



Council Minutes – Regular Meeting

August 5, 2025

Mayor Spalding called to order the New Albany City Council Meeting of August 5, 2025 at 6:30 p.m. at the New Albany Village Hall, 99 West Main Street, New Albany, Ohio. Staff attending were City Manager Joseph Stefanov, Law Director Benjamin Albrecht, Finance Director Bethany Staats, Deputy Director of Finance Morgan Joeright, Police Chief Greg Jones, Development Director Jennifer Chrysler, Planning Manager Chris Christian, Economic Development Manager Sara Zeigler, Public Service Director Ryan Ohly, Public Services Engineer Justin Wilkinson, Chief Communications and Marketing Officer Josh Poland, and Clerk of Council Jennifer Mason.

ROLL CALL:

The following Mayor/Council Members answered Roll Call:

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

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

ACTION ON MINUTES:

Clerk Mason reported that, after distribution, she worked with Finance Director Bethany Staats on some minor clarifications which were fixed on the original minutes. Council adopted the November 12, 2024 - 2025 Annual Budget Program Workshop minutes by consensus.

Council adopted the July 15, 2025 regular meeting minutes by consensus.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE

HEARING OF VISITORS:

E-Bike and Electric Scooter Update – Police Chief Greg Jones presented the attached slides. He described an education program for the kids and working with the schools. He spoke with Superintendent Michael Sawyers and other school staff about working with the city to help educate students about etiquette, safety, and any city ordinance changes. He described a possible presentation to the kids at the beginning of school. In the spring, a more substantial program could be rolled out. There could be a registration program for kids who brought their e-bikes and electric scooters to school. Working with the schools increased the city's

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reach. Chief Jones was also working with the city’s communications team to share e-bike information with the community and build a culture of courtesy.

Chief Jones pointed out where legal definitions and existing provisions were in city code. He talked about scooters and e-bikes mixed in with regular traffic as if the e-bike was a motorcycle. He reviewed considerations for code updates, for example, whether there should be a regulation on earbud use. Electric vehicle laws could be difficult to enforce. He didn’t want to issue citations to kids and wanted to keep the message positive.

Chief Jones described potential requirements for e-bike or scooter operators to use bells or buzzers to alert those around them. If a bike didn’t come with a bell or buzzer, the city could provide them. There could also be requirements for pedestrians so that they would hear approaching warning signals. Setting expectations would be important. Speed limits were being discussed and, if applicable, the city would need to post speed limits on leisure paths. Chief Jones talked about narrowing and clarifying definitions for e-bikes and scooters. He reviewed possible prohibitions, including some city parks, the Village Center where power might be restricted, and whether the city should require moving some types of e-bikes to the road. The maximum speed of an e-bike could be altered by the owner.

Council Member Shull asked and Chief Jones answered that the city’s bicycle helmet law could be expanded, especially given e-bike speeds.

Council Member Durik expected questions from users. He liked the proposed education program, limitations, and registration. He expressed concern about operators altering their e-bikes. He had heard a lot from the community about this topic.

Council Member Kist described the large number of e-bikes in use in the community. He agreed e-bike class delineations were needed. He had seen e-bikes overtake cars in neighborhoods. He understood, by law, the class 3 e-bike operator had to be 16 years old. He asked and Chief Jones answered that a rider did not need a license. It was the parent’s responsibility if they let their underage child use the e-bike. Council Member Kist stated that the city’s bike paths had many types of users. A bicycle rider had to work hard to achieve 20 miles per hour on a bike path. The regional bike path from central Ohio to Cincinnati had a speed limit of 15 to 20 miles per hour, depending on the area. In New Albany, a blanket 15 miles per hour speed limit city-wide would be reasonable.

Mayor Spalding stated the speed limit would have to be visible and easy to detect by others. He agreed 20 miles per hour was too high. Chief Jones stated staff hadn’t selected a speed limit. The city would have to determine where to place speed limit signs.

Council Member Kist was reticent to go the geo-fencing route because many kids used e-bikes and scooters as transportation to school, especially those too close for busing. Limiting e-bikes at Rose Run Park wouldn’t let kids through to school. A broad speed limit was easier to enforce. He didn’t want to guess at how e-bikes were powered. Trying the education route, adding helmets, and delineating where class 3s could/couldn’t go would largely get the city to a good place. Chief Jones agreed with trying to get as much volunteer compliance as possible.

Council Member Brisk thought more enforcement was necessary. She described an example of young boys on bicycles who rode across crosswalks in traffic without using the crossing buttons. She noticed riders not

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wearing helmets. She was aware of the city’s ice cream coupon program, but it seemed parents weren’t sending kids out with helmets. She saw more kids without bike helmets than with them. There needed to be a message conveying a risk of being caught. The first time could be a warning and call to the parents, before a citation.

Chief Jones replied that, currently, police did give a warning first if kids on regular bicycles weren’t wearing helmets. He agreed that e-bike and electric scooter speeds were much faster and helmets should be required.

Council Member Shull witnessed, that day, kids riding across the Stefanov Circle crosswalks on bikes without hitting the pedestrian bollard crossing button. He agreed with more strict enforcement in the Village Center where the most pedestrians were. Perhaps the city could require manual peddling only in the Village Center, on top of helmets and anything else. He wanted to treat the Village Center separately.

Council Member Brisk expressed interest in a more holistic to all modes of transportation on shared paths. She suggested banning golf carts on paths. She also wanted to know what other municipalities were doing about requiring pushing the crosswalk button first. Chief Jones responded that other jurisdictions he polled wanted to know what New Albany was doing.

Council Member Fellows suggested an “electric eye” to set off pedestrian flashers automatically. Some council members thought the flashers would go off constantly in that scenario.

Council Member Durik understood a permissive enforcement approach with regular bicycles. Now, with e-bikes and scooters doing 25+ miles per hour, he agreed with being stricter on enforcement. Word would get around at school that kids were being stopped. Golf carts should be street legal and on the street - not on a shared path for any reason. Chief Jones stated this was possible to accomplish with an ordinance, but the city would be required to post it.

Council and staff discussed e-bike pedal distinctions. If an e-bike didn’t have pedals, there was a speed threshold at which it became a legally different vehicle. Police had encountered an e-bike with fake pedals. Determining whether an e-bike was class 2 or 3 was a challenge.

Council Member Fellows asked and Chief Jones replied that the city could be more strict but not more permissive than the Ohio Revised Code (ORC).

Mayor Spalding observed, when he saw golf carts on paths, the drivers were younger and probably not in a street licensed cart. He agreed to prohibiting any golf carts on shared paths. Golf carts on the street had to be inspected by the police department, be equipped for street driving, and have an age-appropriate driver.

Mayor Spalding stated, regarding crossings at Stefanov circle, that area had been problematic and the city should consider moving the pedestrian crossings further away from the circle. He understood geo-fencing was only for the commercially-provided public scooters. He wasn’t aware of that technology for privately purchased scooters.

Mayor Spalding agreed that class 3 vehicles should be registered with the police. He knew of other jurisdictions that required registration and proof of insurance because the vehicle would be on the roads. If

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there was an accident caused by a negligent operator and the parents might be held liable, it was important to have insurance.

Mayor Spalding stated he'd spoken to many community members and about this topic and, a few steps into the conversation, they realize the enforcement part was problematic. What happened if a young person decided to flee an officer? Electric vehicles were quick and could go off-terrain. It could become a dangerous situation. The enforcement posture would require a long conversation. He agreed the city probably had to take a stronger stance and do it safely. This was a community effort. Council could pass regulations but couldn't stop all bad behavior. Parents purchasing these electric vehicles were taking on additional responsibility. He was glad to hear the first step was an education campaign.

Council Member Fellows supported requiring insurance and pushing roundabout pedestrian crossings out further.

Council Member Brisk asked for more feedback on requiring button pushing before using a crosswalk. Perhaps there could be a traffic ticket, like jaywalking. If someone got hurt, did that provide some city protection? Law Director Albrecht replied that some parameters could be possible and he would provide a similar ORC provision to council.

Council and staff discussed the location of the Stefanov Circle pedestrian crossings. At the time the crossings were installed, the understanding was that traffic was slowest closest to the circle, therefore, that's where pedestrians should cross. However, there were more distractions closest to the circle. Director Chrysler stated, as more roundabouts were built, more safety studies were being done and staff could revisit this issue. Council members observed people, more often kids, were not pressing the crossing bollard buttons. Council further discussed issuing tickets to increase compliance, whether officers could be stationed to remind those crossing, the recent fatal pedestrian accident, how cars drove through crosswalks in front of pedestrians despite the flashers, how the Village Center was a hot spot for non-compliance, and the extensive signage and lighting already in the Village Center.

Mark Wilson, New Albany Plain Local School Board Member stated he wasn't aware of any new school regulations for e-bikes and electric scooters. He agreed that the beginning of the school year was a great time to contact parents, get a message out. The school could work on a PA system announcement at sporting events.

Chief Jones stated he understood there wasn't an appetite for banning electric vehicles from campus. On school bike racks, there were now more scooters and e-bikes than regular bicycles. The transportation need was there. There could be school-based registration and required passage of a safety course. Beyond ordinances, there were steps the city could start immediately.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION (PC): Planning Manager Chris Christian reported PC approved a re-platting of a Hawksmoor Lot. The PC denied a variance to eliminate a pool fencing requirement for an Ealy Crossing home. The PC reviewed Chapter 1144 Office Campus District city code changes to allow for indoor and outdoor public facilities and recommended approval.

PARKS AND TRAILS ADVISORY BOARD: No meeting.

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ARCHITECTURAL REVIEW BOARD: No meeting.

BOARD OF ZONING APPEALS (BZA): Council Member Shull reported that the BZA approved a 283 square foot sign for Amgen. This was a compromise and did not set a precedent. The BZA approved a deck to encroach an easement in The Links subdivision. The new homeowners’ existing patio encroached 17 feet into the easement. The owners proposed a 10-foot encroachment and agreed to landscaping restrictions, a hold-harmless agreement, no vertical additions, and no structure on a stormwater line.

SUSTAINABILITY ADVISORY BOARD (SAB): No meeting.

IDEA IMPLEMENTATION PANEL: Council Member Brisk reported that tickets were available for A Train Near Magdeburg. Possibly 2-4 survivors and plus some family members of the train liberators would be attending the event. A family who lived where the liberation happened was coming in from Germany. Council Member Brisk secured a \$5,000 donation for catering, keeping the event within budget. She had been in touch with local synagogues who were communicating about the event, including in newsletters. The city’s communications team had been sharing the event on social media and was working on a promotional video.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

CORRESPONDENCE AND COMMUNICATIONS:

NONE.

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-31-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF THE CITY OF NEW ALBANY BY AMENDING THE ZONING MAP TO REZONE 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.

Planning Manager Chris Christian stated this rezoning was for Section 30 of the New Albany Country Club. He referenced his longer presentation at the first reading of the ordinance. This legislation allowed the subdivision to grow a small amount. The other text zoning modifications provided standards for accessory dwelling units and some additional standards for accessory structures throughout the subdivision. The Planning Commission recommended approval of the rezoning.

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

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Mayor Spalding moved to adopt the ordinance. Council Member Shull seconded and council voted with 6 yes votes to approve Ordinance O-31-2025.

ORDINANCE O-32-2025

Mayor Spalding read by title 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.

Planning Manager Chris Christian stated the New Albany Country Club Section 30 subdivision was already platted. The revision would allow for minor modifications to the lot shapes and size and some reorientation of the streets and ways people traveled through the neighborhood.

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

Council Member Kist moved to adopt the ordinance. Council Member Fellows seconded and council voted with 6 yes votes to approve Ordinance O-32-2025.

INTRODUCTION AND FIRST READING OF ORDINANCES:

ORDINANCE O-33-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTER 1144 “OCD OFFICE CAMPUS DISTRICT” OF THE CITY OF NEW ALBANY CODIFIED ORDINANCES.

Planning Manager Chris Christian stated this ordinance proposed to amend city codified ordinance 1144 Office Campus District (OCD) to permit and provide development standards for “indoor and outdoor public recreational facilities.” Public recreational uses were a type of institutional use and not a specific land use category in the city’s strategic plan. Staff was looking for ways to integrate these uses throughout the community in OCD zoning districts. The code provided additional development standards. The Planning Commission approved these changes with some minor modifications at their July 2025 meeting. For example, they recommended that an outdoor swimming pool being a conditional use.

Council Member Shull asked and Manager Christian replied that 2 neighboring sites, not zoned OCD, were zoned Limited General Employment (L-GE) and Office.

Council Member Fellows asked and Planner Christian confirmed that the code change added both indoor and outdoor recreational uses.

Mayor Spalding set the ordinance for second reading at the August 19, 2025 council meeting.

ORDINANCE O-34-2025

Mayor Spalding read by title 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

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BONDS, FOR THE PURPOSE OF PAYING THE COSTS OF IMPROVING THE CITY'S VEHICULAR TRANSPORTATION SYSTEM, AND DECLARING AN EMERGENCY.

Finance Director Bethany Staats stated, in September of 2024, the city issued 12-month notes in anticipation of bonds totaling \$22.5 million to finance improvements on the Market Street extension and part of Briscoe Parkway. The issued notes would mature on September 10, 2025. To allow for more time to finalize plans for additional projects, like Rose Run 2, the proposed legislation permitted the repayment of these notes at maturity using the proceeds from a new \$15 million bond anticipation note and other available funds, as outlined during the presentation of the mid-year appropriation ordinance. Staff reported the city's intention to fully retire the outstanding bond anticipation notes maturing in September using a combination of available cash exceeding the 65% General fund reserve and cash within the Windsor TIF and Oak Grove II Infrastructure funds. After approval of the mid-year appropriation ordinance, however, further evaluation of cash needs and the timing of a future debt issuance indicated that reissuing a portion of notes at maturity was in the city's best interest.

Director Staats stated this legislation authorized the city to secure the necessary financing to fund the Market Street extension project, construction of a new section of Briscoe Parkway, and refinancing the funding of those projects. The ordinance authorized the issuance and sale of notes up to \$15 million, in anticipation of the future issuance of the same, and general obligations bonds which were intended to be primarily allocated to the Market Street extension. However, this didn't restrict that \$15 million dollars to repaying that debt. Both projects were underway and total costs were not yet finalized.

Director Staats stated the ordinance provided the following in relation to future bonds issued. It gave a description of the estimated future bond terms - not to be confused with note terms - in Section 2 to provide information to Franklin and Licking Counties to assist with estimated future debt limitation calculations. The finance director, in consultation with the city manager, would determine the actual principal amount of the bond anticipation notes to be sold, not to exceed \$15 million. The notes were to be dated on the issuance date and would mature not more than 1 year following the date of issuance. The notes would bear interest at a rate or rates not to exceed 6.5% per year. The notes could utilize the Ohio Market Access Program (OMAP) provided that, in consultation with the city's municipal adviser and underwriter, it was financially advantageous. Proceeds would be paid into the proper fund or funds, were considered appropriated, and would be used for the purpose for which the notes were issued. The source of repayment for the Market Street extension portion could consist of payments from the Windsor Tax Increment Financing (TIF) fund and the business development charge collected by the New Albany East Community Authority (NAECA). Additional analysis of those funding sources were ongoing as other projects and significant expenses were planned and finalized.

Director Staats stated, in consulting with bond counsel, Christopher Franzmann from Squire Patton Boggs, LLP, and municipal advisor, Brian Cooper from Baker Tilley Municipal Advisors, LLC, the recommendation was to proceed with the issuance of bond anticipation notes to refinance a portion of the notes maturing. Choosing this route over going directly to long-term bonds saved on the credit rating process and the timeline to issue the notes. No official statement or extended credit-rating process were required; however, the city would be pursuing a stand-alone rating with Standard & Poor (S&P). In 2024, the city's notes were rated SP-1+, S&P's highest possible rating for short terms notes. Director Staats anticipated the same rating for this issuance. The issuance of notes enabled New Albany to take advantage of favorable economic conditions where cash could be invested at higher interest rates than the expected interest rate charge for the notes. This allowed the city to continually evaluate the market and lock in a lower interest rate if the decision was made to proceed with the full obligation bond interest at maturity.

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Director Staats stated the city’s targeted timeline was in the Legislative Report. The notes should be priced on August 28 with a closing on September 29. This ordinance included language declaring an emergency and waiving second reading due to the immediate need to secure funding for the current notes and take advantage of market conditions.

Council Member Shull asked and Director Staats answered that the unencumbered Windsor TIF balance was approximately \$7-\$8 million in cash. In that TIF, \$5 million was encumbered for a portion of the Market Street extension project.

Mayor Spalding asked and Director Staats replied that these were notes which would mature in less than 12 months. If the timeframe were longer, they would require a different form and a full credit-rating process. These anticipation notes were done to allow for time to decide if the city wanted to do a full bond issuance for 20 to 30 years. This legislation allowed for up to \$15 million in notes, but the number could be less based on rates and available cash on hand. The city anticipated and did have the cash to pay the prior notes off, but staff was still considering other projects’ needs while the economy allowed for it. These anticipation notes had a similar function to a line of credit.

Mayor Spalding moved to consider Ordinance O-34-2025 as an emergency and to waive the second reading and 30-day referendum period. Council Member Kist seconded and council voted with 6 yes votes to declare an emergency and waive the second reading and 30-day referendum period. Motion passed.

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

Mayor Spalding moved to adopt the ordinance. Council Member Shull seconded and council voted with 6 yes votes to approve Ordinance O-34-2025.

READING AND PUBLIC HEARING OF RESOLUTIONS:

RESOLUTION R-18-2025

Mayor Spalding read by title 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.

Planning Manager Chris Christian stated staff was requesting to postpone this resolution to the September 16 council meeting.

Mayor Spalding moved to postpone Resolution R-18-2025 to the September 16, 2025 council meeting. Council Member Shull seconded and council voted with 6 yes votes to postpone Resolution R-18-2025 to the September 16, 2025 council meeting.

RESOLUTION R-26-2025

Mayor Spalding read by title 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.

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Public Service Director Ryan Ohly stated this legislation authorized the city manager to enter into a cooperative agreement with the Franklin County Engineer (FCE) for long-term maintenance of portions of Walnut Street and Bevelhymer Road. The planned improvement spanned both New Albany and unincorporated Franklin County within Plain Township. The agreement applied to a specified area. There were 3 construction zones for road resurfacing, widening, and rebuilding with the roundabout. Most of the unincorporated land was on the east side of Bevelhymer Road. Under the terms of this agreement, the city would be responsible for designing, bidding, construction, and maintenance of the improvements within the project limits post-construction. This project had been bid and staff was meeting with the contractor soon to issue the Notice to Proceed. Franklin County had already approved the plans, would participate in construction coordination, and transfer \$750,000 to New Albany for the roadway improvement. The project would be built entirely within existing New Albany right-of-way or within roadway easement areas in the unincorporated parcels. New Albany would request voluntary dedication of those easements as public right-of-way. If the property owners agreed, the city would proceed with annexation. If the property owners declined annexation, the project would still proceed within the existing footprint.

Council Member Fellows asked and Director Ohly answered that the project would begin in the next few weeks. The contractor would build a temporary road. Road closures would start in September of 2025 for major construction activity with substantial completion expected in December.

Council Member Fellows recalled road closure problems on Reynoldsburg-New Albany Road where traffic rerouted through residential neighborhoods. He expected the same here and asked about construction communications and available detours. Director Ohly described a meeting with Police Chief Jones and Chief Communications Officer Poland regarding increasing traffic control measures and ways to communicate with homeowners' associations (HOAs) and residents. Chief Marketing Officer Poland was putting out an educational video.

Council Member Fellows asked and Director Ohly confirmed that leisure trails would be installed on the north side of Walnut Street and going south on Bevelhymer Road. Trail gaps would be filled in connecting trail down to New Albany Road East.

Council Member Fellows asked and Director Ohly replied staff was working on safe pedestrian crossings around the roundabout. Council Member Fellows expressed concern for those walking, biking, and riding scooters up to the parks. City Manager Stefanov stated there would be pedestrian-activated crossing beacons for crossing.

Council Member Shull stated New Albany Links Drive folks would feel the majority of the construction impact, especially people going to the pickleball courts and New Albany Parks' Red and Purple fields. Director Ohly agreed and stated staff discussed this heavily. New Albany's Street Improvement Program was happening at same time and that could discourage some cut-thru traffic. There was more to come regarding traffic calming measures. The city had been working with The New Albany Links HOA on a plan to implement traffic calming measures. Council Member Fellows responded that would be a win for The Links residents as they had been asking for traffic calming for a long time.

Director Ohly stated improving and widening Bevelhymer Road would support continued growth of the civic amenities and the Public Service Complex. Staff hoped the planned improvements would encourage more drivers to use Bevelhymer Road versus The Links roads over time. Council Member Shull expected

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that would happen after the project, but during construction, the situation would be similar to the Reynoldsburg-New Albany Road closure.

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

Council Member Fellows moved to adopt the resolution. Council Member Durik seconded and council voted with 6 yes votes to approve Resolution R-26-2025.

COUNCIL SUBCOMMITTEE REPORTS:

NONE

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: City Manager Stefanov reported that MORPC would be reconvening in August. Registration was open for MORPC’s annual Summit on Sustainability in September.
- B. Council Representative to Joint Park District (JPD): Council Member Shull reported the fall sports season was starting. The Summer Slam Pickleball Tournament went off well, in part, thanks to rain holding off. More people participated this year than in 2024 and they were looking forward to next year. Family Fun Night with a movie was scheduled on August 16 in the Orange Zone and was sponsored by the New Albany Community Foundation. Council Member Shull stated stones were laid out to help visualize the footprint of the upcoming recreation fieldhouse. It would essentially be a 1-story 200,000 square foot building. The project was on track for completion in November 2026. Construction would start in September of 2025. Registration was open for the JPD’s first inaugural 32-team golf-outing fundraiser at The New Albany Links course on September 26.
- C. Council Representative to New Albany-Plain Local Schools (NAPLS): No meeting.
- D. Council Representative to Plain Township: Council Member Durik reported the township was still working through an auxiliary fire station location. Mayor Spalding observed the City of Columbus’s fire station on central Harlem Road was progressing quickly and was close to New Albany.

REPORTS OF CITY OFFICIALS:

- A. Mayor: No report.
- B. Clerk of Council: Clerk Mason invited council to make suggestions for lunch providers for the Capital Projects Workshop. She would also be polling council for the Budget Workshop date in November.

Council and staff discussed expecting a big crowd at the Fleetwood Gold amphitheater concert on Thursday and doing extra outreach about DORA cups.

- C. Finance Director: No report.

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- D. City Manager: City Manager Stefanov reported the city was considering firms to do the next city manager search - which process could be formal or informal. Staff identified 8-10 firms which could be approached informally, potentially a quicker process. City Manager Stefanov suggested forming a working group with up to 3 council members and the city's Administration team to narrow down to 3 finalist firms. The finalist firms could present at a regular or special council meeting open to the public. Human Resources Officer Lindsay Rasey would reach out to the firms. Council members expressed support for the proposed process and City Manager Stefanov confirmed staff would put out an informal request for proposals (RFP).
- E. City Attorney: No report.

POLL FOR PUBLIC COMMENT:

Tamara Davies, 8200 Central College Road, spoke regarding the proposed US 62 Focus Area Plan. She was not seeing all the improvements she would expect for the increased traffic. She didn't see mentions of truck, semis, or tractor trailers in the 100+ pages of the plan. She didn't know where the trucks were going to. She saw that Kitzmiller Road was being disconnected and traffic being pushed on other roads. Kitzmiller Road was listed as a "minor collector." The plan called for disconnecting Kitzmiller from Central College Road north of SR 161 and disconnecting south Kitzmiller from north Kitzmiller by 3 roundabouts. She stated someone didn't like traffic on Kitzmiller Road. She cited page 104 in the Focus Area Plan. Speaking to people involved in the planning – they weren't sure where the idea to disconnect Kitzmiller Road came from. Since it didn't come from the citizen's group working on it, Mr. Davies was wondering where that came from.

In the past year, Ms. Davies stated she came before council because of the Epcon buildings at the end of Central College Road and Jug Street where they were building 150 homes on 60 acres. She was told there was no such thing as rural residential. When she looked at the Focus Area Plan, she saw North Mill Gateway District Subdistrict was rural residential. Was rural residential a new zoning? She thought she lived in a rural residential area on Central College Road and she was told there was no such thing.

Ms. Davies stated, looking at the plan, Central College Road went from a minor arterial to a major collector after crossing over Johnstown Road going from west to east. There were 2 90-degree turns on Central College Road as it met Jug Street. Traffic on that road had increased 10-fold in the last few years. First, the back side of Abercrombie & Fitch was opened up for their employees to come through. Now, in the mornings and afternoons, a lot of traffic was going to the Jug Street/Beech Road area for construction and work. There was so much traffic going by, she had to wait to cross the road to walk her dog. She didn't know that Central College Road was meant to handle that, especially with the 2 90-degree turns. This was excluding the 150+ homes going in in the next year-plus time frame. She didn't know what the plans were for improving Central College Road.

Ms. Davies stated, looking at the trucks – they were never mentioned in this plan. She didn't know if the trucks just disappeared or what. Currently, if a truck was getting off of SR 161 and was heading north on Johnstown Road – there was a sign at the Smith's Mill Road intersection that said, "No Thru Trucks." She didn't know what "No Thru Trucks" meant. Did it mean they couldn't get to Kitzmiller, they couldn't get on Beech Road? What happened was, the trucks went north to Central College Road and either they went down Central College Road and tried to make the 2 90-degree turns or they did an almost 180-degree turn and came back on Kitzmiller Road. There used to be a sign that said no trucks on Kitzmiller Road, but

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because of that 180-degree turn - by the time they made that turn, they had taken that sign out. It had been gone for about a year. She didn't understand why there were no trucks on Smith's Mill which was 2 lanes in each direction, divided, and had turn lanes. Central College Road had none of that. It was 1 lane in each direction, had no turn lanes, and 2 90-degree turns. If anywhere should be "no semis, no trucks," it should be Central College Road.

Mr. Davies stated that she was concerned about Central College Road east of Johnstown Road, plus that Kitzmiller Road disconnect. Why was Kitzmiller Road turning into a rural road, when it was a minor collector, and force traffic onto the other roads without making more concessions on the other roads?

Council Member Kist asked and Ms. Davies responded that she or her husband would attend the September 16 council meeting. Council Member Durik stated Ms. Davies made good points.

Council Member Shull stated that he was on the US 62 Focus Area Plan Steering Committee. Kitzmiller Road was in every discussion and the disconnection may not be recommended. He would look into rural residential discussion and the Central College Road issues.

POLL FOR COUNCIL COMMENT:

Council Member Kist thanked the police department and city staff for a successfully coordinated Pelotonia event. There were a lot of routes, starts, and finish lines. Many New Albany residents rode in Pelotonia. Former Pelotonia President Doug Ulman noted how New Albany was central to the Pelotonia cause and expressed gratitude for the community support. Council members discussed putting together a New Albany peloton in 2026. Mayor Spalding planned run the idea of public officials participating in a peloton by the Ohio Ethics Commission.

EXECUTIVE SESSION:

Mayor Spalding moved that council go into executive session pursuant to Ohio Revised Code 121.22(G)(2) to consider the purchase of property for public purposes if premature disclosure of information would give an unfair competitive or bargaining advantage to a person whose personal, private interest was adverse to the general public interest; and pursuant to New Albany Charter Section 4.03(E) for economic development purposes. Council Member Shull seconded and council voted with 6 yes votes to go into executive session at 8:09 pm.

Mayor Spalding moved that council come out of executive session and resume the regular meeting. Mayor Spalding seconded and council voted with 6 yes votes to come out of executive session and resume the regular meeting. Council resumed the regular meeting at 9:36 pm.

OTHER BUSINESS:

NONE

ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Durik seconded to adjourn the August 5, 2025 regular council meeting at 9:36 pm.



Council Minutes – Regular Meeting

August 5, 2025

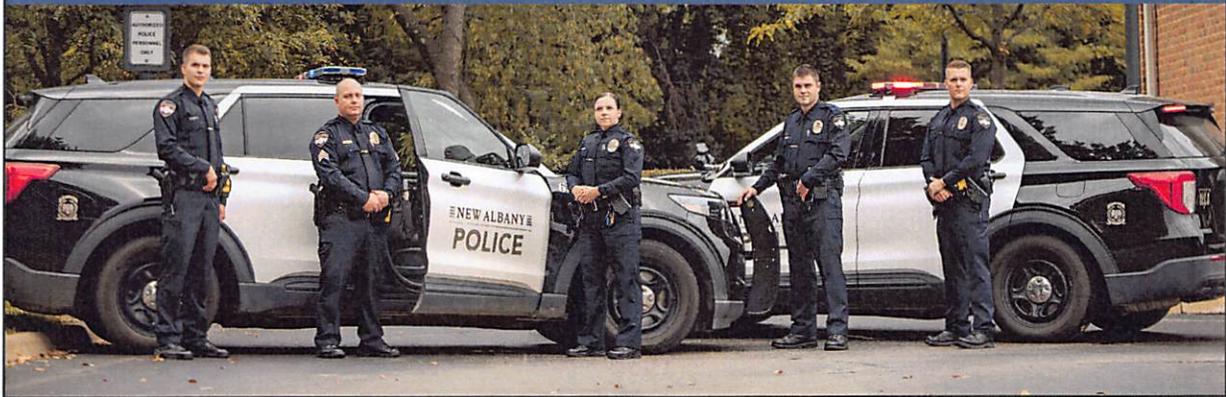
ATTEST:


Jennifer H. Mason, Clerk of Council

 8/19/25
Matthew E. Shull, President Pro Tem Date

NEW ALBANY
POLICE

PROFESSIONALISM • INTEGRITY • RESPECT • COMPASSION



1

E-BIKE & SCOOTER EDUCATION

- We are partnering with the schools to educate children about safety, courtesy, and behavior that allow all to enjoy the city's amenities
 - Presentation to children when school starts
 - Considering additional student education and registration for next spring
 - Audible Signal when passing
 - Reckless Operation
 - Traffic Code
 - Safety and etiquette
- We are working with Josh and his communications team to provide information and education to the community



2

SCOOTER & E-BIKES

- Update many definitions in our ordinances to account for scooters and e-bikes, including:
 - 301.04 Bicycle, Motorized Bicycle
 - 301.20 Motor Vehicle
 - 301.51 Vehicle
 - 301.65 Shared Use Path
 - 301.37 Sidewalk



3

EXISTING PROVISIONS

Revising 16 existing ordinances to ensure they apply to scooters and e-bikes, including:

- Overtaking, Passing on Left
- Driving Upon Sidewalks, Street Lawns or Curbs
- Reckless Operation, Control, Course, Turning, or Stopping
- Right of Way in Crosswalk
- Parents Responsibility
- Riding on Right Side of Roadway, Riding Abreast



4

CONSIDERATIONS FOR CODE UPDATES

- Pedestrians – Ability to remain alert to hear (only one carbud)
- Enforcement Provisions
- Speed Limits - Signage
- Standardize Definitions
 - Sidewalk, Shared Use Path, Leisure Trails, Mixed Use Paths
 - Bicycle, Electric Bicycles, Powered Scooters, Motor Vehicles, Motorized Bicycles



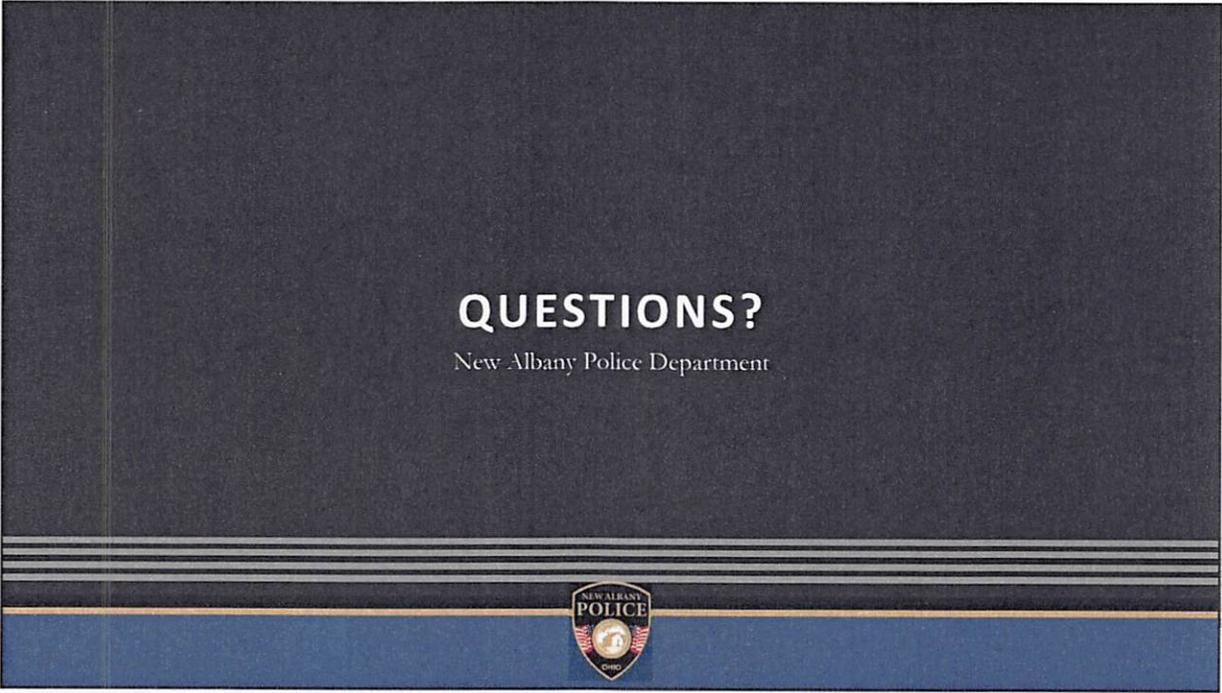
5

POSSIBLE PROHIBITIONS

- Rose Run
- Taylor Farm
- Village Center Limitations (No power)
- Shared Use Paths
 - Type 3 e-bikes on street only
 - Note: The max speed of many e-bikes can be changed by the rider



6



7