing Lots numbered 101 to 141, both inclusive, and areas designated as Reserve "F", Reserve "G", Reserve "H", Reserve "I", Reserve "J" and Reserve "K", does hereby accept this plat of same and dedicates to public use, in such, all of Head of Pond Road shown hereon and not heretofore dedicated.

Easements are hereby reserved in, over and under areas designated on this plat as "Easement", "Drainage Easement" or "Sidewalk Easement". Each of the aforementioned designated easements permit the construction, operation and maintenance of all public and quasi-public utilities above, beneath, and on the surface of the ground and, where necessary, for the construction, operation and maintenance of service connections to all adjacent lots and lands and for storm water drainage. No building shall be constructed in any area over which easements are hereby reserved. Within those areas designated "Drainage Easement" on this plat, an additional easement is hereby reserved for the purpose of constructing, operating and maintaining major storm water drainage swales and/or other above ground storm water drainage facilities. No above grade structures, ditches or other obstructions to the flow of storm water runoff are permitted within Drainage Easement areas as delineated on this plat unless approved by the City of New Albany Engineer. Within those areas designated "Sidewalk Easement" on this plat, an additional easement is hereby reserved for the purpose of constructing, installing and maintaining a sidewalk for use by the general public. Easement areas shown hereon outside of the platted area are within lands owned by the undersigned and easements are hereby reserved therein for the uses and purposes as expressed herein.

In Witness Whereof, BRENT B. BRADBURY, Chief Financial Officer of THE NEW ALBANY COMPANY LLC, has hereunto set his hand this _____ day of _____, 20____.

Signed and Acknowledged
In the presence of:

THE NEW ALBANY COMPANY LLC

By BRENT B. BRADBURY,
Chief Financial Officer

STATE OF OHIO
COUNTY OF FRANKLIN ss:

Before me, a Notary Public in and for said State, personally appeared BRENT B. BRADBURY, Chief Financial Officer of THE NEW ALBANY COMPANY LLC, who acknowledged the signing of the foregoing instrument to be his voluntary act and deed and the voluntary act and deed of said THE NEW ALBANY COMPANY LLC for the uses and purposes expressed herein.

In Witness Whereof, I have hereunto set my hand and affixed my official seal this day of _____, 20____.

My commission expires _____
Notary Public, _____ State of Ohio

Approved this _____ day of _____
20____

Mayor, _____ New Albany, Ohio

Approved this _____ day of _____
20____

City Engineer, _____ New Albany, Ohio

Approved this _____ day of _____
20____

Council Representative to Planning
Commission, _____ New Albany, Ohio

Approved this _____ day of _____
20____

Chairperson, Planning Commission,
_____ New Albany, Ohio

Approved this _____ day of _____
20____

Finance Director, _____ New Albany, Ohio

Approved and accepted by Resolution No. _____ passed _____, 20____, wherein all of Head of Pond Road shown dedicated hereon is accepted, as such, by the Council for the City of New Albany, Ohio. Approval of this plat shall become null and void unless recorded prior to _____, 20____. The City of New Albany, Ohio by its approval and acceptance of this plat does hereby vacate the portions of Buckingham Street and Head of Pond Road shown hereon by Cross Hatching.

Transferred this _____ day of _____
20____

Auditor, _____ Franklin County, Ohio

Deputy Auditor, _____ Franklin County, Ohio

Filed for record this _____ day of _____
20____ at _____ St. Fee \$ _____

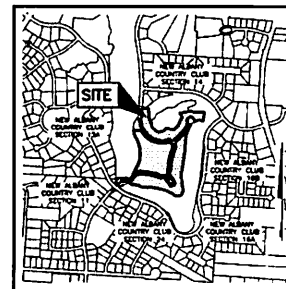
Recorder, _____ Franklin County, Ohio

File No. _____

Recorded this _____ day of _____
20____

Deputy Recorder, _____ Franklin County, Ohio

Plat Book _____, Page _____



LOCATION MAP AND BACKGROUND DRAWING
NOT TO SCALE

SURVEY DATA:

BASIS OF BEARINGS: The bearings shown hereon are based on the same meridian as the bearings shown on the subdivision plat entitled "New Albany Country Club Section 30", of record in Plat Book 132, Page 88, Recorder's Office, Franklin County, Ohio. On said plat of record, a portion of the corner of Yantis Drive is shown as having a bearing of South 17°54'44" East.

SOURCE OF DATA: The sources of recorded survey data referenced in the plan and text of this plat are the records of the Recorder's Office, Franklin County, Ohio.

IRON PINS: Iron pins, where indicated hereon, unless otherwise noted, are to be set and are iron pins. Cast-iron-sleeve pins, cast-iron-sleeve pins, thirty inches long with a plastic plug placed in the top and bearing the initials EMHT INC.

PERMANENT MARKERS: Permanent markers, where indicated hereon, are to be one-inch diameter, thirty-inch long, solid iron pins, are to be set to monument the points indicated and are to be set with the top and dash with the surface of the ground and then capped with an aluminum cap stamped EMHT INC. Once installed, the top of the cap shall be marked (punching) to record the actual location of the point. These markers shall be set following the completion of the construction/installation of the street pavement and utilities and prior to the City of New Albany, Ohio's acceptance of these infrastructure improvements. The New Albany, Ohio, Municipal Engineer shall be notified in writing when the markers are in place.

SURVEYED & PLATTED
BY

EMHT

Engineering, Surveying & Mapping, Inc.
200 West Albany Street, Columbus, OH 43201
Phone: 614.267.1111 Fax: 614.267.1112
www.emht.com

We do hereby certify that we have surveyed the above premises, prepared the attached plat, and that said plat is correct. All dimensions are in feet and decimal parts thereof.

○ = Iron Pin (See Survey Data)
● = MAG Nail to be set
⊙ = Permanent Marker (See Survey Data)

By _____ Professional Surveyor No. 7063 Date _____

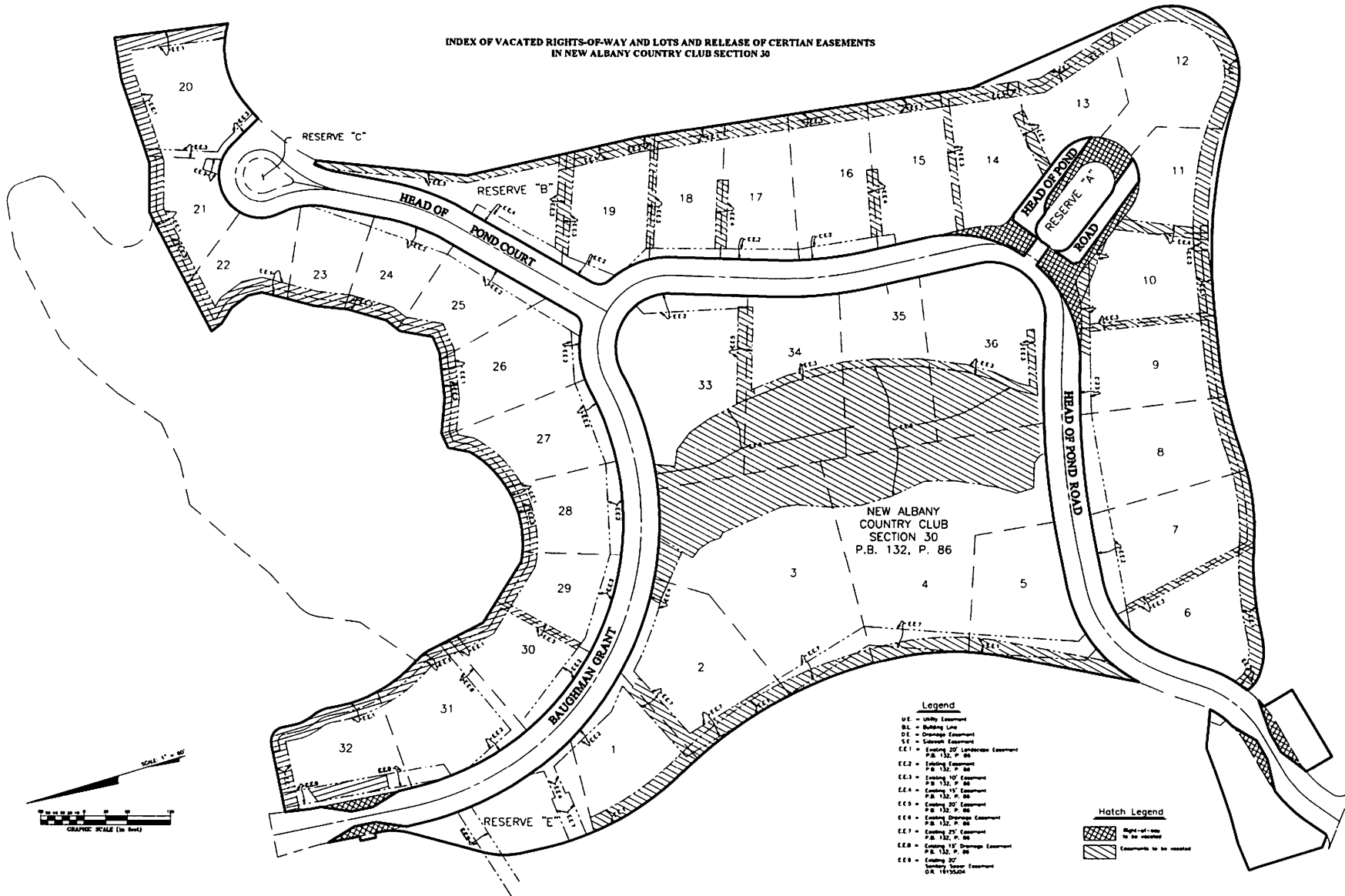
RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30

INDEX OF VACATED RIGHTS-OF-WAY AND LOTS AND RELEASE OF CERTAIN EASEMENTS
IN NEW ALBANY COUNTRY CLUB SECTION 30

Line Type Legend

---	Existing Property Line
---	Existing R/W Line
---	Existing R/W Centerline
---	Existing Easement Line
---	Subdivision Boundary Line
---	Lot Line
---	R/W Line
---	R/W Centerline
---	Easement Line

2
5



Legend

U.E.	Utility Easement
B.L.	Building Line
D.E.	Drainage Easement
S.E.	Setback Easement
E.E.1	Existing 20' Easement
E.E.2	Existing 10' Easement
E.E.3	Existing 15' Easement
E.E.4	Existing 15' Easement
E.E.5	Existing 20' Easement
E.E.6	Existing 20' Easement
E.E.7	Existing 20' Easement
E.E.8	Existing 15' Easement
E.E.9	Existing 15' Easement
E.E.10	Existing 20' Easement
E.E.11	Existing 20' Easement
E.E.12	Existing 20' Easement
E.E.13	Existing 20' Easement
E.E.14	Existing 20' Easement
E.E.15	Existing 20' Easement
E.E.16	Existing 20' Easement
E.E.17	Existing 20' Easement
E.E.18	Existing 20' Easement
E.E.19	Existing 20' Easement
E.E.20	Existing 20' Easement
E.E.21	Existing 20' Easement
E.E.22	Existing 20' Easement
E.E.23	Existing 20' Easement
E.E.24	Existing 20' Easement
E.E.25	Existing 20' Easement
E.E.26	Existing 20' Easement
E.E.27	Existing 20' Easement
E.E.28	Existing 20' Easement
E.E.29	Existing 20' Easement
E.E.30	Existing 20' Easement
E.E.31	Existing 20' Easement
E.E.32	Existing 20' Easement
E.E.33	Existing 20' Easement
E.E.34	Existing 20' Easement
E.E.35	Existing 20' Easement
E.E.36	Existing 20' Easement
E.E.37	Existing 20' Easement
E.E.38	Existing 20' Easement
E.E.39	Existing 20' Easement
E.E.40	Existing 20' Easement
E.E.41	Existing 20' Easement
E.E.42	Existing 20' Easement
E.E.43	Existing 20' Easement
E.E.44	Existing 20' Easement
E.E.45	Existing 20' Easement
E.E.46	Existing 20' Easement
E.E.47	Existing 20' Easement
E.E.48	Existing 20' Easement
E.E.49	Existing 20' Easement
E.E.50	Existing 20' Easement
E.E.51	Existing 20' Easement
E.E.52	Existing 20' Easement
E.E.53	Existing 20' Easement
E.E.54	Existing 20' Easement
E.E.55	Existing 20' Easement
E.E.56	Existing 20' Easement
E.E.57	Existing 20' Easement
E.E.58	Existing 20' Easement
E.E.59	Existing 20' Easement
E.E.60	Existing 20' Easement
E.E.61	Existing 20' Easement
E.E.62	Existing 20' Easement
E.E.63	Existing 20' Easement
E.E.64	Existing 20' Easement
E.E.65	Existing 20' Easement
E.E.66	Existing 20' Easement
E.E.67	Existing 20' Easement
E.E.68	Existing 20' Easement
E.E.69	Existing 20' Easement
E.E.70	Existing 20' Easement
E.E.71	Existing 20' Easement
E.E.72	Existing 20' Easement
E.E.73	Existing 20' Easement
E.E.74	Existing 20' Easement
E.E.75	Existing 20' Easement
E.E.76	Existing 20' Easement
E.E.77	Existing 20' Easement
E.E.78	Existing 20' Easement
E.E.79	Existing 20' Easement
E.E.80	Existing 20' Easement
E.E.81	Existing 20' Easement
E.E.82	Existing 20' Easement
E.E.83	Existing 20' Easement
E.E.84	Existing 20' Easement
E.E.85	Existing 20' Easement
E.E.86	Existing 20' Easement
E.E.87	Existing 20' Easement
E.E.88	Existing 20' Easement
E.E.89	Existing 20' Easement
E.E.90	Existing 20' Easement
E.E.91	Existing 20' Easement
E.E.92	Existing 20' Easement
E.E.93	Existing 20' Easement
E.E.94	Existing 20' Easement
E.E.95	Existing 20' Easement
E.E.96	Existing 20' Easement
E.E.97	Existing 20' Easement
E.E.98	Existing 20' Easement
E.E.99	Existing 20' Easement
E.E.100	Existing 20' Easement

Hatch Legend

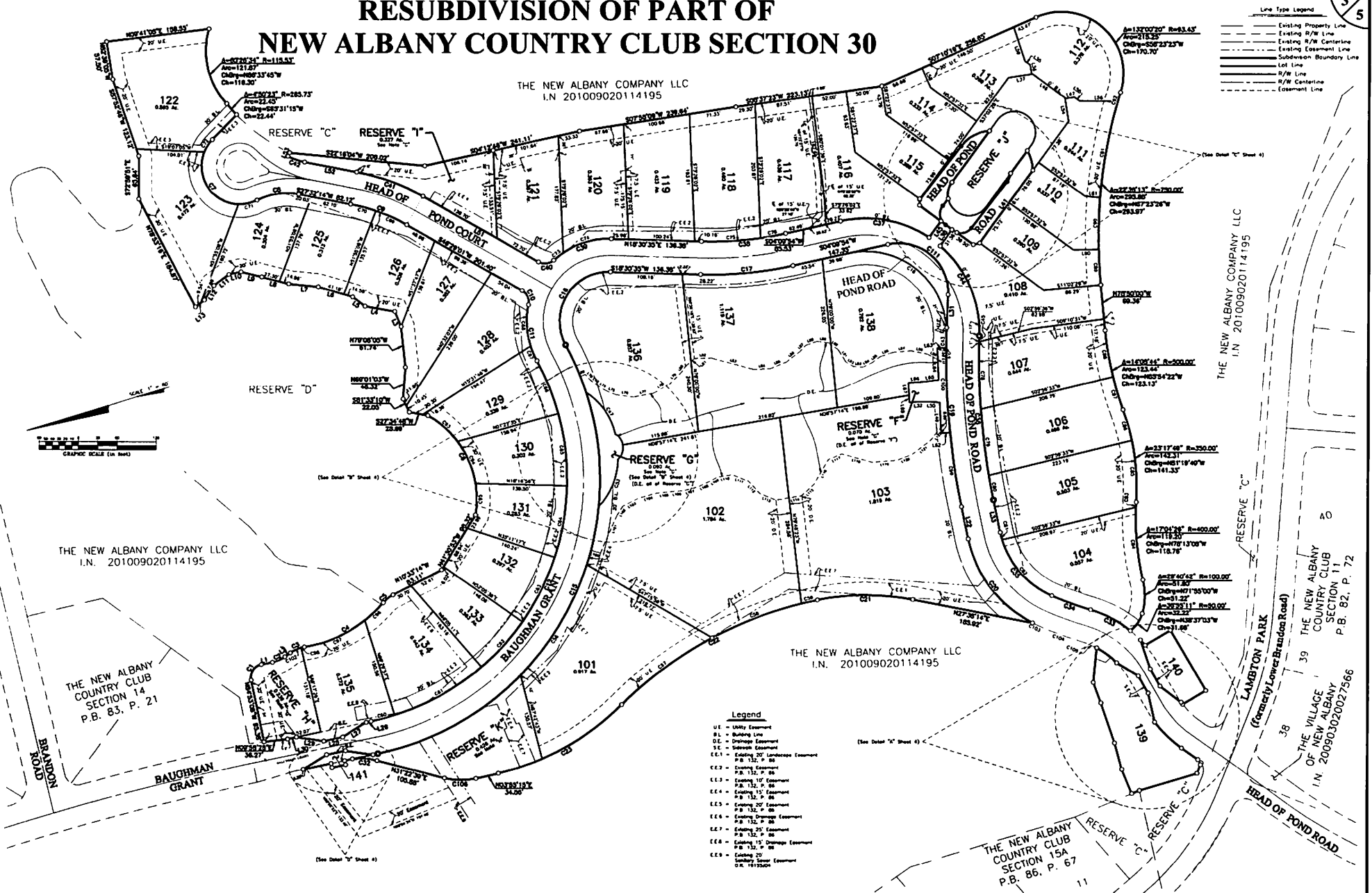
[Hatched Box]	Right-of-Way to be vacated
[Hatched Box]	Easements to be released

RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30

THE NEW ALBANY COMPANY LLC
I.N. 201009020114195

- Line Type Legend
- Existing Property Line
 - Existing R/W Line
 - Existing R/W Centerline
 - Existing Easement Line
 - Subdivision Boundary Line
 - Lot Line
 - R/W Line
 - R/W Centerline
 - Easement Line

3
5



- Legend
- UE = Utility Equipment
 - BL = Building Line
 - DE = Drainage Easement
 - SE = Setback Easement
 - CE1 = Existing 20' Landscape Easement
 - CE2 = Existing 15' Easement
 - CE3 = Existing 10' Easement
 - CE4 = Existing 5' Easement
 - CE5 = Existing 25' Easement
 - CE6 = Existing 30' Easement
 - CE7 = Existing 35' Easement
 - CE8 = Existing 40' Easement
 - CE9 = Existing 45' Easement
 - CE10 = Existing 50' Easement
 - CE11 = Existing 55' Easement
 - CE12 = Existing 60' Easement
 - CE13 = Existing 65' Easement
 - CE14 = Existing 70' Easement
 - CE15 = Existing 75' Easement
 - CE16 = Existing 80' Easement
 - CE17 = Existing 85' Easement
 - CE18 = Existing 90' Easement
 - CE19 = Existing 95' Easement
 - CE20 = Existing 100' Easement

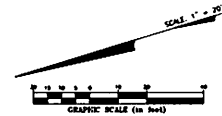
RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30

Detail "A"
1" = 20'

Detail "B"
1" = 20'

Detail "C"
1" = 20'

Detail "D"
1" = 20'



- Line Type Legend
- Existing Property Line
 - Existing R/W Line
 - Existing R/W Centerline
 - Existing Easement Line
 - Subdivision Boundary Line
 - Lot Line
 - R/W Line
 - R/W Centerline
 - Easement Line

4
5

RESUBDIVISION OF PART OF NEW ALBANY COUNTRY CLUB SECTION 30

5
5

LINE	BEARING	DISTANCE
L1	N05°06'52"E	17.43'
L2	N18°45'09"W	10.36'
L3	N03°52'11"E	24.80'
L4	S26°45'15"W	45.68'
L5	S53°55'57"W	23.52'
L6	S32°36'00"W	55.77'
L7	S22°36'55"W	45.82'
L8	S67°02'28"W	14.12'
L9	S30°40'10"W	32.60'
L10	S04°53'12"W	19.21'
L11	S19°33'39"E	28.31'
L12	S40°07'04"E	26.35'
L13	S20°50'37"E	17.23'
L14	S37°02'29"E	96.97'
L15	N37°02'28"W	42.83'
L16	S17°31'28"E	24.35'
L17	S05°06'54"W	47.25'
L18	S46°53'06"E	10.39'
L19	S06°06'19"W	17.20'
L20	N04°52'30"W	19.09'
L21	N35°31'14"W	102.92'
L22	N04°59'22"W	50.00'
L23	N78°39'42"E	55.64'
L24	S31°25'13"W	30.75'
L25	S46°53'06"E	0.16'
L26	S05°06'54"W	7.48'
L27	S14°48'38"E	42.55'
L28	S05°06'54"W	30.00'
L29	S25°02'26"W	42.55'
L30	S05°06'54"W	14.11'
L31	N70°51'22"W	50.00'
L32	S14°10'01"W	21.00'
L33	N04°59'22"W	50.00'
L34	S27°11'43"E	8.67'
L35	S52°57'32"E	9.88'
L36	S87°00'55"E	14.12'
L37	N07°57'32"E	36.86'
L38	N37°02'28"W	31.36'
L39	S52°57'32"W	30.99'
L40	S02°18'13"W	10.25'
L41	N37°02'27"W	137.16'

LINE	BEARING	DISTANCE
L42	N07°57'32"E	35.42'
L43	S07°57'32"W	1.44'
L44	N52°57'32"E	40.42'
L45	N37°02'28"W	30.95'
L46	S52°57'32"W	60.87'
L47	S07°55'40"W	14.12'
L48	S87°02'28"E	1.44'
L49	N75°49'59"W	46.53'
L50	S18°52'29"W	25.34'
L51	N46°29'01"E	201.40'
L52	N37°32'14"E	82.13'
L53	S46°00'09"E	6.09'
L54	N87°02'28"W	38.85'
L55	S52°57'32"W	9.88'
L56	S17°22'12"W	57.74'
L57	S87°02'28"E	35.41'
L58	S87°48'41"W	31.61'
L59	N88°27'53"E	53.68'
L60	S15°22'34"E	36.28'
L61	S21°22'43"W	22.86'
L62	S14°10'01"W	13.63'
L63	N14°10'01"E	13.78'
L64	N75°49'59"W	48.06'
L65	N09°27'32"E	25.34'
L66	N14°10'01"E	21.00'
L67	N75°49'59"W	19.08'
L68	N75°49'59"W	10.92'
L69	N04°47'40"W	8.24'
L70	N65°33'37"E	11.48'
L71	N35°31'14"W	13.86'
L72	S35°31'14"E	89.13'
L73	N54°37'32"E	14.34'
L74	S48°16'41"W	13.47'
L75	S38°37'27"W	17.93'
L76	S24°15'30"W	26.13'
L77	S06°22'30"W	31.35'
L78	S13°38'38"E	28.76'
L79	S27°36'36"E	23.15'
L80	S38°36'36"E	12.18'
L81	N24°30'16"W	18.06'
L82	S16°00'58"W	25.28'

LINE	BEARING	DISTANCE
L83	S31°29'29"W	66.80'
L84	S13°38'16"W	25.71'
L85	S05°35'22"E	26.27'
L86	S20°40'52"E	26.05'
L87	S29°30'05"E	13.28'
L88	S02°28'13"E	17.49'
L89	S24°05'46"W	17.64'
L90	S52°39'14"W	17.81'
L91	S74°30'31"W	21.72'
L92	S46°49'29"W	13.04'
L93	S20°38'59"W	14.84'
L94	S08°21'58"E	15.70'
L95	S20°26'01"E	14.72'
L96	S02°05'34"E	20.84'
L97	S17°09'02"E	27.58'
L98	S28°24'10"W	24.00'
L99	S43°22'00"W	18.57'
L100	N31°28'50"E	15.00'
L101	S49°27'58"E	61.92'
L102	S40°26'12"E	16.54'
L103	S10°41'23"E	26.82'
L104	S01°06'00"W	28.83'
L105	S10°56'16"W	21.87'
L106	S12°51'47"W	17.36'
L107	S07°11'25"W	21.42'
L108	S07°41'34"E	22.00'
L109	S13°48'21"E	13.49'
L110	S06°09'55"W	23.33'
L111	S58°18'21"W	25.57'
L112	S67°42'59"W	25.97'
L113	S39°10'40"W	26.84'
L114	S06°58'37"W	40.06'
L115	S25°39'34"E	24.78'
L116	S43°10'52"E	44.30'
L117	S09°44'34"E	21.80'
L118	S32°10'20"W	47.39'
L119	S12°33'47"W	37.33'
L120	S04°23'18"E	25.22'
L121	S20°27'50"E	34.38'
L122	S36°02'50"E	25.51'
L123	N78°39'42"E	55.64'

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	90°00'00"	20.00'	31.42'	N 39°53'08" W	28.28'
C2	273°02'01"	50.00'	20.63'	S 06°49'08" E	20.68'
C3	89°37'15"	50.00'	23.52'	N 05°16'31" W	23.31'
C4	40°39'02"	200.00'	141.90'	S 12°07'25" E	136.94'
C5	21°53'42"	50.00'	19.11'	N 21°30'05" W	18.99'
C6	70°10'04"	143.00'	177.58'	N 81°16'59" E	168.69'
C7	181°18'03"	58.00'	163.28'	S 70°28'48" W	114.46'
C8	37°42'28"	100.00'	65.81'	S 08°41'00" W	64.63'
C9	18°56'46"	275.00'	90.94'	S 37°00'37" W	90.52'
C10	71°55'13"	20.00'	25.10'	N 82°26'37" E	23.49'
C11	40°12'50"	125.00'	87.73'	N 81°42'12" W	85.94'
C12	106°55'30"	375.00'	699.82'	S 48°20'52" E	602.60'
C13	47°45'43"	32.00'	26.68'	N 60°29'58" W	25.91'
C14	47°44'59"	61.00'	50.84'	N 11°36'45" W	49.36'
C15	106°55'31"	425.00'	793.13'	S 48°20'52" E	682.95'
C16	120°19'12"	75.00'	157.50'	S 41°39'01" E	130.11'
C17	14°20'41"	565.00'	141.45'	S 11°20'14" W	141.09'
C18	104°25'30"	122.50'	223.26'	N 56°22'39" E	193.62'
C19	14°06'00"	1105.00'	272.57'	N 77°55'22" W	271.88'
C20	51°31'54"	185.00'	166.39'	S 69°14'40" W	160.84'
C21	27°09'51"	375.00'	145.06'	N 16°33'18" E	144.16'
C22	33°33'03"	585.00'	342.56'	N 11°18'09" W	337.69'
C23	31°59'35"	390.00'	217.81'	N 12°04'42" W	214.99'
C24	17°26'01"	120.00'	38.03'	S 53°53'29" W	37.82'
C25	18°31'45"	175.00'	56.59'	S 60°41'06" W	56.25'
C26	20°10'55"	20.00'	7.04'	N 61°30'41" E	7.01'
C27	180°25'22"	32.00'	100.77'	S 57°10'12" E	64.00'
C28	179°37'15"	32.00'	100.32'	N 53°08'43" E	64.00'
C29	132°39'36"	32.00'	79.27'	N 29°17'21" W	58.62'
C30	16°20'04"	26.50'	7.55'	N 09°21'26" W	7.53'
C31	22°38'22"	33.50'	13.24'	S 08°12'17" E	13.15'
C32	21°21'03"	100.00'	37.26'	N 20°42'07" E	37.05'
C33	22°26'04"	175.00'	68.52'	N 44°38'20" E	68.08'
C34	6°40'37"	535.00'	82.35'	S 36°45'36" W	82.31'
C35	54°54'43"	135.00'	129.36'	S 67°33'16" W	124.49'
C36	13°34'47"	1055.00'	250.04'	N 78°11'59" W	249.46'
C37	46°28'00"	172.50'	139.80'	N 27°22'54" E	136.00'
C38	14°20'41"	515.00'	128.94'	S 11°20'14" W	128.60'
C39	47°56'46"	125.00'	95.88'	N 03°27'48" W	93.54'
C40	71°55'13"	20.00'	25.10'	S 10°31'25" W	23.49'
C41	18°56'41"	325.00'	107.46'	N 37°00'40" E	106.97'
C42	15°39'58"	100.00'	27.34'	S 35°22'13" W	27.26'
C43	1°00'59"	1105.00'	19.60'	N 71°55'05" E	19.60'
C44	51°00'39"	172.50'	153.56'	N 83°05'05" E	148.56'
C45	0°09'23"	316.16'	8.64'	N 71°36'41" W	8.64'
C46	10°31'19"	425.00'	78.05'	N 83°27'02" E	77.94'
C47	44°18'47"	102.88'	79.57'	N 72°02'48" E	77.60'
C48	30°17'55"	16.18'	8.56'	N 55°26'14" E	8.46'
C49	28°00'03"	25.75'	11.68'	N 83°53'02" E	11.58'
C50	60°00'43"	25.75'	28.97'	S 78°28'40" E	25.75'
C51	34°00'36"	25.75'	15.28'	S 66°26'37" E	15.06'
C52	30°11'51"	18.19'	8.54'	S 34°20'20" E	8.44'
C53	44°18'49"	102.87'	79.56'	S 50°59'09" E	77.59'
C54	23°36'09"	125.73'	57.28'	N 78°28'14" E	174.08'
C55	12°11'04"	425.00'	90.38'	S 61°33'37" E	90.21'
C56	28°46'26"	425.00'	198.60'	S 42°04'53" E	198.80'
C57	16°48'31"	585.00'	171.28'	N 19°41'24" W	170.67'
C58	14°18'35"	585.00'	146.10'	N 04°08'51" W	145.72'

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE
C59	272°57'	585.00'	25.18	N 04°14'25" E	25.17
C60	5°36'56"	375.00'	36.75	S 02°18'25" W	36.74
C61	23°12'06"	375.00'	151.85	S 17°06'06" E	150.82
C62	14°12'13"	375.00'	92.98	S 30°48'15" E	92.72
C63	16°54'21"	375.00'	110.65	S 48°21'32" E	110.25
C64	16°54'21"	375.00'	110.65	S 63°15'54" E	110.25
C65	16°54'21"	375.00'	110.65	S 80°10'15" E	110.25
C66	13°11'12"	375.00'	66.31	N 84°46'59" E	66.12
C67	11°19'10"	125.00'	24.70	S 83°50'58" W	24.66
C68	28°53'39"	125.00'	63.04	N 78°02'37" W	62.37
C69	10°46'16"	275.00'	51.70	N 47°05'53" E	51.62
C70	8°10'31"	275.00'	39.24	N 31°37'30" E	39.20
C71	28°50'41"	36.00'	29.20	S 04°15'06" W	28.89
C72	22°12'20"	36.00'	22.48	N 39°58'21" W	22.34
C73	8°24'56"	125.00'	16.36	N 21°13'43" W	16.34
C74	30°31'50"	125.00'	77.52	N 00°44'40" E	76.28
C75	17°00'45"	95.00'	90.00	S 13°30'12" W	89.88
C76	41°59'56"	515.00'	38.94	S 08°19'52" W	38.93
C77	29°35'55"	61.00'	31.51	S 88°52'15" E	31.16
C78	5°33'43"	1059.00'	102.41	N 74°39'37" W	102.37
C79	5°28'18"	1055.00'	100.75	N 80°10'37" W	100.71
C80	2°04'36"	1055.00'	38.24	N 83°57'04" W	38.24
C81	5°01'50"	135.00'	11.85	N 67°30'17" W	11.85
C82	49°52'33"	135.00'	117.53	S 85°02'21" W	113.85
C83	17°06'24"	400.00'	7.73	N 70°14'07" W	7.73
C84	19°58'02"	400.00'	111.47	N 78°48'20" W	111.11
C85	15°25'19"	350.00'	94.21	S 77°23'34" E	93.92
C86	7°52'30"	350.00'	48.11	S 89°02'29" E	48.07
C87	5°57'55"	500.00'	52.06	N 89°59'47" W	52.03
C88	4°10'49"	500.00'	71.39	N 82°55'25" W	71.33
C89	4°06'29"	750.00'	53.76	N 76°38'20" W	53.75
C90	6°00'09"	750.00'	78.57	N 71°55'03" W	78.53
C91	10°20'00"	750.00'	135.26	N 63°24'59" W	135.06
C92	7°09'40"	750.00'	26.29	N 57°10'09" W	26.29
C93	25°41'18"	145.00'	59.95	N 58°02'56" E	59.52
C94	21°34'19"	145.00'	69.78	N 83°40'24" E	69.11
C95	18°54'23"	145.00'	47.85	S 73°05'12" E	47.63
C96	11°11'28"	200.00'	39.06	S 26°51'12" E	39.00
C97	29°27'34"	200.00'	102.83	S 06°31'41" E	101.70
C98	5°49'23"	50.00'	5.08	N 05°17'23" E	5.08
C99	5°53'02"	1105.00'	113.47	N 82°02'52" W	113.42
C100	6°40'46"	1105.00'	128.82	N 75°45'58" W	128.74
C101	14°03'13"	125.00'	30.66	N 89°38'06" E	30.56
C102	21°07'49"	50.00'	18.44	N 08°11'14" W	18.34
C103	32°22'48"	183.00'	10.91	S 41°47'19" W	10.91
C104	6°40'37"	585.00'	68.17	S 36°45'56" W	68.13
C105	11°45'10"	125.00'	25.64	N 81°37'53" E	25.63
C106	27°27'24"	100.00'	47.92	S 17°36'57" E	47.46
C107	53°14'38"	125.00'	12.03	N 56°14'44" E	12.00
C108	82°57'54"	20.00'	32.45	N 87°00'11" E	29.09
C109	28°53'20"	27.00'	14.35	S 50°27'55" E	14.16
C110	78°47'22"	20.00'	24.71	S 09°07'53" E	23.11
C111	10°34'56"	75.00'	13.42	N 36°39'16" E	11.89
C112	14°44'44"	125.00'	3.81	S 69°04'36" W	3.81
C113	53°13'36"	175.00'	10.77	N 42°22'16" E	10.73
C114	64°42'44"	175.00'	20.50	N 73°18'20" E	20.49
C115	10°31'35"	175.00'	32.15	S 17°23'55" E	32.14
C116	82°27'38"	125.00'	18.45	N 72°25'56" E	18.45



ORDINANCE O-33-2025

AN ORDINANCE TO AMEND CHAPTER 1144 “OCD OFFICE CAMPUS DISTRICT” OF THE CITY OF NEW ALBANY CODIFIED ORDINANCES

WHEREAS, it has been found that the codified ordinances of the city of New Albany, Chapter 1144, needs to be amended; and

WHEREAS, New Albany City Council has determined that it is necessary to amend the codified ordinances of the city of New Albany to promote orderly growth and development of lands; and

WHEREAS, the amendment provides updated and appropriate standards for public recreational facility development within the Office Campus District (OCD) zoning classification; and

WHEREAS, the New Albany Planning Commission and New Albany City Council on separate occasions have held public hearings and received public input concerning the amendment of the codified ordinance; and

WHEREAS, the New Albany Planning Commission 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. Portions of Codified Ordinance Chapter 1144 shall be amended as set forth in Exhibit A, which depicts these amendments in colored ink.

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 _____ day of _____, 2025.

Attest:

Sloan T. Spalding
Mayor

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 07/25/2025

Introduced: 08/05/2025

Revised:

Adopted:

Effective:

Exhibit A - O-33-2025

CHAPTER 1144 - OCD OFFICE CAMPUS DISTRICT^[20]

Footnotes:

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Cross reference— District established - see P & Z Chap. 1125.01; Off-street parking and loading - see P & Z Chap. 1167; Signs - see P & Z Chap. 1169; Satellite signal receiving antennas - see P & Z Chap. 1177

1144.01 - PURPOSE.

The purpose of the Office Campus District (OCD) is to provide for office **and public recreation** uses 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; Ord. 08-2006. Passed 9-5-06; Ord. 07-2007. Passed 2-20-07.)

1144.02 - PERMITTED USES.

- (a) Administrative business and professional offices as specified in 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 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:~~ The following uses are permitted as accessory uses within any building whose primary use is permitted under divisions (a) or (b):
 - (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 and Fitness Center.
 - (8) Training Facility.
 - (9) Storage Facilities.
 - (10) Day Care Facility.
 - (11) Other similar uses in accordance with Section 1127.02(e) of the Planning and Zoning Code.
- (d) Religious exercise facilities and related uses.

- (e) Temporary parking lots in accordance with [Chapter 1167](#) of the Planning and Zoning Code.
- (f) A park-and-ride facility providing daily parking as the principle use which may include accessory shelters for mass transit passengers or carpooling that typically includes parking lots and associated structures located along or near public transit routes.
- (g) Data Centers.
- (h) Indoor and outdoor public recreational facilities, including parks, recreational fields, health and fitness centers, training facilities, concession stands, playgrounds, nature preserves, indoor swimming pools, and similar facilities, not including such facilities developed for private use. Administrative and maintenance structures, scoreboards, and signs, that are associated with indoor and outdoor public recreation facilities shall be also permitted within this zoning district.

(Ord. 82-96. Passed 1-21-97; Ord. 08-2006. Passed 9-5-06; Ord. 07-2007. Passed 2-20-07; Ord. [O-15-2013](#). Passed 6-4-13; Ord. [O-07-2015](#). Passed 3-3-15.)

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-through 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 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.
- (e) Limited educational institutions offering educational courses and having no rooms regularly used for housing or sleeping of students, as well as ancillary uses typical of that found on a school campus including, but not limited to, parking lots, signs, gymnasiums, auditoriums, cafeterias, and administrative offices; ~~and indoor or outdoor recreational facilities~~. Limited educational institutions include:
 - (1) Secondary schools.
 - (2) Higher education institutions including junior colleges, community colleges, colleges, and universities.
- (f) Outdoor public swimming pools.

(Ord. 82-96. Passed 1-21-97; Ord. 08-2006. Passed 9-5-06; Ord. 07-2007. Passed 2-20-07; Ord. [O-03-2022](#). Passed 3-1-22.)

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 **Community Development Director or their designee** ~~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 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.
 - (4) **Indoor and Outdoor Recreational Facilities**: In instances where compliance with the off-street parking and loading space requirements of Chapter 1167 may impede the purpose of this zoning district, the number of required parking and loading spaces may be adjusted, provided such adjustments are substantiated by evidence-based standards. Such adjustments shall be subject to review and approval by the **Community Development Director or their designee**.
- (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 square foot of sign (as measured in Section 1169.06) per one thousand (1,000) square feet of usable floor space but shall not exceed a maximum sign area of one hundred twenty (120) square feet per side. A building less than thirty-two thousand (32,000) square feet usable floor space may have a sign of thirty-two (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.
- (l) 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.
- (m) Mechanical Equipment. Any external mechanical equipment shall be totally screened from all public roads and/or adjacent properties from ground level with materials that are similar to or the same as used on the majority of the building or if screened by landscaping the landscaping shall provide one hundred percent (100%) opacity. This section includes rooftop equipment, satellite dishes (excluding communication devices where technically impracticable), as well as ground mounted 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".
- (n) Lighting.
 - (1) All external lighting shall be cut off type fixtures and down cast to reduce "spillage".
 - (2) All types of parking, pedestrian and other lighting fixtures shall be of the same type and style and shall be wall mounted cut-off fixtures or located on poles having a maximum height of thirty (30) feet.
 - (3) Luminaries should have a minimum cut-off of forty-five (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.
 - (4) All light poles and standards shall be in dark color.
 - (5) Landscape uplighting from a concealed source shall be permitted. All upright fixtures must be screened by landscaping.
 - (6) No permanent colored lights or neon lights shall be used when visible from the exterior of the building. Flood lighting of buildings is prohibited, except that accent lighting, from a concealed source, is permitted. Nothing in this subsection shall prohibit lighting required for employee security
- (o) Architecture. As part of the plans, ~~submitted pursuant to Division (q)~~, front, rear and side building elevations shall be shown indicating building material color and height. The following elements shall be considered:
 - (1) Materials, texture and color compatibility.
 - A. Earth tones, muted and natural tones are permitted. Brighter hues are permitted only as accent features (such as awnings, doors, limited trim, etc.).
 - B. Materials: Brick, precast wall panels, stone, concrete, coated metals and woods are permitted. Other materials may be permitted, but are subject to approval for intent and compatibility. All glass or highly reflective 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 **Community Development Director or their designee Development Standards Review Committee**. The developer may **also** 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 eighteen (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 (5) trees shall be planted per one hundred (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 five percent (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 thirty (30) inches 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 Section 1171.04.
- (9) Where a required side yard abuts any district where a residence is a permitted use landscaping in accordance with 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 thirty five (35) days of submission of plans the Committee shall issue a statement of compliance or noncompliance 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

(Ord. 82-96. Passed 1-21-97; Ord. 08-2006. Passed 9-5-06; Ord. 07-2007. Passed 2-20-07.)



ORDINANCE O-34-2025

AN ORDINANCE PROVIDING FOR THE ISSUANCE AND SALE OF NOTES IN THE MAXIMUM PRINCIPAL AMOUNT OF \$15,000,000, IN ANTICIPATION OF THE ISSUANCE OF BONDS, FOR THE PURPOSE OF PAYING THE COSTS OF IMPROVING THE CITY'S VEHICULAR TRANSPORTATION SYSTEM, AND DECLARING AN EMERGENCY

WHEREAS, pursuant to Ordinance No. O-30-2024 adopted August 6, 2024, notes in anticipation of bonds in the principal amount of \$22,500,000, dated September 11, 2024 (the "*Outstanding Notes*"), were issued for the purpose stated in Section 1, to mature on September 10, 2025; and

WHEREAS, this City Council finds and determines that the City should retire the Outstanding Notes with the proceeds of the Notes described in Section 3 and other funds available to the City; and

WHEREAS, this City Council has requested that the Director of Finance, as fiscal officer of this City, certify the estimated life or period of usefulness of the Improvement described in Section 1, the estimated maximum maturity of the Bonds described in Section 1 and the maximum maturity of the Notes described in Section 3 to be issued in anticipation of the Bonds; and

WHEREAS, the Director of Finance has certified to this City Council that the estimated life or period of usefulness of the Improvement described in Section 1 is at least five (5) years, the estimated maximum maturity of the Bonds described in Section 1 is at least twenty (20) years, and the maximum maturity of the Notes described in Section 3, to be issued in anticipation of the Bonds, is September 11, 2044; and

WHEREAS, this Ordinance constitutes an emergency measure necessary for the immediate preservation of the public peace, health, safety or welfare of the City, and for the further reason that this Ordinance is required to be immediately effective in order to permit the prompt issuance of the Notes, which is necessary to enable the City to timely retire the Outstanding Notes and thereby approve its credit.

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

Section 1. Authorized Principal Amount of Anticipated Bonds; Purpose. It is necessary to issue bonds of this City in the maximum principal amount of \$15,000,000 (the "*Bonds*") for the purpose of paying the costs of improving the City's vehicular transportation system, including Briscoe Parkway, the Market Street extension, Third Street, Reynoldsburg-New Albany Road and U.S. Route 62/Main Street, by constructing, reconstructing, extending, opening, widening, grading, draining, curbing, paving and resurfacing, including erosion controls, tree clearing and site preparation, installing or relocating sanitary sewer, storm sewer and water improvements, signage and striping, streetlighting

and signalization, electrical and telecommunications duct banks, turn lanes, sidewalks, crosswalks and bikeways, ADA curb ramps, streetscaping, landscaping and other aesthetic improvements, and acquiring interests in real estate therefor, together with all incidental work and related appurtenances thereto (the "*Improvement*").

Section 2. Estimated Bond Terms. The Bonds shall be dated approximately September 1, 2026, shall bear interest at the now estimated rate of 6.00% per year, payable semiannually until the principal amount is paid, and are estimated to mature in twenty (20) annual principal installments on December 1 of each year and in such amounts that the total principal and interest payments on the Bonds, in any fiscal year in which principal is payable, shall be substantially equal. The first principal payment on the Bonds is estimated to be December 1, 2026.

Section 3. Authorized Principal Amount of Notes; Dating; Interest Rate. It is necessary to issue and this City Council determines that notes in the maximum principal amount of \$15,000,000 (the "*Notes*") shall be issued in anticipation of the issuance of the Bonds for the purpose described in Section 1 and to retire, together with other funds available to the City, the Outstanding Notes and to pay any financing costs. The principal amount of Notes to be issued (not to exceed the stated maximum principal amount) shall be determined by the Director of Finance in the certificate awarding the Notes in accordance with Section 6 of this Ordinance (the "*Certificate of Award*") as the amount which, along with other available funds of the City, is necessary to provide for the retirement of the Outstanding Notes and to pay any financing costs. The Notes shall be dated the date of issuance and shall mature not more than one year following the date of issuance, provided that the Director of Finance shall establish the maturity date in the Certificate of Award. The Notes shall bear interest at a rate or rates not to exceed 6.50% per year (computed on the basis of a 360-day year consisting of twelve 30-day months), payable at maturity and until the principal amount is paid or payment is provided for. The rate or rates of interest on the Notes shall be determined by the Director of Finance in the Certificate of Award in accordance with Section 6 of this Ordinance.

Section 4. Payment of Debt Charges; Paying Agent. The debt charges on the Notes shall be payable in lawful money of the United States of America or in Federal Reserve funds of the United States of America as determined by the Director of Finance in the Certificate of Award, and shall be payable, without deduction for services of the City's paying agent, at the office of a bank or trust company designated by the Director of Finance in the Certificate of Award after determining that the payment at that bank or trust company will not endanger the funds or securities of the City and that proper procedures and safeguards are available for that purpose or at the office of the Director of Finance if agreed to by the Director of Finance and the original purchaser (the "*Paying Agent*").

The City Manager and the Director of Finance shall sign and deliver, in the name and on behalf of the City, the Note Registrar Agreement between the City and the Paying Agent, in substantially the form as is now on file with the Clerk of Council. The Note Registrar Agreement is approved, together with any changes or amendments that are not inconsistent with this Ordinance and not substantially adverse to the City and that are approved by the City Manager and the Director of Finance on behalf of the City, all of which shall be conclusively evidenced by the signing of the Note Registrar Agreement or amendments thereto. The Director of Finance shall provide for the payment of the services rendered and for reimbursement of expenses incurred pursuant to the Note Registrar Agreement, except to the extent paid or reimbursed by the original purchaser and/or the Paying Agent in accordance with the Certificate of Award, from the proceeds of the Notes to the extent available and then from other money lawfully available and appropriated or to be appropriated for that purpose.

Section 5. Execution of Notes; Book-Entry System. The Notes shall be signed by the City Manager and the Director of Finance, in the name of the City and in their official capacities; provided that one of those signatures may be a facsimile. The Notes shall be issued in minimum denominations of \$100,000 (and may be issued in denominations in such amounts in excess thereof as requested by the original purchaser and approved by the Director of Finance) and with numbers as requested by the original purchaser and approved by the Director of Finance. The entire principal amount may be represented by a single note and may be issued as fully registered securities (for which the Director of Finance will serve as note registrar) and in book entry or other uncertificated form in accordance with Section 9.96 and Chapter 133 of the Ohio Revised Code if it is determined by the Director of Finance that issuance of fully registered securities in that form will facilitate the sale and delivery of the Notes. The Notes shall not have coupons attached, shall be numbered as determined by the Director of Finance and shall express upon their faces the purpose, in summary terms, for which they are issued and that they are issued pursuant to this Ordinance. As used in this Section and this Ordinance:

“Book entry form” or “book entry system” means a form or system under which (a) the ownership of beneficial interests in the Notes and the principal of and interest on the Notes may be transferred only through a book entry, and (b) a single physical Note certificate in fully registered form is issued by the City and payable only to a Depository or its nominee as registered owner, with the certificate deposited with and *“immobilized”* in the custody of the Depository or its designated agent for that purpose. The book entry maintained by others than the City is the record that identifies the owners of beneficial interests in the Notes and that principal and interest.

“Depository” means any securities depository that is a clearing agency registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934, operating and maintaining, with its Participants or otherwise, a book entry system to record ownership of beneficial interests in the Notes or the principal of and interest on the Notes, and to effect transfers of the Notes, in book entry form, and includes and means initially The Depository Trust Company (a limited purpose trust company).

“Participant” means any participant contracting with a Depository under a book entry system and includes securities brokers and dealers, banks and trust companies and clearing corporations.

The Notes may be issued to a Depository for use in a book entry system and, if and as long as a book entry system is utilized, (a) the Notes may be issued in the form of a single Note made payable to the Depository or its nominee and immobilized in the custody of the Depository or its agent for that purpose; (b) the beneficial owners in book entry form shall have no right to receive the Notes in the form of physical securities or certificates; (c) ownership of beneficial interests in book entry form shall be shown by book entry on the system maintained and operated by the Depository and its Participants, and transfers of the ownership of beneficial interests shall be made only by book entry by the Depository and its Participants; and (d) the Notes as such shall not be transferable or exchangeable, except for transfer to another Depository or to another nominee of a Depository, without further action by the City.

If any Depository determines not to continue to act as a Depository for the Notes for use in a book entry system, the Director of Finance may attempt to establish a securities depository/book entry relationship with another qualified Depository. If the Director of Finance does not or is unable to do so, the Director of Finance, after making provision for notification of the beneficial owners by the then Depository and any other arrangements deemed necessary, shall permit withdrawal of the Notes from the Depository, and shall cause the Notes in bearer or payable form to be signed by the officers

authorized to sign the Notes and delivered to the assigns of the Depository or its nominee, all at the cost and expense (including any costs of printing), if the event is not the result of City action or inaction, of those persons requesting such issuance.

The Director of Finance is also hereby authorized and directed, to the extent necessary or required, to enter into any agreements determined necessary in connection with the book entry system for the Notes, after determining that the signing thereof will not endanger the funds or securities of the City.

Section 6. Sale and Award of the Notes. The Notes shall be sold at not less than par plus accrued interest (if any) at private sale by the Director of Finance in accordance with law and the provisions of this Ordinance, the Certificate of Award and the Note Purchase Agreement. The Director of Finance shall sign the Certificate of Award referred to in Section 3 fixing the interest rate or rates which the Notes shall bear and evidencing that sale to the original purchaser, cause the Notes to be prepared, and have the Notes signed and delivered, together with a true transcript of proceedings with reference to the issuance of the Notes if requested by the original purchaser, to the original purchaser upon payment of the purchase price.

The Note Purchase Agreement by and between the City and the original purchaser and now on file with the Clerk of Council is approved, and the City Manager and the Director of Finance are authorized to sign and deliver, on behalf of the City, the Note Purchase Agreement with such changes that are not inconsistent with the provisions of this Ordinance, are not materially adverse to the interests of the City and are approved by the City Manager and the Director of Finance. Any such changes to the Note Purchase Agreement that are not materially adverse to the interests of the City and are approved by the City Manager and the Director of Finance shall be evidenced conclusively by the signing of the Note Purchase Agreement by the City Manager and the Director of Finance.

The City Manager, the Director of Finance, the Director of Law, the Clerk of Council and other City officials, as appropriate, and any person serving in an interim or acting capacity for any such official or as an assistant thereto, are each authorized and directed to sign any transcript certificates, financial statements and other documents and instruments and to take such actions as are necessary or appropriate to consummate the transactions contemplated by this Ordinance. Any actions heretofore taken by the City Manager, the Director of Finance, the Director of Law, the Clerk of Council or other City official, as appropriate, in doing any and all acts necessary in connection with the issuance and sale of the Notes are hereby ratified and confirmed. The Director of Finance is authorized, if it is determined to be in the best interest of the City, to combine the issue of Notes with one or more other note issues of the City into a consolidated note issue pursuant to Section 133.30(B) of the Ohio Revised Code.

To the extent that the Director of Finance determines that it would be in the best interest of the City and elects to utilize the Ohio Market Access Program (the "*Ohio Market Access Program*") which is administered by the Treasurer of the State of Ohio (the "*Treasurer*"), the City Manager and the Director of Finance are authorized to sign and deliver, in the name and on behalf of the City, the Standby Note Purchase Agreement (the "*Standby Note Purchase Agreement*") in substantially the form as presented to this City Council with such changes as are not materially adverse to the City and as may be approved by the officers of the City executing the Standby Note Purchase Agreement. The City acknowledges the agreement of the Treasurer in the Standby Note Purchase Agreement that, in the event the City is unable to repay the principal amount and accrued and unpaid interest of the Notes at their maturity, whether through its own funds or through the issuance of other obligations of the City, the Treasurer

agrees to (a) purchase the Notes from the holders or beneficial owners thereof upon their presentation to the Treasurer for such purchase at a price of par plus accrued interest to maturity or (b) purchase renewal notes of the City in a principal amount not greater than the principal amount of the Notes plus interest due at maturity, with such renewal notes bearing interest at the Renewal Note Rate (as defined in the Standby Note Purchase Agreement), maturing not more than one year after the date of their issuance, and being prepayable at any time with 30 days' notice, provided that in connection with the Treasurer's purchase of such renewal notes the City shall deliver to the Treasurer an unqualified opinion of nationally recognized bond counsel that (i) such renewal notes are the legal, valid and binding general obligations of the City, and the principal of and interest on such renewal notes, unless paid from other sources, are to be paid from the proceeds of the levy of ad valorem taxes, within the ten-mill limitation imposed by law, on all property subject to ad valorem taxes levied by the City and (ii) interest on the renewal notes is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code, as amended, to the same extent that interest on the Notes is so excluded.

The officers signing the Notes are authorized to take all actions that may in their judgment reasonably be necessary to provide for the Standby Note Purchase Agreement, including but not limited to the inclusion of a notation on the form of the Notes providing notice to the holders or beneficial owners of the existence of the Standby Note Purchase Agreement and providing instructions to such holders or beneficial owners regarding the presentation of the Note for purchase by the Treasurer at stated maturity.

Section 7. Application of Note Proceeds. The proceeds from the sale of the Notes received by the City (or withheld by the original purchaser or deposited with the Paying Agent, in each case on behalf of the City) shall be paid into the proper fund or funds, and those proceeds are appropriated and shall be used for the purpose for which the Notes are being issued. The Certificate of Award and the Note Purchase Agreement may authorize the original purchaser to (a) withhold certain proceeds from the sale of the Notes or (b) remit certain proceeds from the sale of the Notes to the Paying Agent, in each case to provide for the payment of certain financing costs on behalf of the City. If proceeds are remitted to the Paying Agent in accordance with this Section 7, the Paying Agent shall be authorized to create a fund in accordance with the Certificate of Award and/or Note Registrar Agreement for that purpose. Any portion of those proceeds received by the City (after payment of those financing costs) representing premium or accrued interest shall be paid into the Bond Retirement Fund.

Section 8. Application and Pledge of Bond or Renewal Note Proceeds or Excess Funds. The par value to be received from the sale of the Bonds or of any renewal notes and any excess funds resulting from the issuance of the Notes shall, to the extent necessary, be used to pay the debt charges on the Notes at maturity and are pledged for that purpose.

Section 9. Provision for Tax Levy. During the year or years in which the Notes are outstanding, there shall be levied on all the taxable property in the City, in addition to all other taxes, the same tax that would have been levied if the Bonds had been issued without the prior issuance of the Notes. The tax shall be within the ten-mill limitation imposed by law, shall be and is ordered computed, certified, levied and extended upon the tax duplicate and collected by the same officers, in the same manner and at the same time that taxes for general purposes for each of those years are certified, levied, extended and collected, and shall be placed before and in preference to all other items and for the full amount thereof. The proceeds of the tax levy shall be placed in the Bond Retirement Fund,

which is irrevocably pledged for the payment of the debt charges on the Notes or the Bonds when and as the same fall due.

In each year to the extent receipts from the municipal income tax are available for the payment of the debt charges on the Notes or the Bonds and are appropriated for that purpose, the amount of the tax shall be reduced by the amount of such receipts so available and appropriated in compliance with the following covenant. To the extent necessary, the debt charges on the Notes or the Bonds shall be paid from municipal income taxes lawfully available therefor under the Constitution and the laws of the State of Ohio and the Charter of the City; and the City hereby covenants, subject and pursuant to such authority, including particularly Section 133.05(B)(7) of the Ohio Revised Code, to appropriate annually from such municipal income taxes such amount as is necessary to meet such annual debt charges.

Nothing in the preceding paragraph in any way diminishes the irrevocable pledge of the full faith and credit and general property taxing power of the City to the prompt payment of the debt charges on the Notes or the Bonds.

Section 10. Federal Tax Considerations. The City covenants that it will use, and will restrict the use and investment of, the proceeds of the Notes in such manner and to such extent as may be necessary so that (a) the Notes will not (i) constitute private activity bonds or arbitrage bonds under Sections 141 or 148 of the Internal Revenue Code of 1986, as amended (the “Code”) or (ii) be treated other than as bonds the interest on which is excluded from gross income under Section 103 of the Code, and (b) the interest on the Notes will not be an item of tax preference under Section 57 of the Code.

The City further covenants that (a) it will take or cause to be taken such actions that may be required of it for the interest on the Notes to be and remain excluded from gross income for federal income tax purposes, (b) it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (c) it, or persons acting for it, will, among other acts of compliance, (i) apply the proceeds of the Notes to the governmental purpose of the borrowing, (ii) restrict the yield on investment property, (iii) make timely and adequate payments to the federal government, (iv) maintain books and records and make calculations and reports and (v) refrain from certain uses of those proceeds, and, as applicable, of property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

The Director of Finance, as fiscal officer, or any other officer of the City having responsibility for issuance of the Notes is hereby authorized (a) to make or effect any election, selection, designation, choice, consent, approval, or waiver on behalf of the City with respect to the Notes as the City is permitted to or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Notes or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments or penalties with respect to the Notes, or making payments of special amounts in lieu of making computations to determine, or paying, excess earnings as rebate, or obviating those amounts or payments with respect to the Notes, which action shall be in writing and signed by the officer, (b) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the City, as may be appropriate to assure the exclusion of interest from gross income and the intended tax

status of the Notes, and (c) to give one or more appropriate certificates of the City, for inclusion in the transcript of proceedings for the Notes, setting forth the reasonable expectations of the City regarding the amount and use of all the proceeds of the Notes, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Notes. The Director of Finance or any other officer of the City having responsibility for issuance of the Notes is specifically authorized to designate the Notes as “qualified tax-exempt obligations” if such designation is applicable and desirable, and to make any related necessary representations and covenants.

Each covenant made in this Section with respect to the Notes is also made with respect to all issues any portion of the debt service on which is paid from proceeds of the Notes (and, if different, the original issue and any refunding issues in a series of refundings), to the extent such compliance is necessary to assure exclusion of interest on the Notes from gross income for federal income tax purposes, and the officers identified above are authorized to take actions with respect to those issues as they are authorized in this Section to take with respect to the Notes.

Section 11. Certification and Delivery of Ordinance. The Clerk of Council is directed to promptly deliver, or cause to be delivered, a certified copy of this Ordinance to the County Auditors of Franklin and Licking Counties, Ohio.

Section 12. Rating. The Director of Finance is authorized to request a rating for the Notes from Moody’s Ratings or S&P Global Ratings, or both, as the Director of Finance determines is in the best interest of the City. The expenditure of the amounts necessary to secure any such ratings as well as to pay the other financing costs (as defined in Section 133.01 of the Ohio Revised Code) in connection with the Notes is hereby authorized and approved and the amounts necessary to pay those costs are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 13. Bond Counsel. The legal services of the law firm of Squire Patton Boggs (US) LLP, as bond counsel, are hereby retained. Those legal services shall be in the nature of legal advice and recommendations as to the documents and the proceedings in connection with the authorization, sale and issuance of the Notes and securities issued in renewal of the Notes and rendering at delivery related legal opinions, all as set forth in the form of engagement letter from that firm which is now on file in the office of the Clerk of Council. In providing those legal services, as an independent contractor and in an attorney-client relationship, that firm shall not exercise any administrative discretion on behalf of this City in the formulation of public policy, expenditure of public funds, enforcement of laws, rules and regulations of the State of Ohio, any county or municipal corporation or of this City, or the execution of public trusts. For those legal services, that firm shall be paid just and reasonable compensation and shall be reimbursed for actual out-of-pocket expenses incurred in providing those legal services. To the extent they are not paid or reimbursed pursuant to the Note Purchase Agreement and/or the Note Registrar Agreement, the Director of Finance is authorized and directed to make appropriate certification as to the availability of funds for those fees and any reimbursement and to issue an appropriate order for their timely payment as written statements are submitted by that firm. The amounts necessary to pay those fees and any reimbursement are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 14. Municipal Advisor. The services of Baker Tilly Municipal Advisors, LLC, as municipal advisor, are hereby retained. The municipal advisory services shall be in the nature of financial advice and recommendations in connection with the issuance and sale of the Notes. In rendering those municipal advisory services, as an independent contractor, that firm shall not exercise any administrative discretion on behalf of the City in the formulation of public policy, expenditure of public funds, enforcement of laws, rules and regulations of the State of Ohio, the City or any other political subdivision, or the execution of public trusts. That firm shall be paid just and reasonable compensation for those municipal advisory services and shall be reimbursed for the actual out-of-pocket expenses it incurs in rendering those municipal advisory services. To the extent they are not paid or reimbursed pursuant to the Note Purchase Agreement and/or the Note Registrar Agreement, the Director of Finance is authorized and directed to make appropriate certification as to the availability of funds for those fees and any reimbursement and to issue an appropriate order for their timely payment as written statements are submitted by that firm. The amounts necessary to pay those fees and any reimbursement are hereby appropriated from the proceeds of the Notes, if available, and otherwise from available moneys in the General Fund.

Section 15. Satisfaction of Conditions for Note Issuance. This City Council determines that all acts and conditions necessary to be done or performed by the City or to have been met precedent to and in the issuing of the Notes in order to make them legal, valid and binding general obligations of the City have been performed and have been met, or will at the time of delivery of the Notes have been performed and have been met, in regular and due form as required by law; that the full faith and credit and general property taxing power (as described in Section 9) of the City are pledged for the timely payment of the debt charges on the Notes; and that no statutory or constitutional limitation of indebtedness or taxation will have been exceeded in the issuance of the Notes.

Section 16. Compliance with Open Meeting Requirements. This City Council finds and determines that all formal actions of this City Council and any of its committees concerning and relating to the adoption of this Ordinance were taken in an open meeting of this City Council or any of its committees, and that all deliberations of this City Council and of any of its committees that resulted in those formal actions were in meetings open to the public, all in compliance with the law, including Section 121.22 of the Ohio Revised Code.

Section 17. Captions and Headings. The captions and headings in this Ordinance are solely for convenience of reference and in no way define, limit or describe the scope or intent of any Sections, subsections, paragraphs, subparagraphs or clause thereof. Reference to a Section means a section of this Ordinance unless otherwise indicated.

Section 18. Declaration of Emergency. For the reasons stated herein, this City Council hereby declares an emergency and waives the second reading and otherwise applicable 30-day referendum period.

Section 19. Effective Date. Pursuant to Article 6.07(A) of the New Albany Charter, this Ordinance shall take effect upon adoption.

CERTIFIED AS ADOPTED this _____ day of _____, 2025.

Attest:

Sloan T. Spalding
Mayor

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 07/24/2025

Introduced: 08/05/2025

Revised:

Adopted:

Effective:



RESOLUTION R-18-2025

A RESOLUTION TO APPROVE, ADOPT AND INCORPORATE THE US-62 INTERCHANGE FOCUS AREA PLAN INTO THE 2021 ENGAGE NEW ALBANY STRATEGIC PLAN, AS REQUESTED BY THE CITY OF NEW ALBANY

WHEREAS, council of the City of New Albany has established a strategic plan to guide land use, infrastructure development and economic impact; and to provide a guideline to establish goals, objectives and strategies related to the development of the City of New Albany, and adopted it by Resolution R-08-2021 on March 16, 2021; and

WHEREAS, New Albany has updated its strategic plan to respond to changing conditions and priorities that resulted from the city's continued growth, and the strategic plan is based on community input and sound planning principles designed to improve quality of life, address community needs, and protect investment for the long term; and

WHEREAS, a 22-member steering committee guided the planning process and included representatives from city council, planning commission, several neighborhoods within the planning area or adjacent to it, businesses within the planning area, and government agencies; and

WHEREAS, in addition to the guidance from the steering committee, a vast amount of public engagement informed the findings and recommendations of the plan that included 1,500 public comments, over 400 attendees at three public workshops, and 518 survey responses; and

WHEREAS, the planning commission reviewed and recommended approval of the US-62 Interchange Focus Area Plan and its incorporation into the 2021 Engage New Albany Strategic Plan during their public meeting on May 5, 2025.

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

Section 1. Council hereby adopts the incorporation of the US-62 Interchange Focus Area Plan into the 2021 Engage New Albany Strategic Plan as presented to council and as attached hereto as 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(A) of the New Albany Charter, this resolution shall take effect upon adoption.

CERTIFIED AS ADOPTED this _____ day of _____, 2025.

Attest:

Matthew E. Shull
President Pro Tem

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 05/09/2025

Introduced: 05/20/2025

Revised:

Adopted:

Effective:

ENGAGE NEW ALBANY

You're part of the plan

US-62 INTERCHANGE

Focus Area Plan

Spring 2025

DRAFT

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INTRODUCTION

INTRODUCTION

PLAN PURPOSE

The US-62 Interchange Focus Area Plan is a focused land use plan for a 573-acre study area north of OH-161. This plan is an addendum to the city strategic plan, Engage New Albany. The city strategic plan was adopted in 2021 and is updated when necessary to respond to changing conditions and priorities. The city has done addendums to the strategic plan every two years since its adoption in 2021. Each planning effort is built around community input and sound planning principles designed to improve the community's quality of life and protect long-term investments. Since its adoption, the city has taken proactive steps to pursue projects and additional planning initiatives that integrate recommendations set forth by Engage New Albany. This is one of several Focus Area plans stemming from the strategic plan that zoom into key areas in the city to set clear development goals and principles.

The US-62 Interchange Focus Area Plan is a key policy guide for city council, boards and commissions, and staff as they evaluate future land use and development along this important corridor in the city. Similar to the strategic plan, this plan will also provide focused recommendations for character, scale, location, and extent of public investments and private development throughout the study area.

The US-62 Interchange Focus Area Plan ultimately ensures that the city's community pillars – life-long learning, health and wellness, arts and culture, and sustainability – are prioritized in every corner of the city.

Why is this plan important?

Residents have expressed concern over the development trends in the city's transitional areas and along major roadway

corridors, stressing the importance of quality commercial offerings, safety improvements, and consistent development character that aligns with the rest of New Albany. US-62 has always been a major roadway that connects New Albany to other communities, and continues to be a corridor of focus to the City, ODOT, and neighboring jurisdictions. As regional economic development continues to unfold within and surrounding the community, the US-62 corridor and adjacent residential areas have seen significant growth and development pressure. The US-62 Interchange Focus Area Plan captures one of these dynamic areas and allows for the city to reassess development energy, consider new strategies since the adoption of the strategic plan, and prepare for future changes.

This Focus Area is confronted with several key challenges and opportunities due to its location and the greater context of the surrounding area:

- **Steady growth:** Primary highway access and the availability of previously underdeveloped land along US-62 led to the introduction of an auto-oriented commercial market in response to rising traffic volumes and employment uses in the surrounding area.
- **Pedestrian safety:** Multiple intersections in the Focus Area have experienced increases in daily traffic volumes over the last several years, leading to pedestrian safety concerns and strains on limited roadway infrastructure.
- **Impact on residential areas nearby:** Recent development interests have extended into transition areas, most notably along Bevelhymer Road, where commercial uses transition into

residential areas. As a result, residents and city officials have urged the re-evaluation of the Focus Area's long-term planning outcomes.

- **Development potential:** Several large-acre parcels remain undeveloped along Walton Parkway, while interest continues to rise for additional commercial and accommodation uses that complement the existing development pattern along US-62. These parcels were previously owned by corporate headquarters for potential expansion, but is now back on the market for development since the Covid-19 pandemic, which had significant impacts on the office market within and surrounding the Focus Area.
- **Community priorities:** The community expressed an overall dissatisfaction with the current mix of suburban, auto-oriented uses in the Focus Area. Engagement throughout the planning process identified that residents want to depart from the existing development pattern and create a more meaningful, intentional mix of retail and commercial offerings that better align with the character and charm found throughout New Albany. However, current market realities and demand pressures within and surrounding New Albany indicate that the current mix of auto-oriented commercial uses are well supported and in high-demand. Strategic placemaking and land use interventions are necessary to successfully generate a shift in the real estate market to a preferred retail and commercial environment.
- **Recreation opportunities:** The Kitzmiller Wetland Park is a planned, city-owned park within the Focus Area that presents opportunities to provide additional open space, recreation, and trail connectivity to residents. It can also serve as an anchor for future public and private investment into streets, leisure trails, and development along US-62 that aligns with the community's aspirations for this area.

PROCESS

Under the direction of the New Albany Community Development Department, an internal Working Group led by the planning, urban design, and landscape architecture firm, MKSK, oversaw the planning process with regular input and plan guidance from a Steering Committee composed of representatives of the city, neighborhoods, businesses, government agencies, community groups, and local institutions.

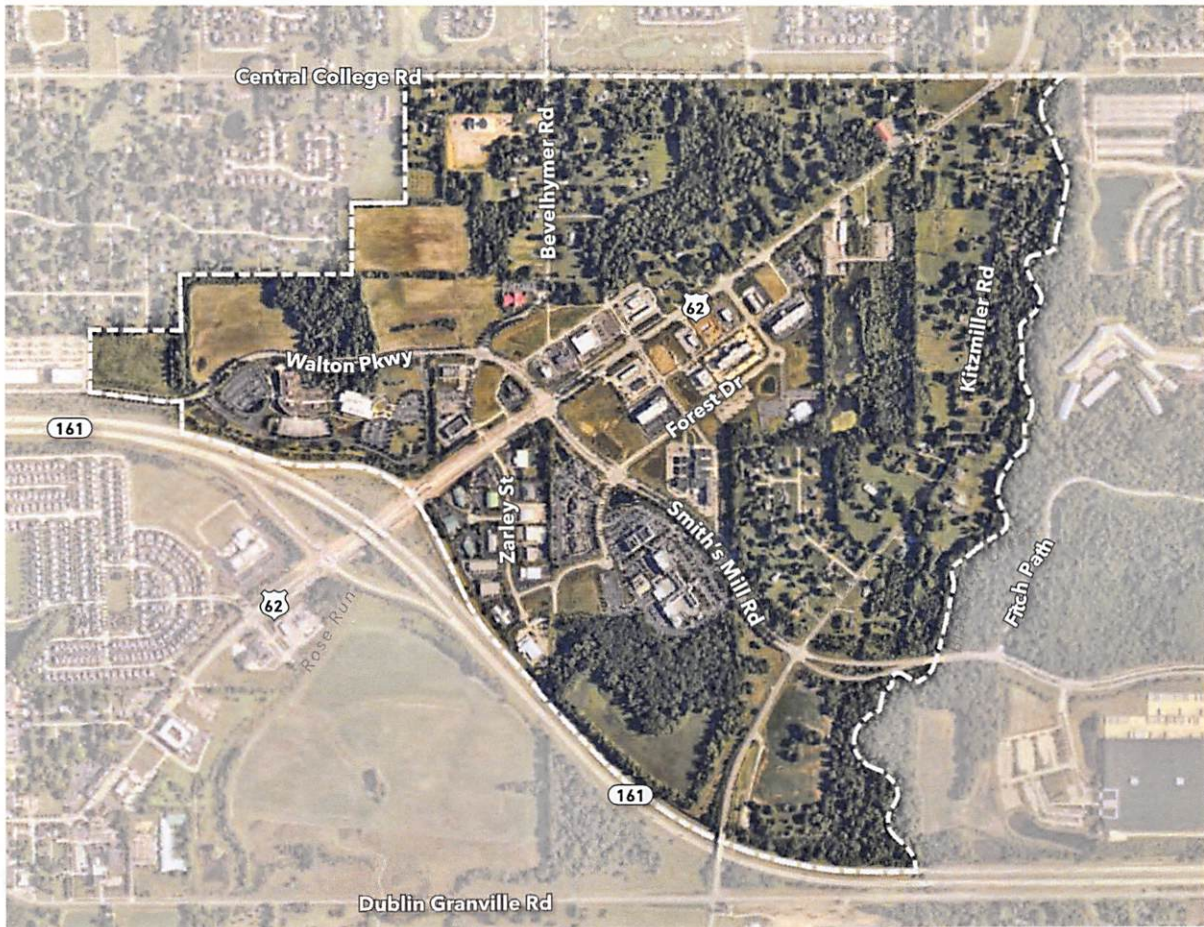
The planning process was broken into three phases, each of which included at least one meeting with the Steering Committee. The internal Working Group, in collaboration with the Steering Committee, hosted three Community Workshops at key points in the planning process. These engagement efforts were supported by online surveys and interactive tools to ensure a thorough and inclusive process.

Market Study Integration

A market study for the Focus Area and the city's Primary Market Area (PMA) guides this plan's future land use and development recommendations. The city's PMA consists of land areas generally within a 10-mile commute to the city. A market study is necessary because this Focus Area contains one of several commercial/retail areas within and surrounding the city. Recommendations concerning future commercial and retail land uses are guided by an analysis of the surrounding retail market landscape to ensure that decisions made within the Focus Area complement the existing commercial/retail offerings within the city and its PMA.

In addition to guiding recommendations for commercial and retail land uses, the study provides a comprehensive understanding of market realities, including demand and supply dynamics, emerging trends, and competitive pressures in the surrounding retail landscape. Furthermore, it incorporates insights gained through public engagement to identify community preferences and priorities. This dual focus ensures that

Study Area



strategies not only align with economic feasibility but also reflect the community's desires for a more curated mix of uses, such as boutique retail, sit-down dining, and entertainment.

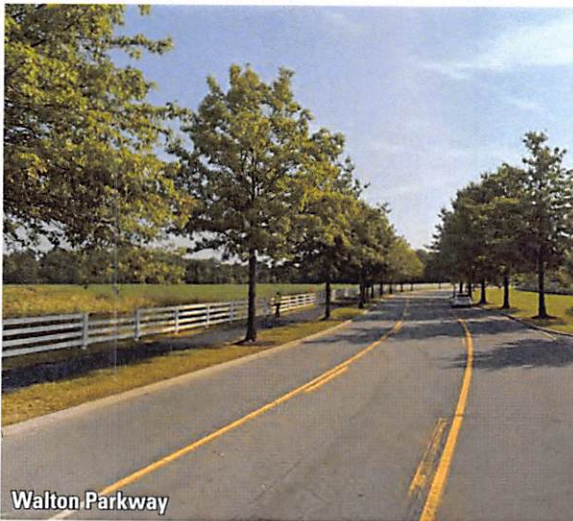
The Market Study recommendations emphasize the need to shift the market toward achieving more community-driven aspirations while complementing and enhancing the existing commercial and retail offerings within the city and its PMA.

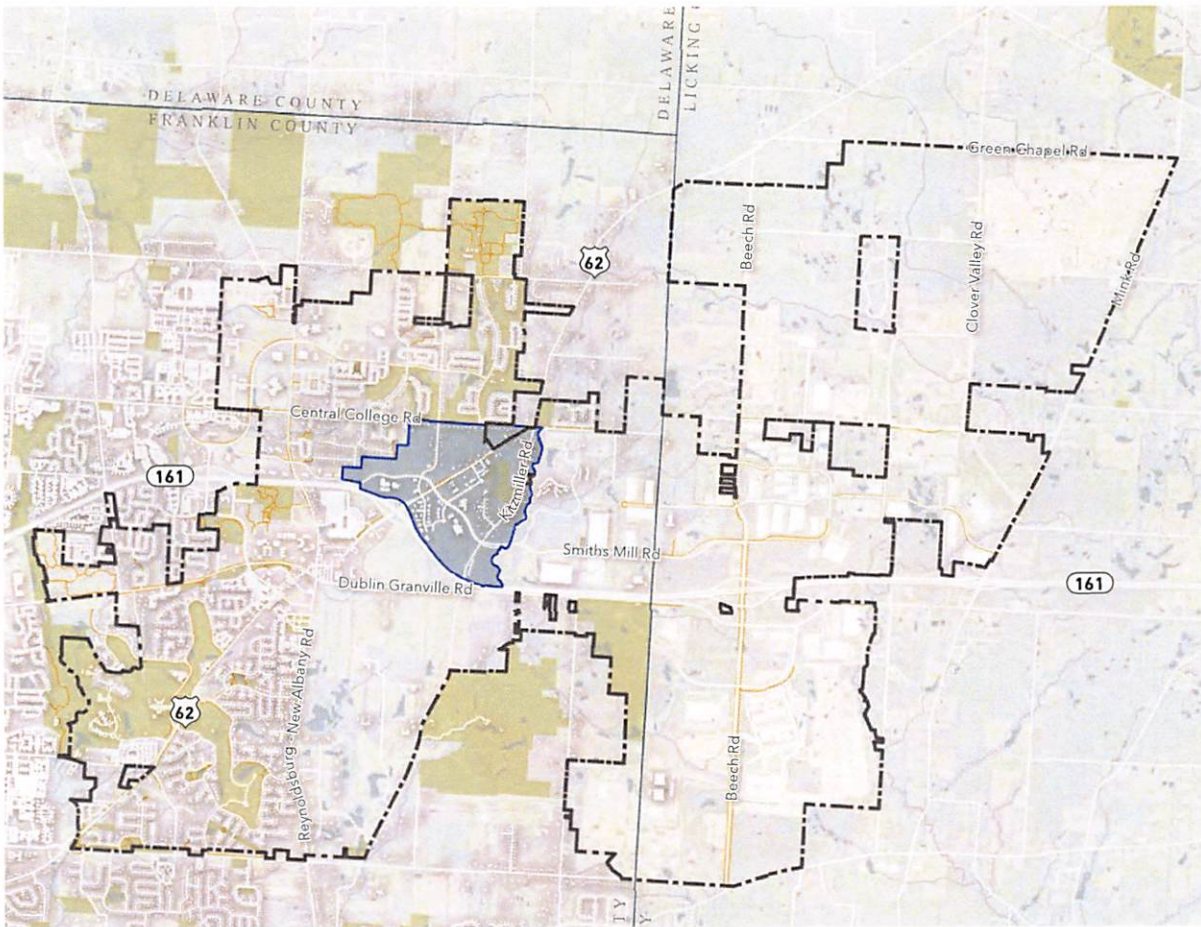
Legend

- Plan Boundary 
- Existing Leisure Trails 
- Parks/Open Space 
- Parcel Boundaries 

BACKGROUND

The Planning Team compiled existing conditions and research findings to help inform the planning process and guide conversations with residents. Many of the findings on the following pages were presented and discussed during the first Steering Committee meeting and the first Community Workshop. The general topics explored include the Focus Area's regional context, existing zoning and land use, local employment, mobility and transportation, parks, open space, and leisure trails.



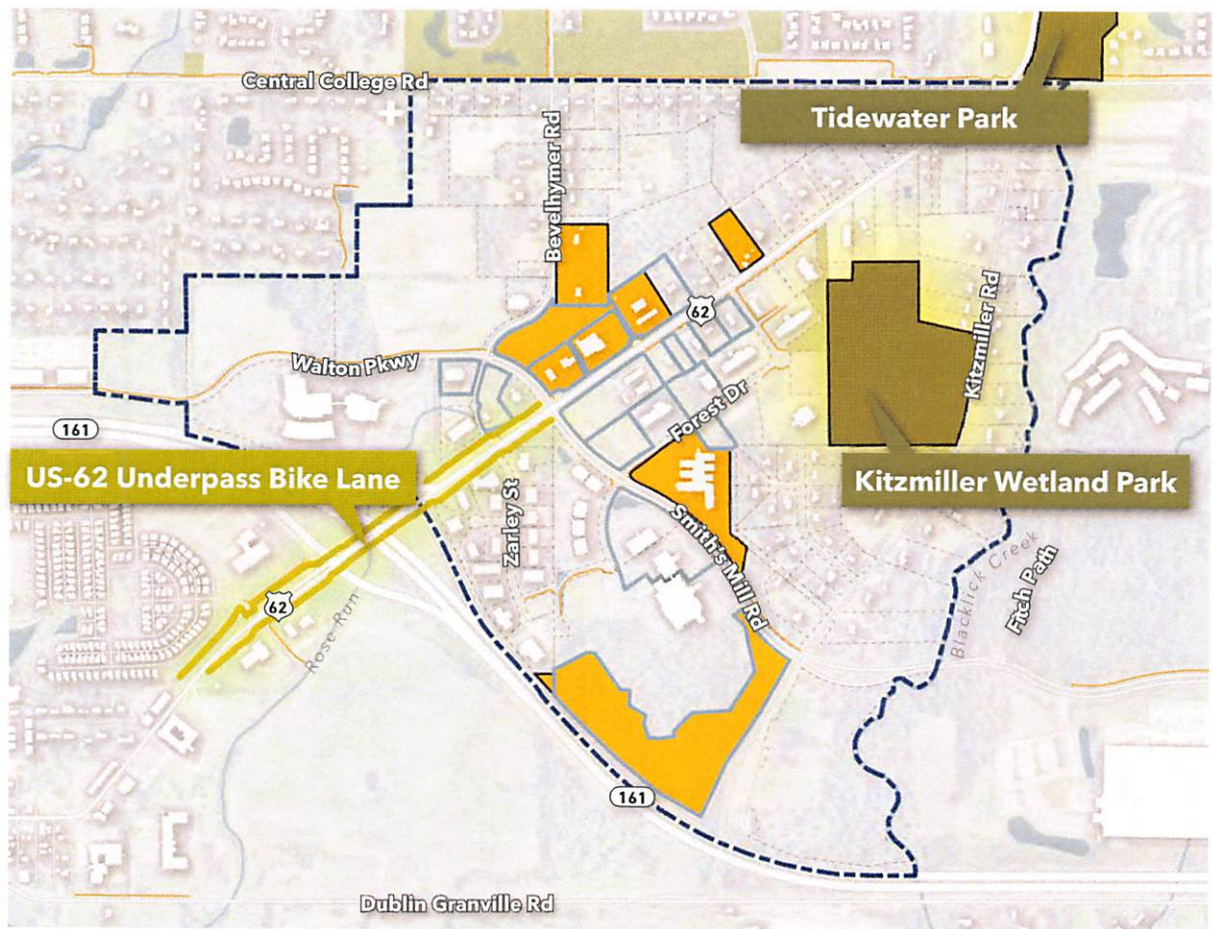


PLAN AREA CONTEXT

The Focus Area marks a significant transition into and out of the city's core, surrounding neighborhoods, and business districts. Several arterial and major collector roads converge onto the Focus Area, including Walton Parkway, Central College Road, Smith's Mill Road, Bevelhymer Road, and US-62. Residents frequently travel through the Focus Area to reach amenities like Bevelhymer Park, Rose Run Park, and the Village Center. Employees from the Walton Parkway and Smith's Mill Road Corridor commute through the Focus Area daily, in addition to regional traffic accessing OH-161 from the city of Johnstown heading southbound on US-62.

Legend

- Plan Boundary 
- Existing Leisure Trails 
- Parks/Open Space 
- City of New Albany Boundary 



RECENT & FUTURE PROJECTS

Given the level of daily traffic converging within the Focus Area, significant development activity has occurred over the last decade. The majority of approved developments and rezonings have occurred along US-62 and Forest Drive. Recently, development interest has shifted to Bevelhymer Road, marked by two non-residential rezoning applications.

The city recently completed construction of the US-62 Underpass bike path to provide a safer bike connection to and from the Village Center.

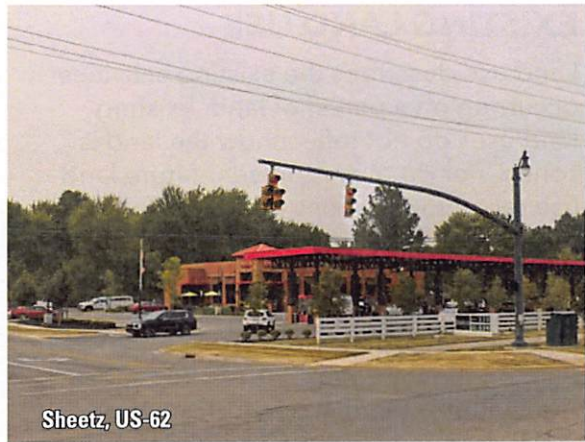
In addition to recent development activity, the 2022 Parks Framework Plan identified Kitzmiller Wetland Park and Tidewater Park as critical future investments within and adjacent to the Focus Area. These park investments would help fill citywide gaps in park access by foot or bike.

Legend

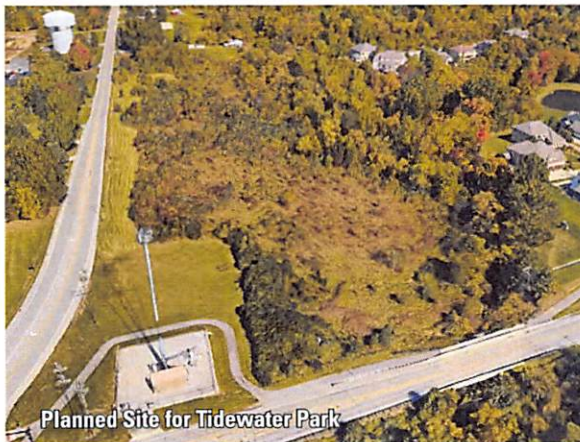
- Plan Boundary 
- Approved Developments 
- Rezonings 



US-62 Underpass Bike Lane



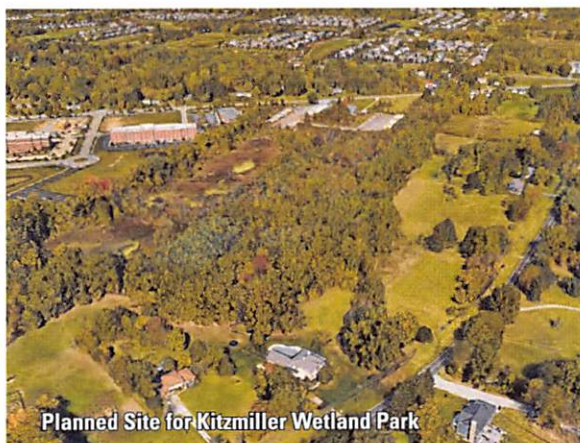
Sheetz, US-62



Planned Site for Tidewater Park



Aldi, US-62



Planned Site for Kitzmiller Wetland Park



Dunkin Donuts, US-62

EXISTING LAND USE

Land use describes the existing activities occurring on a parcel of land. Existing land uses do not reflect how the land is zoned, nor do they represent future land use recommendations or any preferred development patterns identified in this plan or related planning documents. Existing land uses are generally grouped into four categories displayed on the map on the following page: Residential/ Agriculture, Commercial /Industrial, Parkland, and Undeveloped/ Open Space. For simplification, medical and office land uses are categorized under Commercial/ Industrial. Undeveloped/Open Space indicate parcels where no buildings currently exist.

The Focus Area marks a significant transition in land use character and scale compared to nearby areas. Given its primary road connections, commercial land uses along US-62 are focused on automobile-oriented, quick services, and fast food-related businesses, serving not only local residents but also a regional commuter base traveling along OH-161. The Focus Area also marks a significant commercial/residential transition, where Bevelhymer and Kitzmiller Roads serve as a residential buffer between the non-residential uses along US-62, Walton Parkway, and Smith's Mill Road, and the surrounding residential neighborhoods north and west of the Focus Area.

Commercial/Industrial is the most common land use by land area in the Focus Area. This land use category includes medical uses like Mt. Carmel Health Campus, commercial and retail establishments along US-62, Zarley Industrial Park, and office uses along Walton Parkway.

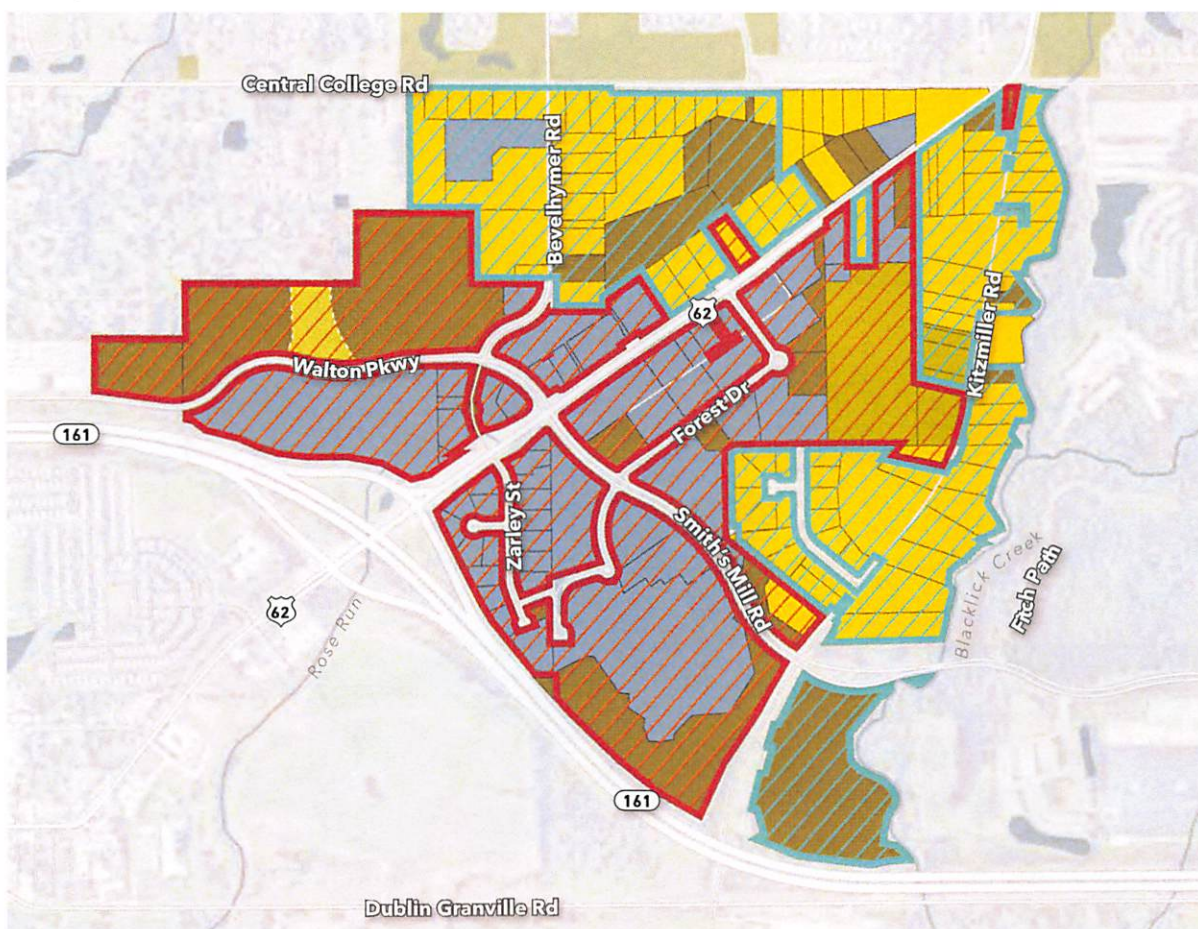
There are 208 acres of Residential/ Agriculture land uses in the Focus Area, situated along Kitzmiller Road, Bevelhymer Road, and Central College Road. Residential parcels along these roads are typically over 1 acre, un-subdivided, and were originally part of Plain Township. Plainview Country Estates is the only subdivision within the Focus Area.

Undeveloped/Open Space parcels make up 137 acres in the Focus Area. A significant portion of this acreage is made up of woodlots, naturally occurring open space, and wetlands. Parkland includes 28 acres of planned Kitzmiller Wetland Park.

Several major employment uses are directly east of the Focus Area along Walton Parkway, including the headquarters of Abercrombie & Fitch, the Personal Care & Beauty Campus, and AEP Ohio. The US-62 interchange is also a primary interchange for accessing the Village Center, the city's primary community and retail destination. West and north of the Focus Area are primarily made up of residential land uses, including the largest subdivision north of 161, the New Albany Links. Other notable subdivisions near the Focus Area include Tidewater, Saunton, Wentworth Crossing, and Upper Clarenton.


General zoning districts are included on the following page to illustrate how existing land uses are currently being regulated. Within these broad categories, specific zoning districts exist, such as Limited Industrial or General Employment. It is also important to note that existing parkland and open space are still permitted even if they are within a commercial or industrial zoning district.


Existing Land Use




Legend

Existing Land Uses:

Residential/Agriculture (207.8 acres) 

Commercial/Industrial (295.9 acres) 

Undeveloped / Open Space (164.9 acres) 

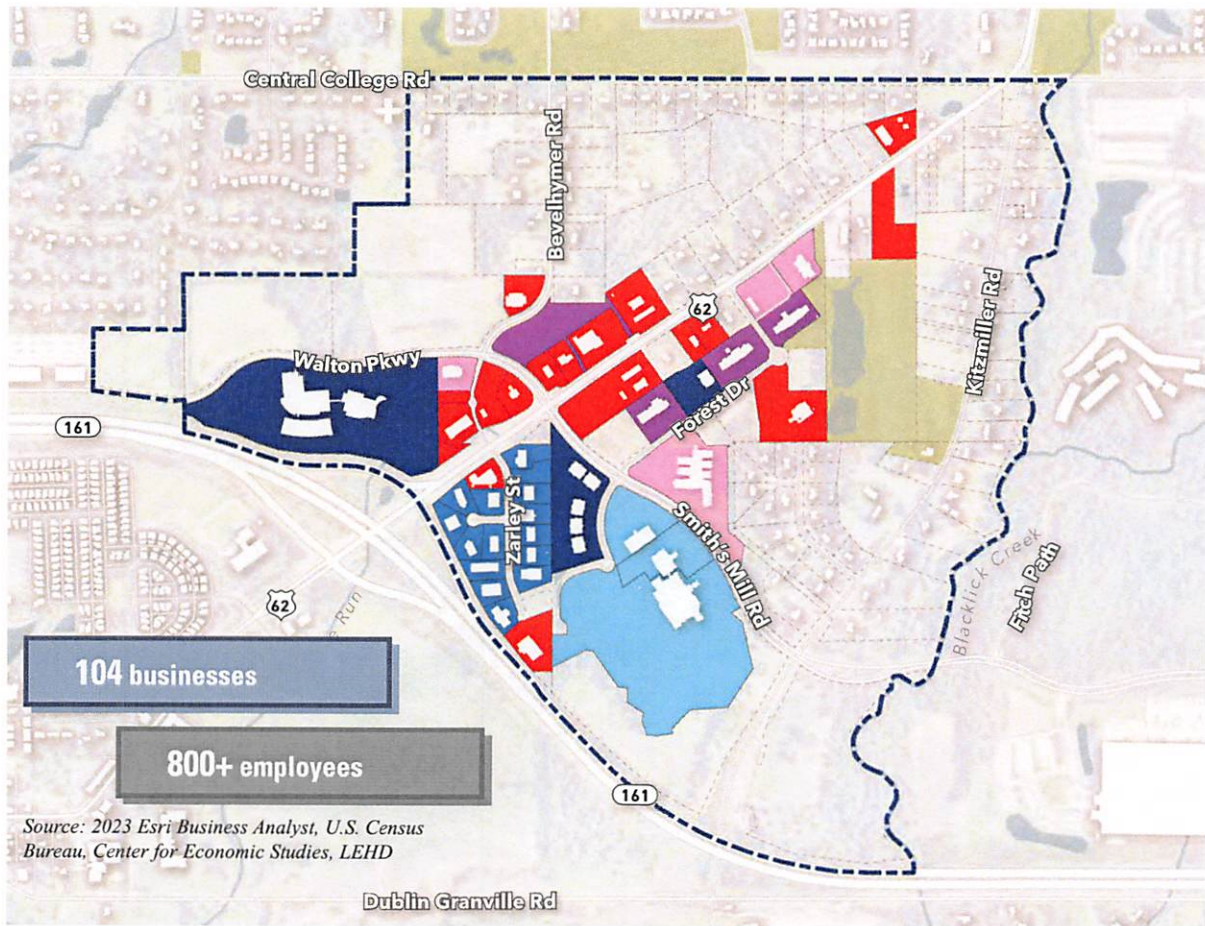
Parkland 

City Easement 

General Zoning Districts:

Residential or Agricultural Districts 

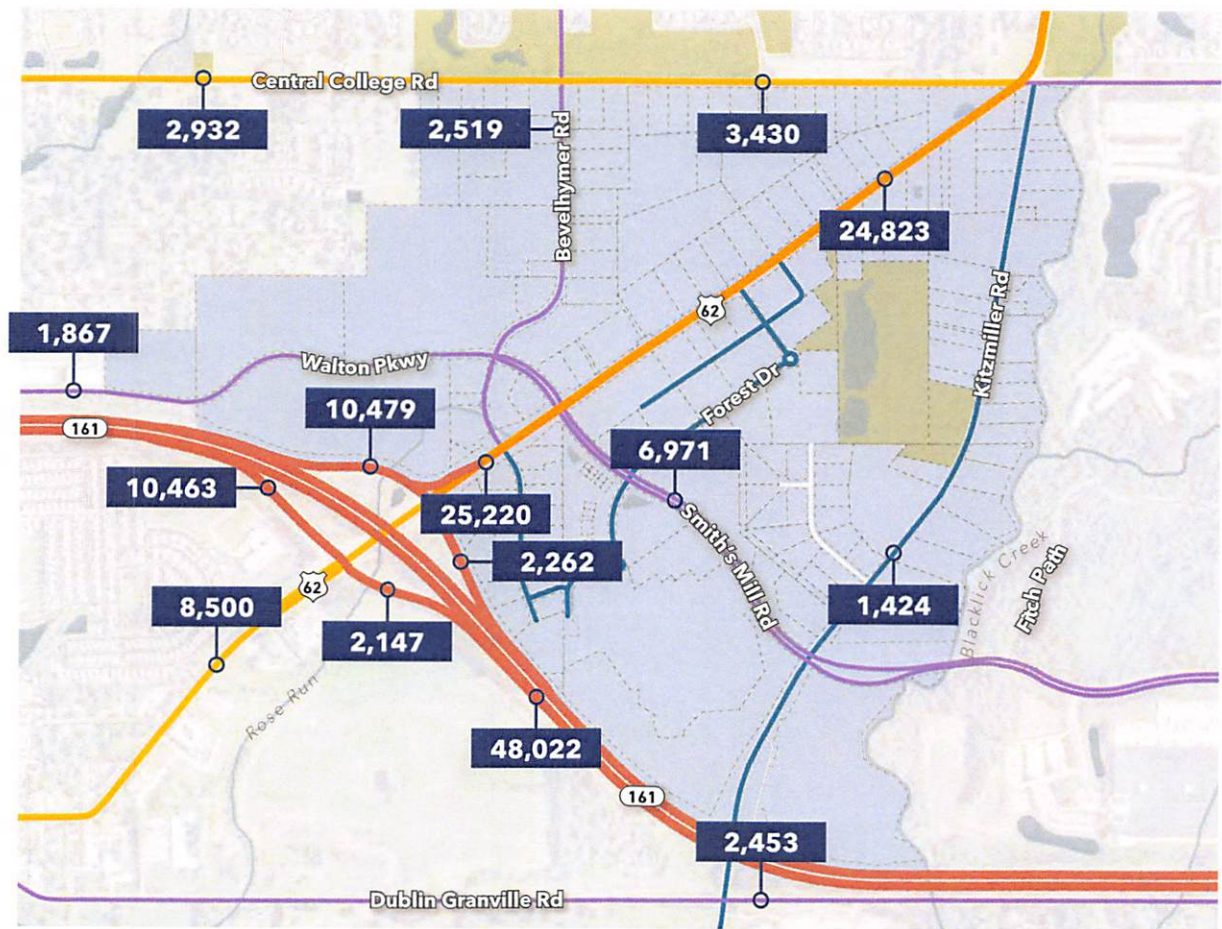
Commercial or Industrial Districts 



LOCAL ECONOMY & BUSINESSES

With a total of 104 businesses and over 800 employees, the Focus Area hosts a wide range of commercial, medical, office, retail, and industrial land uses. Commercial and retail uses are primarily fronting US-62, while hotel and accommodation uses have developed along Forest Drive and at the corner of Bevelhymr Road and Walton Parkway. Several office headquarters are located along Walton Parkway, while Smith's Mill hosts a variety of medical offices, surgical and imaging centers, and other care-related uses. The Zarley Industrial Park is a unique business district in New Albany that accommodates small to medium-sized, light industrial businesses that require flex office, storage, and workshop facilities.

Legend	
Plan Boundary	
Office (29.4 acres)	
Commercial/Retail (36.4 acres)	
Flex Office/Industrial (15.2 acres)	
Medical (36.8 acres)	
Hotel (12.8 acres)	
Care-Related (17.0 acres)	



EXISTING VEHICULAR NETWORK & AADT

The Focus Area's vehicular network is well connected to the rest of the city and regional destinations. However, average annual daily traffic numbers indicate that the segment of US-62 within the Focus Area experiences significantly higher daily traffic than the segment south of OH-161. This presents barriers for providing pedestrian oriented land uses and amenity offerings. In addition, Walton Parkway and Smith's Mill Road is a major east-west roadway in New Albany, providing commuter access to most of the business park. Traffic at the "five-points" intersection at US-62/Central College Road is likely to increase in the coming years as growth occurs within the business park. In 2024, ODOT began a separate US-62 planning process that studies the entire roadway segment from the Focus Area to Johnstown. The recommendations in this plan will be utilized by city officials to help inform ODOT's planning study and proposals for infrastructure improvements.

Legend	
Plan Boundary	
Interstate	
Principal Arterial	
Minor Arterial	
Major Collector	
Minor Collector	
Local Road	

Source: ODOT Transportation Data Management System, Esri Business Analyst, 2023



TRANSPORTATION

Through SmartRide New Albany, a partnership with Central Ohio Transit Authority (COTA) and the city, the New Albany Park and Ride is served by COTA Lines 35 and 45, which connect north Columbus, Easton Transit Center, and Downtown Columbus to New Albany. From there, the SmartRide Red and Blue Routes run seven days a week with stops that shuttle arrivals from Lines 35 and 45 to many corporate offices and other employment locations throughout New Albany. Previous planning initiatives have explored opportunities for transforming the New Albany Park and Ride into a mobility hub, providing residents with a more comprehensive range of mobility options. These enhancements typically include bike-share, EV charging stations, bike repair stations, and e-scooters to provide "first-mile, last-mile" mobility options.

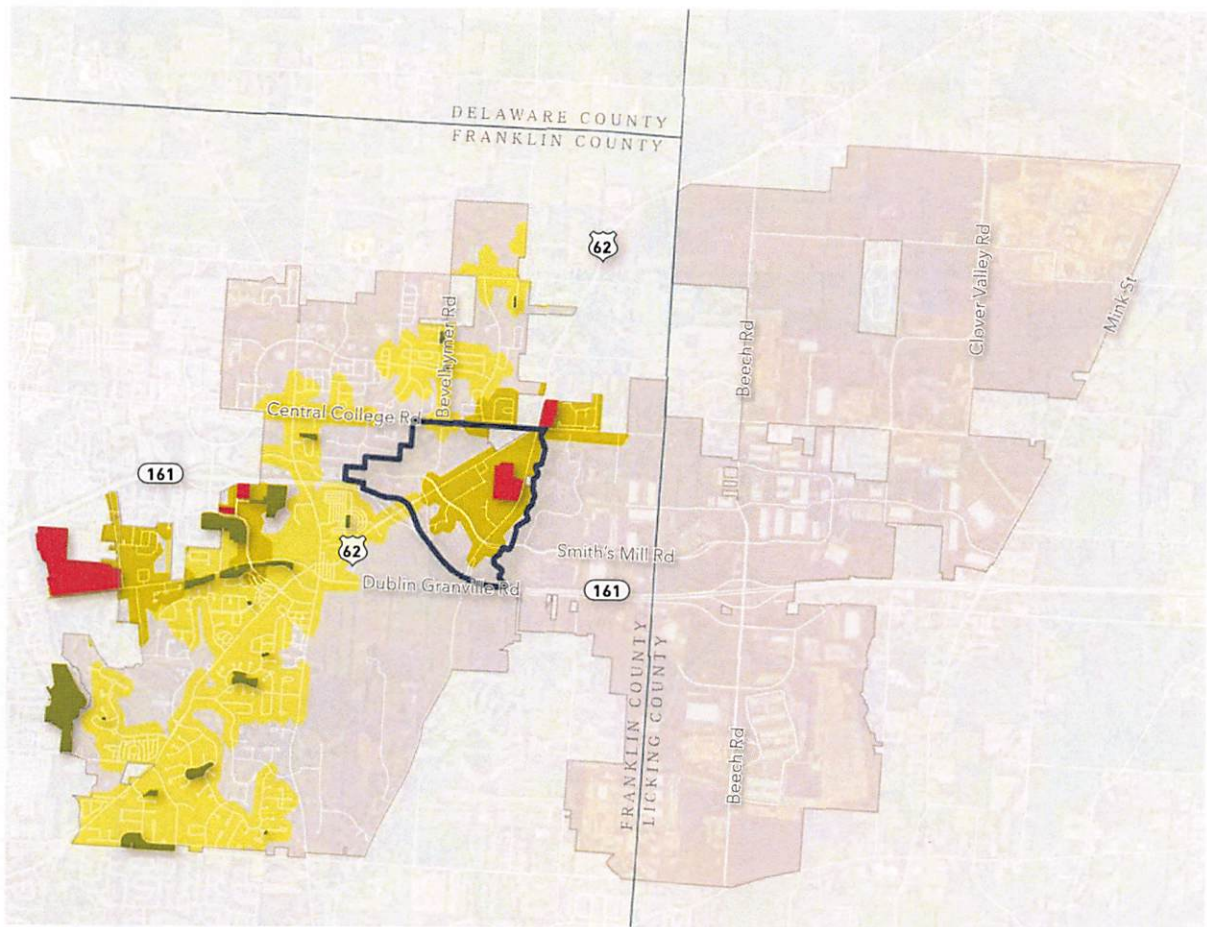
Legend

Plan Boundary



COTA Bus Lines 35 and 45



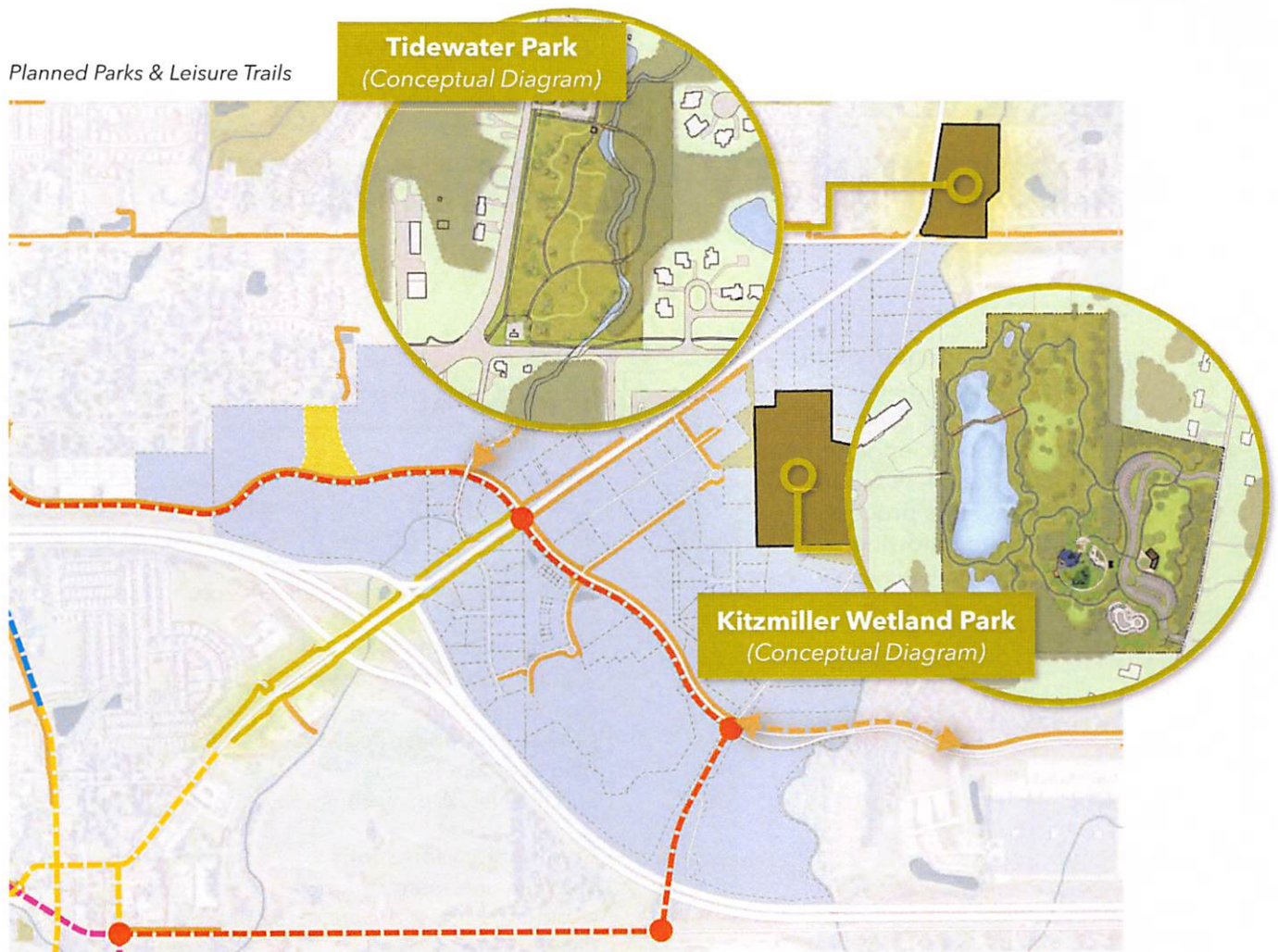


EXISTING PARKS, OPEN SPACE, & LEISURE TRAILS

New Albany has invested over \$13 million in park improvements over the past five years, covering seven parks: Windsor, Sumption, Byington, James River, Lambton, Planters Grove, and Taylor Farm. However, there are currently no parks within the Focus Area, creating a significant gap in park access compared to other areas in the city. A walkshed analysis conducted in the 2022 Parks Framework Plan identified several gaps throughout the city. Taylor Farm Park has been the most significant addition to the city's parks and recreation offerings. Additionally, the study identified that the addition of Kitzmiller Wetland Park and Tidewater Park would fill existing gaps in park accessibility within the Focus Area.

Legend

Focus Area Boundary	
City Boundary	
Existing Parks	
Future Parks	
Existing Parks 10-min Walkshed	
Future Parks 10-min Walkshed	



PLANNED PARKS & LEISURE TRAILS

Multiple improvements have been proposed to enhance leisure trails and park access in the Focus Area. These improvements intend to leverage the recent bike path enhancements along US-62 that extend under the OH-161 underpass to link riders to the Village Center. The 2022 Parks Framework Plan proposed adding a leisure trail connection along Bevelhymer Road and Smith's Mill Road to bridge gaps in existing trail connections. Additionally, previous planning documents identified improvements to the Velo Loop along Walton Parkway, Smith's Mill Road, Kitzmiller Road, and Dublin Granville Road. The Velo Loop is designed as a dedicated bike path for intermediate bike riders.

Legend

Plan Boundary	
Parcel Boundaries	
Existing Parks/Open Space	
Planned Park	
City Easement	
Existing Leisure Trails	
Proposed Leisure Trails	
Proposed Velo Loop Cycle Track	
Proposed Sharrow	
Proposed Velo Loop Alternatives	

COMMUNITY ENGAGEMENT

A critical component of the US-62 Interchange Focus Area Plan and its long-term success is public engagement of the greater New Albany community. This process included the following groups and activities:

ENGAGEMENT APPROACH



Working Group

A team consisting of key city staff/administration that served as a direct day-to-day contact point for the Planning Team. The Working Group provided the first level of review for all work products.



Steering Committee

A group formed to guide and advise the Planning Team throughout the process. The Committee provided feedback and ideas to ensure that the plan's content reflected the values of stakeholders and the New Albany community.



Community Workshops

The Planning Team conducted three public workshops across the arc of the process to share the work process to-date, have discussions with attendees, and gather community feedback.



Project Webpage & Social Media

The Planning Team created a US-62 Interchange Focus Area Plan project webpage and facilitated a social media strategy to maximize the project's community outreach.



Online Surveys & Social Pinpoint

Steering Committee members and the community had opportunities to engage with interactive online surveys and mapping exhibits to provide detailed, place-oriented feedback on the planning process.

STEERING COMMITTEE

A project Steering Committee of 22 informed stakeholders was formed to help guide this planning process. This Steering Committee included representatives from city council, Planning Commission, neighborhoods, businesses, community groups, institutions, and government agencies. The planning team met four times throughout the project.

Steering Committee Meetings:

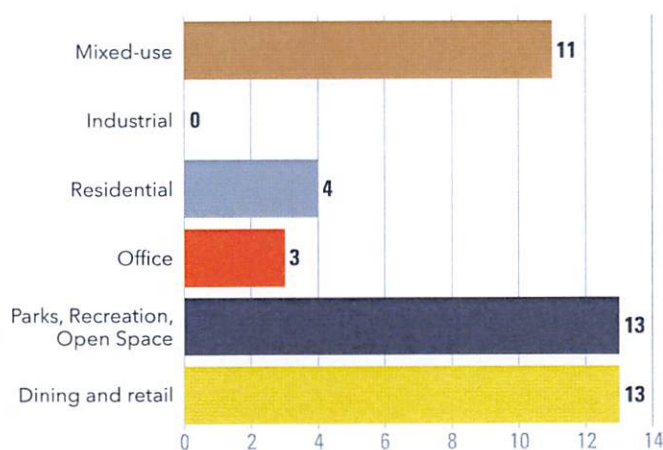
- April 23, 2024: Steering Committee #1
- July 23, 2024: Steering Committee #2
- September 9, 2024: Steering Committee #3
- November 19, 2024: Steering Committee #4
- January 28, 2025: Steering Committee #5



Steering Committee Meeting #1

Steering Committee Meeting #1: Initial Land Use Preferences

What type of land uses would you like to see more of in this Study Area? (n=16)



"Better access to parks with walking or bike trails."

"More locally owned retail and food, more unique green spaces."

"More community feel, less fast food."

Steering Committee Meeting #2

Steering Committee members reviewed the results of the first public survey, discussed initial findings from the market analysis, and shared their takeaways from their visits to several mixed-use destinations throughout Central Ohio.

In coordination with the Planning Team, Steering Committee members refined key themes from the first round of public engagement results. These themes served as a valuable tool in synthesizing and concisely communicating over 500 survey responses and 1,400 unique comments received.

Initial market findings were shared with the Steering Committee to better understand the broader market forces that affect the Focus Area's development pattern. These initial findings provided important metrics that informed the necessary preparation and facilitation of the third Steering Committee meeting.

Steering Committee members each visited several mixed-use destinations across the region before convening for the second Steering Committee meeting. Members were asked to document their observations, answering questions about what they liked and disliked, what surprised them, and to list design or land use elements that could potentially work well in the Focus Area. Steering Committee members visited the following locations:

- Bridge Park | Dublin
- Old Upper Arlington | Upper Arlington
- Tremont Road Corridor | Upper Arlington
- Grandview Yard | Granview Heights
- Evans Farm | Lewis Center

General Takeaways

Steering Committee members shared several takeaways after visiting these destinations:

- The Focus Area could benefit from a distinctive "brand" or name to attract visitors from other regions.
- The Focus Area should be planned holistically, with an emphasis on consistent design elements.
- Committee members liked walkable destinations for surrounding residents, connected by safe paths and leisure trails.
- Preferable types of retail and commercial uses require higher residential density to support them.



Bridge Park | Dublin

- + Healthy mix of housing, dining, shopping
- + Green space, pedestrian connections
- Building scale/height



Old Upper Arlington | Upper Arlington

- + Building scale and aesthetic
- + Blends well with surroundings
- Nothing else within walking distance



Tremont Road Corridor | Upper Arlington

- + Housing surrounding shopping areas
- Congestion/traffic
- Not pedestrian-friendly



Grandview Yard | Grandview Heights

- + Walkable
- + Building scale and aesthetic
- Limited green space



Evans Farm | Lewis Center

- + Variety of housing options
- + Integrated commercial/retail area
- Lack of amenitized green space

Steering Committee Meeting #3

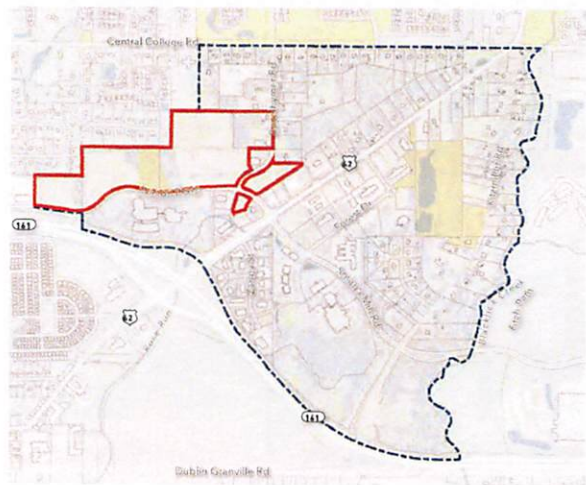
By the third meeting, Steering Committee members were well-informed on previous planning efforts, the community's overall goals and aspirations, the market findings, and the land areas most susceptible to future change in the Focus Area. Members were equipped to begin discussions around potential land use alternatives for areas in the Focus Area that remain undeveloped or have recently been acquired by landowners interested in future development.

To guide this discussion, Steering Committee members engaged in a development activity that involved placing land use "game pieces" on top of parcels susceptible to change in the Focus Area. These game pieces resembled to-scale building footprints, allowing members to visualize what future development could potentially look like and how it might fit into the surrounding context. The market findings informed a high-level understanding of how much retail, office, and residential uses the Focus Area can accommodate based on existing supply and demand. The market study also informed how each game piece affects the market potential for other pieces.

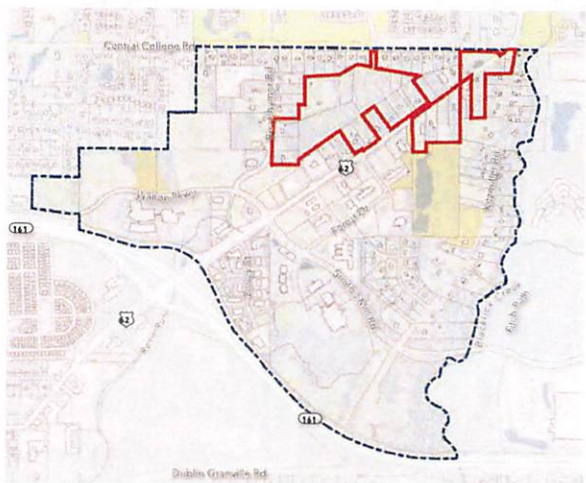
The goals of the development activity were to build consensus around the overall land use

and development approach for undeveloped parcels in the Focus Area, highlight the complexity of planning for private property, and align specific site programming with community engagement themes and analysis findings. The results of the development activity scenarios helped the Planning Team understand the Steering Committee's preferred land use patterns for land areas susceptible to change. This activity, in conjunction with input gathered through the plan's Social Pinpoint online engagement platform, informed the plan's future land use, thoroughfare plan, and development standards. The following sites were explored:

Site A: Walton Parkway Corridor



Site B: Village Transition Area



Development Scenario Activity / Site A

Site A features seven parcels primarily fronting Walton Parkway and Bevelhymer Road. The site is situated between office uses to the west and south, with residential neighborhoods directly north of the site. Existing leisure trails run along Walton Parkway, north of the site connecting into Cedar Brook, and fronting Broadway Bound. The city also has a conservation easement in the middle of the site that protects a substantial amount of tree canopy.

Through this activity, the Steering Committee built consensus around the following considerations for future development on the site:

- Land uses should gradually decrease in intensity as they get closer to adjacent neighborhoods to the north.
- The existing trail network should be expanded and connected throughout the site.
- Locations for mixed-use residential, retail, and hotel uses are most appropriate near the intersection of Walton Parkway and Bevelhymer Road.
- An internal roadway network should facilitate site access.
- Opportunities for civic/recreational uses should be explored.



Development Scenario Activity / Site B

Site B contains parcels primarily fronting US-62 and Bevelhymer Road toward the northeast of the Focus Area. Many of the larger parcels west of US-62 are heavily wooded and surrounded by residential lots along Central College Road and Bevelhymer Road. Several properties east of US-62 are situated adjacent to the planned Kitzmiller Park to the south. The northern boundary of the site is marked by the 5-points intersection of Central College Road, US-62, and Kitzmiller Road.

Through this activity, the Steering Committee built consensus around the following considerations for future development on the site:

- A roundabout constructed at the 5-points intersection should be accompanied by streetscape and public realm improvements to signify this node as a gateway into New Albany.
- Parcels fronting US-62 are suitable for capturing future retail and mixed-use residential demand in the Focus Area.
- A road connecting Central College Road to US-62 and Bevelhymer Road would provide a safer alternative for pedestrians walking or biking to commercial destinations.
- Single-family residential can be accommodated west of US-62 and adjacent to existing residential lots along Bevelhymer and Central College Road.
- Additional civic and mixed-use destinations should be explored north of Kitzmiller Park.

COMMUNITY WORKSHOP #1

To ensure that the broader community had an opportunity to share their feedback and preferences for the Focus Area, the Planning Team hosted three Community Workshops. Invitations to these workshops were posted on the city's website and social media pages.

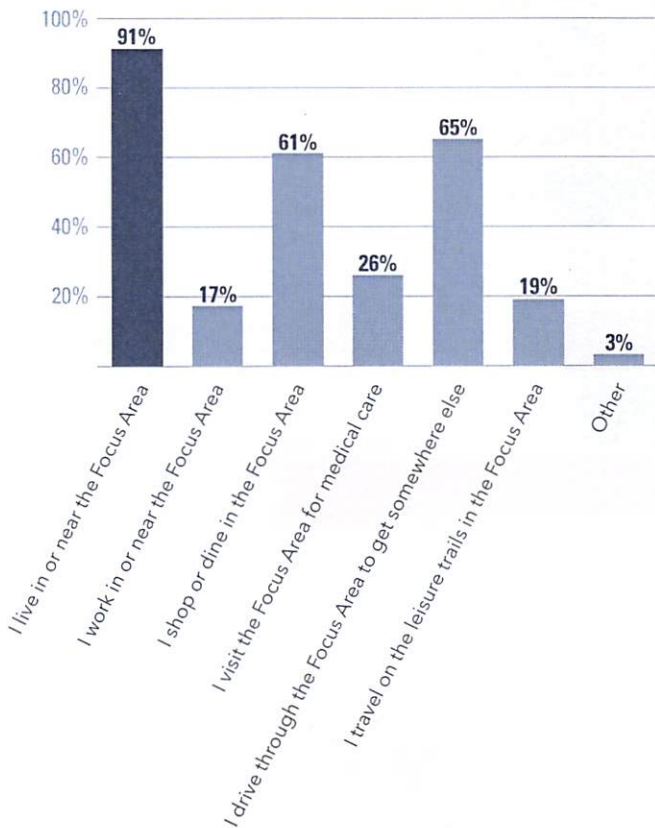
The first Community Workshop was held on May 14, 2024, and focused on providing an overview of the Focus Area and the planning process, while also gathering general feedback from community members regarding the Focus Area. Residents provided their preferred priorities for mobility improvements, residential, employment, and retail land uses, in addition to filling out the paper version of Community Survey #1. Over 180 residents attended the first Community Workshop, with 43 paper surveys completed.



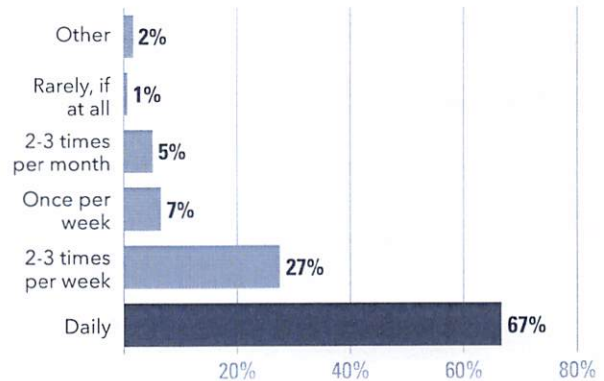
COMMUNITY SURVEY #1 SUMMARY

The first community survey was launched on May 14, 2024. The survey was available for residents to complete at Community Workshop #1 and online for those who were unable to attend in-person. A combined total of 518 paper and online surveys were completed by June 7, 2024.

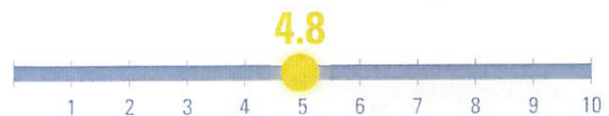
1. Please select all that describe you: (n=473)



2. How often do you visit the US-62 Interchange Focus Area? (n=473)



3. On a scale of 1-10, with 1 being the lowest and 10 being the highest, how satisfied are you with the Focus Area today? (n=488)

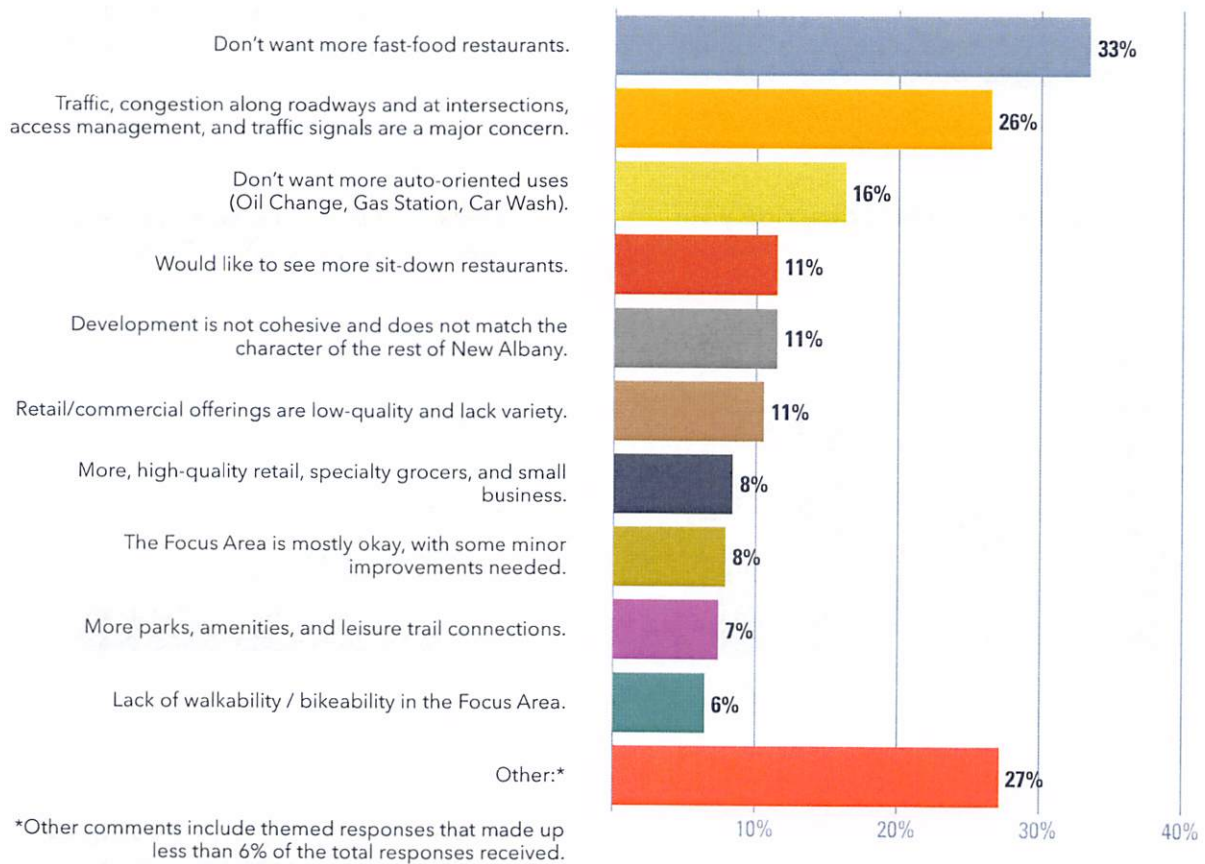


"My child's **daycare** is in the Focus Area."

"I visit to catch **transit** to Columbus"

"My daughter attends the **New Albany Ballet Company**."

4. Tell us more about your answer to question 3: (n=419)



Notable comments:

"I like the residential areas on Central College and Kitzmiller, would like to see **better planning along 62.**"

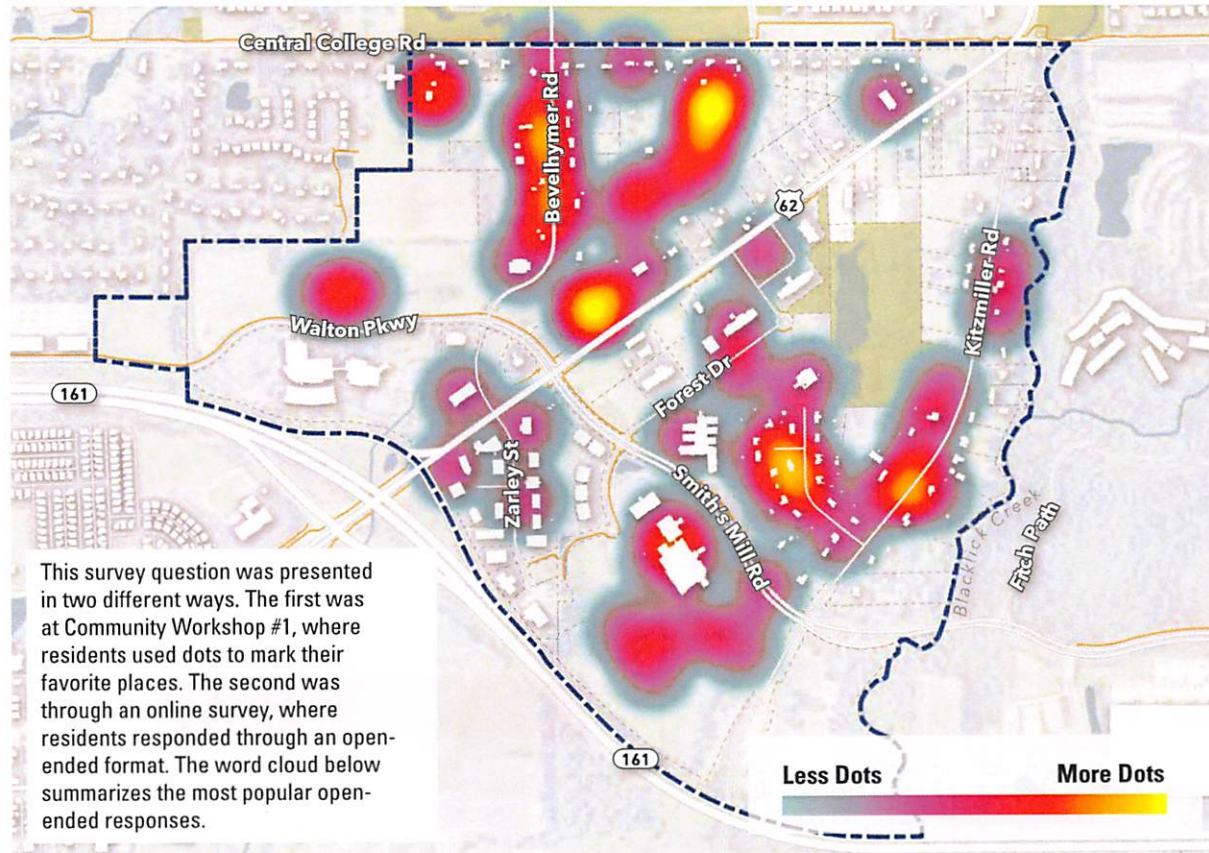
"It is an area that needs attention, especially the **industrial complex just north of 161.**"

"...there are **not many reasons to visit** the area other than just passing through."

"There are too many auto-oriented uses popping up. This area **does not match the character of New Albany.**"

5. Tell us about some of your favorite places in the Focus Area. This can be an institution, a business, a place, or a destination. (n=346)

Community Workshop #1: What are some of your favorite places in the Focus Area?



Notable comments:

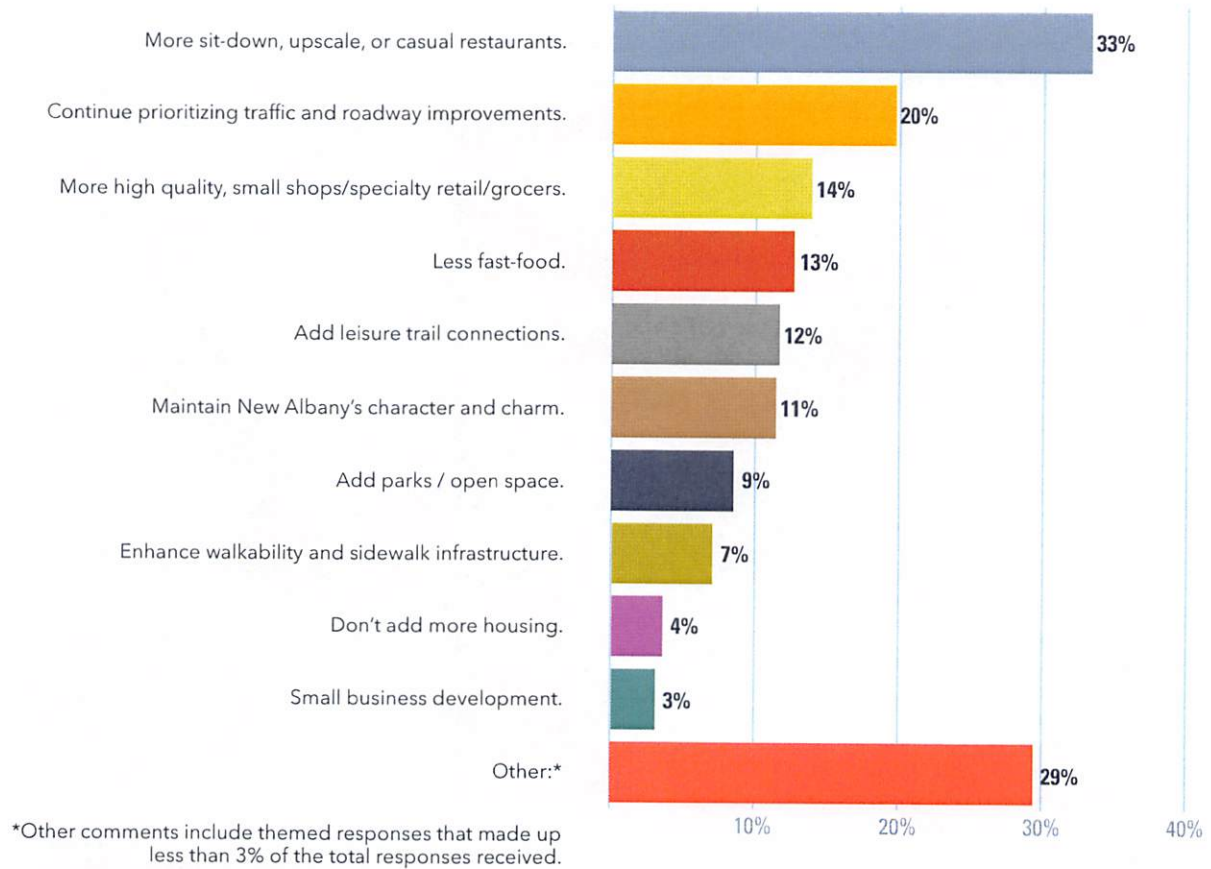
Online Survey #1 Results

"I walk a lot in this area since I live in it and walk everyday. The Smith's Mill **walking path is wonderful**, I just wish we had one along Kitzmiller."

"I appreciate the medical facilities, car wash, and local restaurants, but all the **chain food, car services, and gas stations are low-end.**"

Gas Stations
Dairy Queen
Tim Horton's
Leisure Trails
Broadway Bound Dance Center
Aldi
Sheetz
Willow Wood Pet Resort
Medical Campus and Offices
New Albany Ballet Company
Chipotle
Woody's
Moo Moo Car Wash
Turkey Hill
Duncan Donuts
Blue Agave
None
Trove Warehouse
Jersey Mike's

6. What would you change or improve in the Focus Area? (n=411)



Notable comments:

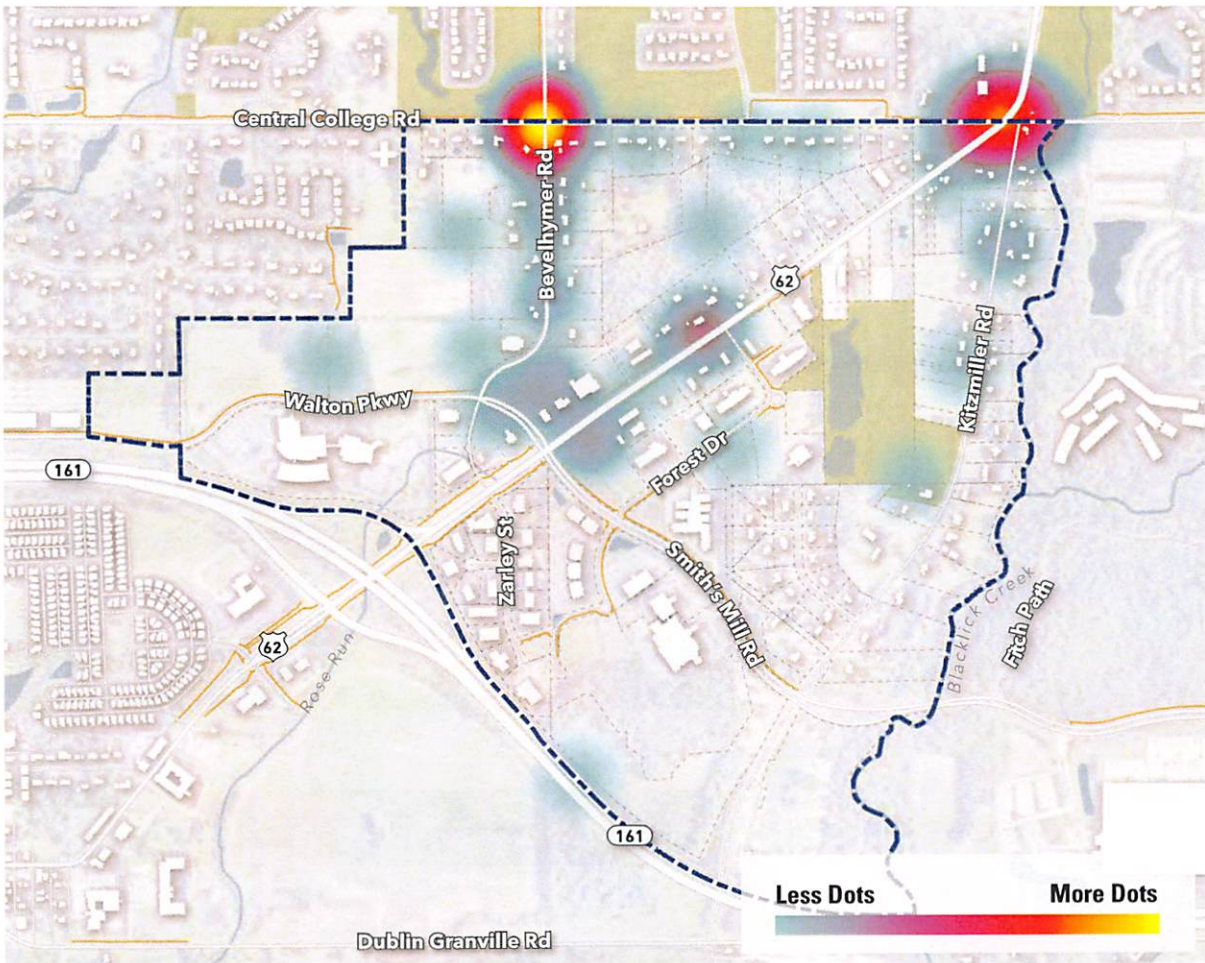
"The intersection of Central College/62 and Kitzmiller is a **bad place for kids to cross on the bike path.**"

"...adding some **dedicated bike paths along Bevelhymer Road** that allow riders better access to Bevelhymer and Rocky Fork Parks..."

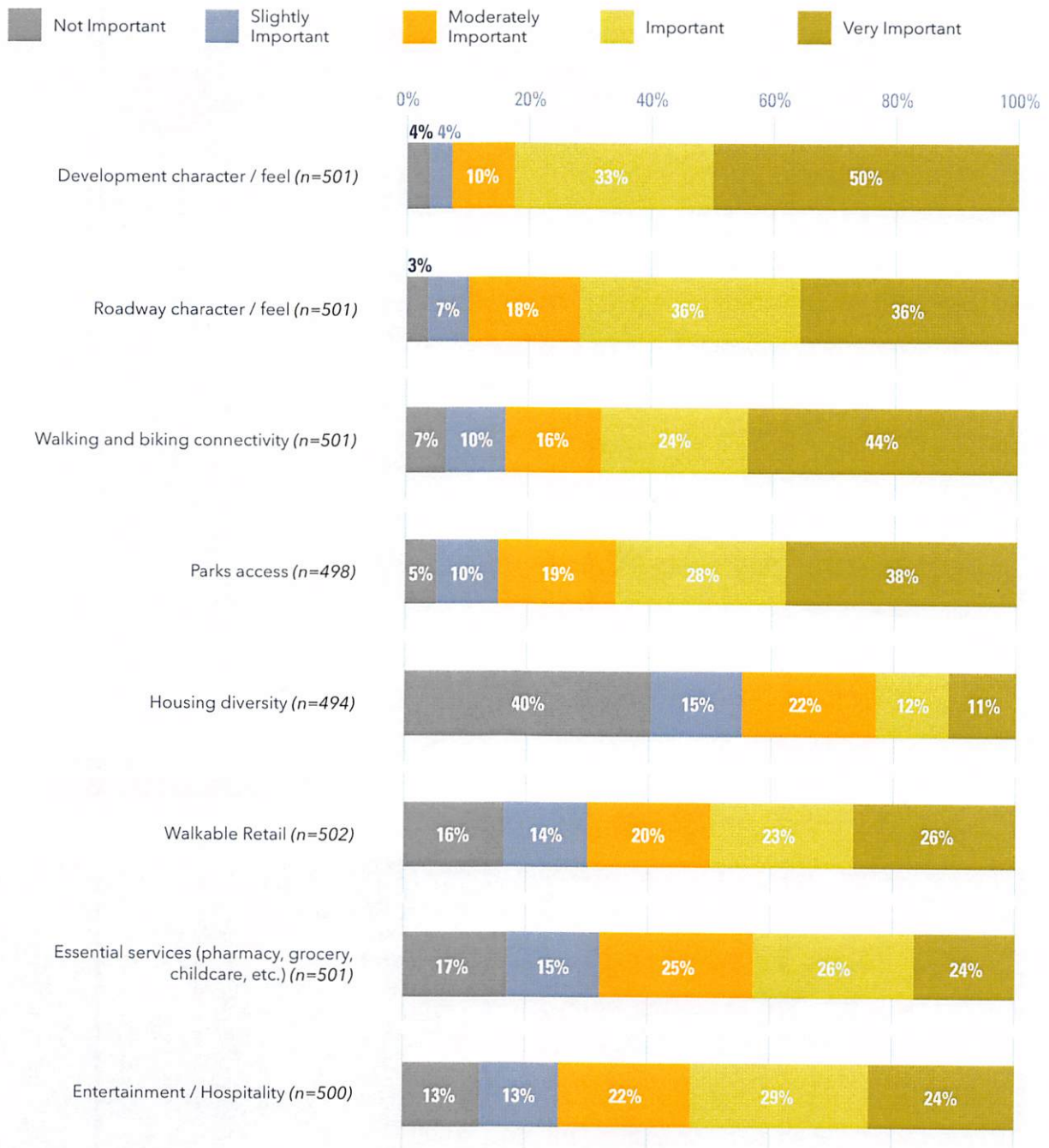
"Pedestrian friendly; more **interesting, local** restaurants or businesses..."

"...Develop the **Kitzmiller Wetland Park** in the way it was originally envisioned with limited impact on the natural features, but adding trails and other amenities..."

Community Workshop #1: What would you change or improve in the Focus Area?



7. How important are the following topics for this plan to address?



8. What types of mobility improvements would you like to see happen here? (Choose as many options as you'd like) (n=493)



Intersection Improvements



Safer Crosswalks



Traffic Calming Measures



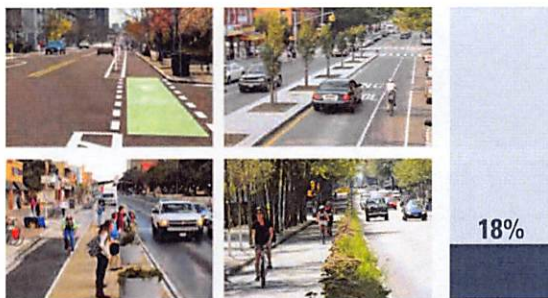
Additional Leisure Trail Connections



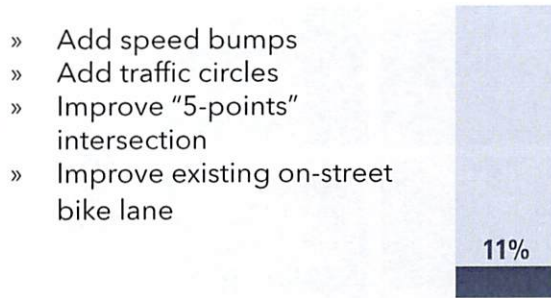
Velo Loop / Cycle Track



Streetscape Improvements



On-Street Bike Infrastructure



Other Ideas

9. What type of residential development would be best suited for this Focus Area? (Choose as many options as you'd like) (n=512)



Courtyard Building or Cottage Court



Detached Single-Family



Duplex



Triplex or Fourplex



Townhomes



Multiplex



Live-Work Units or Commercial/Residential Mixed Use



Mid-rise Apartment Building

10. What type of employment center development would be best suited for this Focus Area? (Choose as many options as you'd like) (n=497)



28%

Corporate Office



68%

Professional Services



41%

Healthcare Office / Medical Center



42%

Civic / Institutional



21%

Light Industrial / Flex Office



2%

Logistics / Warehousing



18%

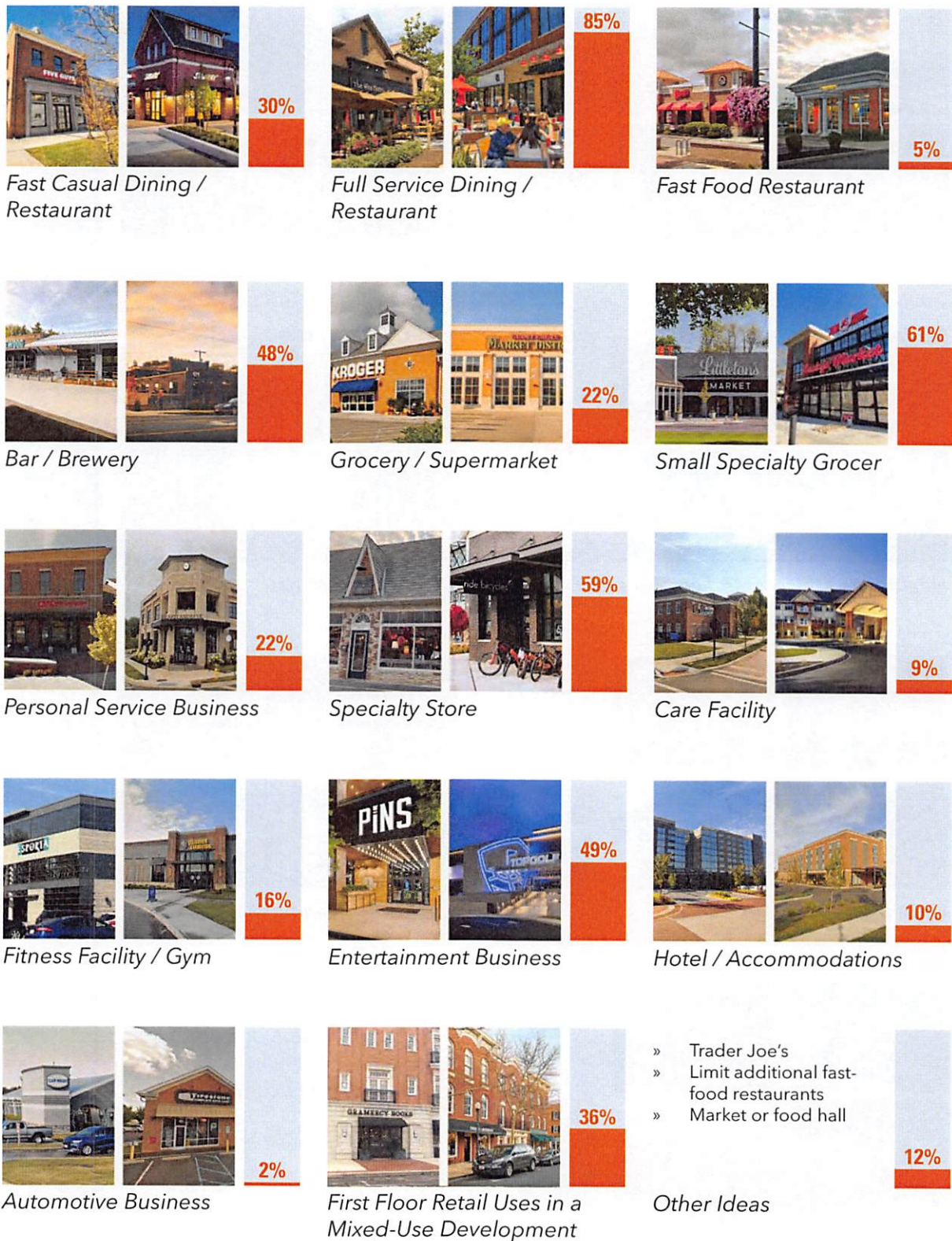
Research & Development

- » Co-working spaces
- » Small business opportunities
- » Limit additional employment uses in the Focus Area

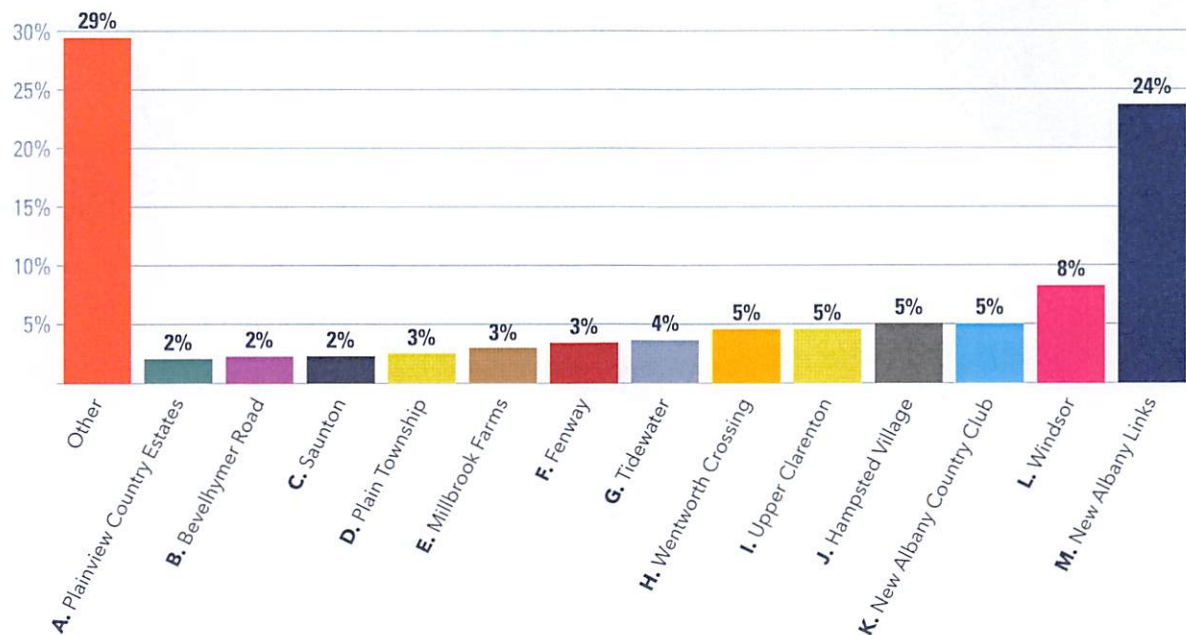
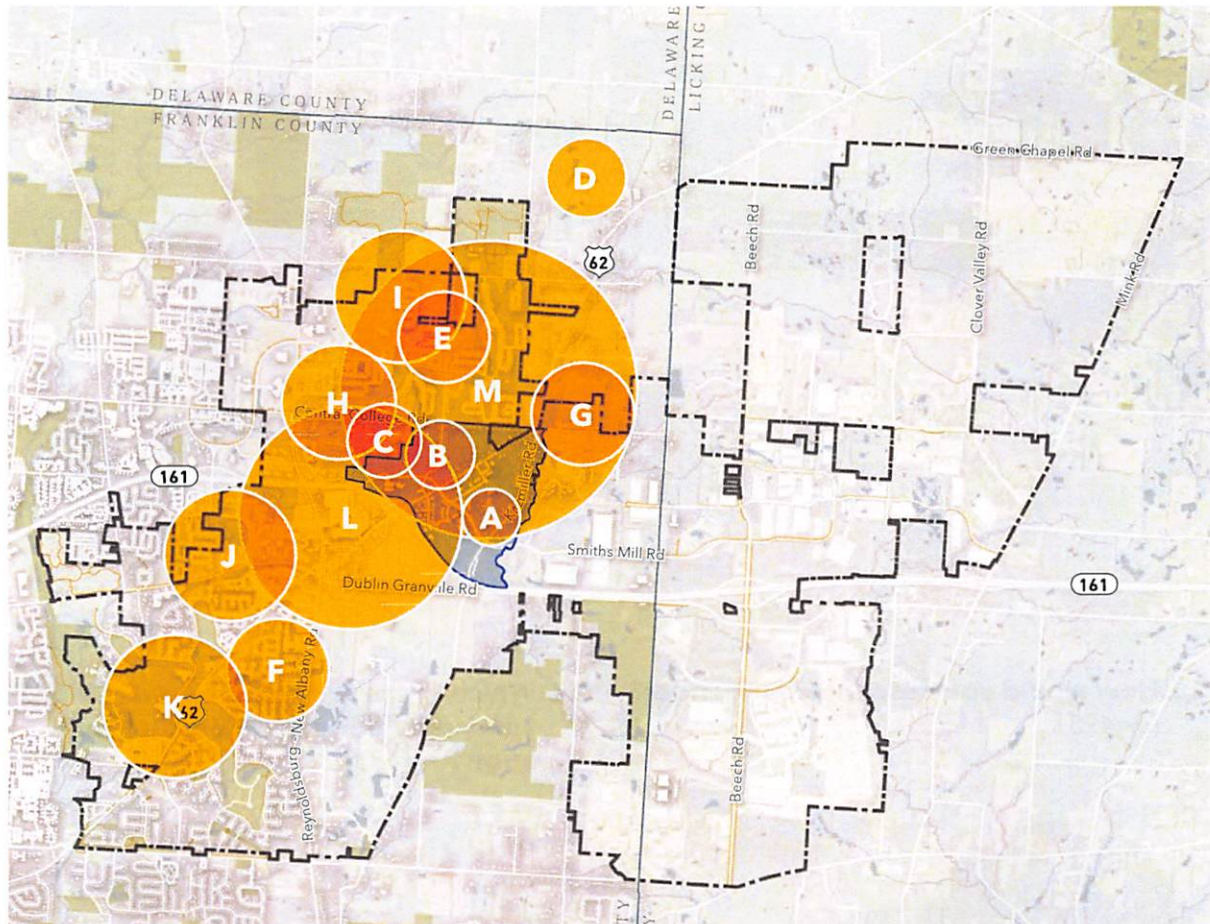
13%

Other Ideas

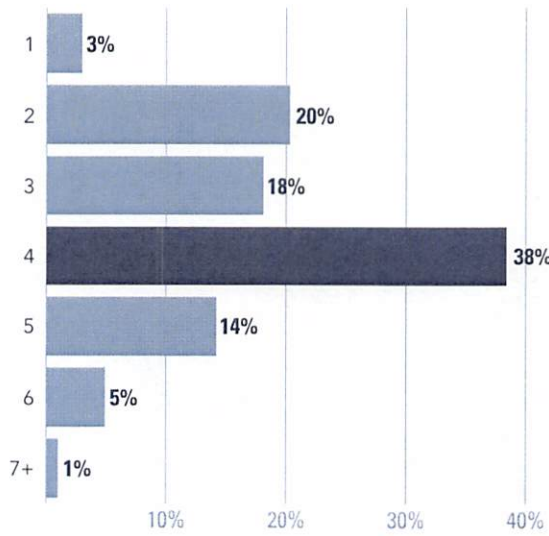
11. What type of retail development would be best suited for this Focus Area (Choose as many options as you'd like) (n=519)



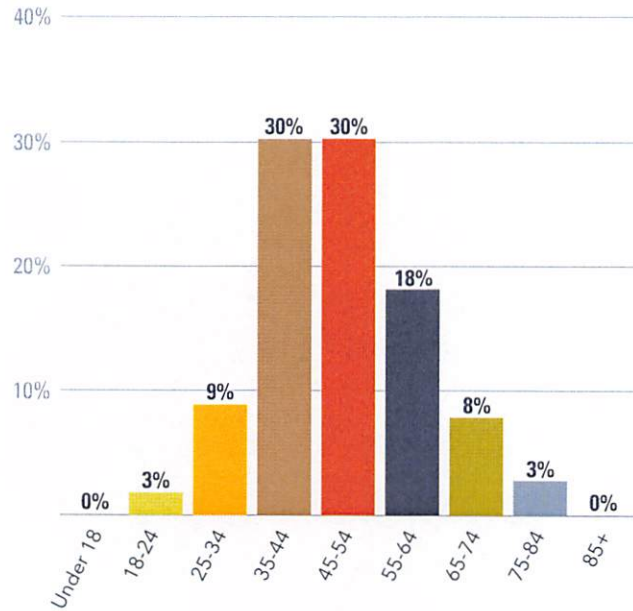
12.If you live in New Albany, in what neighborhood do you live? (n=435)



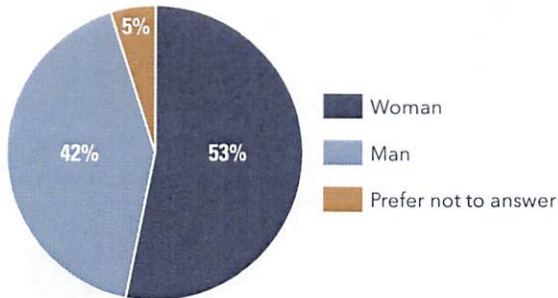
13. Including yourself, how many people live in your household? (n=409)



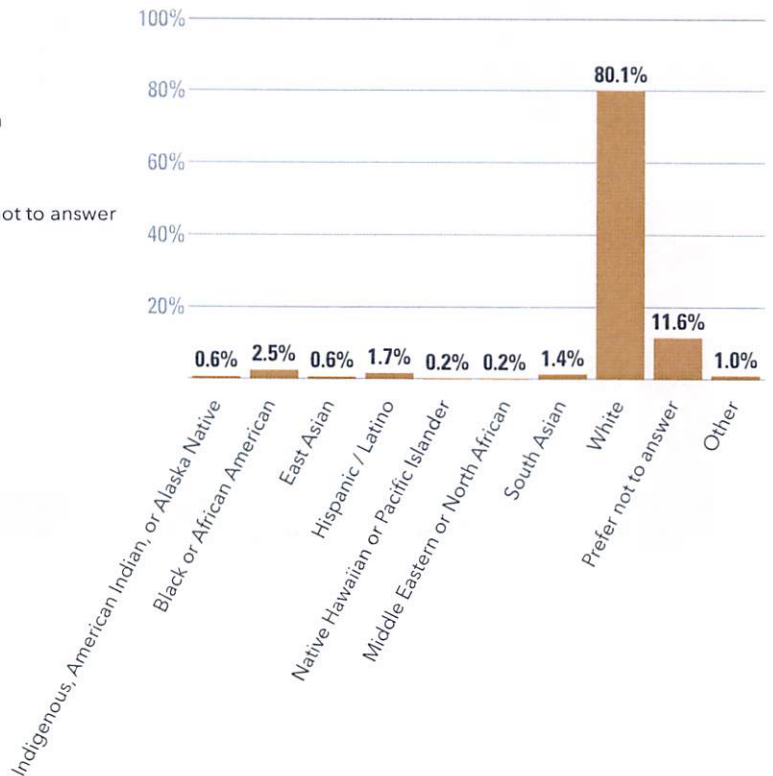
14. What is your age? (n=496)



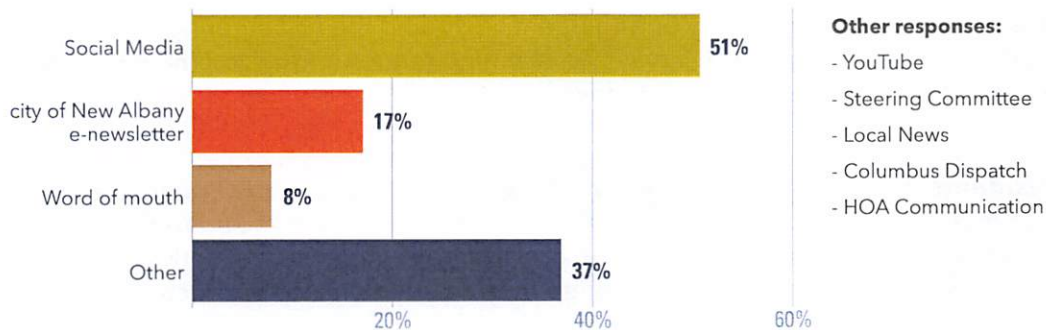
15. How would you describe your gender? (n=495)



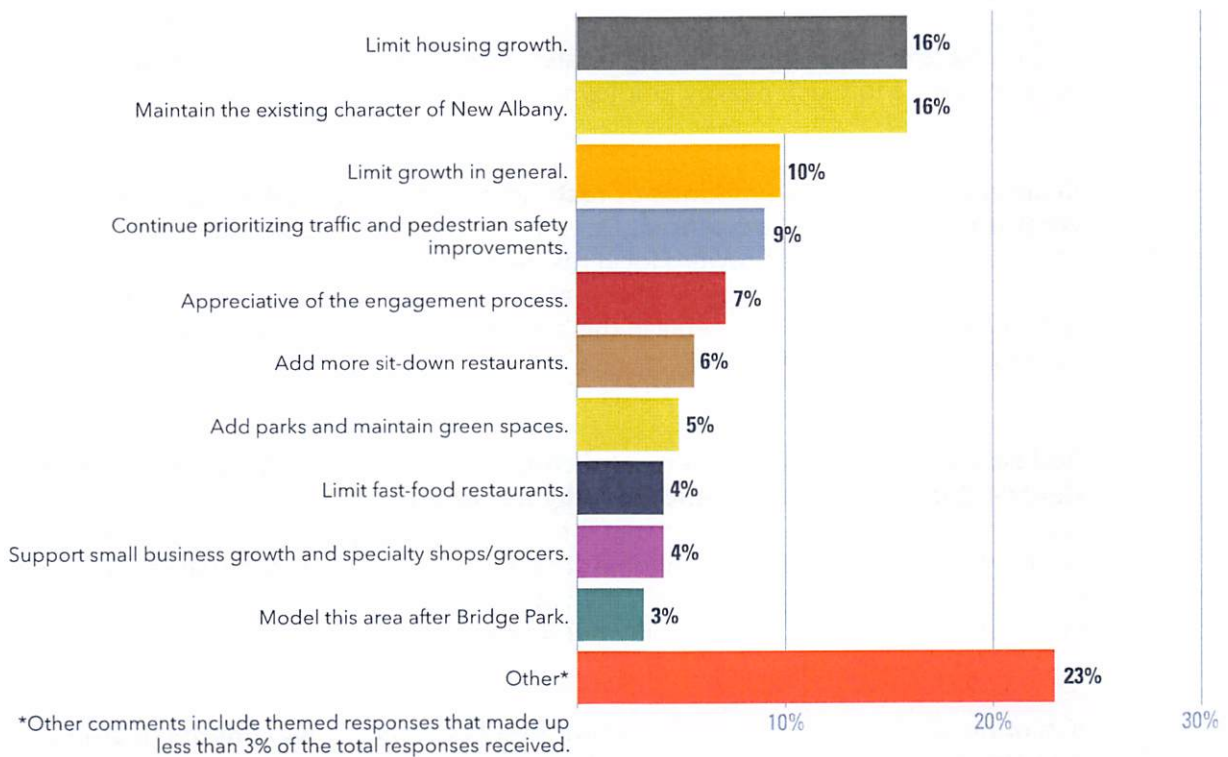
16. Which of the following best describes your race / ethnicity? Select all that apply. (n=483)



17. How did you hear about this survey? (n=505)



18. Is there anything else you'd like to share with us? (n=266)



Other responses:

- Not satisfied with previous public engagement efforts.
- Add leisure trails and bike paths.
- Looking forward to this planning process.
- Prioritize the natural environment.
- Leave residential areas alone.

COMMUNITY ENGAGEMENT THEMES

Based on the first phase of community engagement, including the first steering committee meeting, Community Workshop, and survey, the planning team summarized the input into five themes. The themes are summarized below:



Residents desire responsible growth and development in the Focus Area.

Commercial and retail growth in the Focus Area has received mixed reviews. Residents expressed that the fast-food and auto-oriented uses recently developed along US-62 do not align with the community's aspirations for the Focus Area. Residents also have mixed feelings about housing, with some desiring more variety in housing options, and many who oppose any additional housing in the Focus Area.



Traffic, congestion, and roadway improvements remain a top priority. Daily commuters traveling through the focus area are experiencing higher volumes of congestion along arterial and collector roads. This is also felt by local residents, who have experienced higher traffic volumes along Bevelhymer, Kitzmiller, and Central College Roads. Additionally, the "five-points" intersection at Central College Road and US-62 is increasingly becoming a safety issue as more commuters travel through the Focus Area to reach nearby employment areas.



Residents prefer different kinds of restaurants, services, and retail than what is offered in the Focus Area. Community members would like to see more commercial uses tailored toward local residents, rather than regional commuters or visitors seeking quick food options and auto-oriented services. However, residents are concerned that any new retail in this area might end up competing with and harming the Village Center.



Pedestrian infrastructure, safety, and connectivity are critical, especially along Central College, Kitzmiller, and Bevelhymer Roads. Residents living within and adjacent to the Focus Area noted that there are limited options for children and family members to access recreational amenities and popular restaurants safely on foot. This is primarily due to gaps in the city's leisure trail network along Kitzmiller Road, Smith's Mill Road, and Bevelhymer Road.

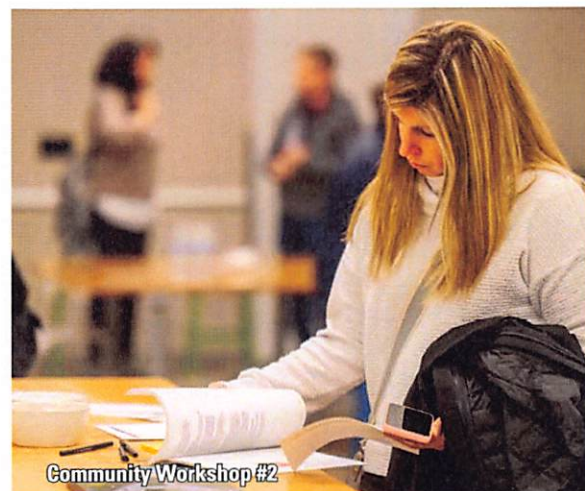


Kitzmiller and Tidewater Parks are potentially catalytic investments to spark a healthier, more active, recreationally oriented district. Residents are excited about the potential for additional passive park space within and near the Focus Area, which can inspire further investment in leisure trail connections, intersection improvements, and pedestrian safety.

COMMUNITY WORKSHOP #2

Around 100 residents attended the second community workshop held on December 2, 2024. This self-paced open house showcased essential elements of the plan, including background information, key findings, constraints, and the direction of the plan. This meeting followed four Steering Committee sessions, during which members engaged in focused discussions and activities that contributed to shaping the plan's direction. Members of the Steering Committee and city Council were also present to help facilitate and answer questions from community members. This workshop was crucial for sharing vital findings and recommendations with the public, including the following:

- **Community engagement results.** Residents analyzed and discussed data from the first phase of community engagement, including survey and Social Pinpoint results.
- **Constraints and market realities.** The planning team shared key findings from the market study, which revealed several constraints related to future retail demand in the Focus Area. Residents were able to discuss these findings with the Planning Team and members of the Steering Committee, including ways to influence better market outcomes.
- **Future land use and public realm investments.** Residents reviewed and discussed the first draft of the Future Land Use Character Map and prioritized key public investments that may serve as catalytic projects for the Focus Area.



COMMUNITY WORKSHOP #3

Community Workshop #3 was a critical milestone in preparation for plan adoption. Around 75 residents attended the final community workshop on February 11, 2025. The meeting was an open house format with exhibits displaying draft content and recommendations from the plan. Draft plan documents were provided for residents to review and provide feedback. Several Steering Committee members were also in attendance to provide additional support and share their experience participating in the planning process. The overall goal of the third workshop was to test final concepts and draft recommendations to ensure alignment with community feedback. As a result of comments received at this event, several revisions were made to the plan in accordance with community concerns.



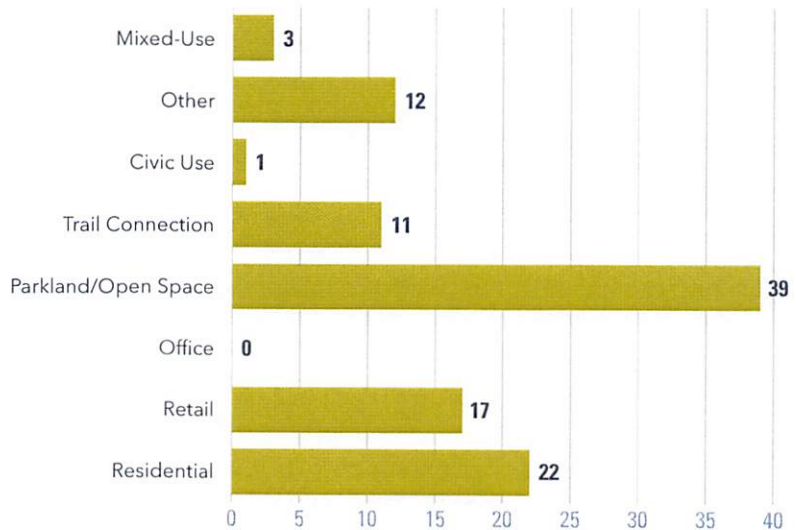
SOCIAL PINPOINT

Social Pinpoint is an online engagement platform that uses interactive mapping tools to collect feedback from residents. The website was launched in September 2024 and included an Interactive Land Use Strategy Map to gather input on desired land uses, roadway/intersection improvements, trail connections, and other opportunities to be considered as part of the Focus Area's land use and thoroughfare plan. In addition to the Steering Committee's insights about specific sites in the Focus Area, the feedback collected from Social Pinpoint helped shape the plan's framework for future land use and thoroughfares.

Parkland/Open Space was the most frequently placed marker on the map, primarily clustered west of US-62 around existing open spaces, undeveloped parcels, and tree canopy areas.

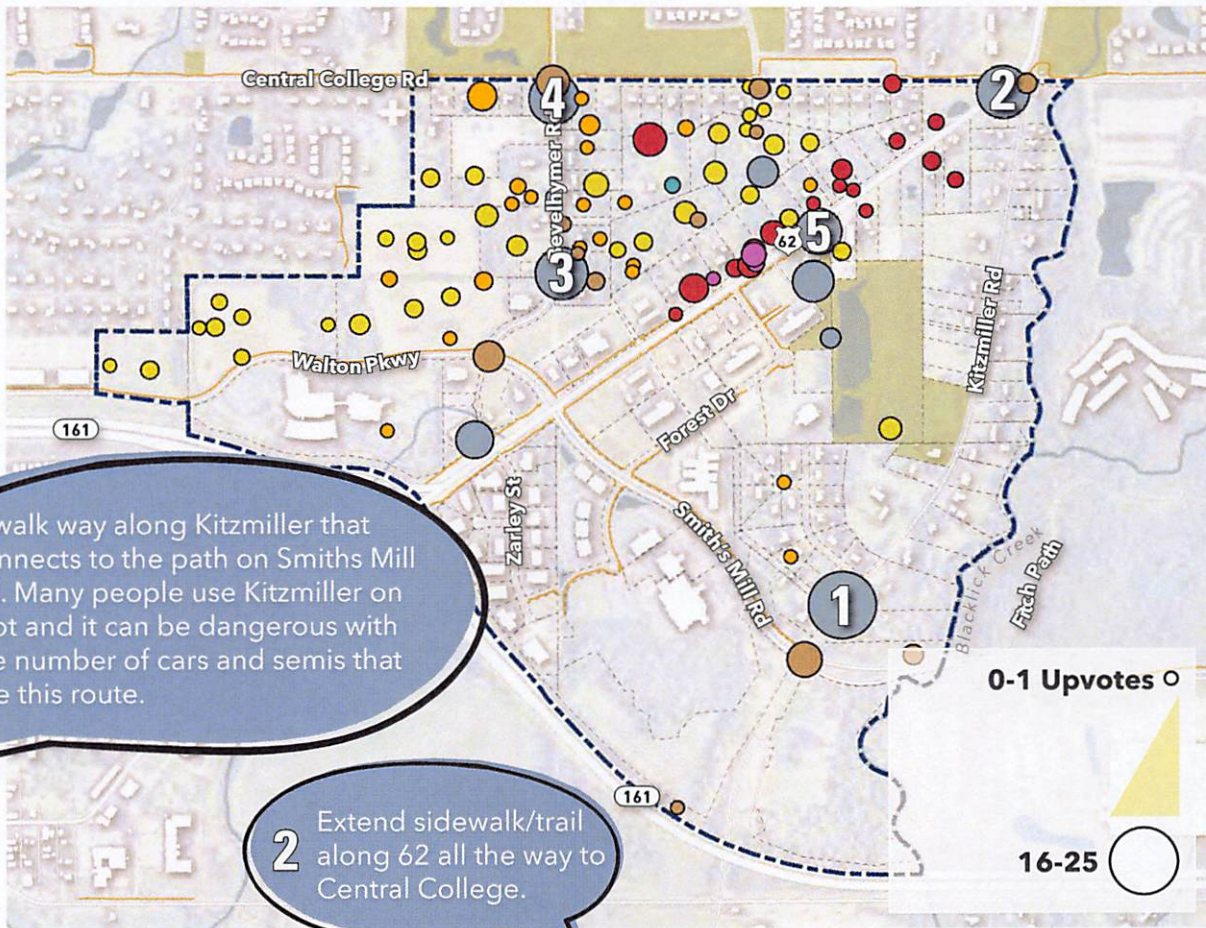
Residents were able to 'upvote' markers placed on the map if they agreed with the placement or related comment. The top five upvoted comments were all related to potential bike and leisure trail connections that would improve pedestrian safety throughout the Focus Area.

Number of Land Use Markers Placed, n=105



Top 5 Comments, Ranked by Upvotes

#	Comment	Votes
1.	A walk way along Kitzmiller that connects to the path on Smiths Mill Rd. Many people use Kitzmiller on foot and it can be dangerous with the number of cars and semis that use this route.	25
2.	Extend sidewalk/trail along 62 all the way to Central College.	18
3.	A bike path connecting the links to US-62 from The Links	18
4.	There needs to be trail connectivity to retail on Rt 62 from bevelhymer rd.	17
5.	this trail ends here. It would be great to extend all the way up to Central College Rd	15



3 A bike path connecting the links to US-62 from The Links

4 There needs to be trail connectivity to retail on Rt 52 from bevelhymmer rd.

5 this trail ends here. It would be great to extend all the way up to Central College Rd

Legend

- Plan Boundary
- Existing Leisure Trails
- Parks/Open Space
- Parcel Boundaries
- Parkland/Open Space
- Residential
- Retail
- Mixed-Use
- Trail Connections
- Other
- Civic

MARKET STUDY

MARKET ANALYSIS

Development Strategies, a consulting firm specializing in economic/market research and community development, conducted a market study to evaluate the local and regional retail landscape within the Focus Area, citywide, and the surrounding area. Early feedback gathered during the planning process, where residents and Steering Committee members expressed a desire for more high-quality, place-based retail and amenities, necessitated a focused look into how these desires align with the current real estate market. Given that the

existing commercial and retail environment in the Focus Area conflicts with community aspirations, the market study provides insights into unmet demand, competitive pressures, and strategic interventions that may help generate a shift in the retail market over time. Additionally, the city, Planning Team, and Steering Committee utilized these market findings throughout the planning process to inform research, discussions around development, and considerations for future land uses in the Focus Area.

MARKET STUDY OVERVIEW

The market study consists of two components:

Market Analysis

Identifies current conditions and quantifies opportunities.



PEOPLE (WHO)

Identifies demand



PRODUCT (WHAT)

Identifies supply



PLACE (WHERE)

Identifies location

Market Strategy

Focused on how to change market conditions and capitalize on opportunities.

HOW DO WE GET THEM THERE?



WHAT DO WE BUILD?



WHERE DO WE CREATE IT?

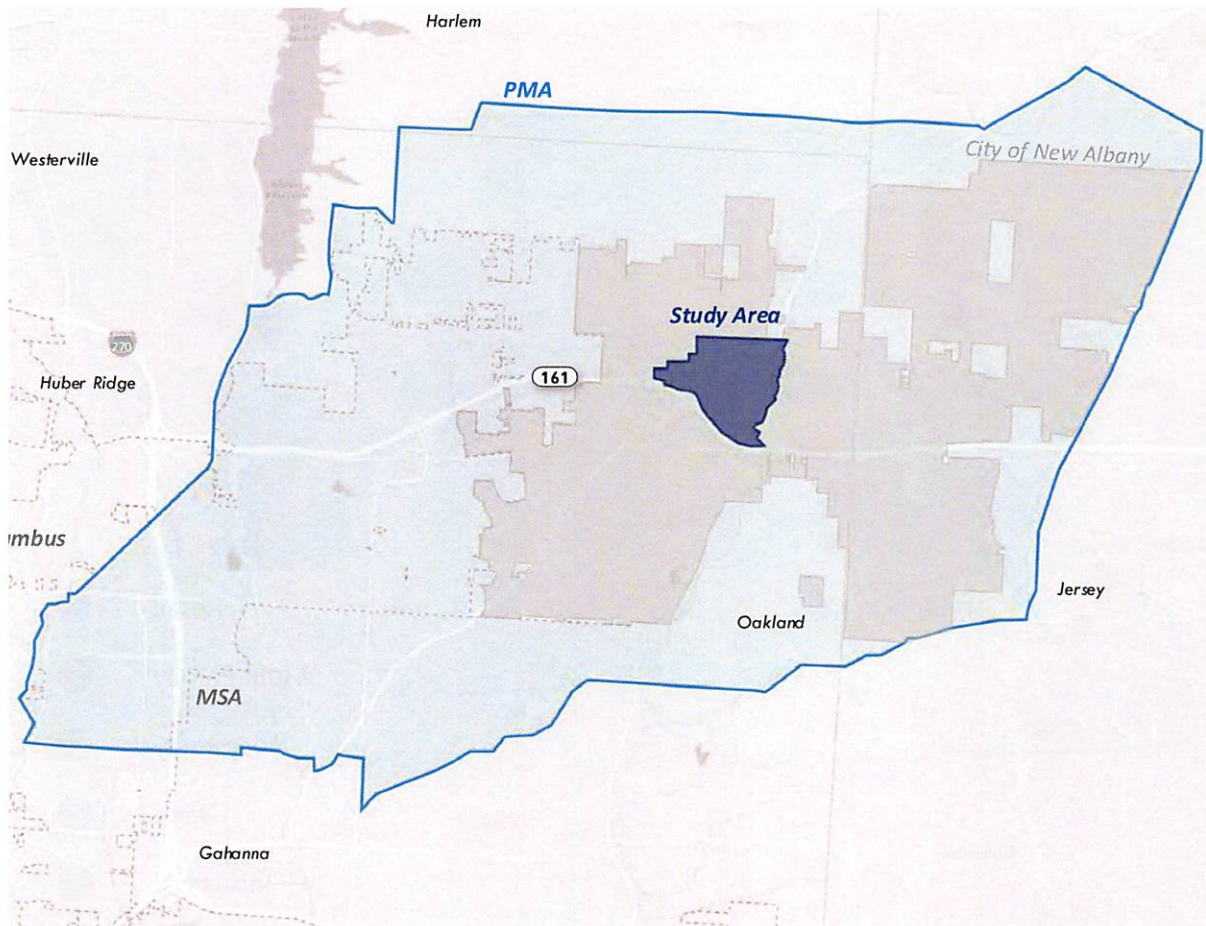


KEY FINDINGS

The following key findings summarize the main takeaways and considerations from the Market Analysis.

- **The Focus Area is in a competitive real estate market.** Several highly-visited commercial centers are located within the Primary Market Area (PMA), including New Albany Village Center, Hamilton Quarter, retail areas north and south of the New Albany Road East interchange, Easton Town Center, and Hampsted Village Center.
- **Retail demand greatly exceeds supply in the PMA.** While there are plenty of commercial options, higher-than-average consumer purchasing power in the PMA is creating a larger market for a wide range of commercial establishments, especially auto-oriented or suburban-scaled uses.
- **Substantially higher growth in jobs than residents.** While both figures steadily increased over the last decade, New Albany's business park added over 10,000 jobs. This has significant impacts on the types of commercial and retail uses that follow to support these industries and their employment base.
- **Positive retail visitation trends in the Focus Area indicate support for the current mix of uses.** Workers and commuters are the primary drivers of retail demand in the Focus Area, which has led to an increase in auto-oriented land uses like drive-throughs, quick service, car wash, auto shops, and grocery stores.
- **The Focus Area may capture 25,000 to 30,000 additional square feet of retail in the next 10-15 years.** This assumes that the Focus Area absorbs 50% of the net demand in New Albany, which accounts for demand after pipeline projects are built. If the future growth along US-62 reflects the current development pattern, 25,000 to 30,000 additional square feet roughly translates into three to five out-lot buildings.
- **Office vacancy in the Focus Area remains low, with limited office development energy since the pandemic.** Data indicates that offices in New Albany have recovered stronger than the PMA, partially due to building age and office workers living closer than average to their workplace. Market research indicates that office real estate has a higher chance of remaining stable post-Covid if located near walkable, mixed-use retail areas, restaurants, and civic amenities.

Primary Market Area (PMA)



PRIMARY MARKET AREA (PMA)

The market findings are based on the Primary Market Area (PMA), which captures areas generally within a 10-minute commute from the Focus Area to areas with similar socio-economic conditions. This includes retail centers like Hampsted Village Center, Hamilton Quarter, and Easton Town Center. The market study also uses the Columbus Metropolitan Statistical Area (MSA) for regional analysis and context where appropriate.

Legend

- Plan Boundary 
- Primary Market Area (PMA) 
- New Albany Boundary 
- Metropolitan Statistical Area (MSA) 

86,000
Population, PMA

36%
Population Change, 2010-2023, PMA

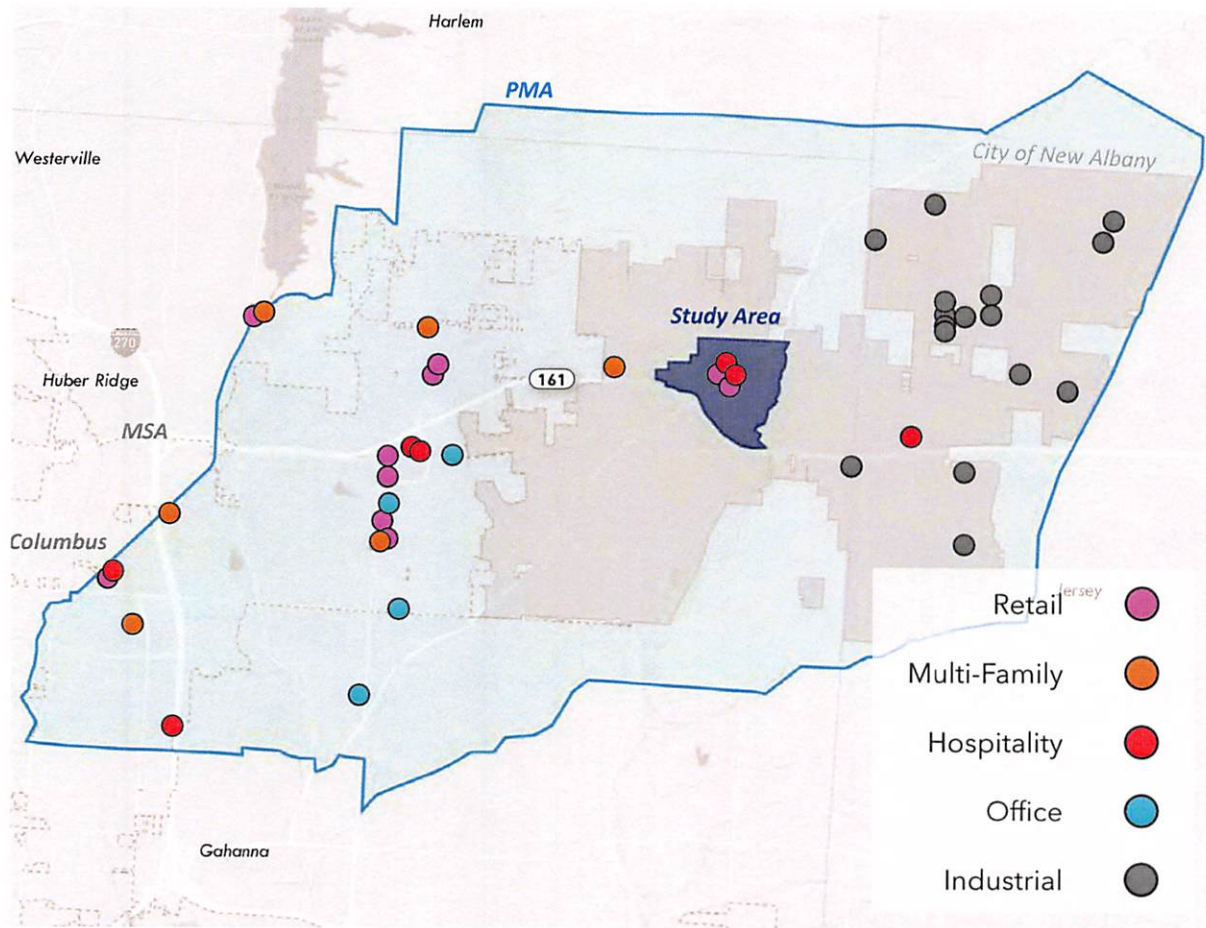
69,400
Jobs, PMA

\$101,000
Median Household Income, PMA

\$317,000
Median Home Value, PMA

+19,800
Jobs Added Since 2010, PMA

Recent Development, Proposed and Under Construction in PMA



RECENT DEVELOPMENTS IN THE PMA

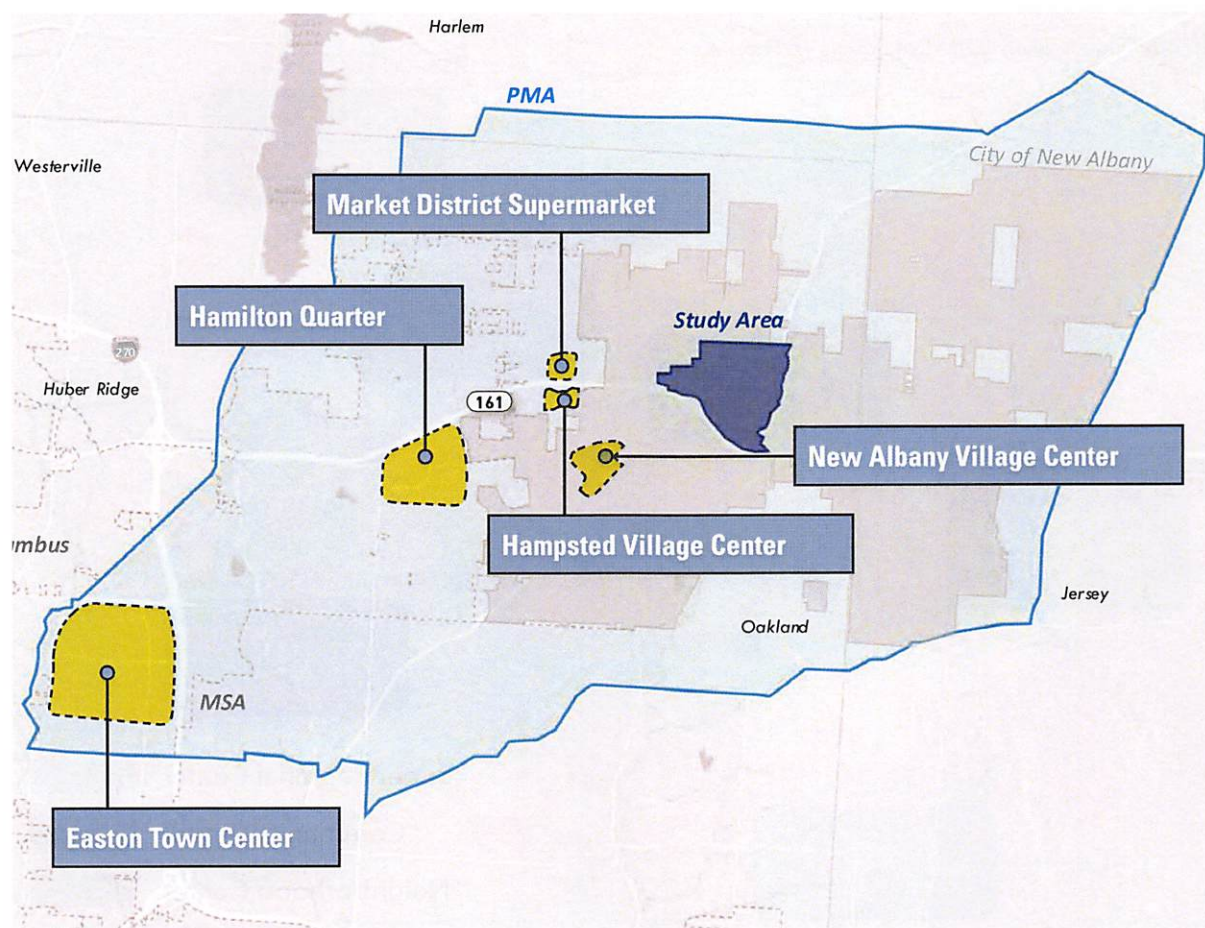
The map above shows recently proposed or constructed retail, multi-family, hospitality, office, and industrial uses in the PMA. Recent retail proposals or built projects occurred primarily along Hamilton Road near higher-density residential areas. Four new hotels were recently constructed in New Albany, two located within the Focus Area and two near New Albany's business park, where over 15 new employment uses were proposed or are under construction.

	Legend
Plan Boundary	
Primary Market Area (PMA)	
New Albany Boundary	
Metropolitan Statistical Area (MSA)	

Recent Developments, PMA

	Multi-Family	Retail	Hospitality	Office	Industrial
Under Construction	193 units	25.7k sqft.	319 rooms	0 sqft.	1.92M sqft.
Proposed	992 units	81.8k sqft.	317 rooms	68k sqft.	3.83M sqft.

Retail Destinations in PMA



RETAIL DESTINATIONS IN THE PMA

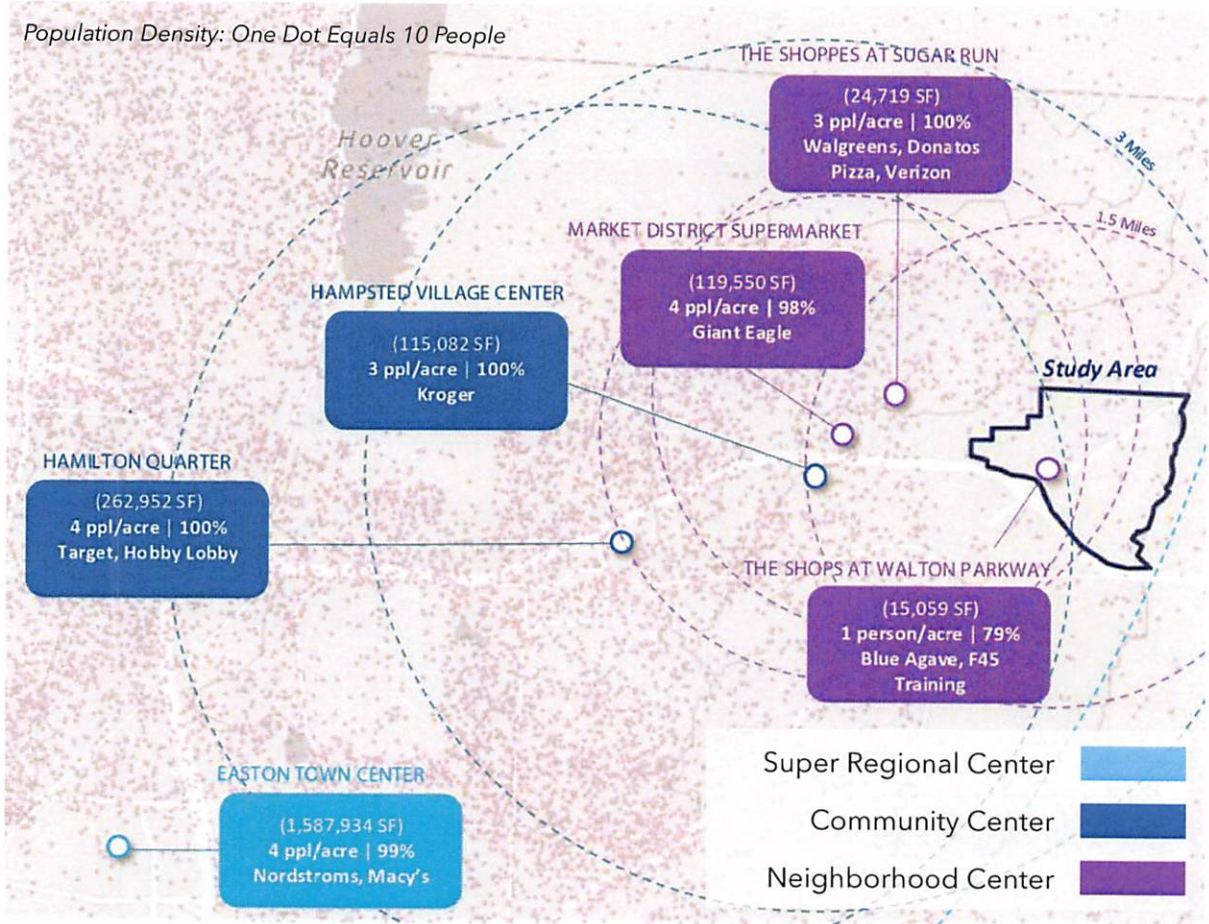
The Focus Area is situated in a competitive retail environment, with several commercial destinations like Easton Town Center and Hamilton Quarter serving a regional market. However, total retail demand within a two-mile radius of the Focus Area exceeds supply by \$75 million, indicating strong consumer purchasing power within the immediate surrounding area.

Legend

Plan Boundary	
Primary Market Area (PMA)	
New Albany Boundary	
Metropolitan Statistical Area (MSA)	

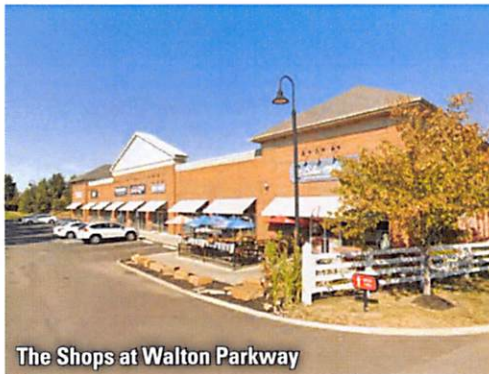
Retail Characteristics, 2-Mile Radius and PMA

	Total Retail Demand	Total Retail Supply	Median Household (HH) Income	Avg. Annual Retail Spending per HH
2-Mile Radius	\$113M	\$38M	\$154,000	\$25,000
PMA	\$1.7B	\$1.5B	\$106,000	\$17,600



TYPES OF RETAIL CENTERS

The demand for different types of retail centers is greatly influenced by population density. Super Regional Centers, such as Easton Town Center, are designed to cater to entire metropolitan areas with over 500,000 residents. On the other hand, Neighborhood Centers are designed to serve 3,000 to 40,000 residents, typically found in suburban areas like New Albany. These retail centers have varying leasable space, which determines the types of retail users that typically occupy them.



The Shops at Walton Parkway

Neighborhood Center

Typically anchored by a grocery store, with smaller shops like pharmacies, dry cleaners, and convenience stores.

TYPICAL ANCHOR
Drugstore/Supermarket

TRADE AREA RADIUS
1.5 miles

GROSS LEASABLE AREA
30k - 100k square feet

DRIVE TIME
5-10 minutes

POPULATION SUPPORT
3k - 40k



Hamilton Quarter

Community Center

Includes larger retailers like department stores, discount stores, and more diverse food options than a neighborhood center.

TYPICAL ANCHOR
Junior Dept. Store

TRADE AREA RADIUS
3 - 5 miles

GROSS LEASABLE AREA
100k - 450k square feet

DRIVE TIME
10 - 20 minutes

POPULATION SUPPORT
40k - 150k



Polaris Towne Center

Regional Center

Features major department stores, a large variety of retailers, and often draws from customers from multiple communities.

TYPICAL ANCHOR
1 - 2 full-line dept. stores

TRADE AREA RADIUS
8 miles

GROSS LEASABLE AREA
300k - 900k square feet

DRIVE TIME
20 minutes

POPULATION SUPPORT
>150k



Easton Town Center

Super Regional Center

Considered the largest retail type, with a vast selection of retailers, multiple major department stores, and a large catchment area.

TYPICAL ANCHOR
3 - 4 full-line dept. stores

TRADE AREA RADIUS
12 miles

GROSS LEASABLE AREA
500k - 2M square feet

DRIVE TIME
30 minutes

POPULATION SUPPORT
>300k

RETAIL SUPPLY/DEMAND IN THE PMA

As a baseline, current retail supply and demand provide insight on the most immediate development energy based on market needs. This data is then used as one of the key inputs for projecting future demand in a given area.

Current retail demand in the PMA exceeds supply by 240,300 square feet. New Albany would potentially capture 24,000 square feet of this demand gap, assuming a market capture of 10%. Additionally, the Focus Area may potentially capture 3,600 square feet, which is generally equal to one additional freestanding building.

The higher-than-average purchasing power of residents significantly impact the retail demand in the PMA. The types of under-supplied retail uses identified generally have larger building footprints and are typical for suburban locations, such as building materials/garden equipment, grocery stores, and general merchandise. Additionally, several auto-oriented uses are currently under-supplied, including auto parts/tire stores and gas stations. The data align with recent retail development trends within and surrounding the Focus Area.

Current Retail Demand, PMA, New Albany, Focus Area

CURRENT PMA DEMAND GAP
240,300 SF

**NEW ALBANY POTENTIAL
CAPTURE (10%)**
24,000 SF

STUDY AREA CAPTURE (15%)
3,600 SF

Over-Supplied in PMA

Clothing and Clothing Accessories
(-471,000 sqft.)

Furniture and Home Furnishings
(-51,000 sqft.)*

Restaurants and Other Eating Places
(-59,000 sqft.)*

Pharmacies, Health, and Personal Care
(-35,000 sqft.)

Sporting Goods, Hobby, Book & Music
(-5,000 sqft.)

*Use type found within Focus Area

Retail centers like Easton Town Center contribute to an over-supply of clothing, restaurant, and sporting goods stores in the PMA.

This column shows how many additional stores the PMA can accommodate based on the under-supplied square footage.

Under-Supplied in PMA

of Stores Based on Typical Building Footprint

Building Materials, Garden Equipment
(265,000 sqft.)

2 Department/Home Improvement Stores

General Merchandise (241,000 sqft.)

2 General Superstores

Grocery Store (154,000 sqft.)*

2 Grocery Supermarkets

Auto Parts/Tire Stores (56,000 sqft.)*

7 Auto Parts Stores

Specialty Food and Liquor Stores
(51,000 sqft.)

5 Specialty Grocers

Gasoline Stations (48,000 sqft.)*

7 Gas Stations

Miscellaneous Store Retailers (29,000 sqft.)

3 Convenience Stores

Drinking Establishments (12,000 sqft.)

1 Brew-pub

Electronics and Appliance Stores (4,000 sqft.)

1 Small-Scale Electronics Store

*Use type found within Focus Area

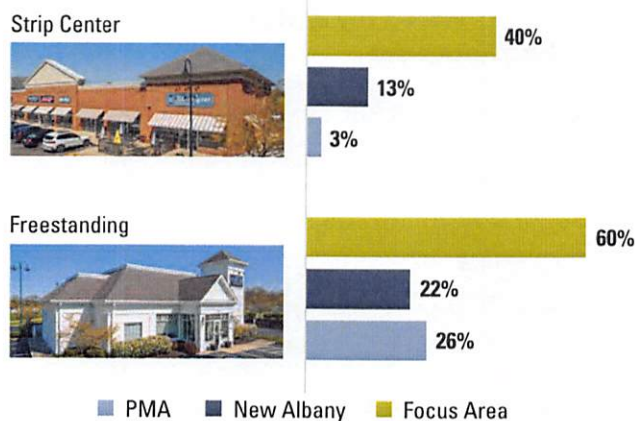
FOCUS AREA MARKET CONDITIONS & SUPPLY TRENDS

Since 2010, the Focus Area's retail inventory more than doubled, adding over 76,000 square feet of new buildings. This accounted for 5% of the 1.67 million square feet of retail space delivered in the PMA since 2010. The two retail types introduced in the Focus Area are classified generally as Strip Center and Freestanding buildings. The Focus Area disproportionately accommodates these types of establishments in New Albany given its proximity to the US-62/OH-161 interchange and the city's employment centers.

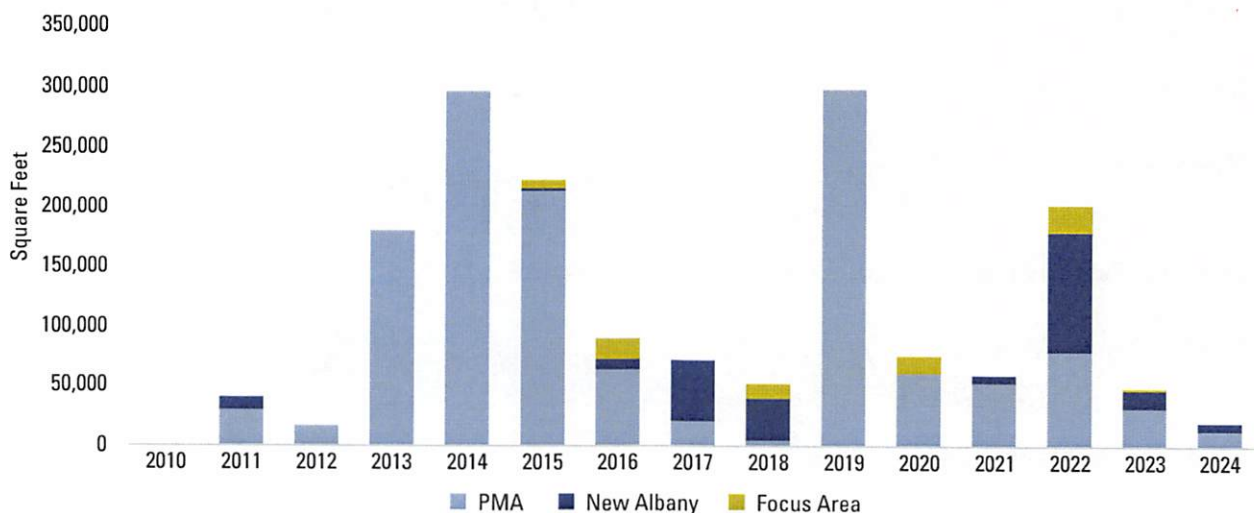
The Focus Area remained relatively underdeveloped until 2010. Significant retail investment in the area did not

begin until this point, over five years after Mt. Carmel Hospital was built and over 15 years after Zarley Industrial Park was introduced. Predating the construction of OH-161, Zarley Industrial Park was one of the first employment areas within a mostly rural residential portion of Plain Township. By 2010, the retail market began to pick up throughout the city, only escalating over the past decade following housing and employment growth. Over time, the Focus Area became a prominent location for commercial uses, with its convenient access to OH-161 and largely undeveloped land areas left over after years of market fluctuation and development energy in other areas of the city.

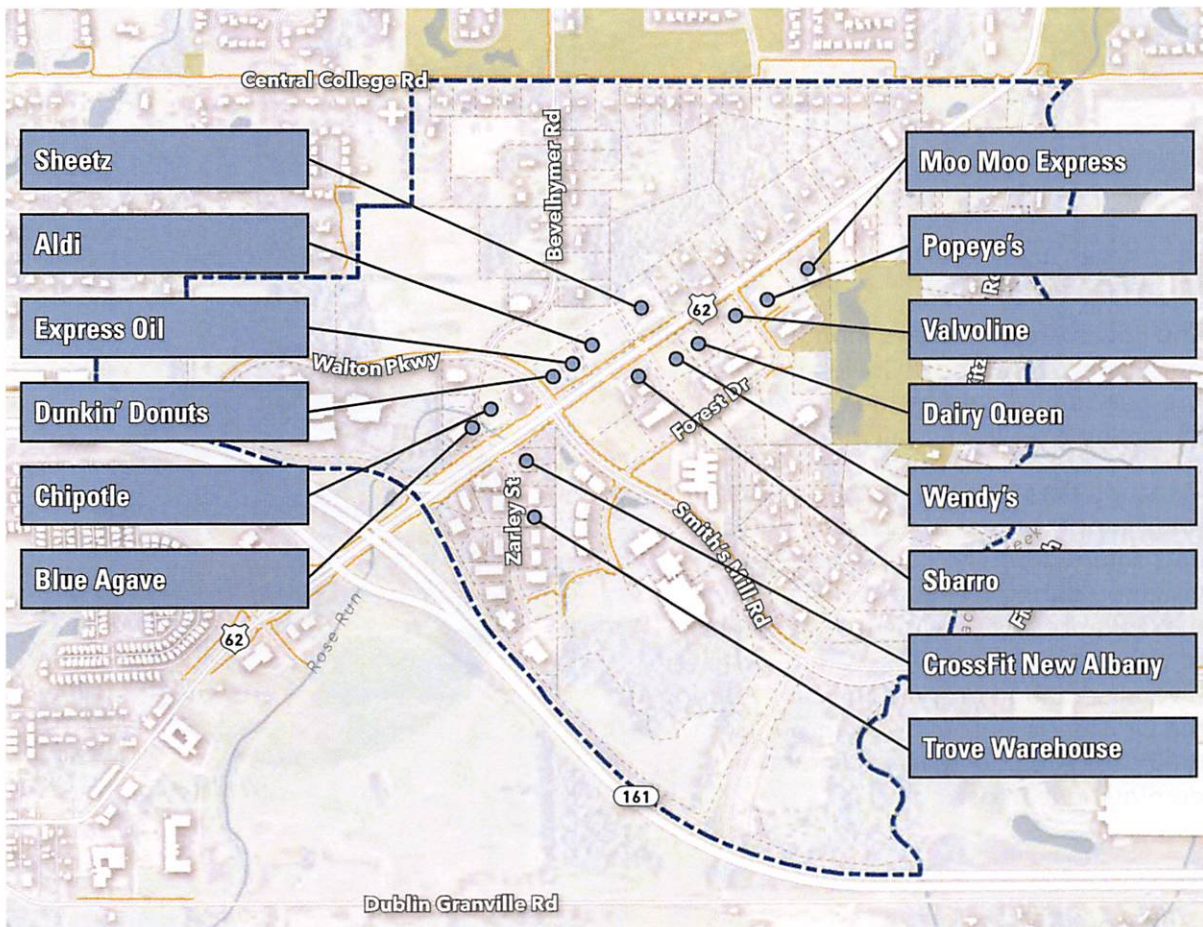
Supply by Retail Center Type



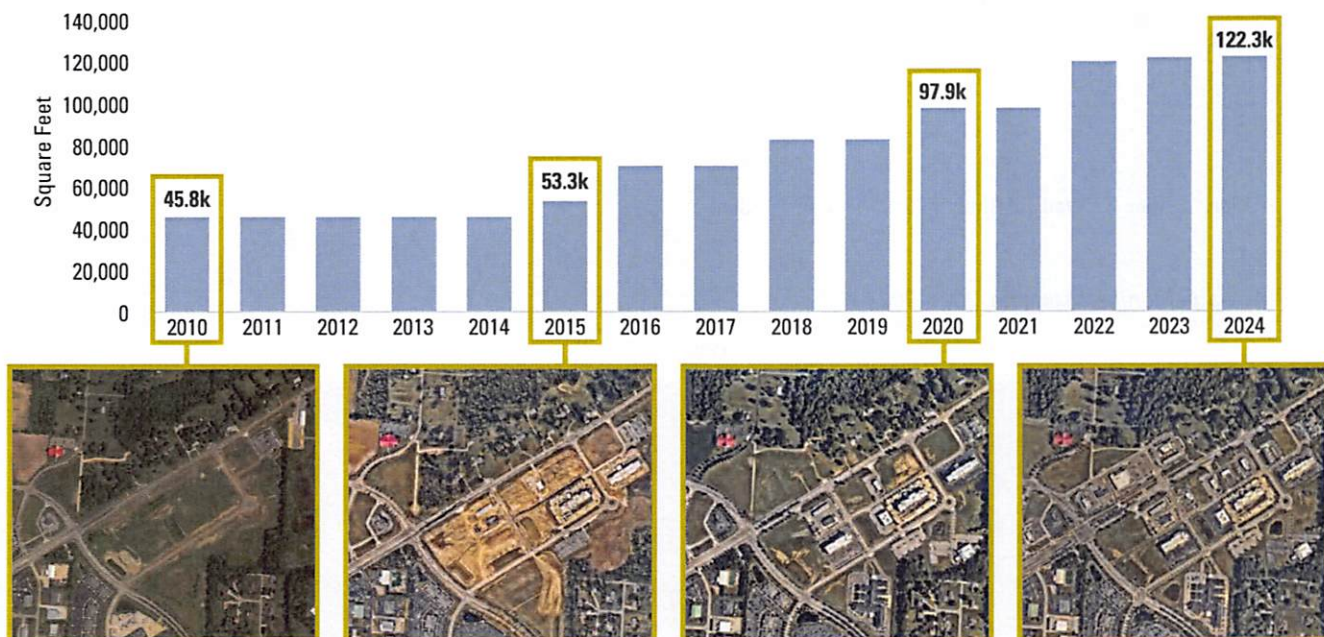
Retail Deliveries in the PMA, New Albany, and the Focus Area, 2010-2024



Retail Establishments in the Focus Area



Retail Inventory in the Focus Area, 2010-2024

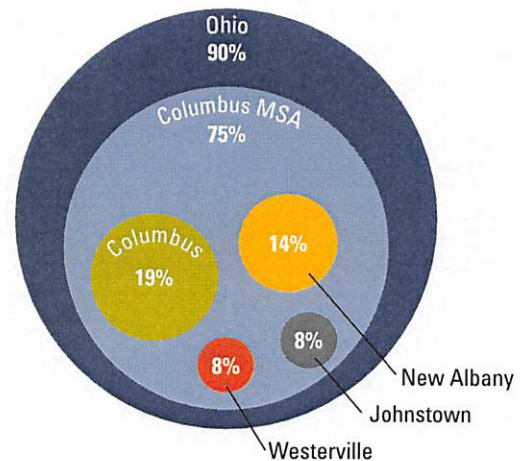


VISITATION

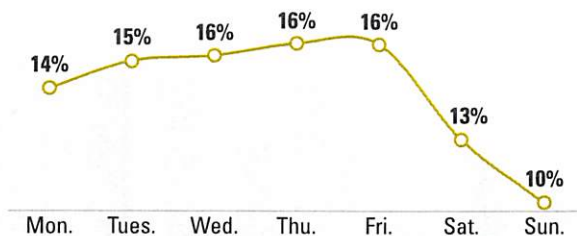
The Focus Area's average monthly visitation quickly recovered post-Covid and surpassed pre-pandemic levels by the end of 2021, indicating a resilient retail market.

Visitation data suggest that the Focus Area's retail supply primarily serves employees and commuters. The Focus Area has high visitation during weekdays, mainly from the Columbus MSA, with nearly half (46%) of visits from visitors living within 10 miles. Overall visitation drops significantly during the weekends as commutes through the Focus Area decrease to and from employment areas.

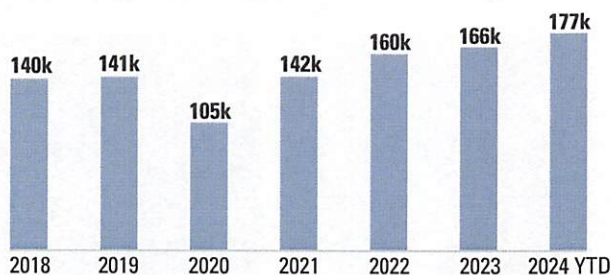
Visitation Rates by Home Location



Visits by Day of Week



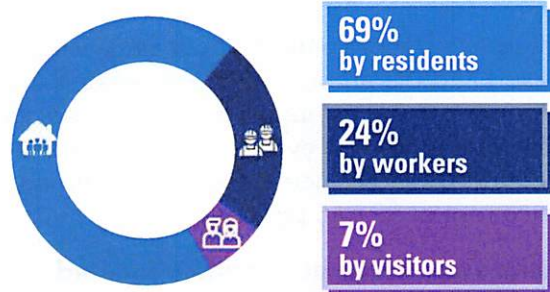
Average Monthly Visitation, 2018-2024 YTD



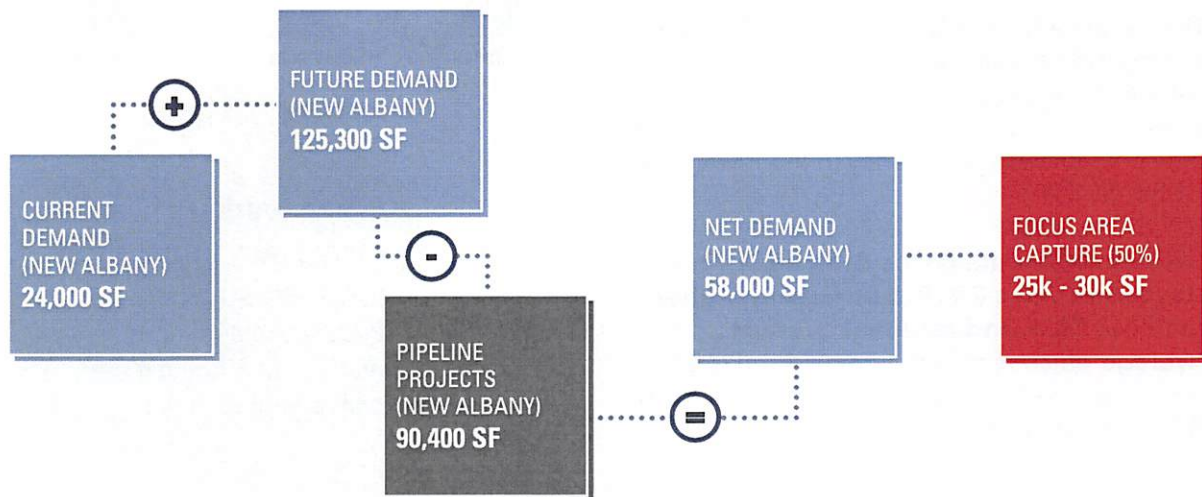
FOCUS AREA RETAIL DEMAND

The Focus Area is projected to capture 25,000 to 30,000 square feet of New Albany's future retail demand. The three main drivers of retail demand are the number of residents, workers, and visitors within a given area, each affecting the types and locations of future retail deliveries. While residents are generally the primary drivers of retail demand, workers and visitors often significantly impact demand for auto-oriented retail/commercial and hospitality establishments. Based on current visitation data, the market for future retail in the Focus Area is likely to continue focusing on meeting the daily needs of workers and commuters.

Average Annual Retail Spending



Focus Area Future Retail Demand Summary



OFFICE TRENDS

The office market in the Columbus MSA has struggled to recover post-Covid.

Office vacancy remains high in the Columbus MSA at 24.8%, which is up from 23.4% in Q1 2023. Net absorption has remained negative every year since 2019, which quantifies the difference between the amount of space leased and the amount of space vacated in a commercial real estate market over a specific period of time. However, lease rates have remained steady since 2022, with a median office rent of \$21.45 per square foot.

Offices are doing better when located in or near high-quality, mixed-use destinations. Office markets are healthier in areas like Bridge Park and Grandview Yard due to their dense, walkable, and mixed-use oriented design, where intentional efforts were put into placemaking.

Office competition is growing around the Focus Area. While the Focus Area currently supplies 440,000 square feet of office space, no new office space was added since 2010 as the PMA added 2.6 million square feet since 2010. An additional 76,000 square feet of office space was proposed in 2023, none of which is in New Albany.

The Focus Area's office vacancy rates are rising, but remain significantly lower than the PMA. Average vacancy has increased from 1.5% in 2019 to 3.1% in 2024. Although the current average vacancy in the PMA is far higher at 15%.

Office rents in the Focus Area have stagnated since 2019, but remain higher than the PMA and regional average.

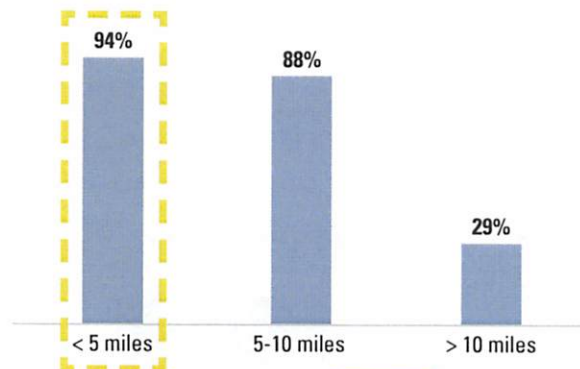
Average office rent in the Focus Area is \$18 per square foot, slightly higher than the PMA (\$17) and the region (\$16).

440,000
Sqft. of Office Space, Focus Area

Office Vacancy Rates, MSA, PMA, Focus Area

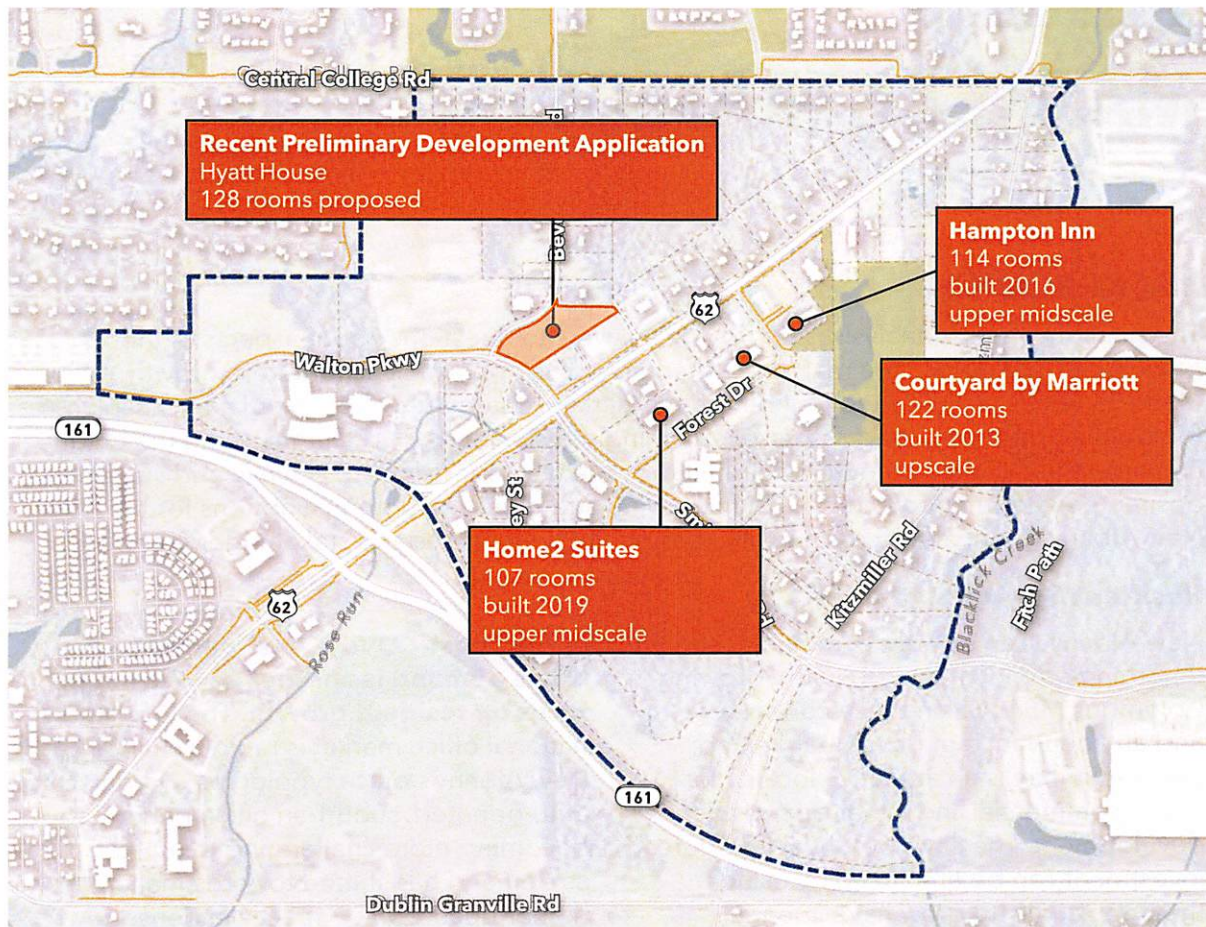
Vacancy Rate, 2024	
Columbus MSA	24.8%
PMA	15%
Focus Area	3.1%

Percentage Return to Pre-COVID Workplace Attendance by Home Location, 2023 share of total annual office attendance over 2018



When workers live close, they prefer to work on-site.

People like coming to work in an office if it's convenient to do so.



HOSPITALITY

The hospitality market in the Focus Area remains competitive due to its proximity to New Albany's business park. The clustering of hotels impacts the demand for supporting services in the area for visitors to enjoy. Hotel visitation generates daytime and overnight revenues primarily in retail, food and beverage, and entertainment sectors. These three sectors comprised two-thirds of 2023 Columbus overnight and day-trip visitor spending.

Legend

Plan Boundary	
Existing Leisure Trails	
Parks/Open Space	
Parcel Boundaries	

MARKET STRATEGY

BACKGROUND

The goal of a market analysis is to provide answers to questions about aspects of the community that impact the real estate market and its opportunities for future growth. Market analysis provides the foundation for market strategy—the creation of a formal plan for building up the existing assets, overcoming the challenges, and augmenting the unique characteristics of the community identified by the market analysis to achieve and sustain desired development outcomes. The following strategies are potential options for the city of New Albany to pursue in concert with community preferences and stakeholder feedback.

Resident Growth in the PMA

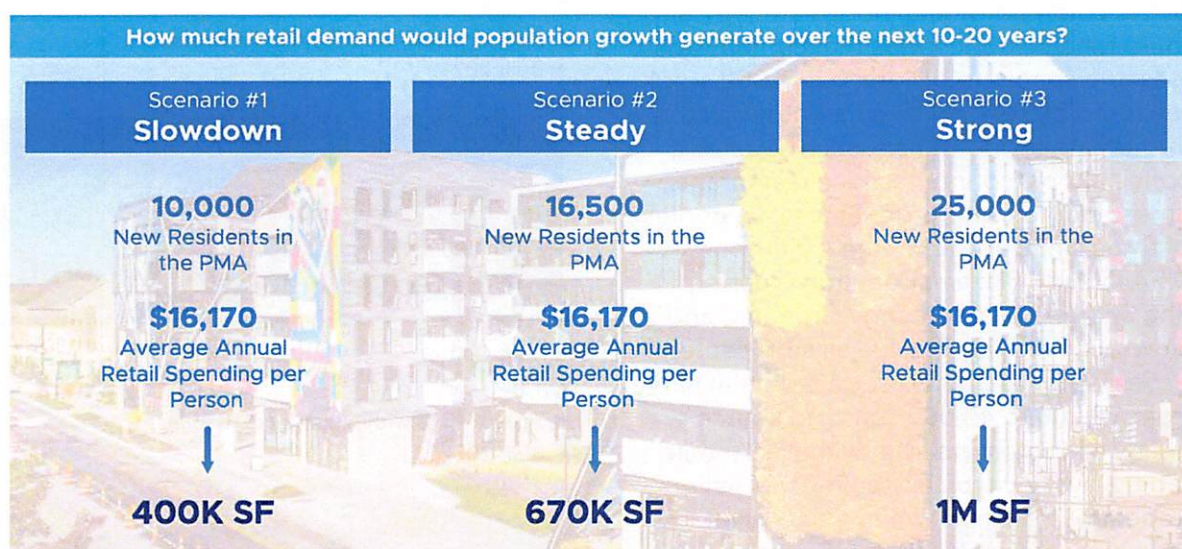
New Albany is an affluent community and an emerging employment hub in the growing Columbus MSA. Given these conditions and an abundance of developable land, the community is an attractive locality for future commercial, industrial, and residential development. The city's potential for future investment can be enhanced by using the opportunity to grow its residential population, which would, in turn, support the development of a vibrant, walkable, and diverse retail district. While New Albany's Village Center provides this type of desired environment, it requires continued subsidy due to the restricted size and spending capacity of the community. New workers in the city will also grow retail support. Still, the resident-to-worker spending ratio is approximately seven to one—that is, it would take seven new workers to provide the retail support of a single new resident.

In the “post-COVID” environment, low office demand is another key reason to focus on resident growth. The local and national office market is rapidly changing. New Albany's office typologies – large-scale, auto-oriented, suburban office parks – are becoming more challenging to market as demand has shifted toward smaller, higher-quality office spaces in dense, walkable environments. This trend poses a vulnerability for New Albany and is illustrated by continued low rates of office utilization—among six properties in and near the Focus Area, only one property (offices at Walton Parkway) has seen attendance restored to 2018 figures, and by far the largest decline in attendance was among workers living more than 10 miles away. Thus, adding new residents to areas around the Focus Area is necessary to support the community's goal of providing continuous organic support for more extensive office development.

Growth Scenarios

The three growth scenarios outlined below highlight the various levels of potential residential growth and its impact on future retail development in the Primary Market Area (PMA). Given the strong population growth expected in the PMA over the next decade, retail demand is anticipated to increase even in the most conservative scenario.

Primary Market Area (PMA) encompasses more than just New Albany. The PMA includes areas generally within a 10-minute commute from the Focus Area to areas with similar socio-economic conditions.



The more residents captured within the PMA, the more retail space it can support; hence, New Albany's (and the Focus Area's) capture of growing demand under any of these scenarios depends on an increase of residential units over the forthcoming decade.

How does residential growth in the PMA affect retail demand in the Focus Area?

More residential creates more community-centered retail. The types of retail demand captured by the Focus Area greatly depends on how much of the projected residential growth within the PMA can occur within or nearby the Focus Area. As outlined in the Market Study, supporting a neighborhood retail center generally requires a population

support of 3,000 to 40,000 residents within a 1.5-mile trade radius. The closer residents can locate in walking or bikeable proximity to retail areas within the Focus Area, the better chance that retail demand will begin to shift from auto-centric uses to neighborhood-oriented establishments that align with the community's aspirations for the area.

MINI NODES

The Focus Area is well-positioned for retail development that supports daily needs, as the local market (two-mile radius) is underserved while many retail categories in the PMA are oversupplied. A viable strategy for retail development is to focus on this local market via the creation of a “mini node” – a hyper-local destination for services and retail curated for the specific desires and needs of the community. Mini nodes are typically multi-tenant strip centers that contain small, leasable spaces (e.g., less than 1,000 sqft.) tenanted by services that cater toward the immediate resident base, such as salons, coffee shops, counter-service restaurants, fitness studios, and urgent cares. Examples of three “mini nodes” in the Columbus MSA include Plaza at Hamilton Quarter, The Shoppes at Olentangy Crossing, and Linworth Crossing Retail – all strip centers developed within the last decade that vary from 15,000 to 43,000 sqft. and source nearly all customers from within a 10-mile radius, but rely typically on much smaller trade areas, such as within a one-mile radius, for repeat traffic. Implementing a “mini node” at the Study Area allows adding desired community services that are otherwise absent in New Albany in a central, highly accessible destination.

Mini Nodes: Case Studies



Plaza at Hamilton Quarter

- Strip Center
- 15,000 SF
- 78% of visits within less than 10 miles
- Built 2021



The Shoppes at Olentangy Crossing

- Strip Center
- 15,400 SF
- 72% of visits within less than 10 miles
- Built 2022



Linworth Crossing Retail

- Strip Center
- 43,000 SF
- 82% of visits within less than 10 miles
- Built 2016

TENANT CURATION

The Focus Area is projected to be able to accommodate an additional 30,000 to 35,000 sqft. of retail space over the next decade. For this space to succeed in both the short and long term, creating a tenancing strategy will ensure that the specific services and goods provided will meet the wants and needs of existing and prospective community members.

One method of identifying retailers for future tenancing is by evaluating the psychographic profile of New Albany's current residents. In this context, psychographics refers to sets of demographic characteristics and consumer preferences shared by groups of residents within a given geography. Commonly used in marketing, psychographic profiles indicate common interests, values, and behaviors within a community that, when combined with demand gap analysis, can direct to potential desirable tenants within the retail environment.

Esri Tapestry Segmentation data provides profiles of U.S. communities divided up into 67 distinct segments, the following of which are most common among households in the city of New Albany:

- **Professional Pride:** Upscale suburban families that tend to prefer new homes in growing outer-ring suburbs and follow the latest lifestyle, health and fitness, tech, and parenting trends. They comprise 58 percent of the city households.
- **Top Tier:** Established families and retirees who represent the highest earners in the country and have a taste for luxury goods, international travel, and fine dining. They comprise 17 percent of the city households.
- **Workday Drive:** Stable upper-middle class households that tend to value convenience, familiarity, and safe, family-oriented communities. They comprise 11 percent of the city households.
- **Boomburbs:** High-earning and well-educated young families that are attracted to outdoor adventures and keep up to date with the newest trends in tech, interior design, and apparel. They comprise six percent of the city households.

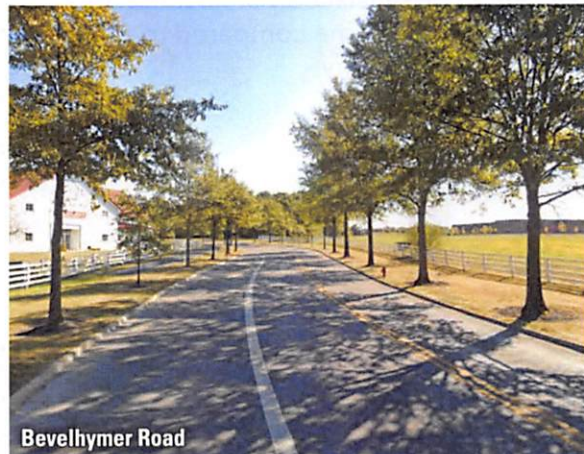
Professional Pride	Top Tier	Workday Drive	Boomburbs
			
3.13 HH Size	2.84 HH Size	2.97 HH Size	3.25 HH Size
\$140k Income	\$200k Income	\$100k Income	\$120k Income
92% Homeowners	90% Homeowners	85% Homeowners	84% Homeowners
Whole Foods BMW Dealership CYCLEBAR Farm-to-table cafes Gastropub Sephora Salons and spas Apple Store Ralph Lauren	Boutique grocer Ferrari Dealership Equinox Wine bars Fine dining Performing Arts Center Dry-cleaning COACH Private financial management	Costco Chrysler Dealership 24 Hour Fitness Chipotle Family restaurants Drive-thru car wash Children's Place Sheetz Target	Kroger EVS Apple Store REI Barre Bed Bath & Beyond Starbucks Private preschools Nordstroms

PLAN DIRECTION

INTRODUCTION

The following chapter presents the primary recommendations for the US-62 Interchange Focus Area. These recommendations are the result of a thorough public engagement process, where community members reviewed and iterated regularly on the plan direction and future outcomes. The plan direction is organized into four components:

- **Constraints and Realities** - a high-level review of findings gathered throughout the engagement process and market study, which informs key ideas presented throughout this chapter.
- **Future Land Use Character** - establishing where and what types of development should occur in the future, including specific land uses, building scale, roadway character, parks, and open space considerations.
- **Future Thoroughfare Plan** - identifying the functional and character classifications for all existing and future roadways in the Focus Area, including considerations for streetscape elements and right-of-way dimensions.
- **Public Realm Improvements** - recognizing key public investments that will enhance the character and function of the Focus Area, including intersection improvements, planned parks, and leisure trail connections.



CONSTRAINTS & REALITIES

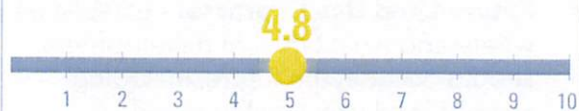
The following takeaways summarize important concepts and lessons learned during the planning process, including the market study, survey data, and conversations with community members and the Steering Committee. These statements describe current realities that face the Focus Area and build the framework for the plan's direction and process. They describe the current conditions in the Focus Area and aim to justify the recommendations made throughout this plan, signaling the community's desired direction and providing guidance for public investments (roads, parks, trails) and new private development (permitted forms and character).

1

Residents prefer a different development pattern than what is offered in the Focus Area. The community input highlights an overall dissatisfaction of how the area developed over time compared to other areas in New Albany.

Public Survey Results

Q.3: On a scale of 1-10, with 1 being the lowest and 10 being the highest, how satisfied are you with the Focus Area today? (n=488)



Q.4: Tell us more about your answer to question 3: (n=419)

Don't want more fast-food restaurants.	33%
Traffic, congestion along roadways and at intersections, access management, and traffic signals are a major concern.	26%
Don't want more auto-oriented uses (Oil Change, Gas Station, Car Wash)	16%

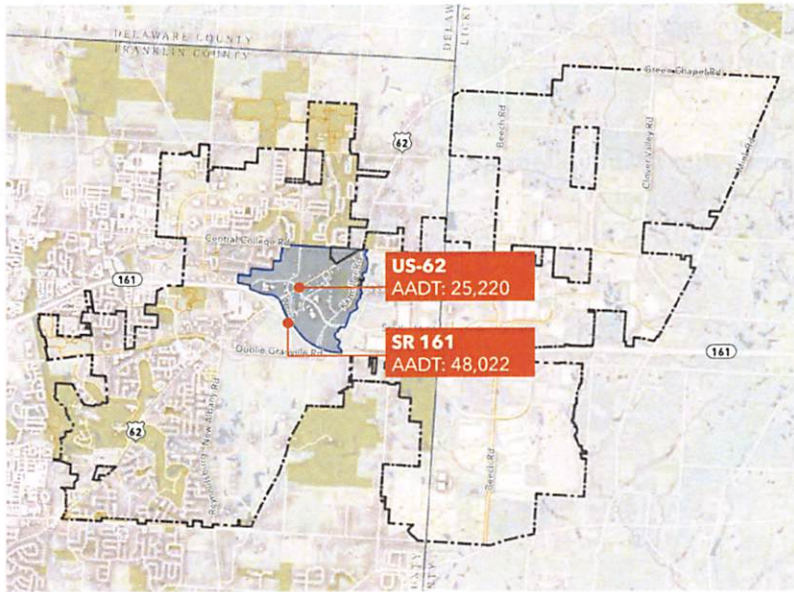
Q.6: What would you change or improve in the Focus Area? (n=411)

More sit-down, upscale, or casual restaurants.	33%
Continue prioritizing traffic and roadway improvements.	20%
More high-quality, small shops/specialty retail/grocers.	14%

2

The US-62 Interchange will continue to be an important regional vehicular connection. US-62 is an important regional state route and carries significant traffic. This will likely not change.

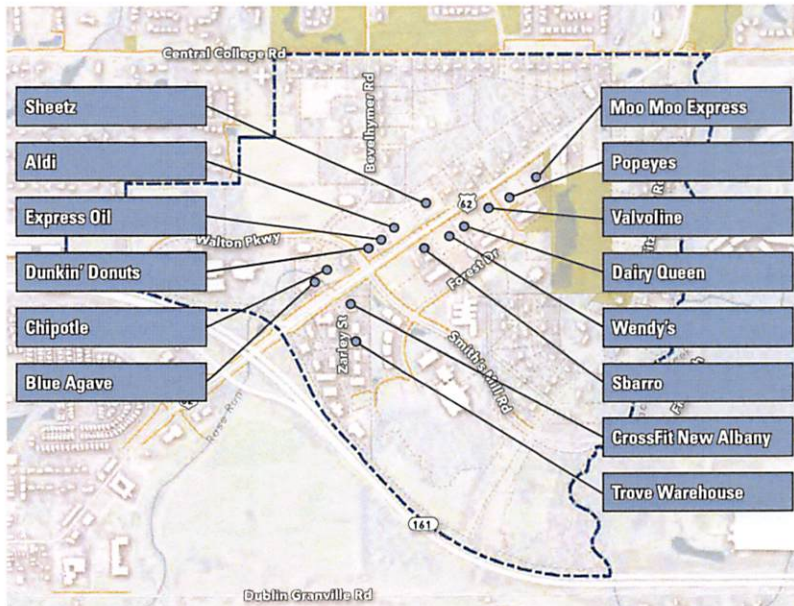
AADT: US-62, SR 161



3

Data points to a supportive market for the current retail offerings in the Focus Area. The current and foreseeable market pressure in the Focus Area favors quick service retail, drive-through uses, and multi-unit residential development. Visitation rates suggest that this demand is primarily driven by commuters and employees.

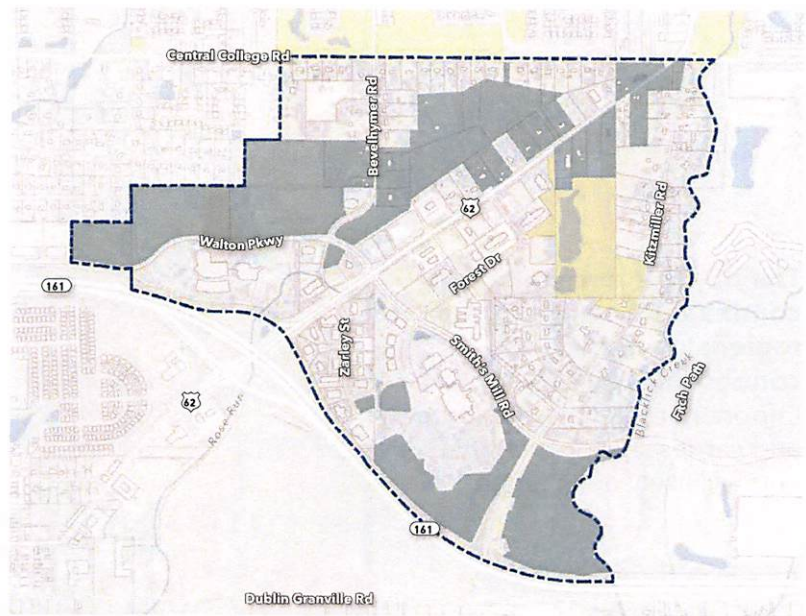
Retail Establishments in the Focus Area






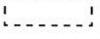
4

Development will likely occur incrementally. Most of the land in the Focus Area is privately owned, and changes will occur when landowners are ready to sell or develop their properties. The areas identified above as most susceptible to change may evolve more quickly than others; however, the scattered ownership in these areas makes it challenging to create a cohesive development pattern.

Areas Susceptible to Change



Legend

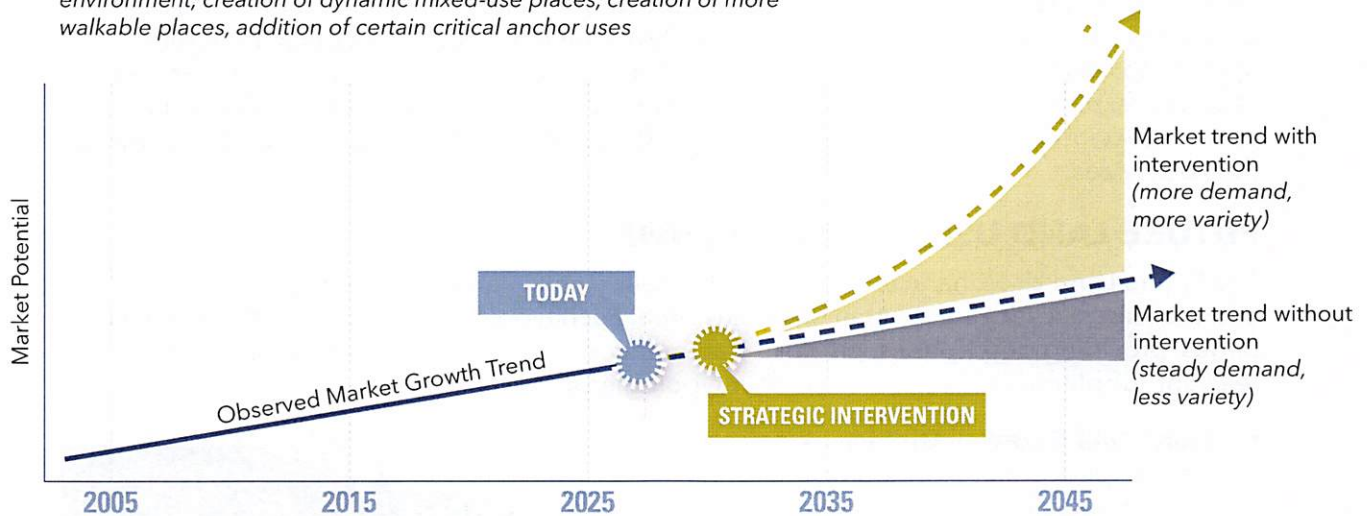
- Plan Boundary 
- Parcels Susceptible to Change 
- Parks/Open Space 
- Parcel Boundaries 

5

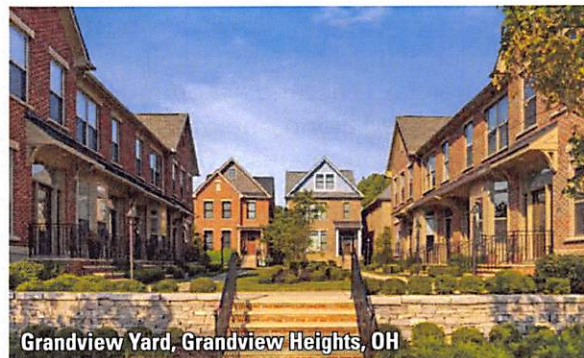
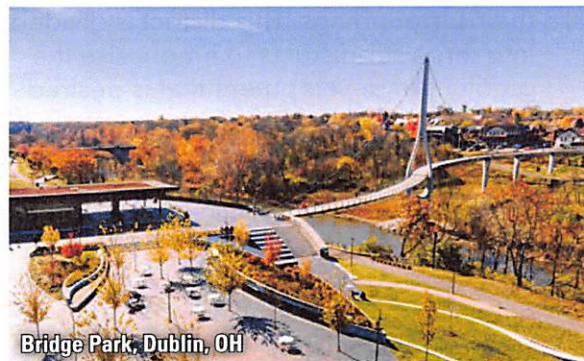
Changing the real estate market will require time and innovative ideas. To manage market pressure and foster suitable private development as expressed by the community and the Steering Committee, it will be essential to introduce various strategic interventions to spark a shift in the retail environment.

Impact to Market Demand With Strategic Placemaking Intervention in a Slow Growth Market

Examples of strategic interventions: placemaking, shift in real estate environment, creation of dynamic mixed-use places, creation of more walkable places, addition of certain critical anchor uses



Bridge Park and Grandview Yard exemplify two strategic investments that impacted the surrounding real estate market. Steering Committee members visited both sites to identify qualities that may be applicable to the Focus Area. They expressed overall interest in similar development patterns, while ensuring that they respect New Albany's character, scale, and context. Bridge Park exemplifies a contemporary approach to density that supports a vibrant market for retail, offices, and restaurant real estate. This is accomplished by developing a walkable street network, designing highly-activated building frontages, and creating distinctive public spaces. Most importantly, Bridge Park fosters cultural and civic connections by linking Riverside Crossing Park to historic downtown with a pedestrian bridge.



FUTURE LAND USE CHARACTER

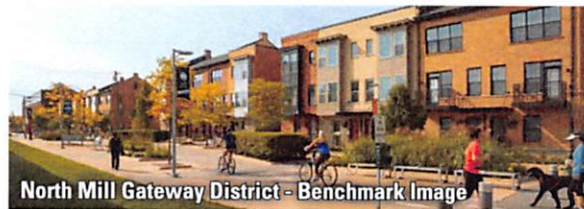
BACKGROUND

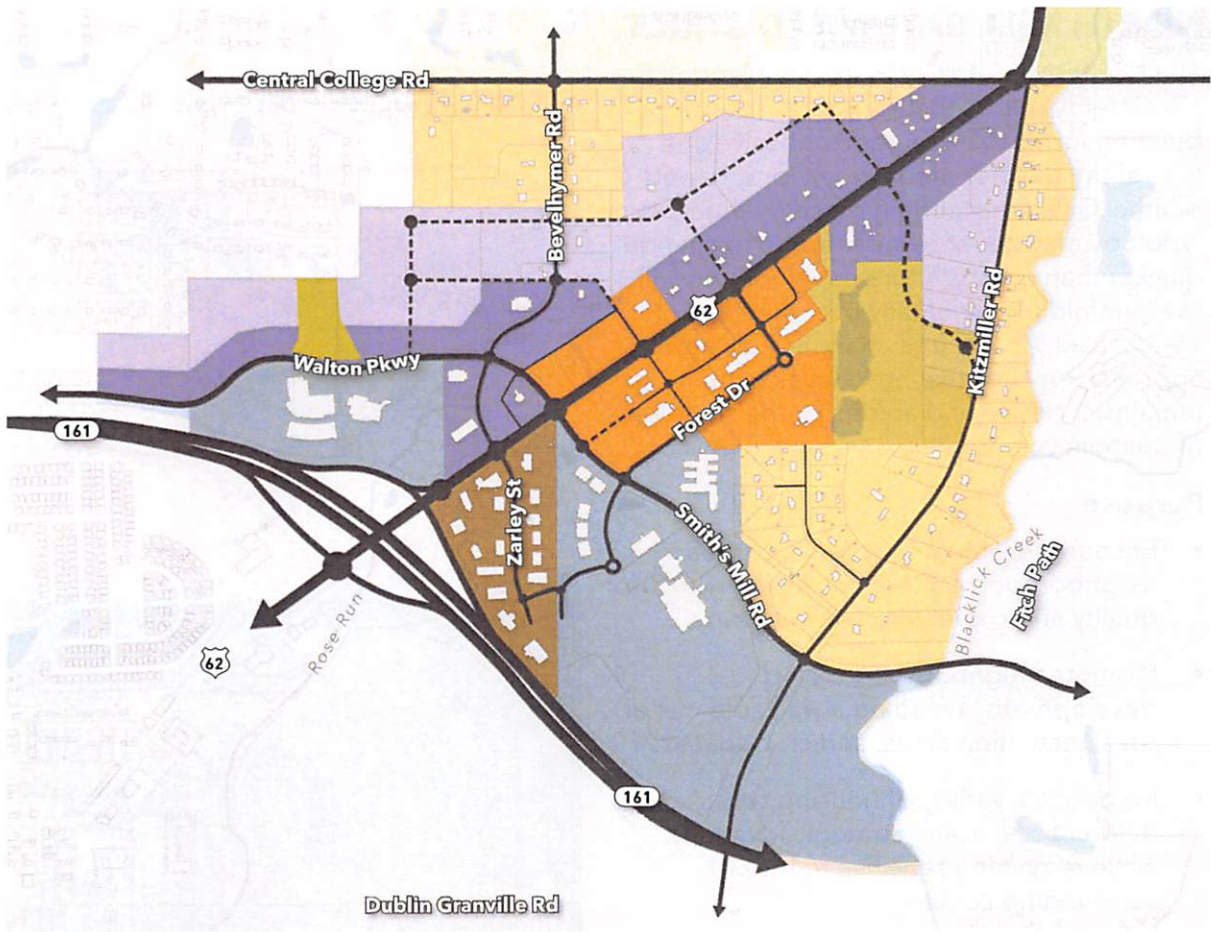
This section serves as a guide for future land use and development within the Focus Area. It is intended to assist city officials in shaping development discussions, pursuing future updates to codified ordinances, and communicating development priorities and preferred character expressed by the community. For private development, this section establishes clear expectations regarding the intent and preferred development pattern for parcels within the Focus Area.

FUTURE LAND USE CHARACTER MAP

The Future Land Use Character Map identifies four distinct land use character typologies and their specific locations within the Focus Area. Each typology is detailed in the following pages, providing descriptions, purpose statements, development considerations, and any relevant supplemental materials. The four typologies are:

- **North Mill Gateway District** - A vibrant, pedestrian oriented district characterized by diverse building types and context-sensitive development patterns that integrate seamlessly with their surroundings. This district is divided into three subdistricts to emphasize the gradient of development that is desired here.
- **Zarley Industrial Park** - a unique, historic pocket of flex office/industry and small business, strategically positioned to support New Albany's evolving employment needs, including continued support for small businesses.
- **US-62 Commercial Core** - a robust corridor of auto-oriented retail, commercial, civic, and accommodation uses, situated along one of the city's primary thoroughfares.
- **Office Campus** - an important hub for medical, healthcare, continuing care, and office headquarters.





Legend

Zarley Industrial Park



US-62 Commercial Core



Office Campus



North Mill Gateway District

Subdistrict A



Subdistrict B



Subdistrict C



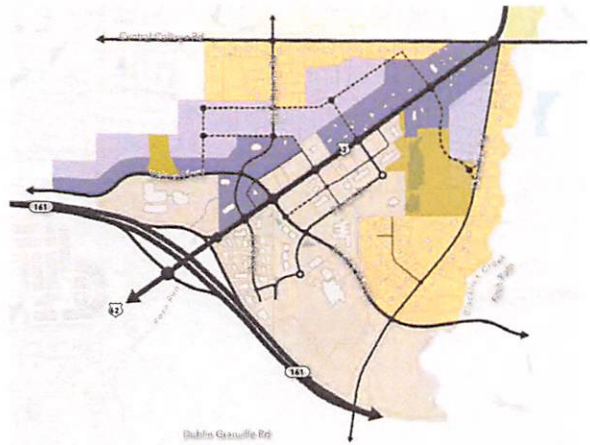
NORTH MILL GATEWAY DISTRICT

The North Mill Gateway District is a land use character typology that promotes specific building forms to encourage cohesive and thoughtful development over a long period of time. Given that certain parcels within this typology may be more susceptible to change quicker than others, future development will likely unfold incrementally over the span of 15-25 years. As the area changes, this new approach ensures that new development remains cohesive and abides by the same set of guidelines.

Purpose

- Encourage a multi-functional, compact neighborhood pattern consistent with the quality and character of New Albany.
- Promote neighborhood-scaled development, including a walkable mix of uses, recreation areas, and civic spaces.
- Introduce a variety of housing types at different scales and strategic locations, while remaining sensitive to the surrounding context.
- Emphasize distinctive, high quality, and four-sided architecture that is aligned with the guidelines established in New Albany's Design Guidelines & Requirements (DGRs). A preference toward vernacular, rectangular form houses, and barn-inspired architecture is appropriate for this district to blend with existing buildings yet distinguish it from the architectural styles in the nearby Village Center.
- Activate more civic and green spaces that provide connectivity, preservation, and recreation.
- Emphasize a cohesive identity or brand for future development that signals/reinforces best-in-class design and upholds community aspirations.
- Implement development typologies and standards based on community feedback

North Mill Gateway District Designated Area



that encourage a shift in the real estate market towards preferred commercial and retail offerings.

- Provide additional multi-modal connectivity throughout the Focus Area.

Subdistricts

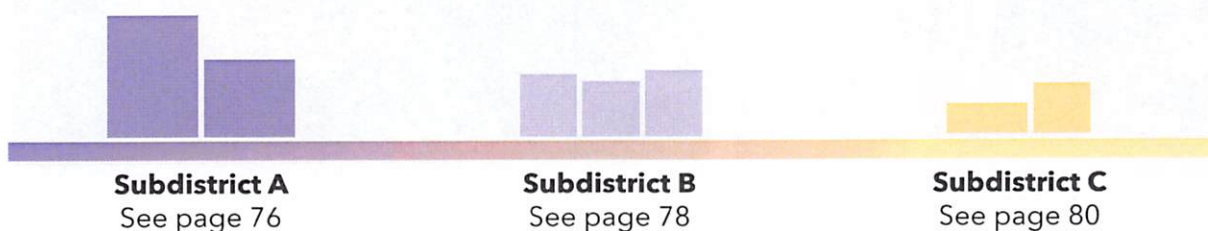
The North Mill Gateway District covers a variety of areas that differentiate in existing land uses and adjacency to either commercial or residential areas. The three identified subdistricts promote a development gradient that introduces various building typologies appropriate for each subdistrict. Certain building typologies identified in this section have varying lot size and building scale expectations depending on which subdistrict they are permitted in.

Subdistrict A includes areas fronting major arterial or collector streets that are appropriate for larger building scales, a mix of commercial and residential uses, increased pedestrian activity, centralized green spaces, and civic amenities.

Subdistrict B is a “transitional zone,” which identifies areas where future developments have to demonstrate a gradual decrease in land use intensity and building scale as they approach existing residential areas within and surrounding the Focus Area. This may involve, but is not limited to, stepping-down building heights, increasing landscape buffers and lot setbacks, and positioning development so that smaller-scaled buildings are situated between the highest intensity of proposed buildings and Subdistrict C and/or existing residential areas.

Subdistrict C includes existing residential lots and areas where more traditional, single-unit or attached residential structures are appropriate.

In the case where land is not currently designated within the North Mill Gateway District, landowners may elect to become part of one or multiple subdistricts, subject to review by city staff based on the location and surrounding context of the subject parcel(s).



NORTH MILL GATEWAY DISTRICT - SUBDISTRICT A

Purpose

This subdistrict is characterized by mixed-use, pedestrian-oriented development with primary access to arterial roads, creating a highly visible and walkable destination. Distinctive gateway elements, like linear parks and civic spaces, more prominent building scale, and uses oriented around community gathering establishes this area as a key focal point and destination in the Focus Area, while anchoring supporting uses that surround it.

Roadway Character

Typology A Street, see pg. 110

Building Height

Maximum 4 stories

Open Space

10-20% of gross development acreage, with at least 60% of total open space dedicated as publicly accessible parkland

Parking

Parking areas and/or structures located behind principle buildings

Permitted Building Typologies

Urban Commercial, see pg. 84

Classic Commercial, see pg. 89

Flex Office, see pg. 85

Courtyard, see pg. 90

Multi-Unit, see pg. 87

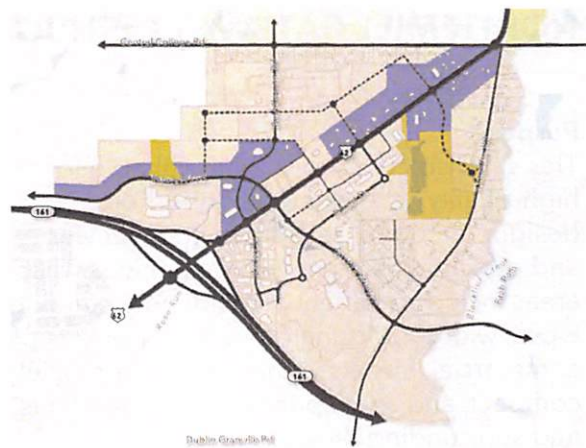
Townhome, see pg. 91

Lined, see pg. 88

Campus, see pg. 86

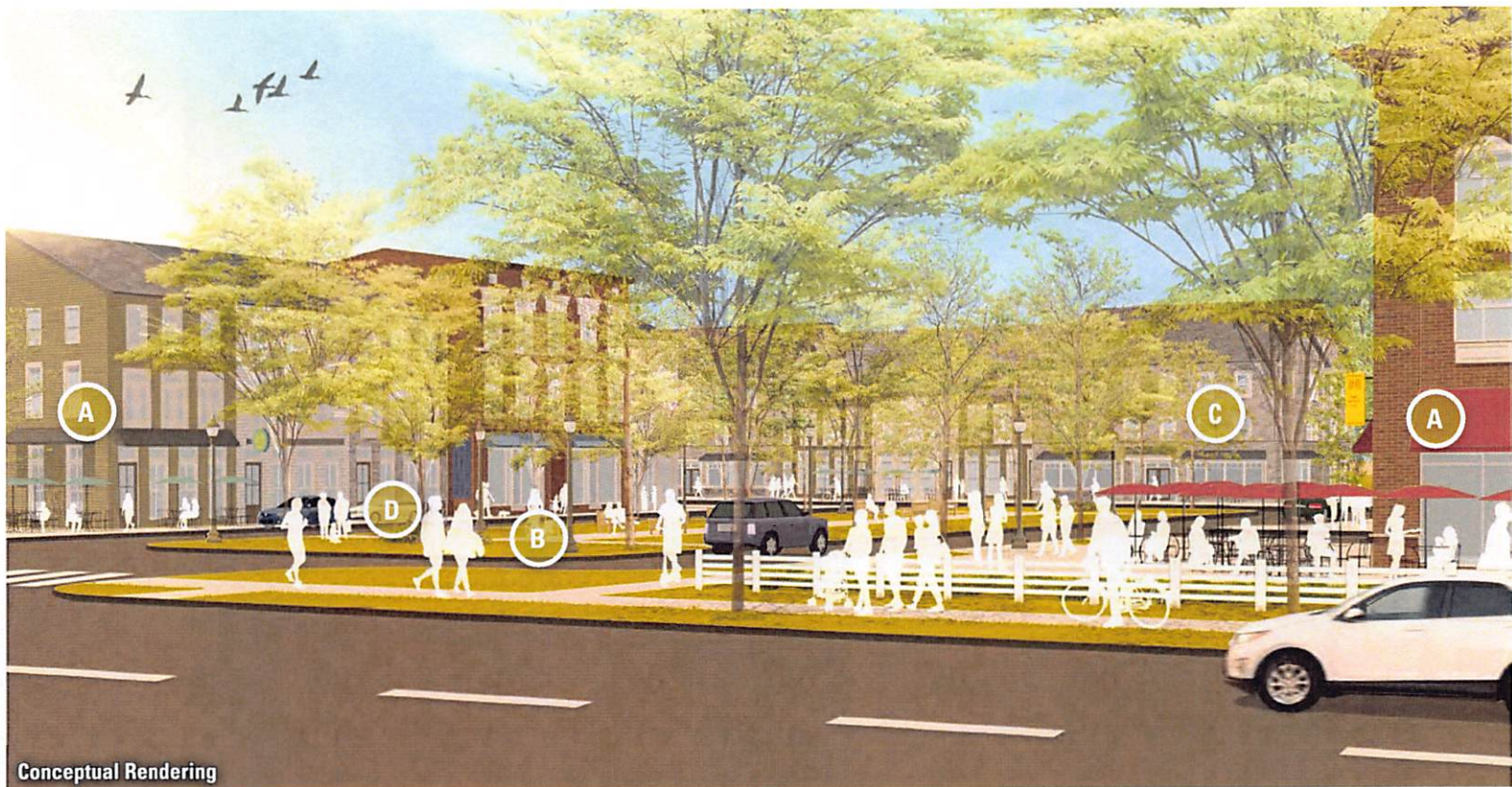


Subdistrict A Designated Area



Development Considerations

- A** Encourage higher-intensity, active uses near major roadways. This allows for quick vehicular access and visibility, while allowing for more pedestrian-scaled activities to occur further away from main entry points.
- B** Frame buildings and blocks perpendicular to major roadways and around central public greenspaces to allow for safer pedestrian activity throughout the site and less noise generated from major roads.
- C** Integrate a variety of second and third-floor housing types, encouraging walkable access to retail and recreation amenities nearby. Where applicable, ground-floor residential is also encouraged, allowing for variable street frontages and increased pedestrian activity.
- D** Provide on-street, parallel parking facilities fronting commercial and retail uses.



Conceptual Rendering

NORTH MILL GATEWAY DISTRICT - SUBDISTRICT B

Purpose

This subdistrict includes areas suitable for high-quality, integrated neighborhoods, designed around pedestrian connectivity and proximity to community amenities. These areas include a variety of residential building types, with opportunities for local pockets of commercial. Streets in this subarea are quiet, compact, and serve primarily local residents and surrounding bicycle traffic.

Roadway Character

Typology B Street, see pg. 111

Building Height

Maximum 3 stories

Open Space

15-25% of gross development acreage, with at least 60% of total open space dedicated as publicly accessible parkland

Parking

Parking areas located behind principle buildings

Permitted Building Typologies

Flex Office, see pg. 85

Multi-Unit, see pg. 87

Lined, see pg. 88

Classic Commercial, see pg. 89

Campus, see pg. 86

Courtyard, see pg. 90

Townhome, see pg. 91

Two Family House, see pg. 92

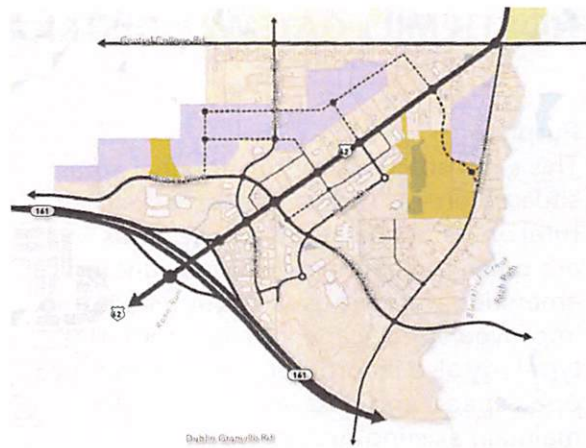
House, see pg. 93



Development Considerations

- A** Screen uses from major roadways through linear park spaces that provide sidewalk and leisure trail connections, seating areas, and shade.
- B** Promote a variety of housing types and densities framed around an internal network of gridded streets and sidewalks.
- C** Provide a horse fence and other street edge conditions close to major roadways to signal a change in the development pattern as vehicles enter into the Focus Area.
- D** Frame residential buildings around public green spaces, providing accessible and safe recreation opportunities.

Subdistrict B Designated Area



NORTH MILL GATEWAY DISTRICT - SUBDISTRICT C

Purpose

This subdistrict includes residential areas situated on lots with larger setbacks from rural or residential roads. These areas are quiet, but connected to surrounding amenities and civic uses through trails and improved streetscape infrastructure. This typology also incorporates natural features, open space, and passive recreation to maintain existing rural character.

Roadway Character

Neighborhood, see pg. 114

Building Height

Maximum 2.5 stories

Open Space

25-40% of gross development acreage -
Neighborhood parks, preserves, greenways, trails, open space

Parking

Detached/attached garages located behind or to the side of principle buildings

Permitted Building Typologies

Two Family House, see pg. 92

House, see pg. 93

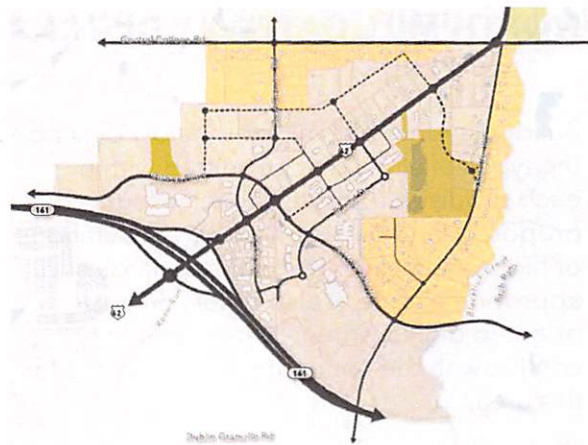
Rural Residential, see pg. 94



Development Considerations

- A** Lot types with larger setbacks/front yards are encouraged in transitional areas to integrate new housing with surrounding rural lots.
- B** Single-unit residential building typologies should blend well with the existing residential character, while still encouraging modern accents.
- C** Gradually step down the density of housing types by introducing “middle-housing,” softening edges between rural residential and mixed-use areas along corridors.
- D** Provide pocket parks nearby residential areas for convenient, walkable access.

Subdistrict C Designated Area



NORTH MILL GATEWAY DISTRICT - BUILDING TYPOLOGIES

Building typologies outlined below describe the types of structures permitted within each subdistrict. This approach ensures that proposed land uses uphold an expectation of high-quality architectural standards and appropriate scale. It also deters an auto-oriented development pattern that may conflict with the community's aspirations for this area.

Each building typology is accompanied by a set of lot and building expectations that provide general guidance for future development. These include appropriate ranges for lot size, lot width, lot coverage, yard setbacks, building height, and anticipated residential dwelling unit densities, where applicable.

General Building, Lot, and Site Considerations

General

- Gross dwelling unit density in the North Mill Gateway District should not exceed 7 dwelling units per acre. This can be achieved by promoting a balance of residential development, including a mix of higher and lower net density areas across development sites.
- If lot and building expectations found herein cannot be reasonably achieved on a site, the city should consider alternative dimensional requirements, so long as the applicant provides justification that a deviation from the range of expectations are beneficial to achieving the purpose and intent of the North Mill Gateway District.

Open Space

- Integrate civic green space with development to soften the frontage along primary traffic corridors. They can also serve to square off buildings and internal road connections.

Permitted Building Typologies			
Building Typology	Subdistrict		
	A	B	C
Urban Commercial			
Flex Office			
Campus			
Multi-Unit			
Lined			
Classic Commercial			
Courtyard			
Townhome			
Two Family House			
House			
Rural Residential			

- For parcels under five acres that are not part of a larger development plan, open space requirements should be waived or modified so long as all other applicable engineering and stormwater permits/standards are met.

Lot Access

- Build an internal public street network to facilitate site access. New development should be accessed through a “gridded” street network, providing multiple connections throughout a site to mitigate congestion at entrances or at key intersections.
- Where an alley or service drive is present, off-street parking and service must be accessed through the alley.
- Where an alley is not present, any off-street parking and services must be accessed by a driveway, with specific width limitations.
- On corner lots without alley access, driveways should be off the street not facing the primary entrance.

Parking

- Off-street parking should be located in the rear yard for all building typologies, except for House and Rural Residential building typologies, where certain structures may have attached garages accessed from the street.
- In addition to general parking recommendations for each building typology, it is encouraged to utilize accepted standards, such as those published by the Urban Land Institute (ULI) and/or the Institute of Transportation Engineers (ITE) to evaluate parking requirements for future mixed-use developments.
- Off-street surface parking should be set back at least five feet from any street right-of-way.

Service & Utility Standards

- Any above-ground mechanical devices must be located in the side or rear yard and fully screened from view.
- Any above-ground utility structures should be in alleys, side yards, or rear yards and must be screened.
- Dumpsters must be stored out of public view and screened from adjacent properties.

Building Frontage

- At least one functioning entrance must be provided from the street or side yard.
- Residential entrances must incorporate a frontage element, such as a stoop, porch, or gallery.
- Buildings on corner lots must have windows and at least one vertical plane break on the second street-facing elevation.

Landscape Standards

- All street and side yards must be landscaped with trees, shrubs, grass, ground covers, or a combination of these elements.

Architecture

- Building typologies may vary in architectural style, as long as they meet the New Albany Design Guidelines and Requirements.

Urban Commercial

A larger scale structure designed to accommodate a mix of uses. Buildings share common walls to create an entire block.

Permitted Subdistricts

Subdistrict A

Subdistrict B

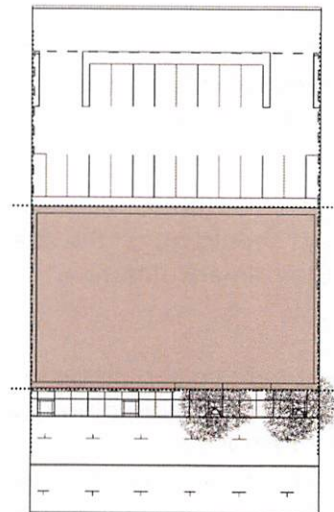
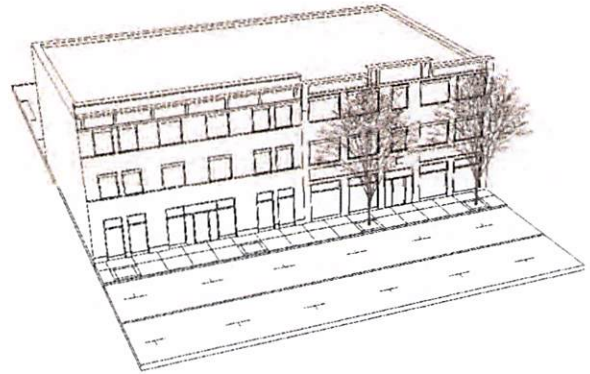
Parking

Residential: Min. 1 off-street space per unit.

Max. 1 off-street space per unit plus 1/2 space for each additional bedroom.

Non-Residential: Max. 1 off-street space per 350 sf

Typical Lot Configuration



Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	-	-	-	-
Lot Width	-	-	-	-
Lot Coverage	-	100%	-	100%
Street Yard	-	20 ft	-	20 ft
Side Yard	-	20 ft	-	20 ft
Rear Yard	15 ft	-	15 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Flex Office

Structures with larger footprints and often designed with open concepts to accommodate a variety of modern office and associated warehousing, research and development, or indoor storage related to the business.

Permitted Subdistricts

Subdistrict A

Subdistrict B

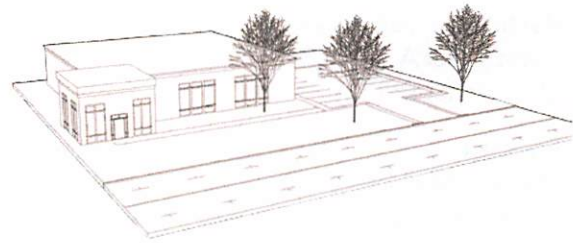
Parking

Parking shall be provided as needed and supported by evidence-based standards.

Other

Flex Office structures are encouraged to front along major collector roads only. Refer to the Roadway Functional Classifications on page 101.

Typical Lot Configuration



Georgetown, TX



Denton, TX

Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	1.5 acres	-	1.5 acres	-
Lot Width	-	-	-	-
Lot Coverage	-	40%	-	40%
Street Yard	25 ft	50 ft	25 ft	50 ft
Side Yard	25 ft	-	50 ft	-
Rear Yard	25 ft	-	50 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Campus

A structure or grouping of structures placed amongst open space in a semi-formal arrangement.

Permitted Subdistricts

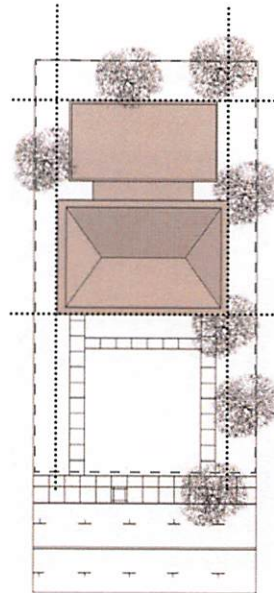
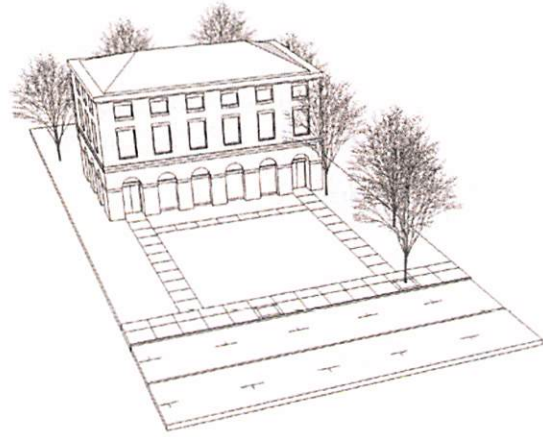
Subdistrict A

Subdistrict B

Parking

Parking shall be provided as needed and supported by evidence-based standards.

Typical Lot Configuration



Lot and Building Expectations				
	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	-	-	-	-
Lot Width	-	-	-	-
Lot Coverage	-	100%	-	100%
Street Yard	30 ft	-	30 ft	20 ft
Side Yard	20 ft	-	20 ft	-
Rear Yard	20 ft	-	30 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Multi-Unit Building

A structure designed to accommodate multiple units above or beside each other.

Permitted Subdistricts

Subdistrict A

Subdistrict B

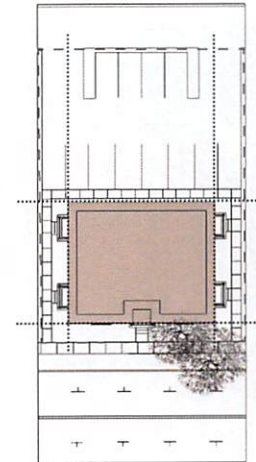
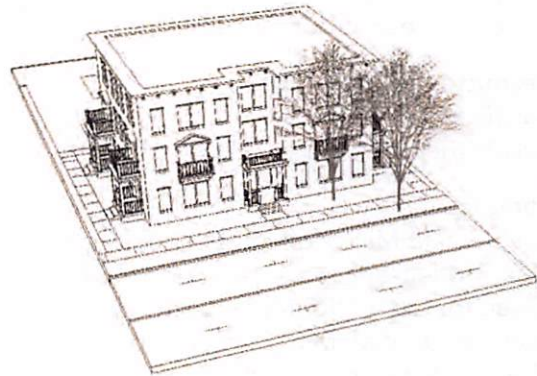
Parking

Min. 1 off street space per unit. Max. 1 off-street space per unit plus 1/2 space for each additional bedroom.

Building Frontage

- Entrances to units may be individual entrances, a foyer entrance, or internal corridor entrance from a street yard.
- Stairways to upper story units must be enclosed and internal to the building footprint

Typical Lot Configuration



Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	10,000 sf	-	10,000 sf	-
Lot Width	90 ft	200 ft	90 ft	200 ft
Lot Coverage	-	75%	-	75%
Street Yard	5 ft	15 ft	5 ft	15 ft
Side Yard	5 ft	-	5 ft	-
Rear Yard	15 ft	-	15 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Lined

A mixed-use structure that fronts a parking deck to screen it from view.

Permitted Subdistricts

Subdistrict A

Subdistrict B

Parking

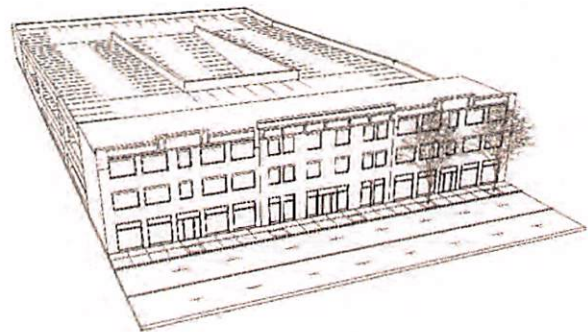
Residential: Min. 1 off-street space per unit.

Max. 1 off-street space per unit plus 1/2 space for each additional bedroom.

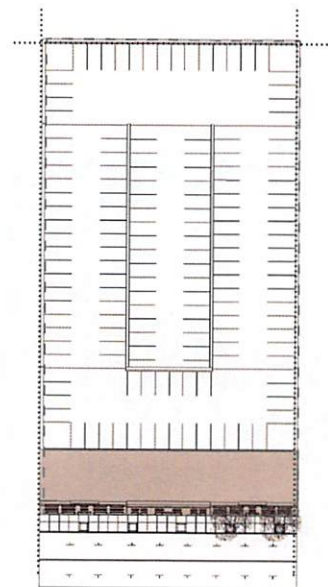
Non-Residential: Min. 2 off-street spaces.

Max. 1 off-street space per 500 sf

Typical Lot Configuration



Columbus, OH



Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	-	-	-	-
Lot Width	-	-	-	-
Lot Coverage	-	100%	-	100%
Street Yard	-	20 ft	-	20 ft
Side Yard	0 ft	-	0 ft	-
Rear Yard	10 ft	-	15 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Classic Commercial

A small scale structure designed to accommodate one or two users with small side and street yards.

Permitted Subdistricts

Subdistrict A

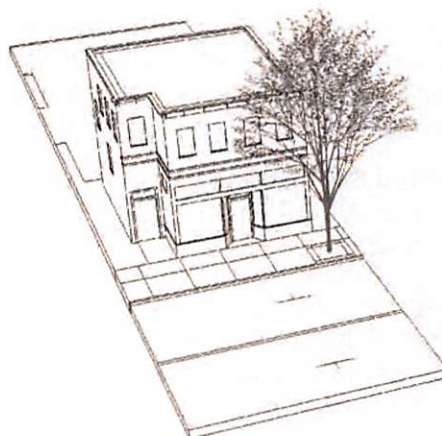
Subdistrict B

Parking

Min. 1 off-street space

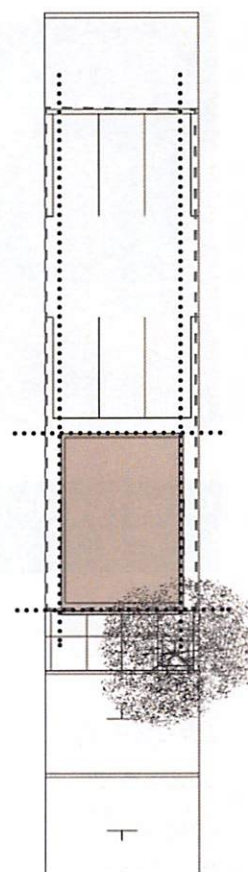
Max. 1 off-street space per 500 sf

Typical Lot Configuration



Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	4,000 sf	-	4,000 sf	-
Lot Width	50 ft	150 ft	50 ft	150 ft
Lot Coverage	-	95%	-	90%
Street Yard	-	15 ft	-	15 ft
Side Yard	3 ft	16 ft	3 ft	16 ft
Rear Yard	10 ft	-	15 ft	-
Stories	-	4	-	3
Height		55 ft		45 ft



Courtyard

A set of structures containing multiple dwelling units (attached or detached) arranged around a private green or plaza space.

Permitted Subdistricts

Subdistrict A

Subdistrict B

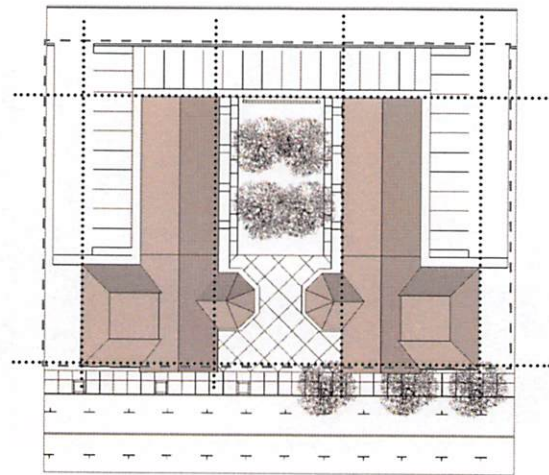
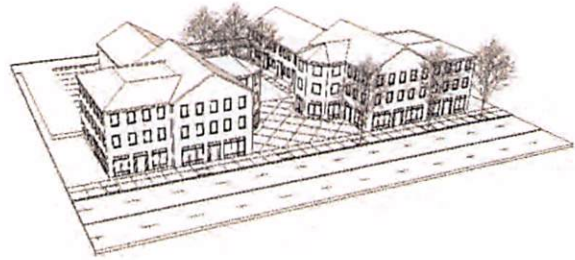
Parking

Residential: Max. 1.5 off-street space per unit

Non Residential: Min. 1 off street space, Max.

1 off-street space per 400 sf

Typical Lot Configuration



Lot and Building Expectations

	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	-	-	-	-
Lot Width	-	400 ft	-	400 ft
Lot Coverage	-	90%	-	75%
Street Yard	-	20 ft	-	20 ft
Side Yard	-	20 ft	-	20 ft
Rear Yard	15 ft	-	15 ft	-
Stories	-	4	-	3
Height		55 ft	-	45 ft

Townhome

A structure on one lot containing one dwelling unit with common walls on at least one side.

Permitted Subdistricts

Subdistrict A

Subdistrict B

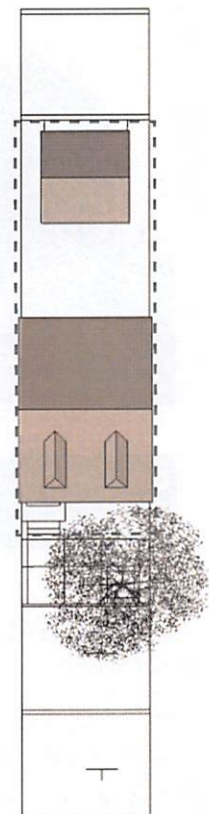
Parking

Min. 1 space per dwelling unit (on/off-street)

Typical Lot Configuration



Lot and Building Expectations				
	Subdistrict A		Subdistrict B	
	Min.	Max.	Min.	Max.
Lot Area	1,000 sf	3,000 sf	1,500 sf	4,500 sf
Lot Width	16 ft	35 ft	20 ft	45 ft
Lot Coverage	-	100%	-	85%
Street Yard	-	10 ft	-	15 ft
Side Yard	-	-	-	-
Rear Yard	-	-	-	-
Stories	-	3	-	2
Height		45 ft	-	35 ft



Two-Family Building

A detached structure with two dwelling units that is massed as a single structure on one lot. Yards can range from small to large and units can be side-by-side or stacked.

Permitted Subdistricts

Subdistrict B

Subdistrict C

Parking

Minimum 2 spaces per Two-Family Building (on/off-street)

Typical Lot Configuration



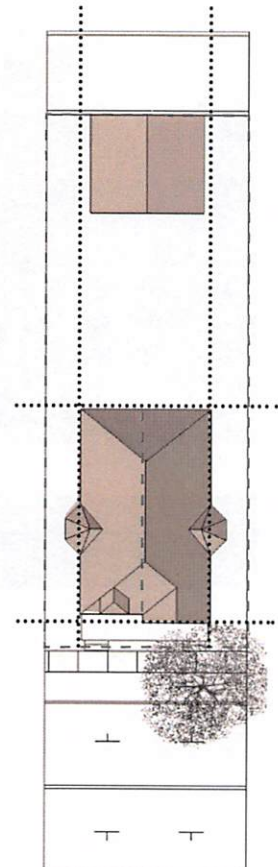
Anacortes, WA



Seattle, WA

Lot and Building Expectations

	Subdistrict B		Subdistrict C	
	Min.	Max.	Min.	Max.
Lot Area	3,000 sf	10,000 sf	7,000 sf	15,000 sf
Lot Width	30 ft	75 ft	70 ft	100 ft
Lot Coverage	-	50%	-	50%
Street Yard	5 ft	15 ft	10 ft	25 ft
Side Yard	10 ft	25 ft	10 ft	25 ft
Rear Yard	-	-	-	-
Stories	-	2.5	-	2.5
Height	-	35 ft	-	35 ft



House

A large detached structure that is typically two stories and contains one dwelling unit per lot.

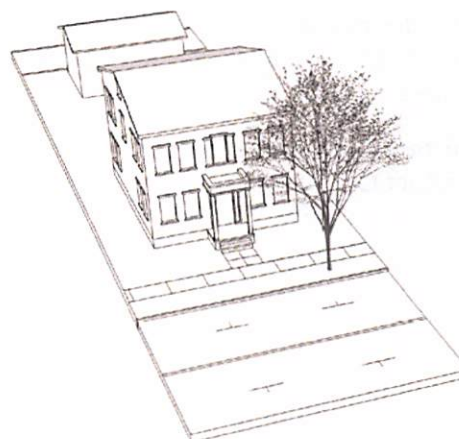
Permitted Subdistricts

Subdistrict C

Parking

Minimum 2 spaces per House (on/off-street)

Typical Lot Configuration



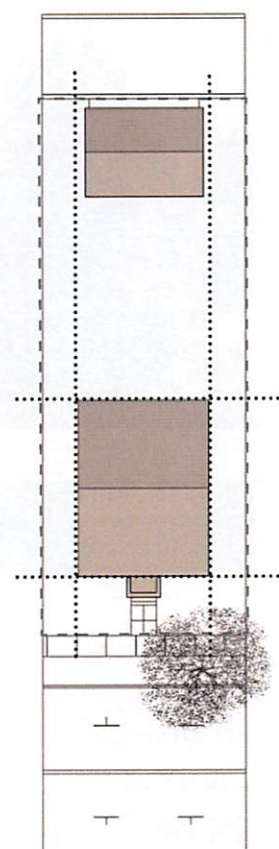
Grandview Yard, Grandview, OH



Berry Farms, Franklin, TN

Lot and Building Expectations

	Subdistrict B		Subdistrict C	
	Min.	Max.	Min.	Max.
Lot Area	2,500 sf	4,000 sf	4,000 sf	15,000 sf
Lot Width	25 ft	40 ft	70 ft	125 ft
Lot Coverage	-	75%	-	40%
Street Yard	10 ft	20 ft	15 ft	30 ft
Side Yard	5 ft	10 ft	10 ft	25 ft
Rear Yard	-	-	-	-
Stories	2.5	3	-	2.5
Height	-	40 ft	-	35 ft



Rural Residential

A large detached structure placed on a generous lot and larger permitted accessory structures.

Permitted Subdistricts

Subdistrict C

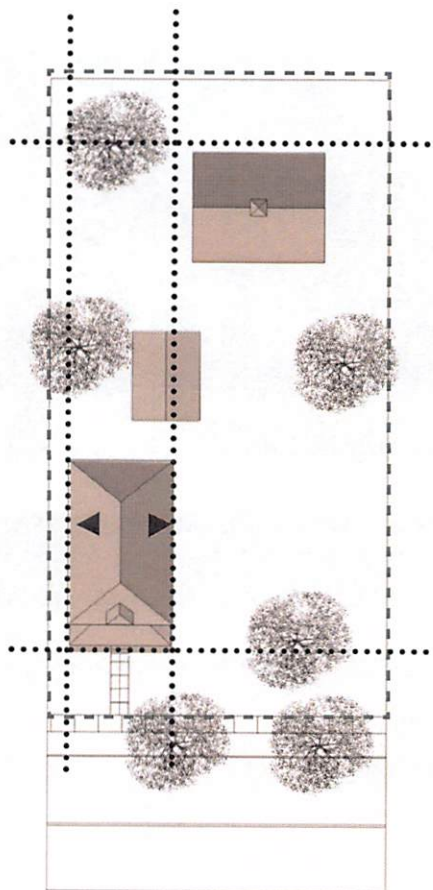
Typical Lot Configuration



Lot and Building Expectations

Subdistrict B

	Min.	Max.
Lot Area	15,000 sf	2 acres
Lot Width	100 ft	-
Lot Coverage	-	50%
Street Yard	20 ft	-
Side Yard	15 ft	-
Rear Yard	20 ft	-
Stories	1	2.5
Height	-	35 ft



ZARLEY INDUSTRIAL PARK

Zarley Industrial Park, established before the construction of State Route 161, is one of the first employment centers in what was primarily a rural area of Plain Township at the time. Today, it has successfully evolved into a thriving hub for small businesses and startups, which should be leveraged and protected to continue complementing the significant investments in technology, data, and medical sciences in New Albany. As demand for small-scaled, flex office/fabrication spaces continue to rise in Central Ohio, now is the time to leverage New Albany's existing assets to spark the next generation of small business growth in the city.

Purpose

- Encourage and procure a small-business, start-up, and incubator environment in the heart of New Albany.
- Invest in streetscape improvements that encourage pedestrian connectivity and appropriate landscaping and fencing.

Development Considerations

Roadway Character

Commercial Center, see pg. 109

Building Height

Maximum 2 stories

Open Space

Preserves, woodlots

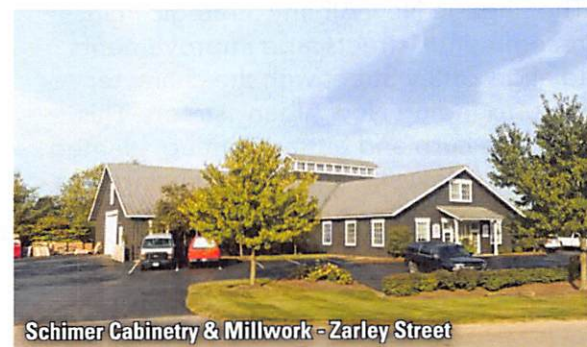
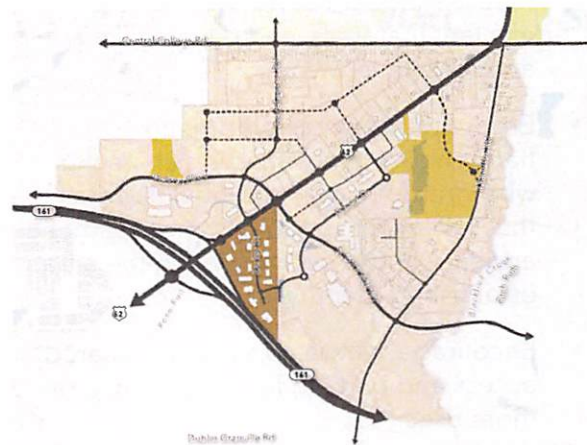
Parking

Parking lots, located along the side or rear of principle buildings

Other

- Retain the area's established materiality and architectural style by incorporating features like metal siding, natural color palettes, and simple geometric forms that reflect the current aesthetic.

Zarley Industrial Park Designated Area



- Align with contemporary flex office/ industrial design trends, including modern updates such as expanded fenestration for natural light, energy-efficient materials, and dynamic facades and roof-lines.
- Ensure that new developments harmonize with the existing character while introducing thoughtful updates that enhance functionality and aesthetic appeal without overwhelming the area's established identity.
- Encourage, where appropriate, shared access and parking facilities for two or more uses.

Strategic Plan Alignment

Several key recommendations and considerations from the strategic plan are reiterated in this Focus Area Plan, including streetscape improvements, a proposed roadway connection, and revised considerations for general land use areas within the Zarley Industrial Park.

Streetscape Improvements

The Engage New Albany Strategic Plan recommends streetscape improvements to align Zarley Street with the character of surrounding New Albany streets. This includes curb and gutter, lighting, planted buffers, sidewalks, and horse fencing.

Zarley Street - Existing Condition



Zarley Street - Proposed Improvements



OFFICE CAMPUS

The Office Campus is anchored by institutions like Mount Carmel Surgical Hospital and includes a wide range of other office, medical, dental, and care-related uses all clustered along Smith's Mill Road and Walton Parkway. Future improvements should be focused on bolstering a "campus-like" built environment, achieved through internal and roadside leisure trail connections and crosswalks at strategic locations.

Purpose

- Encourage potential expansion of complementary medical and care-related uses.
- Promote medical, office, flex office/warehouse, and research & development uses.
- Fill in leisure trail gaps along Smith's Mill Road to increase connectivity.
- Explore other pedestrian mobility improvements along Smith's Mill Road.
- Protect woodlots, wetlands, and consider future passive recreation opportunities.
- Explore additional signage and wayfinding improvements throughout the Office Campus.

Development Considerations

Roadway Character

Business Park, see pg. 107

Building Height

Maximum 6 stories

Open Space

Large civic areas

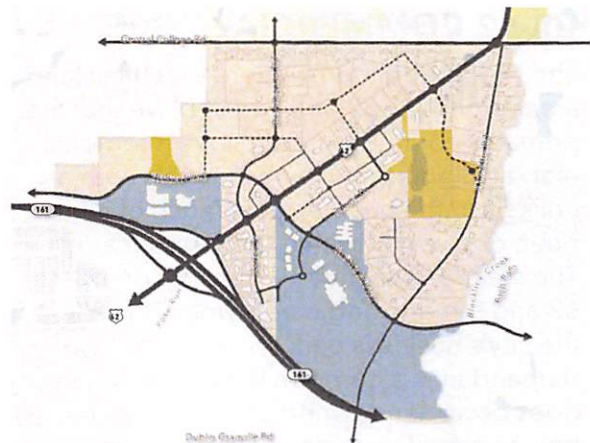
Parking

Parking lots, located along the side or rear of principle buildings

Other

Generally align future development with existing building scale, architectural style, building setbacks, and landscaping.

Office Campus Designated Area



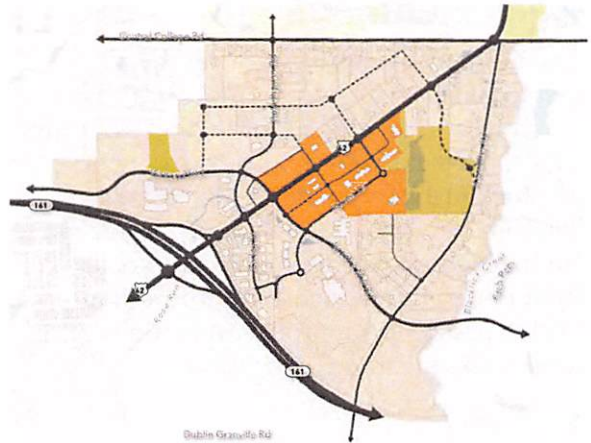
US-62 COMMERCIAL CORE

The US-62 Commercial Core identifies land areas along US-62 and Forest Drive that are primarily commercial and serve a regional market. Significant changes to this area are unlikely in the near term, as much of it has been developed within the past decade. The steady flow of through-traffic on US-62 and the growing employment base in the city's business park continue to drive demand in this corridor. However, if change does occur, landowners should consider how to align future development with the community's preference for less auto-oriented development pattern.

Purpose

- Encourage vibrant, pedestrian-friendly commercial and retail uses that reflect the community's preference for less auto-oriented development along the corridor.
- Identify strategies for tenant curation in collaboration with landowners to attract retail, commercial, and accommodation uses that align with the community's aspirations for this corridor.
- Incorporate community input throughout the development process to ensure future land uses align with local values and aspirations.
- Promote uses that complement and support existing anchor uses. Existing anchor uses include hotels, medical facilities, and civic/event spaces.

US-62 Commercial Core



Development Considerations

Roadway Character

Business Park, see pg. 107

Commercial Center, see pg. 109

Alley / Service Drive, see pg. 115

Building Height

Maximum 4 stories

Open Space

Preserves, woodlots

Parking

Parking lots, located along the side or rear of principle buildings

Other

- Discourage uses that typically require drive-through facilities, in favor of development that encourages pedestrian accessibility. Where these uses are already entitled, promote strong site design and strategic building orientation to mitigate undesired visual and circulation impacts.
- Integrate high-quality pedestrian infrastructure that connects businesses to adjacent uses, neighborhoods, and future leisure trail systems.
- Maintain a grid-like internal street network to enhance connectivity, providing multiple vehicular access points to main arterial/collector streets.
- Align drive access points strategically to minimize congestion and unsafe turning movements, with a preference for shared access drives and cross-parcel connections.

Market Strategy Considerations

- **Establish a tenant curation process and strategy.** Using data-driven analytics, ongoing public input, and survey results gathered during previous planning efforts, the city can assist landowners and developers to procure tenants that meet market demands and align with the needs and aspirations of local residents.
- **Promote mini-nodes as a long-term redevelopment strategy.** While already reaching full build-out, the US-62 Commercial Core may present long-term redevelopment opportunities that focus on “hyper-local” destinations for services and retail establishments curated for the specific desires and needs of residents. Similar mini-nodes in the region include Plaza at Hamilton Quarter, The Shoppes at Olentangy Crossing, and Linworth Crossing. These strip centers vary from 15,000 to 43,000 square feet and source nearly all customers from within a 10-mile radius, but rely typically on much smaller trade areas within a one-mile radius that generate repeat traffic and customers.



Plaza at Hamilton Quarter



The Shoppes at Olentangy Crossing



Linworth Crossing Retail

FUTURE THOROUGHFARE PLAN

The Engage New Albany Strategic Plan includes the city's future thoroughfare plan, establishing the development of a complete roadway network throughout New Albany. This section provides an update to the previously adopted thoroughfare plan for streets within the Focus Area boundary.

The future thoroughfare plan map is made up of two components:

Functional Classification

All existing and future thoroughfares are first categorized by their functional classification, which are based on definitions provided by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT). Functional classifications define the role that roadways play in an entire network by assessing levels of service and capacity. Once defined, functional classifications provide a general understanding for the engineering requirements for a road to best serve its role in the transportation network. This would include elements like right-of-way width, utilities, and curbed vs. un-curbed improvements.

Functional Classification Components:

- Categorizes roadways based on their role in the transportation network.
- Evaluates service levels and capacity to define roadway functions.
- Determines engineering standards, such as right-of-way width and curbing design.
- Ensures roadways are engineered to fulfill their intended network function.

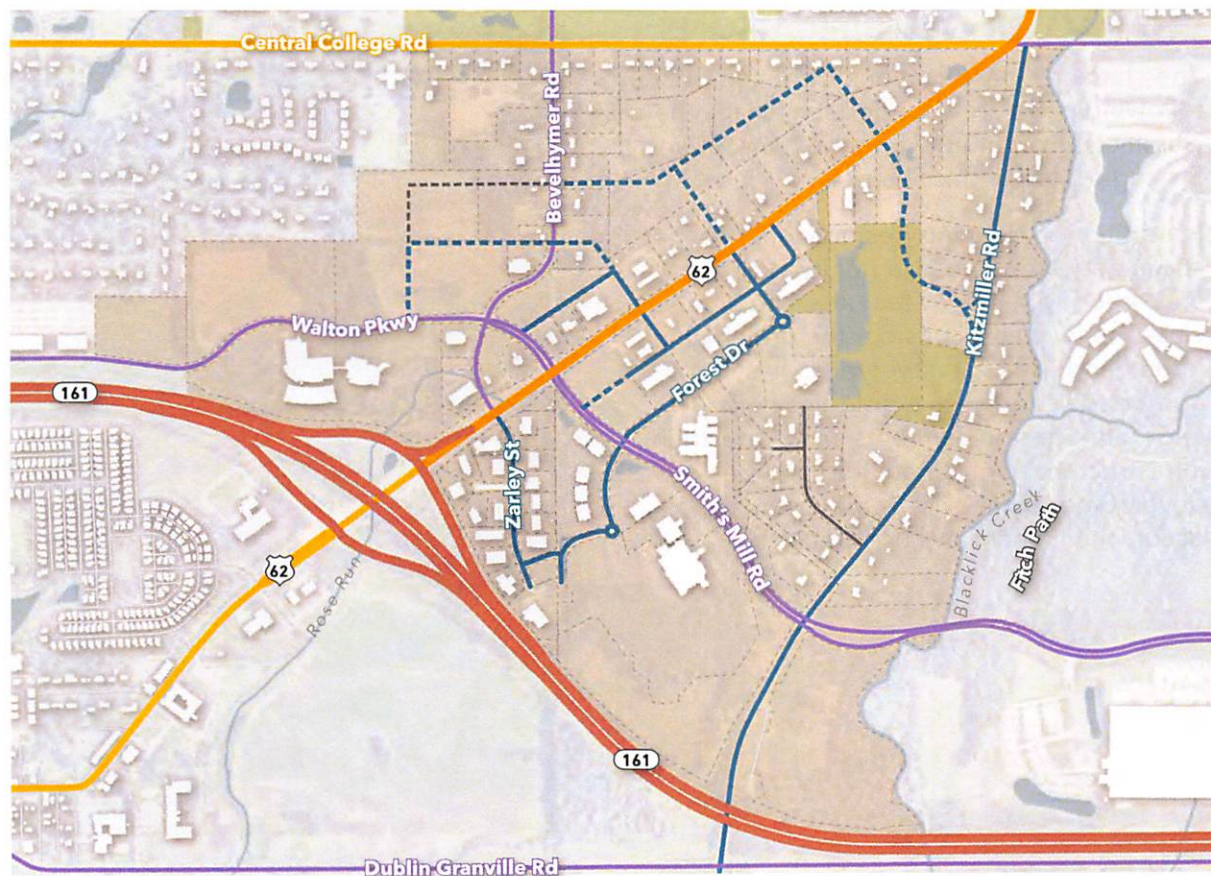
Character Classification









Once functional classifications are established, thoroughfares can then be further defined by their character classifications, which describe the design elements within and beyond the rights-of-way that contribute to achieving complete streets, such as on and off-street bike and pedestrian facilities, on-street parking, street edge conditions, landscape medians, and other amenity zones. Character classifications also define the appropriate setbacks, utility areas, and access management standards for future thoroughfares.

Character Classification Components:

- Defines design elements like bike and pedestrian facilities, parking, and landscape medians to achieve complete streets.
- Establishes street edge conditions, amenity zones, and other right-of-way features.
- Specifies appropriate setbacks, utility areas, and access management standards.

Roadway Functional Classifications



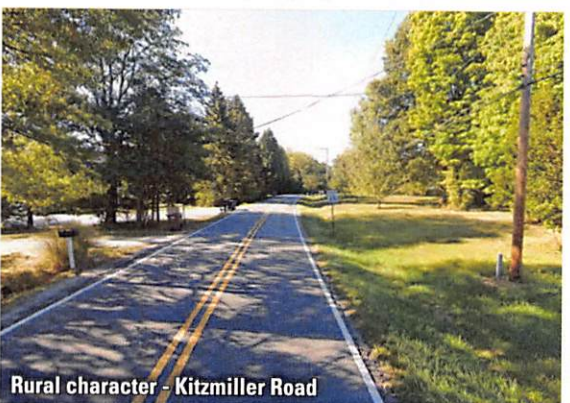
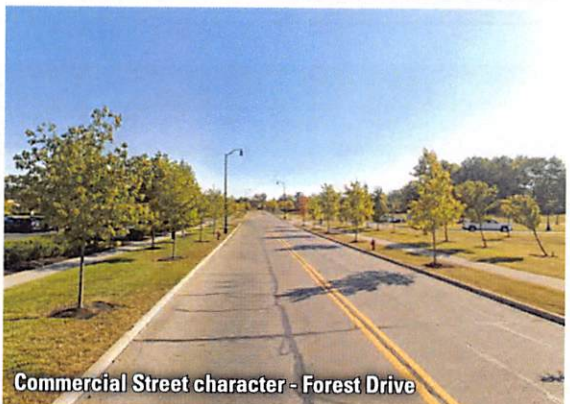
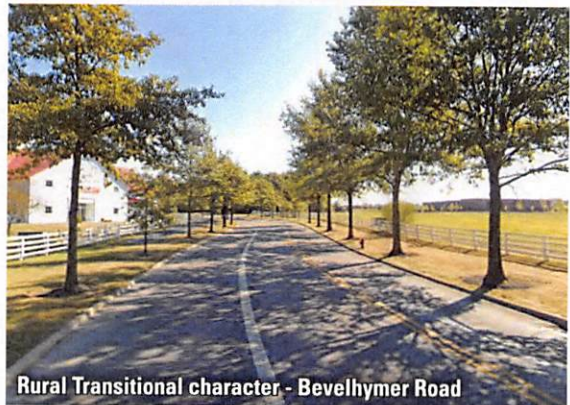
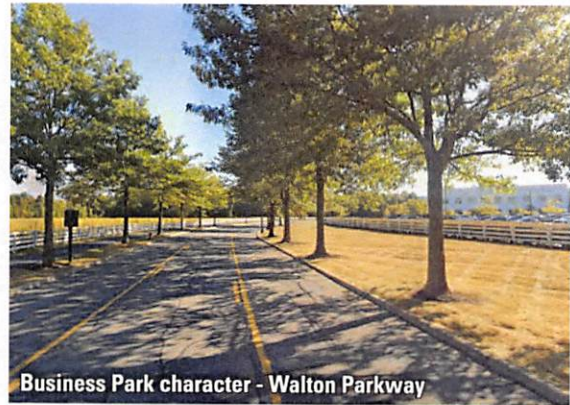
Legend		
Functional Classification	Description	
	Interstate	Highest classification of arterials and are designed and constructed with mobility and long-distance travel in mind
	Principal Arterial	These roadways usually serve cities and metropolitan areas, but also can provide a high degree of mobility to and throughout rural areas
	Minor Arterial	Provide service for trips of moderate length and offer connectivity to the higher Principal Arterial system
	Major Collector	Gathering and channeling traffic from local roads to the arterial network, with longer routes, fewer driveways, and higher speed limits than minor collectors
	Minor Collector	Gathering and channeling traffic from local roads to the arterial network
	Local Road	Not intended for use in long distance travel due to their provision of direct access to abutting land. They are often designed to discourage through traffic
	Proposed Minor Collector*	Proposed future alignment of a minor collector
	Proposed Local Road*	Proposed future alignment of a local road

*Proposed road alignments are illustrative and may change upon future engineering and feasibility studies.

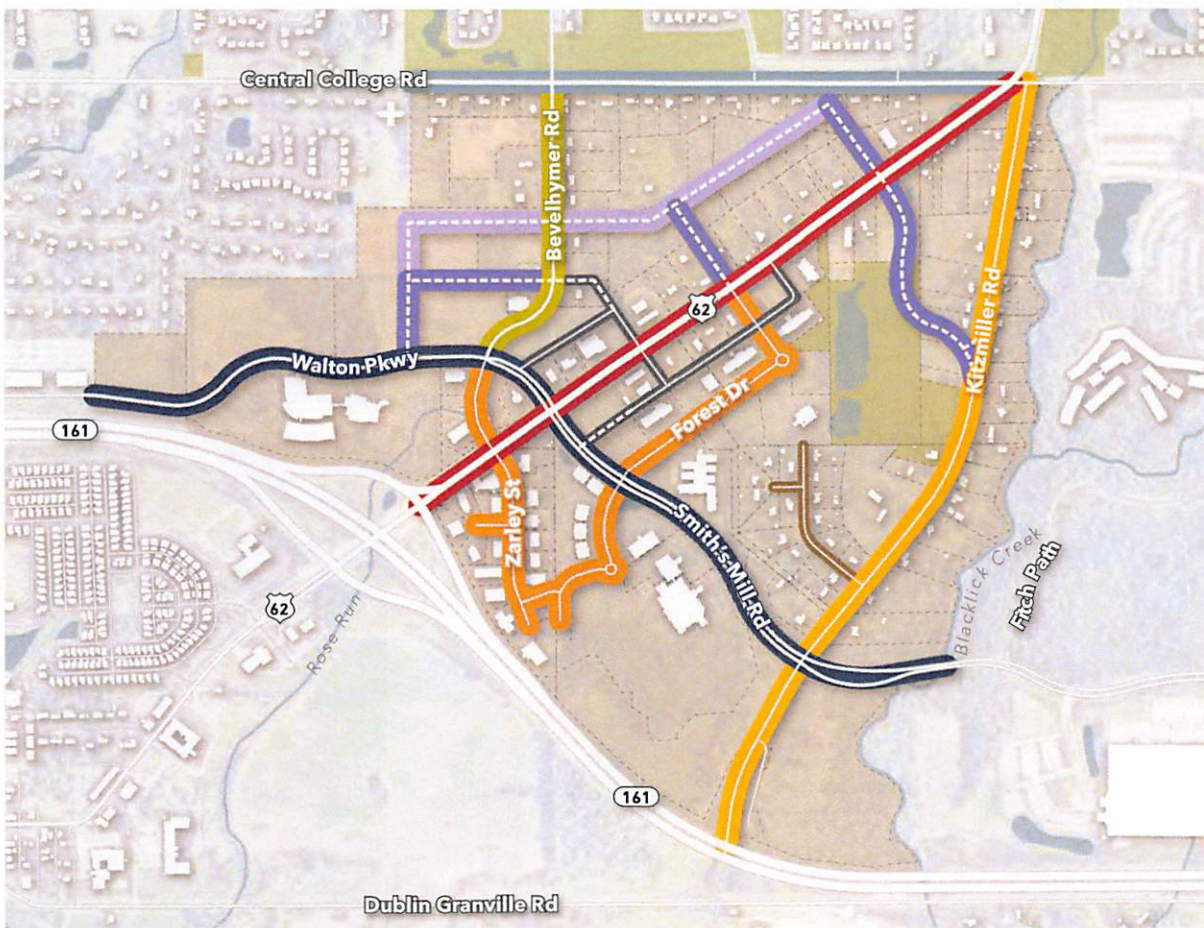
CHARACTER CLASSIFICATIONS

The character classifications identified on the following page are intended to replace the classifications from the Engage New Albany Strategic Plan for this Focus Area.

In addition to defining design elements, street edge conditions, amenity zones, and other right-of-way features, character classifications also consider the underlying future land use character typologies that abut roadways. These typologies help inform the design elements and pedestrian infrastructure appropriate for the types of development that exist or are proposed to occur within each land use area.



Roadway Character Classifications

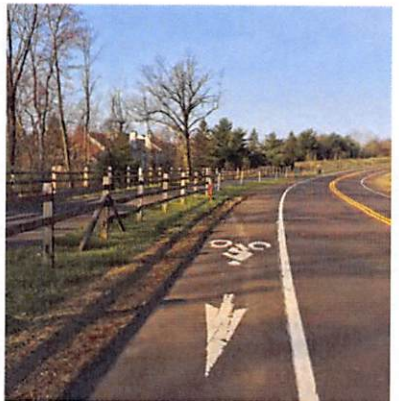
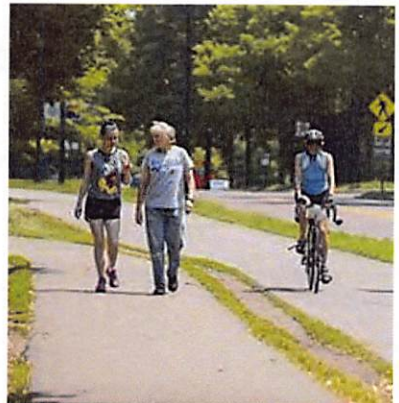
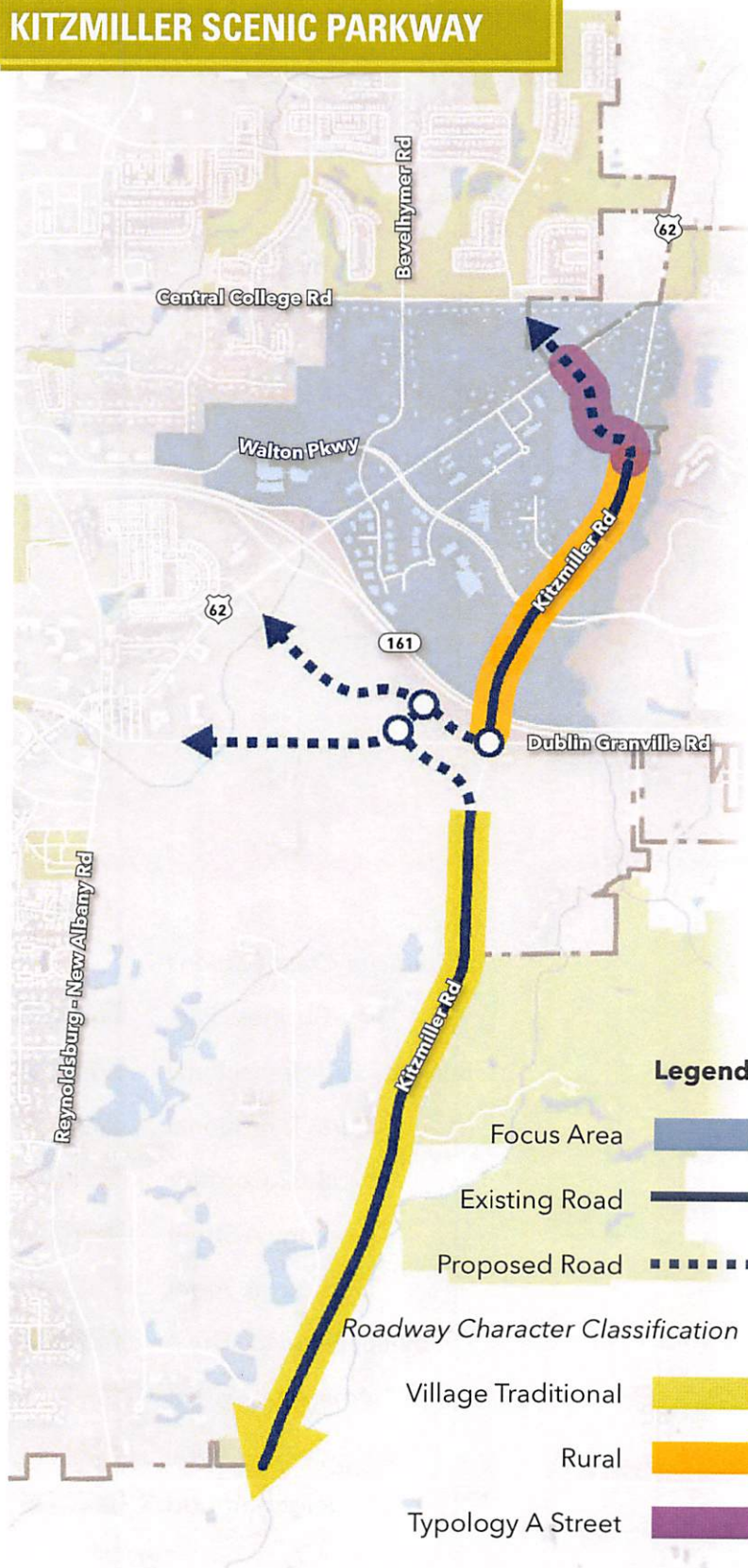


Legend

Character Classifications

Business Park	
Business Park Transitional	
Rural Transitional	
US-62 Corridor	
Typology A Street	
Typology B Street	
Alley / Service Drive	
Commercial Street	
Rural	
Neighborhood	

KITZMILLER SCENIC PARKWAY



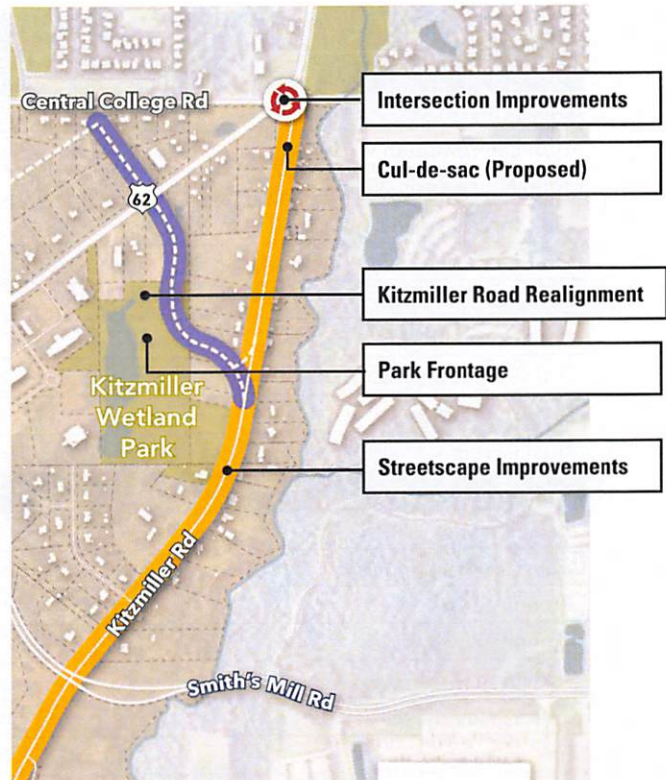
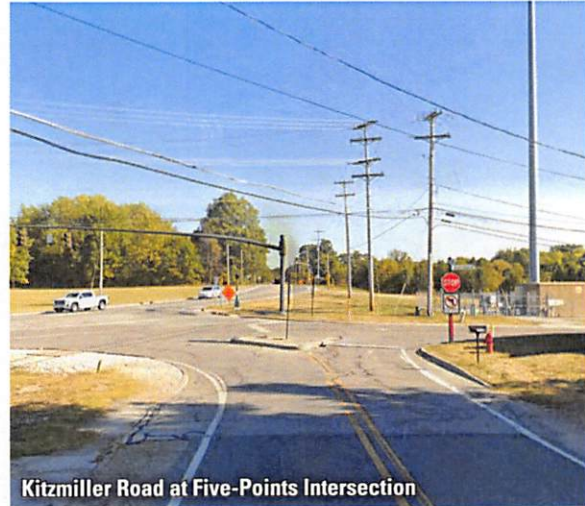
KITZMILLER SCENIC PARKWAY

Kitzmillers Scenic Parkway is a quiet, family-friendly street designed to create pedestrian-friendly connections to future parks, trails, and other multi-modal networks. This is a bold idea to enhance Kitzmillers Road while preserving the character and legacy of traditional rural roads in New Albany.

The proposed alignment would disconnect Kitzmillers Road from the five-points intersection, effectively creating a localized cul-de-sac. By rerouting Kitzmillers Road to US-62, the city can address several significant traffic issues. First, this proposed alignment will allow northbound traffic on Kitzmillers Road to access US-62 directly, as left turns at the five-points intersection are currently prohibited. Second, disconnecting Kitzmillers Road from the five-points intersection will facilitate more efficient long-term improvements at that intersection. Additionally, this alignment provides additional frontage along the planned Kitzmillers Wetland Park, unlocking opportunities for future activation, parking areas, and pedestrian connectivity.

Plans to disconnect Kitzmillers Road south of the Focus Area at Ganton Parkway would transform Kitzmillers Road into a more local road than it currently is. This change would create a calm, safe and accessible pedestrian-focused parkway. The proposed infrastructure improvements for this one-mile segment would include on-road or separated bike lanes and leisure trails, pending future engineering and feasibility studies.

This segment can also serve as an “outer-belt” to the proposed Velo Loop, a dedicated bike loop proposed along Walton Parkway, Smith’s Mill Road, Kitzmillers Road south, and Dublin-Granville Road. Future developments north of US-62 would help link existing residential areas to the parkway through additional bike or pedestrian infrastructure.



US-62 Corridor

US-62 Corridor is a high-capacity street with up to four drive lanes, variable landscape medians or turn lanes, protected on-street bike lanes, tree lawns on both sides of the street, and an eight-foot wide leisure trail on both sides of the street. Total right-of-way width varies between 77-146 feet to accommodate areas where only two drive lanes exist, but may still be improved in the future to include tree lawns, bike lanes, and/or leisure trails.



US-62 Corridor Characteristics	
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane/Median Width	11'-30'
Total Number of Drive Lanes	2-4
On-Street Bike Facility	Bike Lanes (5'-7')
On-Street Bike Tree Lawn Buffer	5'
On-Street Parking	No
Access Management Priority	High
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	45' - 100'
Streetscape/Amenities	
Trail/Sidewalk Width	8' min. leisure trail, on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8' - 15'
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	Yes
Setbacks Beyond ROW	50'
Total Right-of-Way	77' - 146'

Business Park

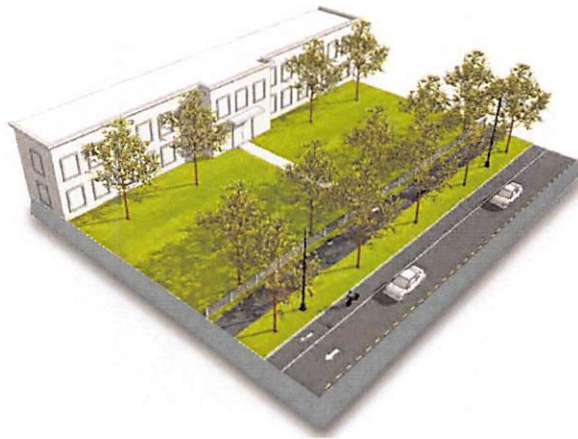
Business Park roadways typically have employment-based uses on both sides of the street and carry employee, truck, and delivery traffic. These two- to four-lane roads have curbs, decorative street lighting, and should have leisure trails on both sides of the road. Most of the landscape is turf grass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



Business Park Characteristics	
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane/Median Width	11'-12'
Total Number of Drive Lanes	2-4
On-Street Bike Facility	Bike Lanes (5')
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	35'-69'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8'-15'
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	Yes
Setbacks Beyond ROW	50' min.
Total Right-of-Way	81'-115'

Business Park Transitional

Business Park Transitional roadways are those where the long-term condition on at least one side of the road is likely to remain rural or residential. These roads, however, do still carry some through-traffic and traffic for the business park. These roads will have more narrow road shoulders and a ditch street edge condition. They should also have a leisure trail on the business park side of the street, along with white horse fence and significant naturalized plantings, with some mounding if necessary. Any parking areas should be properly screened.



Business Park Transitional Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	High
Transit Accommodations	Yes
Pavement Edge	Swale
Total Pavement Width	24'-35'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Natural buffer
Amenity Zone Width	15'-20' min.
Streetlights	No
Underground Utility Priority	Medium
Tree Spacing	Irregular, natural spacing
Right-of-Way Fence	Yes
Setbacks Beyond ROW	100'
Total Right-of-Way	70'-91'

Commercial Street

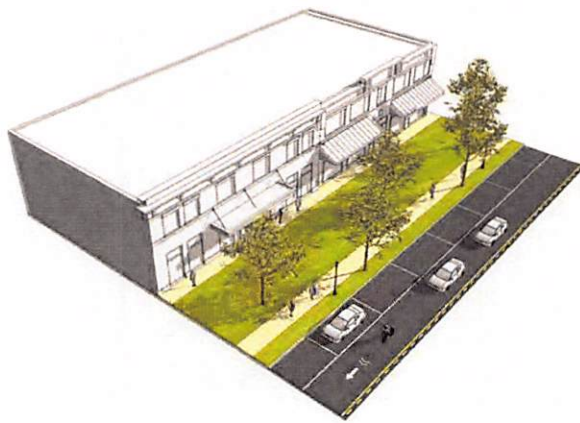
Commercial streets are located in neighborhood retail nodes with many auto-centric commercial uses. These roadway corridors will have reduced setbacks, parking lots that are more visible from the street, monument signage, leisure trails rather than sidewalks, no on-street parking, private driveways,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



Commercial Street Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	24' - 35'
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail min. on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	5' - 8'
Streetlights	Yes
Underground Utility Priority	Medium
Tree Spacing	30' on center
Right-of-Way Fence	Yes
Setbacks Beyond ROW	Varies
Total Right-of-Way	50'-56'

Typology A Street

Typology A Street is a collector street from a major roadway and is designed for pedestrian-oriented districts, with an emphasis on edge conditions that accommodate walkability and activation of ground-floor retail and dining. On-street parking facilities are included along the entire segment of Typology A Streets to support ground-floor uses and provide a natural buffer between pedestrian zones and the road.



Typology A Street Characteristics

Street Pavement	
Drive Lane Width	11'
Turn Lane Width	10'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	8'
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	38', 48' with center turn lane
Streetscape/Amenities	
Trail/Sidewalk Width	6' sidewalk min. on both sides of street
Trail/Sidewalk Material	Concrete
Amenity Zone	Pedestrian Zone*
Amenity Zone Width	6' - 12'
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	No
Setbacks Beyond ROW	0'
Total Right-of-Way	62'-84'

* Pedestrian zones must include tree planters, with additional ROW width set aside for pedestrian activity.

Typology B Street

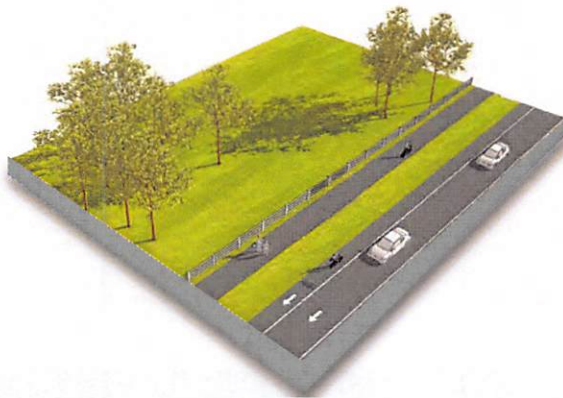
Typology B Streets are internal, non-collector streets providing connections within planned developments that carry local traffic, typically for residential and small-scale retail uses. This street is intended to function as a neighborhood street, but with varied on-street parking facilities and landscape buffers depending on which uses front the road.



Typology B Street Characteristics	
Street Pavement	
Drive Lane Width	11'
Turn Lane Width	10'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	8'*
Access Management Priority	Low
Transit Accommodations	Yes
Pavement Edge	Curb
Total Pavement Width	38', 48' with center turn lane
Streetscape/Amenities	
Trail/Sidewalk Width	6' min. sidewalk on both sides of the street
Trail/Sidewalk Material	Concrete
Amenity Zone	N/A
Amenity Zone Width	N/A
Streetlights	Yes
Underground Utility Priority	High
Tree Spacing	30' on center
Right-of-Way Fence	No
Setbacks Beyond ROW	Max. 15'
Total Right-of-Way	50' - 60'
*Landscape islands must be placed every 3-5 spaces.	

Rural Transitional

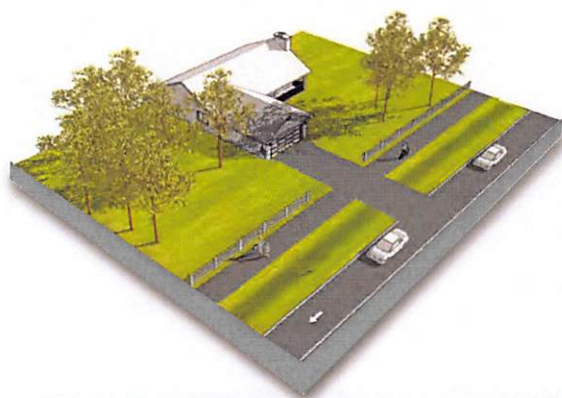
Rural Transitional is a traditional rural roadway with varying edge conditions depending on the land use fronting the roadway. In commercial areas, a horse fence, streetlights, and a center turn-lane, where appropriate, are recommended to align with other commercial areas in the Focus Area. As the road transitions into residential areas, horse fences and streetlights are discouraged, and amenity zones are varied to accommodate future feasibility and extent of leisure trail improvements.



Rural Transitional Characteristics	
Street Pavement	
Drive Lane Width	12'
Turn Lane Width	11'
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Medium
Transit Accommodations	Yes
Pavement Edge	Swale
Total Pavement Width	24' - 35'
Streetscape/Amenities	
Trail/Sidewalk Width	8' min. leisure trail, on both sides of street
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree Lawn
Amenity Zone Width	8' - 20'
Streetlights	Varies*
Underground Utility Priority	Medium
Tree Spacing	Irregular, natural spacing
Right-of-Way Fence	Varies*
Setbacks Beyond ROW	Varies*
Total Right-of-Way	56' - 91'
*These conditions vary based on residential vs. commercial land uses fronting the roadway.	

Rural

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



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

Neighborhood

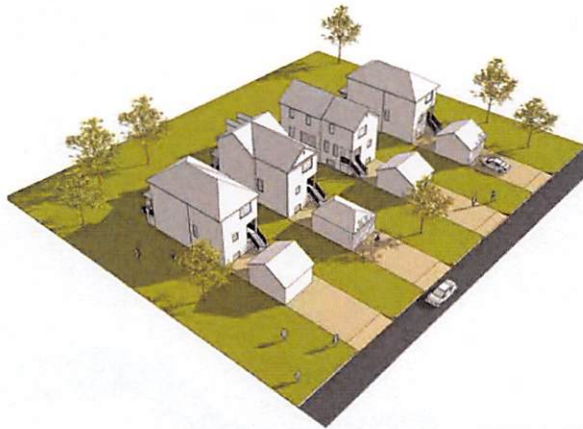
Neighborhood roadways are two-lane roads within residential subdivisions with curbs, tree lawns, formal street trees, and curb cuts for driveways. These roads typically have sidewalks on both sides of the street unless a leisure trail is placed on one side.



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

Alley / Service Drive

Alley / Service roads are narrow streets used for internal connections/lot access to non-residential uses or for any rear-loaded garages as part of new proposed residential streets. This typology includes a minimum requirement for treelawns and sidewalks to ensure that public and private alley ways and service drives still conform to the character of its surrounding street network.













Alley / Service Drive Characteristics









Street Pavement	
Drive Lane Width	11'
Turn Lane Width	N/A
Total Number of Drive Lanes	2
On-Street Bike Facility	Shared road
On-Street Parking	No
Access Management Priority	Low
Transit Accommodations	No
Pavement Edge	Curb
Total Pavement Width	22'
Streetscape/Amenities	
Trail/Sidewalk Width	5' sidewalk min. on both sides of street*
Trail/Sidewalk Material	Concrete
Amenity Zone	Tree lawn
Amenity Zone Width	5' min.
Streetlights	No
Underground Utility Priority	Low
Tree Spacing	30' on center
Right-of-Way Fence	No
Setbacks Beyond ROW	Varies
Total Right-of-Way	42'

FUTURE THOROUGHFARE MAP

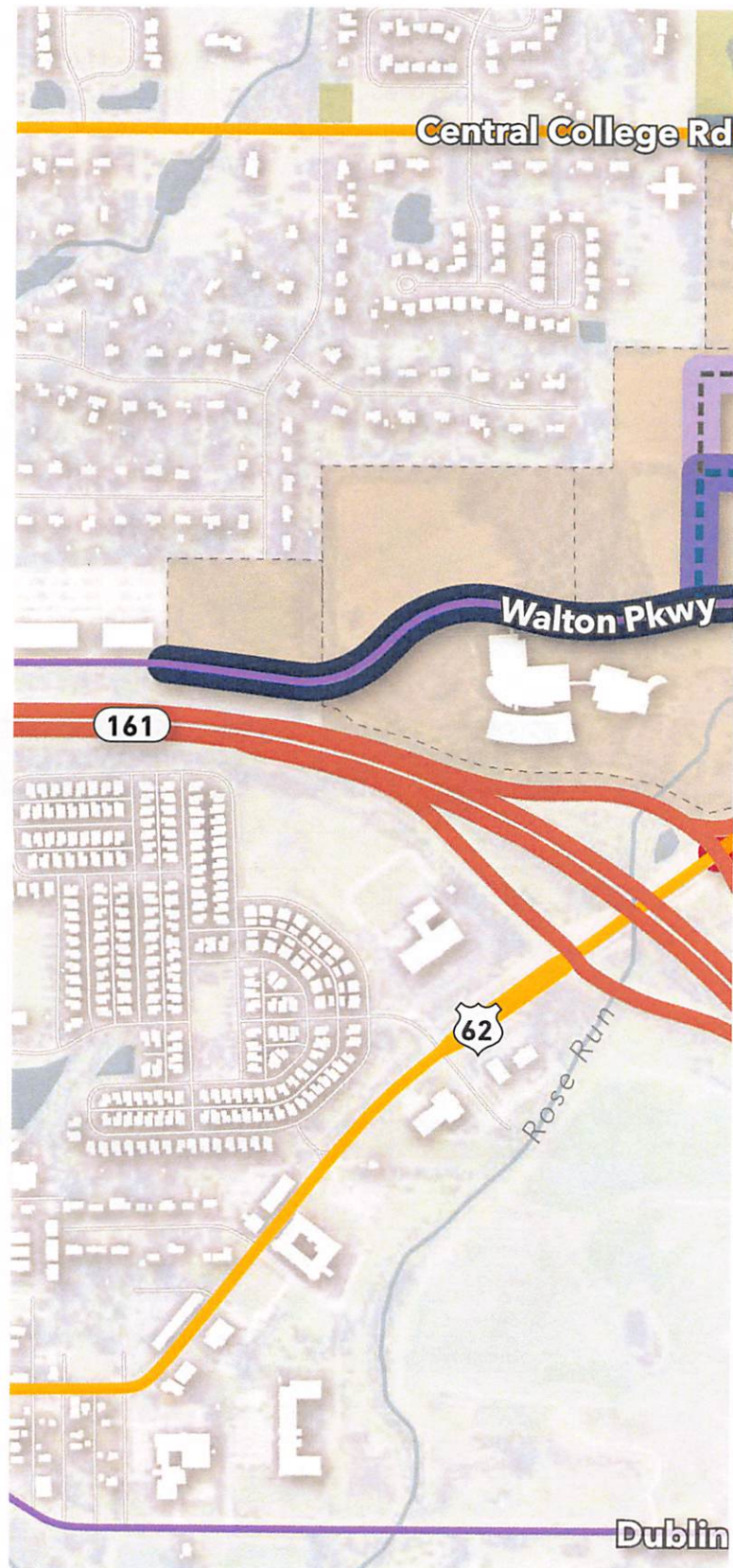
Character Classifications

Business Park	
Business Park Transitional	
Rural Transitional	
US-62 Corridor	
Typology A Street	
Typology B Street	
Alley / Service Drive	
Commercial Street	
Rural	
Neighborhood	

Functional Classifications

Interstate	
Principle Arterial	
Minor Arterial	
Major Collector	
Minor Collector	
Local Road	
Proposed Minor Collector*	
Proposed Local Road*	

*Proposed road alignments are illustrative and may change upon future engineering and feasibility studies.





PUBLIC REALM IMPROVEMENTS

Public realm improvements refer to projects that the city can fully, or partially fund or implement to create a more connected mobility and recreation system. These investments can also serve as catalysts for future private investment in the Focus Area. These improvements include intersection, streetscape, parks, and leisure trail investments.

Intersection Improvements

Several high-priority intersections were identified for future study and analysis to improve pedestrian and vehicular connectivity in the Focus Area. The intersections listed below and their recommendations should be coordinated with ODOT to ensure they align with and/or guide ongoing planning efforts related to US-62 and future projects.

Central College / US-62

This intersection, commonly known as the “five-points intersection,” was the most frequently discussed area for future road improvements and remains a top priority for residents. Future engineering studies should focus on identifying suitable interventions for alignment and reconstruction, prioritizing the enhancement of safe pedestrian mobility both within and around the intersection. This also serves as a north-south gateway into New Albany. Improvements should consider elements that signify this intersection as a notable transition into the city.

Central College Road / Bevelhymer Road

Future enhancements are planned for Bevelhymer Park, located north of the Focus Area. As a result, Bevelhymer Road will continue to serve as a primary north/south thoroughfare. Central College Road is also an important east/west route, connecting various areas within New Albany’s business park and providing access to many residential neighborhoods. Future improvements, such as intersection widening,

signalization improvements, or a roundabout, should prioritize safe pedestrian connections, especially for north-south mobility options.

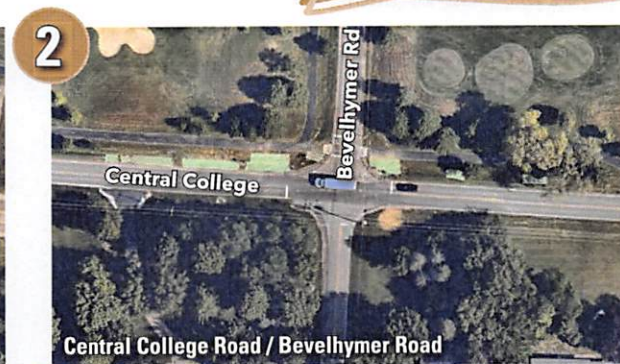
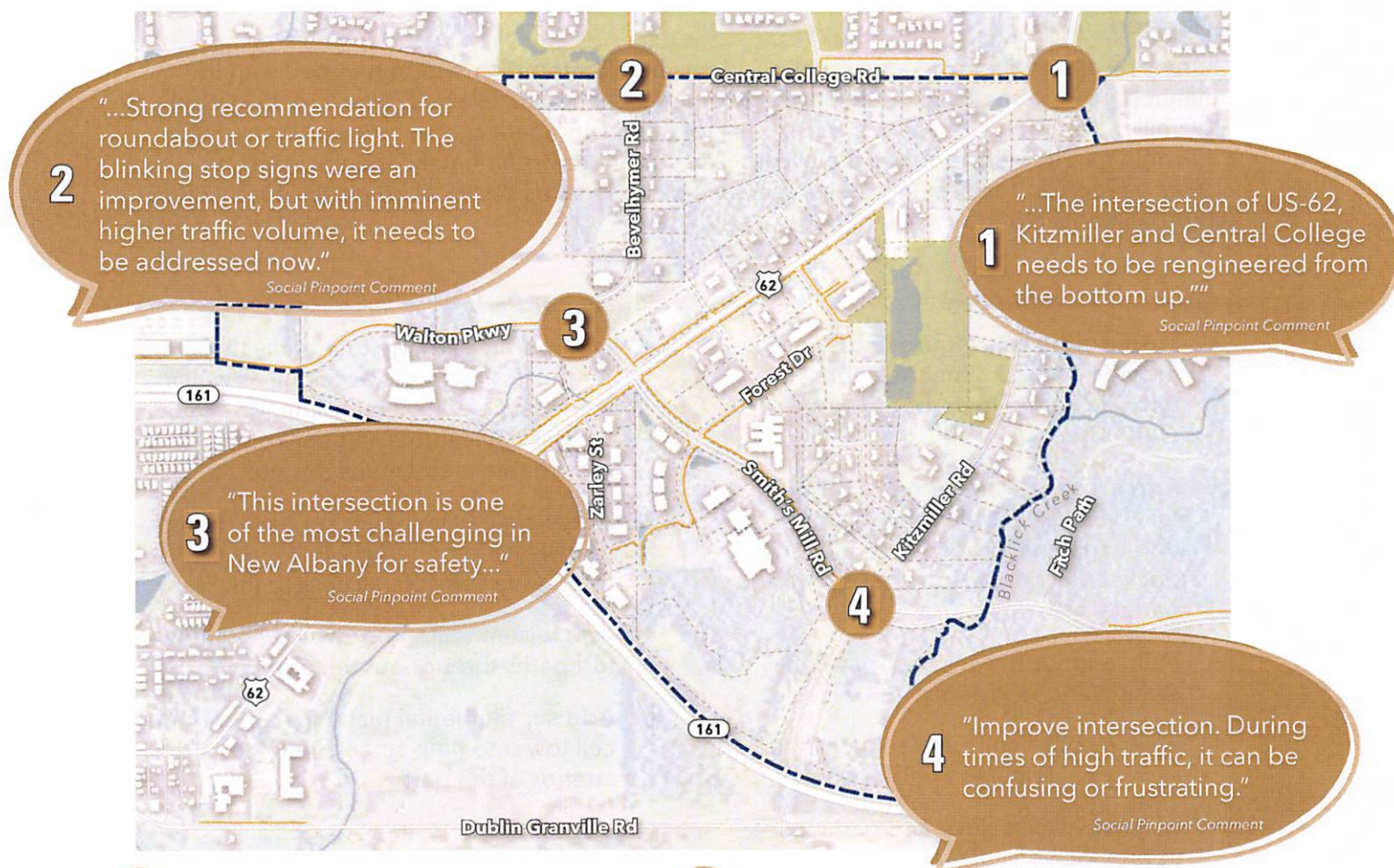
Walton Parkway / Bevelhymer Road

This intersection is currently non-signalized, including north-south stop signs along Bevelhymer Road, giving vehicular traffic along Walton Parkway the priority. This intersection is adjacent to land areas that are likely to be developed in the near future. Future improvements to this intersection need to be studied to assess appropriate interventions that respond to the scale and impacts of future development, while providing safe pedestrian circulation.

Smith’s Mill Road / Kitzmiller Road

This intersection is large and features four-way stop signs, which can be intimidating during periods of heavy traffic. This situation often leads to confusion and miscommunication among drivers. Additionally, pedestrian connectivity in the area is limited, with only one leisure trail connection located on the northwest side along Smith’s Mill Road. There are no sidewalks or pedestrian crosswalks to help access the leisure trail. Future improvements should be studied to identify improvements that minimize complexity, simplify driver decision-making, and improve pedestrian mobility infrastructure.

Intersection Improvements



Planned Parks

Survey results and conversations with residents highlighted the need to proceed with the planned parks in the Focus Area originally outlined in the 2022 Parks Framework Plan. Both Kitzmiller and Tidewater Parks are essential for enhancing park access in New Albany, filling a sizable gap in walking/bike-able access. The current environmental conditions at both parks offer opportunities for passive recreation and serve as key focal points for potential trail improvements along Kitzmiller Road.

Kitzmiller Wetland Park

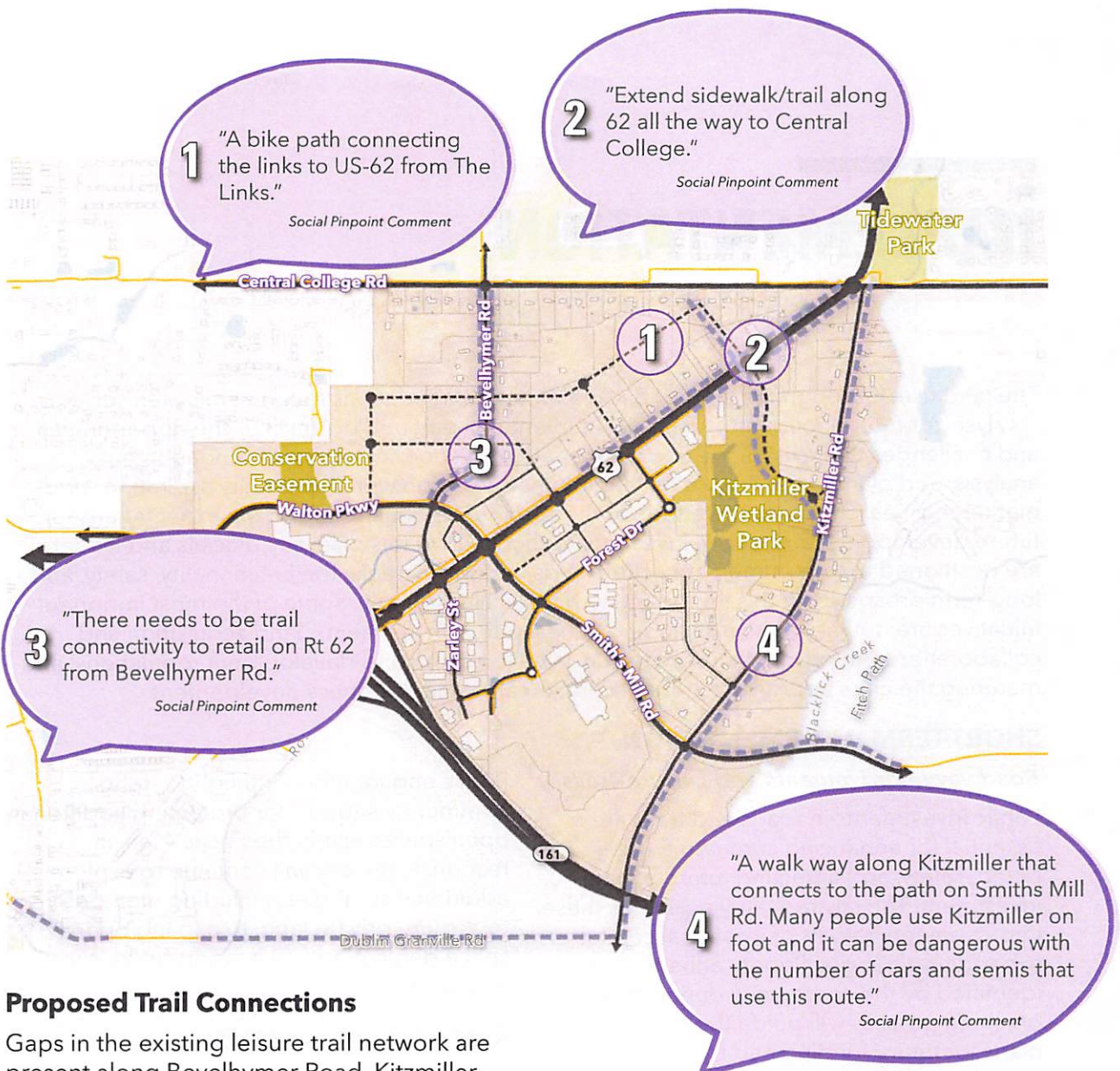
- Preserve the existing wetlands and provide access to the entire site through nature trails, boardwalks, and overlooks.
- Add a large destination playground that deviates in style from the more traditional playgrounds found in the pocket playgrounds and neighborhood parks.
- Build a modern shelter or pavilion with seating and restrooms.
- Build a community skatepark with unique ecological features like bioswales.
- Build an access drive and parking lot to provide vehicular access to the site. Appropriately screen the parking lot with landscaping.



Tidewater Park

- Incorporate signage to identify the site for those wanting to access it, as well as interpretive educational signage about the natural features and environmentally sustainable elements of the site.
- Add a small parking lot set back from the roadway and buffered with landscaping to provide vehicular access to the site.
- Add leisure trails, boardwalks and mown turf paths throughout the park.
- Add supplemental plantings around the cell tower to help screen views from the interior of the park.





Proposed Trail Connections

Gaps in the existing leisure trail network are present along Bevelhymer Road, Kitzmiller Road, portions of US-62, and Smith's Mill Road. Addressing these gaps will improve safety and accessibility to retail areas and future amenities. While New Albany's zoning code requires developers to construct leisure trails along their property frontages, the city is actively exploring alternative strategies to accelerate leisure trail development beyond private projects. This ongoing effort is essential as the demand for pedestrian mobility connections in certain areas continues to grow faster than development can deliver. It is equally important for residents and affected landowners to remain engaged in these discussions to help shape the future of the leisure trail network.

Legend

Focus Area	
Existing Leisure Trails	
Proposed Leisure Trails	
Parks/Open Space	
Parcel Boundaries	

IMPLEMENTATION

The land use, thoroughfare, and public realm recommendations found in this plan serve as catalysts for future policy and strategic interventions pursued by the city. The opportunities and challenges that exist in the Focus Area required coordinated public engagement, analysis, and planning to ensure that policy changes align with community aspirations and market realities. Thanks to the efforts of the community, which shaped the expectations for future development and public investment articulated in this plan, city officials and leaders are positioned to take immediate action steps that will increase the functionality, safety, and long-term prosperity of this important corridor in New Albany. Some of the most important initiatives are outlined below, including critical public investments, land acquisition and collaboration with private landowners, updates to zoning and development regulations, and maturing the city's approach to tenant curation and small-business development.

SHORT-TERM IMPLEMENTATION

Roadway Improvements and Leisure Trails

Public investments in roads and trails are essential for enhancing community well-being, safety, and attracting future private investment. The city regularly evaluates these improvements as part of its annual capital expenditure budget. Priority enhancements identified by the community during this planning process will guide the city's plans for future funding and projects. This includes improvements at key intersections such as the "Five Points," Bevelhymer Road/Central College Road, and Walton Parkway/Bevelhymer Road. Additionally, the community highlighted significant gaps in leisure trails. Addressing these gaps would provide safe pedestrian access to retail areas and future recreation destinations. Critical leisure trail connections identified include segments along Bevelhymer Road, US-62, and Kitzmiller Road.

Public Parks and Open Space

The planned Kitzmiller and Tidewater Parks represent key initial investments that address a critical gap in the city's parks network, adding over 30 acres of passive recreation opportunities for nearby residents.

Public engagement highlights strong community support for protecting additional open spaces within the Focus Area. In response, the city will continue to explore additional strategies, including methods to acquire private land, to expand open space dedication and support future civic investments.

Land Acquisition Strategy

As outlined above, the city is actively exploring strategies to acquire additional land for public improvements, including parks, open spaces, and leisure trails. However, addressing these needs in the Focus Area presents unique challenges. Gaps in the leisure trail network and the need for streetscape improvements are generally concentrated along rural residential roads, where short-term redevelopment is unlikely. Typically, the expansion of leisure trails and construction of streetscape improvements rely on cost-sharing with private development, who are required to build leisure trails along their property frontages. In the absence of new private development, the city must collaborate with residents to secure private land for these public improvements.

This may involve easements, voluntary agreements, grant funding, or philanthropic initiatives.

Tenant Curation

As outlined in the Market Study, the city can take proactive measures to influence areas within the Focus Area that are nearing full build-out. Future changes in tenancy or property ownership may create opportunities to better align land uses with the community's preferred retail and commercial offerings, as expressed during public engagement. The city is actively exploring analytical tools, business development partnerships, and procurement strategies to attract preferred tenants that contribute to the city's vibrant business community.

Zoning Updates

The next steps to implement the land use recommendations outlined in this plan may involve future updates to the city's codified ordinances, zoning map, and/or supplemental development standards to ensure alignment with the plan recommendations. These updates are essential to transform the intentions and guiding development principles detailed in this plan into legal requirements for future development in the city. As discussed with the Steering Committee and residents during the engagement process, the city will explore contemporary zoning and land development tools to fully achieve the goals identified in this plan. This may include options such as form-based zoning, overlays, additional architectural standards, or additional development review processes. In the interim, it is recommended that large developments utilize the PUD zoning process

to incorporate principles and standards found throughout this document. In addition, it is encouraged to incorporate the Focus Area into the existing Architecture Review Board (ARB) review process to ensure that the city's Design Guidelines & Requirements (DGRs) are upheld consistently across developments in the Focus Area.

Monitoring Development Impacts

The North Mill Gateway District calls for a development pattern that will introduce a variety of residential building typologies and densities. To ensure that gross density across the entire North Mill Gateway District does not exceed seven units per acre, the city could establish a density bank to monitor entitlements across multiple projects and site ownership over time.

LONG-TERM IMPLEMENTATION CONSIDERATIONS

Form-Based Code

One key challenge to ensuring consistent and quality development throughout the Focus Area is the scattered nature of parcel ownership and developable parcels. A form-based code is a long-term initiative that was discussed with leadership, the Steering Committee, and residents throughout the planning process. This approach ensures consistent expectations for new development across the entire focus area and promotes high-quality architectural styles and subsequent land uses. This is a possible long-term recommendation that would require additional public outreach, writing and adopting new code, and incorporating new review and approval processes into the city's existing regulatory framework.

North Mill Gateway Overlay District

A zoning overlay district could serve as an alternative to implementing a form-based district. An overlay could include design elements and standards proposed in this plan, while being less disruptive for existing landowners, since their base zoning district would remain unchanged. New developments would be required to utilize the overlay district to achieve design outcomes recommended in this plan. The potential overlay district could be extended across the Focus Area to any landowners who seek to redevelop under the guidance of the North Mill Gateway District standards.

Fee-In-Lieu / Formal Open Space Reimbursement Program

This program would involve the city actively acquiring open space in strategic locations to serve as “frontage” for future private development. The intent of such a program is to protect public access and pedestrian connectivity throughout the Focus Area and beyond, while incentivizing the type of development pattern desired from this plan. Developers would pay a fee-in-lieu of not providing any public open space to reimburse the city for its initial investment. This program could also encourage developers to provide additional public open space beyond what is required and what the city has already provided in return for density entitlements, where appropriate.



RESOLUTION R-26-2025

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH THE FRANKLIN COUNTY ENGINEER FOR THE IMPROVEMENT, MAINTENANCE, AND OPERATION OF PORTIONS OF WALNUT STREET AT BEVELHYMER ROAD FOR THE ROUNDABOUT INTERSECTION IMPROVEMENT PROJECT

WHEREAS, the city desires to make improvements to the Bevelhymer Road and Walnut Street intersection to improve safety and enhance the flow of traffic through the city; and

WHEREAS, the city council approved funding for the Bevelhymer Road and Walnut Street roundabout improvement project via Resolution R-20-2025; and

WHEREAS, the intersection of Walnut Street and Bevelhymer Road is partially located within New Albany's corporate boundary but serves as a prominent northern gateway; and

WHEREAS, the parties recognize the mutual benefits of collaboration to support the design, construction, maintenance and funding of the proposed intersection improvement project and desire to establish a formal framework to memorialize their collective commitments through a cooperative agreement.

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

Section 1. The city manager is hereby authorized and directed to enter into a Cooperative Agreement with the Franklin County Engineer that is the same or substantially similar to 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 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 3. Pursuant to Article 6.07(A) of the New Albany Charter, this resolution shall take effect upon adoption.

CERTIFIED AS ADOPTED this _____ day of _____, 2025.

Attest:

Sloan T. Spalding
Mayor

Jennifer H. Mason
Clerk of Council

Approved as to form:

Benjamin S. Albrecht
Law Director

Legislation dates:

Prepared: 07/25/2025

Introduced: 08/05/2025

Revised:

Adopted:

Effective:

**COOPERATIVE AGREEMENT BETWEEN
THE CITY OF NEW ALBANY
AND THE FRANKLIN COUNTY ENGINEER
FOR THE IMPROVEMENT, MAINTENANCE, AND OPERATION OF PORTIONS OF
WALNUT STREET AT BEVELHYMER ROAD, WITHIN PLAIN TOWNSHIP, FRANKLIN
COUNTY, OHIO**

This Agreement is made by and between the City of New Albany (“CITY”) and the Franklin County Engineer (“COUNTY”), collectively referred to as “Parties.”

This Agreement shall be for the purpose of cooperating on the construction of a modern roundabout which includes roadway, drainage, and pedestrian improvements proposed by the City at the intersection of Walnut Street and Bevelhymer Road. A schematic plan of the Project area is shown on Exhibit A.

In consideration of the mutual benefit to both Parties, the Parties hereto agree as follows:

The City will:

1. Prepare construction plans, and coordinate utility relocation for the entirety of the Project. The Project will be designed in accordance with City standards and will include incorporation of curbing, drainage, storm, street lighting, and pedestrian facilities. The City will bid and administer construction for the Project.
2. Secure all existing PRO right-of-way in fee simple necessary for the implementation of the Project. Subsequent to this effort, the City will annex portions thereof of the improvement. It is the City’s intent to initiate the annexation process (where possible) by 12/31/2025. It is anticipated that the construction of the Project will be initiated prior to the annexation.
3. Operate and maintain the roadway after construction within the limits of the Project, regardless of the annexation status or extents. The City’s responsibility will include all operation and maintenance activities for the assets within the Project limits, including but not limited to: pavement, striping, signs, traffic signals including support poles and equipment, culverts, drainage, storm sewer, curb, modular block retaining wall, pedestrian facilities, street lighting, snow/ice removal and mowing.

Franklin County will:

1. Review and approve the construction plans for the Project. The review shall be consistent with City-initiated Capital Projects for which the infrastructure will be owned and maintained by the City.
2. Cooperate with the City’s Contractor and construction team during the construction phase of the Project. This shall include attendance at the preconstruction meeting.
3. Process the necessary legislation through the Franklin County Board of Commissioners to transfer Seven Hundred Fifty Thousand and 00/100 Dollars (\$750,000.00) to the City from the Municipal Motor Vehicle Tax fund in support of the construction of the roadway portion of the Project. This transfer shall be made upon notice from the City of construction contract award.

Exhibit A – R-26-2025

In witness thereof, the Parties hereto have executed this agreement.

CITY OF NEW ALBANY

Witness: _____

Date: _____

By: _____

Joe Stefanov
City Manager

FRANKLIN COUNTY ENGINEER

Witness: _____

Date: _____

By: _____

Adam W. Fowler, P.E., P.S.
Franklin County Engineer