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Mayor Spalding called to order the New Albany City Council Meeting of October 7, 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, Financial Reporting and Projects Manager Jeremy Gray, Administrative Services Director Adrienne Joly, Police Chief Greg Jones, Development Director Jennifer Chrysler, Planning Manager Chris Christian, Planner II Sierra Saumenig, Planner I Kylie Blackburn, Economic Development Manager Sara Zeigler, Public Service Director Ryan Ohly, Deputy Public Service Director Steven Mayer, Chief Marketing Officer Josh Poland, Multimedia Communications Specialist Sam Fahmi, 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	P

ACTION ON MINUTES:

Council adopted the September 16, 2025 regular meeting minutes by consensus.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE

HEARING OF VISITORS:

Proclamation Declaring October as Hindu Heritage Month – Mayor Spalding read the proclamation aloud.

Dr Saurabh Rajpal thanked council for their recognition. He stated he and his family had proudly called New Albany home since 2017 and he talked about the values that brought him and his family to New Albany. He estimated 20,000-40,000 Hindus lived in the greater Columbus metro area. He stated Hindu residents had proudly served the community as physicians, engineers, educators, and small business owners and were proud to give back. He described the many ways that Hindu values were practiced by all - kindness, non-violence, compassion, gratitude, forgiveness, and service. Recognizing October as Hindu Heritage Month (HHM) honored more than the Hindu community; it celebrated that every heritage contributed to how we live and grow together as community. The proclamation was a reassurance of belonging. It taught everyone, especially children, that they could be both American and fully Hindu. Dr. Rajpal thanked everyone for their support, including Rob and Rachita who couldn't be present.

Krish Bakhru, a senior student at Columbus Academy, shared that his family had resided in New Albany since 2021. He stated that although his practice of Hinduism could be different from some older Hindus, the values were the same. He described examples of those values and talked about how they were human values, not just Hindu values - service, giving, kindness, and truth. It mattered that New Albany took the time to recognize Hindu Heritage Month because it said to young people that their heritage belonged out in

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the open where it could be shared and celebrated just like Christmas or Thanksgiving. He thanked council and said the proclamation reminded them that they belonged here.

Nishika Thumma, an 8th grader, stated her family moved to New Albany in 2019. She described her dual faiths of Catholicism and Hinduism and talked about how both taught love and kindness. She compared how both traditions spread light and hope, allowed us to see the good in every tradition, and showed how we were connected through shared values. She described Diwali and how it was now celebrated as a community at the Hinson Amphitheater. She said the recognition affirmed that we didn't have to fit into 1 box to be ourselves, and that being curious about each other and proud of who we were made New Albany special.

Usha Mahajan also thanked council for the proclamation and stated it was not only acknowledgement of the Hindu community's presence in New Albany, but also a celebration of the timeless values Hinduism had offered humanity - which were rooted in the values and idea that the whole world was 1 family. It taught us that divinity existed in every being and that our highest duty was to live in harmony with each other and nature. These principles had guided Hindus for thousands of years and continued to inspire how we lived, served and contributed in our communities. By recognizing October as Hindu Heritage Month, the City of New Albany affirmed the universal ideals of peace harmony and unity that enrich the entire community.

Jay Baliga thanked council for the recognition and advised that Hindu was the 3rd largest religion and that it made a huge impact in New Albany. She issued a reminder that October was also Domestic Violence (DV) Awareness month. She shared that Asha Ray of Hope was started in 2003 by 9 women – some Hindu - because Hindu women tended to be more vulnerable to DV due to a lack of family support, lack of English proficiency, and the lack of understanding of immigration laws. She encouraged the public to be aware of any signs of DV and direct women to Asha. She also shared about another organization of which she was a cofounder, IWC, Indian Women Collaboration, for women of Indian origin to share, care, and connect. IWC had been in existence for 6 years and supported underprivileged Indian women in the U.S. and India with everything from English lessons to college tuition, as well as sharing successes.

Mayor Sloan Spalding thanked the community for sharing their culture and values and said that all of council was looking forward to celebrating Diwali with them.

Mayor Spalding invited anyone present to address council on an issue not on the agenda. No further speakers stepped up. He called on visitors who filled out Speaker Cards.

Michael Sergakis, 6400 Evans Road, had talked to city staff about safety issues. He'd been run off the road by a dump truck on Central College Road and had been very concerned about the amount of traffic presently the country road that had been reduced to rubble. He questioned if it was going to become a truck route as he did not think it was capable of handling 18-wheeler trucks. He had just witnessed a truck almost jackknife on Route 62 attempting to get back to Smith's Mill Road. The stop signs and no left turn sign signs were continually being replaced. Another truck had jackknifed on Central College Road into the berm at the Tidewater subdivision. There were also issues on Beech Road that required redirection of truck traffic since the city could not mandate no trucks. Mr. Sergakis also inquired as to whether there was accident information available for Kitzmiller Road, Central College Road, and US-62 as that was an extremely dangerous intersection. Red lights were frequently run in the morning, and one couldn't make a turn out of

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Evans Road going west on Central College to get to the freeway. He traveled that way to his office in Upper Arlington.

Council Member Fellows asked Mr. Sergakis answered affirmatively that he saw this every day and stated traffic signs were ignored. The reverse was just as challenging in the evening as he headed home. The Abercrombie exit further congested that intersection. He understood the police department couldn't be there 24/7.

Mr. Sergakis asked and Chief Jones answered that the police department could gather data on that intersection, though most of that area was not in New Albany. The city could reach out to Franklin County for their data.

Mr. Sergakis was concerned someone was going to get hurt and suggested rerouting exiting Abercrombie traffic. He asked if there were plans to widen Central College Road.

Mayor Spalding advised that council had been receiving a lot of comments from residents. The Beech Road utility installation had been very disruptive. The Epcon subdivision construction was adding to the traffic. New Albany and Franklin County had been working with the Ohio Department of Transportation (ODOT) on that intersection because it was a state route. Other residents did not want Kitzmiller Road disconnected from that intersection. A roundabout concept was being considered. The city was working its way sequentially through many of its intersections. The "5 Points" intersection needed attention. In the short term, city staff would have to try to alleviate as many issues as possible. Mr. Sergakis stated he was available to work with staff.

Joe Sedlock, 4323 Olmstead Road introduced his wife, Elizabeth Sedlock. He praised certain recent improvements the city had made. He was aware electric vehicle ordinances were coming. He introduced his neighbor Tom and pointed to additional neighbors present. Mr. Sedlock presented the attached slides. He had videos of kids riding wheelies 800 feet down Olmstead Road. He saw them every day. He had done research for the last 3-4 weeks and could cite the law. Mr. Sedlock asked and Chief Jones identified the vehicles in Mr. Sedlock's picture as "motor vehicles." Chief Jones stated council would talk about e-bikes and electric vehicles in the ordinance that night and the vehicles Mr. Sedlock was showing did not qualify as either.

Mr. Sedlock asked why minors were riding motor vehicles without license plates around his city. These were motorcycles per the Ohio Revised Code (ORC). He described how the manufacturer could send an unlock code to make them go 37 miles per hour. He explained watts and horsepower: 750 watts = 1 horsepower. These were motorcycle speeds. Manufacturers built them to be off-road vehicles without headlights, blinkers, brake lights, or reflectors. Every one shown was illegal, but could be made street legal, and the operator could get a motorcycle license. The city had the tools to take them off the streets today. Any police officer could pull over a motor vehicle without a license. The city could impound all of these motor vehicles. There was no ambiguity. He asked for it be enforced today. He knew there was an ordinance coming, he could talk about it later. These were not e-bikes, they were electric motorcycles. In the last 21 days, he listed the reported deaths from these vehicles across the country. New Albany was going to have a problem where someone was going to be terribly hurt or die. This was low hanging fruit. These were dangerous. He needed council to hear him and his neighbors. He talked to 100 residents. Everyone had stories. He almost hit one late at night. Union County, NJ, outlawed them after a kid was killed on a "motorcycle" by a landscaping truck. The truck driver was not cited. It was possible it could be a moped,

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but Ohio had no law that made a distinction, so it was a motorcycle. There were rules and they weren't children's toys. He hoped the city would help them now.

Mayor Spalding stated, issues to keep in mind, these types of vehicles were covered in the ORC as a motorized vehicles. Designation under the law became complicated when there was some type of pedal assist and it was not a piston-driven engine. There must be parental responsibility at some level. Kids were engaging in a dangerous activity, probably uninsured or underinsured. Further, citizens were asking for police officers to confront minors on vehicles that, to Mr. Sedlock's point, could go up to 30 or 50 miles per hour. The city didn't want to create a situation where children were fleeing police officers. Implementation of the law had to be thoughtful and would take some time.

Mr. Sedlock agreed but stated he felt Police Chief Jones would rather an interaction with a parent upset for having bought an illegal vehicle than discussing the death of a child. He didn't understand the relevance of the pedals – it was about exceeding 750 watts that made it a motorcycle and required a license plate.

Mitchell Silver, 7755 Arboretum Court, stated his primary issue was that something bad was going to happen and that it was going to be a very difficult conversation. He had witnessed kids going 30-40 miles per hour down Olmstead Road. They did not follow traffic laws and were passing cars. He was worried something bad was going to happen, not to just the riders. One of the motorcycles almost took him out. He reported the incident to the New Albany Country Club, and they installed mirrors on the pedestrian tunnel under Johnstown Road because of all the chaos in the tunnel. He invited any of the council members to come out to Olmstead Road during good weather; it was bad.

Council Member Kist appreciated Mr. Sedlock's passion. He advised council and staff had been working on the upcoming ordinance for some time. Council wanted it to be something the city could enforce. Council members had had the same experiences as residents. Soon, council would pass an ordinance to change the city code that would distinguish and address, wholistically, electric vehicles. The ordinance would get a first reading that night and come back to council in a couple of weeks for public hearing.

Mayor Spalding advised, if there were friends or neighbors not present at this meeting, they could watch the council proceedings recorded and streamed on the city's website in next day or 2. Council welcomed feedback and more robust conversation.

Chief Jones stated his presentation that evening would take a more comprehensive approach, including e-dirt bikes.

David Andrews, stated he worked at the Elliot Cooper store in New Albany. He invited council to come to the store at 2:15-3 pm. "You would risk your life." These 10-12-year-old kids came around the corner fast without the knowledge of how to operate the vehicles. Elliot Cooper had patrons from all over the state to shop, and it was a bad look for New Albany when those patrons had to jump back out of the way while kids flew by.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION (PC): No meeting.

PARKS AND TRAILS ADVISORY BOARD: No meeting.

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ARCHITECTURAL REVIEW BOARD: No meeting.

BOARD OF ZONING APPEALS (BZA): No meeting.

SUSTAINABILITY ADVISORY BOARD (SAB): No meeting.

IDEA IMPLEMENTATION PANEL: No meeting.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

CORRESPONDENCE AND COMMUNICATIONS:

NONE

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-39-2025

Mayor Spalding read by title AN ORDINANCE TO APPROVE THE FINAL PLAT FOR 6 RESIDENTIAL LOTS AND ONE RESERVE ON 0.75 +/- ACRES FOR THE RICHMOND SQUARE LOT 10 SUBDIVISION GENERALLY LOCATED NORTH OF MAIN STREET, SOUTH OF MCDONALD LANE, AND WEST OF KESWICK DRIVE, AS REQUESTED BY AJ SCOTT.

Planner I Kylie Blackburn stated that, during the first reading, there were questions from council members about the timing of the plat hearing in relation to construction already occurring. Historically, New Albany townhomes had been platted as condominiums - including the Keswick condominiums and the existing sections of Richmond Square. Condominium plats were recorded with the county after the units were built. Traditional plats required Planning Commission and council approval and, once they were recorded with the county, construction could start. In the early stages of this development, city staff met with the applicant and understood that a condominium plat would be utilized. Based on that understanding, construction was permitted to proceed. Over the past 2 months, further discussion with the applicant had clarified that a traditional plat was required. The Architectural Review Board (ARB) approved a Certificate of Appropriateness (COA) application for this development on December 11, 2023 and June 10, 2024. The proposed plat was consistent with the plan approved by the ARB, containing 6 townhomes and 1 reserve. The Planning Commission approved the final plat application in September of 2025. Aaron Underhill, attorney for applicant, was available for questions.

Mayor Spalding asked and Planner Blackburn confirmed the door displayed on the slide was a false architectural feature.

Council Member Kist asked and Planner Blackburn confirmed that behind the wall was the drive to the garages underneath.

Council Member Kist asked and Planning Manager Chris Christian stated McDonald Lane was still there. Staff would look into a sign that indicated "Alley B."

Council Member Durik pointed out that an existing building did not look like the displayed design. Planning Manager Christian stated the area was under construction and staff would look at the current building versus the

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approved design. City Manager Stefanov and Director Chrysler noted the plat before council was just platting the lots; the permits would be the mechanism to enforce any building discrepancies. Council Member Durik asked to know after inspection.

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 Kist seconded and council voted with 7 yes votes to approve Ordinance O-39-2025.

INTRODUCTION AND FIRST READING OF ORDINANCES:

ORDINANCE O-40-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTERS 301.04, 301.20, 301.37, 301.51, 301.365, 331.37, 331.15, 337.10, 371.03, 371.07, 373.01, 373.04, 373.05, 373.08, 373.11, 373.13 AND 373.14 OF THE TRAFFIC CODE OF THE CITY OF NEW ALBANY CODIFIED ORDINANCES AS REQUESTED BY THE CITY OF NEW ALBANY.

Police Chief Greg Jones described the code changes in red text by reviewing the attached slides.

Council Member Fellows asked, on section 373.05, that powered scooters “shall be equipped with the following” instead of “may be equipped.”

Council members asked and Chief Jones answered that staff was trying to reduce of ways the leisure trails were referred to in the code by defining them as “shared use paths.” Council Member Shull asked if there was a way to include “leisure trail” in the definition of “shared used path.” Law Director Albrecht responded that staff was trying to remove varying terms to be consistent throughout the code. He could add “for example, leisure trail.” Council discussed usage of varying terms in multiple places. Council Member Shull noted most people called them leisure trails. Law Director Albrecht reviewed the definition for “Shared Use Path” which was broad.

Chief Jones pointed out that signage could carve out designated areas - these vehicles did not have to be allowed everywhere. Council Member Durik did not want to see the e-bikes in Taylor Farm Park or the center of town. Signage was successful in keeping kids on e-bikes out of Oktoberfest. Law Director Albrecht agreed, in sections where there was more pedestrian traffic, signage could restrict e-bikes. Council and staff discussed “pedal only” signs, sidewalk restrictions, and seeing where the signs could be posted on private versus public land.

Council Member Kist stated he could read the definition of a sidewalk and a shared use path as the same definition. Council and staff discussed further refining the definitions of sidewalks and leisure trails. Council Member Wiltrout suggested language that excluded sidewalk from paths and then focusing on the remaining definition.

Council Member Wiltrout didn’t think the motor vehicles that could go over 15 mph should be on sidewalks or shared use paths in New Albany. Council Member Kist understood they couldn’t be banned, but that they could be restricted. He expressed concern that a sidewalk and path ban would force scooters onto the roadway.

Council Member Durik stated the definitions for paths, trails, and sidewalk, sufficiently explained what they were. He expected the city’s response would evolve as enforcement started. Council Member Kist felt the definitions needed to be resolved now to support enforcement.

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Council Member Wiltrout didn't see a distinction in the dangers involved on shared use path or sidewalk. Council needed to figure out why a sidewalk needed more protection versus a shared use path. One could start a trip on a shared use path and end up on a sidewalk.

Council Member Brisk agreed that overly strict restrictions on sidewalks and paths would put riders on the street and cause different dangers and problems. She didn't like them in the city at all, but since they couldn't be banned, the question was what compromise led to less danger. Council members discussed how it was either sidewalks and shared use paths or operating on the road.

Council Member Kist stated roads, sidewalks, and paths could require to reach a destination. Children living less than 2 miles from the school were not eligible for bus transportation, so they were using these vehicles to get to school. Council Member Wiltrout asked how children got to school before these vehicles and Council Member Kist answered they rode bikes or walked. Kids had electric scooters and those were legal. Council Member Wiltrout stated that there were alternative modes of transportation and that should be part of the conversation. This new method of transportation was causing harm; how did the city want to regulate it?

Council Member Brisk pointed out that there were proposed regulations to move some vehicles off of sidewalks and slow them down. Kids wouldn't stop using them. Putting them only on roads made her uncomfortable because that would squeeze them onto major roads.

City Manager Stefanov explained the reason to differentiate was that sidewalks were generally narrower; it was safer to prohibit e-assisted vehicles on 4-foot-wide sidewalk. Even if there were a wider sidewalk, if there were larger crowds in that area, one still would not want those vehicles there. If there was crossover required between sidewalks and pathways, the rider would be required to transition from e-assist to manual or pedal power.

Council Member Brisk asked and Law Director Albrecht stated he was comfortable with the shared use path definition and he could put in some guardrails using widths to reduce doubt about the definitions. Council Member Shull recalled 5-foot leisure trail on middle Harlem Road; it looked like leisure trail but was tighter. Council Member Brisk suggested there could be a sign there. Law Director Albrecht agreed if city wanted to address a specific area, a sign could be posted. A speed limit sign could also state the speed limit generally in the city.

Mayor Spalding recommended posting 15 mph speed limits and he asked about enforcing that. Chief Jones responded it would be difficult to enforce speed limits on the paths. Radar on a path would pick up the cars, not the bikes. One could try to apply a laser for a smaller target. These electric vehicles posed different enforcement challenges compared to cars and those traffic laws. That's why taking a multi-faceted approach on education and working with the schools was important.

Chief Jones stated, regarding sidewalks and paths, the proposed code language was a mirror image of state law. He wasn't sure if the state further defined sidewalk versus path. Council Member Wiltrout asked if there could be a visual distinction made based on the appearance of the materials used for sidewalks versus trails. Chief Jones agreed a visual description, including concrete and asphalt along with width, would be helpful.

Council Member Kist noted the city would be explaining this to kids, so he encouraged simplicity.

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Mayor Spalding stated sidewalks could be wider than 4 feet and were being used by these vehicles at excessive speeds, so asked if a 3rd definition was needed. Council Member Wilttrout agreed to a 3rd definition and wanted to specify “none of these vehicles” in a location. Council Member Brisk thought that could be addressed with a sign.

Council Member Kist asked and Council Member Wilttrout answered that the students could park electric vehicles at racks across the street by Rose Run Park and walk over to the school.

Council Member Kist was good with banning e-bikes at Market & Main in the Village Center, Taylor Farm Park, areas around sidewalks, and within Rose Run Park. He supported allowing them along the path by Dublin-Granville Road for school but not cutting through Rose Run Park.

Council Member Durik believed the school board would decide about riding on school property. Council members discussed the many electric vehicles spotted on the school grounds and seeing this same scenario in other places.

Mayor Spalding described the great speeds these vehicles could reach with significant electrical wattage.

Chief Jones further explained the 1-2-3 classifications of e-bikes and the speeds they could attain. He also stated they could all be hacked to increase speed. There was a sticker upgrade required if that was done, but he had no confidence that minors would voluntarily post the sticker to their e-bike. Further, it would be unlikely one could read the sticker unless the vehicle had already been stopped for another violation. There were faux pedals which could misrepresent the e-vehicle.

Chief Jones stated, regarding registration, the city had been doing safety and traffic law presentations at the schools. The schools were setting up a registration process to start in the spring. The student operator would have to take an online safety class. Upon completion, they would receive a registration sticker to put on their e-bike. The sticker would be required for the e-bike to be on campus. The school would use discipline to enforce the registration process. Kids were responsible for the majority of complaints.

Council Member Wilttrout wanted shared resources with the school to be able to identify bad actors in neighborhoods. Mayor Spalding noted motor vehicles still needed a license and registration. Council Member Durik agreed to wanting registration numbers for non-motorcycles. E-bikes were difficult to identify as they were speeding away. A plate or registration would allow someone to photograph the vehicle. Kids wore helmets making identification difficult.

Council Member Wilttrout suggested, for easier reading of code section 373.05, describing the e-bike classes and stating that e-dirt bikes were out.

Council Member Durik stated that any registration should include the class of the e-bike. Council members discussed the burden of registering every e-bike in New Albany, non-New Albany riders not being registered, and how the school covered both New Albany and surrounding area kids.

Chief Jones clarified that class 1, 2, and 3 e-bikes did not need a driver’s license or license plates. Classes were defined by speed capability. E-dirt bikes followed different legal requirements. Class 3 e-bikes were allowed to be on the road just like a regular bicycle. Because of Class 3’s additional speed and power, there was an age requirement and the city felt more comfortable moving those to the road. E-bike sellers provided class stickers

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with their purchase but officers found them very difficult to spot. School registration would include the e-bike class.

Mayor Spalding was concerned about safe operation of these vehicles. If an e-bike class was higher, the operator could still ride it at a slow and safe speed. Chief Jones replied that much of the proposed code mirrored other city and state code. He encouraged feedback to adjust and improve the ordinance. Council members expected that code improvements would be ongoing.

Council members discussed the proposed 15 miles per hour speed limit, bicycle speeds, the ability for a witness to detect speeds, how 15 miles per hour was fast, areas where 15 miles per hour made sense, and where pedestrians shared paths with these vehicles. Council members expressed more comfort with 10 miles per hour because it was an easily recognizable slow speed.

Mayor Spalding asked and Chief Jones answered that school resource officers observed that most student e-bikes and scooters had bells and most were sold with them. Officers could offer additional bells.

Chief Jones resumed presenting the attached slideshow. The city's helmet requirement would add e-bikes and powered scooters, and regulated passengers. Council members discussed seeing passengers where there shouldn't be passengers.

Council members asked to waive the 30-day referendum period after passage of the ordinance to make it effective as soon as possible. Beginning education for riders, parents, and pedestrians was important. They asked for more communication from the city's communications division. Council and staff discussed the challenge of putting out information about the coming law before it was finalized. Council discussed the wide variety of sellers for these vehicles, including Walmart, Amazon, and the internet. Council suggested starting right away city communications regarding e-dirt bikes for which the law was already established.

Council Member Kist asked and Chief Jones responded, when a traffic law or traffic light was changed, officers generally gave warnings for a month or 2. An enforcement blitz was also an option. His experience was that officers often knew the kids and warnings were effective.

Chief Jones stated, as long as there was notice on the shared use paths, e-dirt bikes could be removed. If the e-dirt bike was made road legal, e-dirt bikes could be operated on roads. Council and staff discussed the current status shared use path code which allowed most uses in the absence of signage with legal notice. Before electric vehicles, this wasn't a problem. Council members asked for staff to change city code such that posting would not be required to keep motor vehicles off of shared use paths.

Council and staff further discussed the 70 miles of paths in New Albany, how some leisure trails connecting neighborhoods were privately owned, code that distinguished golf cart paths, tattooing speed limits on paths; how operators contested citations using lack of notice; furthering education; and how e-dirt bikes should only be on private property.

Tom Rubey, Director of Planning, The New Albany Company, stated the majority of sidewalks were in public right-of-way. Leisure paths were often not in public right-of-way. He wanted to make sure any city code allowed enforcement regardless of whether the path was on private property or public right-of-way. The New Albany Country Club Homeowners Association wrote the city a letter expressing their cooperation with the city's efforts.

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Director Joly stated that the city had begun researching best practices for leisure trail signage which included posting every 2 miles. She suggested painted markings and vertical signage at an appropriate scale with the rules. Council members discussed people jumping on and off paths.

City Manager Stefanov and Law Director Albrecht summarized that council wanted staff to explore options to further define shared use paths and sidewalk, preferred 10 miles per hour as the speed limit, that class 3 vehicles be on the roads, addressing motor vehicles on paths - including a ban - beyond just posting, and waving the ordinance's 30-day referendum period.

Mayor Spalding asked that Chief Jones and Law Director Albrecht research the 10 and 15 mile per hour speed limits and report back on the pros and cons.

Mayor Spalding set the ordinance for second reading at the October 21, 2025 council meeting.

ORDINANCE O-41-2025

Mayor Spalding read by title AN ORDINANCE TO APPROVE THE FINAL PLAT FOR 56 SINGLE-FAMILY LOTS ON 19.20 +/- ACRES AND ACCEPT RESERVES "C1", "F2", "J", AND "K" FOR PHASE 2 OF THE "COURTYARDS AT HAINES CREEK" SUBDIVISION GENERALLY LOCATED AT THE NORTHWEST CORNER OF THE CENTRAL COLLEGE ROAD AND JUG STREET INTERSECTION, AS REQUESTED BY EPCON HAINES CREEK, LLC

Planner I Jay Henderson stated this application was for the final plat for phase 2 of the Courtyards at Haines Creek subdivision. 2 roads were being proposed, Heidelberg Drive and Marietta Drive, and 4 roadway extensions Wooster Drive, Hiram Lane, Haines Creek Drive, and Lourdes Drive. He described the tree preservation zones and proposed reserves. These were consistent with the final development plan and preliminary plat applications approved by the Planning Commission.

Council Member Kist asked and Mr. Henderson answered that the roads were all names of colleges. The developer picked the street themes.

Mayor Spalding set the ordinance for second reading at the October 21, 2025 council meeting.

READING AND PUBLIC HEARING OF RESOLUTIONS:

RESOLUTION R-36-2025

Mayor Spalding read by title A RESOLUTION APPROVING AND AUTHORIZING THE EXECUTION OF A COMMUNITY REINVESTMENT AREA AGREEMENT AND A MEMORANDUM OF UNDERSTANDING WITH BEECH AXIS, LLC, AND MAKING RELATED AUTHORIZATIONS.

Economic Development Manager Sara Zeigler stated this resolution authorized the city manager to execute a Community Reinvestment Area agreement and Memorandum of Understanding with Beech Axis, LLC. The agreement provided for a 100% real property tax abatement for 15 years. Beech Axis, LLC was a special-purpose entity (SPE) established and wholly owned by Panattoni Development Company, Inc., for the development and management of this project. Panattoni was a privately held, full-service development firm headquartered in Newport Beach, California, specializing in industrial, office, and build-to-suit projects across the United States, Canada, and Europe. The company was one of the largest privately-owned industrial developers in the world. The New Albany project included the construction of a 321,000 +/- square foot state-of-the-art logistics facility located

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at Beech Road and Miller Road. The facility would be leased in its entirety to a single tenant. The end user, a major global e-commerce company, intended to use the facility as a delivery logistics center. The expected project investment was over \$27 million. The project was expected to begin in November 2025 and be completed by August 2026. The benchmarks for compliance would be measured according to the revenue generation per square foot formula as established for the specific building type and previously approved by council.

Council Member Kist asked and Manager Zeigler answered there would be 200 jobs created by 2027.

Mayor Spalding asked and Manager Zeigler answered that the benchmarks for compliance were based on the square footage and usage inside the building.

Aaron Underhill, attorney for the applicant, stated the applicant regretted they couldn't be present. The applicant was one of the largest industrial space and logistic developers in the country. This was a build-to-suit project for a tenant not yet disclosed, but that would be a recognizable name and would be a great addition to the city.

Mayor Spalding asked and Mr. Underhill answered Panattoni was new to the area but saw potential of central Ohio market.

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

Council Member Wiltrout moved to adopt the resolution. Council Member Durik seconded and council voted with 7 yes votes to approve Resolution R-36-2025.

RESOLUTION R-37-2025

Mayor Spalding read by title A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A THIRD AMENDED AND RESTATED JOINT OPERATING AGREEMENT TO GOVERN THE OPERATIONS OF THE JEANNE B. MCCOY CENTER FOR THE ARTS AND TO REPLACE THE SECOND AMENDED AND RESTATED JOINT OPERATING AGREEMENT PREVIOUSLY AUTHORIZED BY COUNCIL ON DECEMBER 13, 2016.

City Manager Stefanov referred council to the detailed analysis created by Superintendent Michael Sawyers in their legislative report. This amendment was precipitated by conversations with Craig Mohre, President of the New Albany Community Foundation (NACF), regarding the city taking responsibility of the operation and expense of the McCoy Center. Since opening, the NACF had funded the community portion of the operating expense, and the foundation board had expressed a desire to focus more of its attention on programming and grants. Conversations with stakeholders and representatives followed. The first term of the second amendment was due to expire in June of 2025, so it was decided to incorporate all changes rather than parts of the agreement. The McCoy Center board expressed a comfort level with the proposed modifications. The NACF was being removed as a stakeholder in the decision making of the McCoy Center operations due to ceding their funding responsibility to the city. McCoy Center board representation would be adjusted per the new ownership structure, reducing the total number of board members from 15 to 12 - with 4 city, 4 schools, 3 township representatives, plus a non-voting representative from NACF. This matched the ownership interest and financial commitment in the building. The stakeholders wanted to treat the McCoy board with respect and would allow current representatives to fulfill their terms. Further, any current NACF board member could also be selected by any of the owners to be appointed to a subsequent

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term. The agreement maintained a 3 consecutive term limit. This agreement defined the relationship of the McCoy board and the city. The McCoy board's function was focused on programming and fundraising. The city's primary function would be operational expenses. They would partner with the school district which worked with CAPA, the current manager, which made recommendations regarding operational improvements. There would be more of a collaboration on operating expenses and giving direction to CAPA regarding desired annual accomplishments. City Manager Stefanov met with the core leadership group of the McCoy board and they expressed support for the changes.

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

Mayor Spalding moved to adopt the resolution. Council Member Kist seconded and council voted with 7 yes votes to approve Resolution R-37-2025.

Mayor Spalding recognized the McCoy Board members for their passion and commitment.

COUNCIL SUBCOMMITTEE REPORTS:

NONE

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: No report.
- B. Council Representative to Joint Park District (JPD): Mayor Spalding observed the fieldhouse construction was moving along.
- C. Council Representative to New Albany-Plain Local Schools (NAPLS): Council Member Wiltrout reported the board had discussed the measles case at the Early Learning Center (ELC). The ELC was closed on Monday. The kindergarten had since reopened. The preschool was closed until the following Monday. Any kids or staff with less than 2 MMR vaccines were excluded until they got vaccinated. There was a voluntary vaccine clinic at the ELC yesterday. The vaccination rates were great. 80% of preschoolers were vaccinated against MMR. 92% of kindergarteners were vaccinated. 98.7% of New Albany Plain Local Schools students were vaccinated. Only 65 students were excluded through October 16.. The board reported the Campus Master Plan was sent to Ruscilli Construction Company, LLC for pricing. The Architectural Review Board (ARB) was looking at a master site plan for the former Discover site. The board reported there were lockdown drills coming that week. The board voted to allow Superintendent Michael Sawyers to acquire property to expand the bus garage. Finally, the board discussed the McCoy Center agreement.

Council Member Durik asked and Council Member Wiltrout answered that the former Discover site plan included a playground on the site and envisioned a football field with the other ball fields. City Manager Stefanov stated the plan was to prepare for a football and soccer field should council agree. The planning exercise to see how the facilities would all interact. The idea for the site was to combine academic uses and community uses. The city wanted to build in a lease provision that stated the community had access to the facilities when they were not in use by the schools. Other amenities could be developed within the property such as, leisure trails, playground equipment, and more. The baseball field component took up 19-20 acres. That left 30 acres remaining to program. The benefit

October 7, 2025

of expanding athletic facilities on the 50 acres was for additional insurance. There was no obligation or commitment at this time, unless council wanted a plan in place.

Council Member Durik understood there would be other civic use besides school athletic facilities, however, if it was all designed by the schools, that left little for community use, despite its central location. He understood the benefit of 1 campus, but immediately moving fields onto the site would not leave much for other facilities.

Council Member Kist understood the ball fields were needed now. The city wanted a wholistic design for future projects. The only immediate plan was for baseball and softball fields. The future planning wasn't a commitment for civic or school uses.

City Manager Stefanov confirmed MKSK was looking at alignment of roads, leisure trails, and area set aside for other civic uses beyond typical school use. He felt good about the land serving the community and school district and would be sharing an email with council in the coming days.

- D. Council Representative to Plain Township: Council Member Durik reported the township adopted a resolution that would allow them to accept a national staffing grant from FEMA to provide funds to hire 6 new firefighters. The grant covered a percentage of the employment cost. The township had 180 days to hire the firefighters and was in the process of doing that. The township declared Stormwater Awareness Week proclamation. The township adopted a cyber security policy in response to state auditor's directive. The township agreed to donate \$20,000 for the gold star memorial statue that would be in Rose Run 2 and wanted to understand city council's commitment to the statue. The township would consider the McCoy Center Third Amended Joint Operating Agreement at their next meeting.

REPORTS OF CITY OFFICIALS:

- A. Mayor Spalding: Mayor Spalding referenced the Management Advisory Group (MAG) report and 5 definitive goals. Goal 1 was to support completion of the village center. Goal 2 was to create a land acquisition strategy. Goal 3 was to turn over all park facility responsibilities and operations. Goal 4 was a management leadership transition. Goal 5 was to develop a master facilities plan for city use. Mayor Spalding moved to adopt the attached consultant's report. Council Member Fellows seconded and council voted with 7 yes votes to adopt the report. Motion passed.
- B. Clerk of Council: No report.
- C. Finance Director: No report.
- D. City Manager: City Manager Stefanov reported he would be attending the Ohio Plan board retreat.
- E. City Attorney: No report.

POLL FOR PUBLIC COMMENT:

NONE

October 7, 2025

POLL FOR COUNCIL COMMENT:

Council Member Durik thanked staff and volunteers for Oktoberfest. It was a great site and they had great attendance. 1 day worked out well. Council Member Fellows concurred 1000% upgrade, attention to detail, lighting. Council Member Kist reported a lot of positive feedback. This could be a blueprint for other events at that location. Council Member Durik recalled everyone enjoying the games. Council Member Shull thanked Chief Marketing Officer Josh Poland and his team for their energy. Council Member Fellows suggested holding the event on an OSU away gameday as potential attendance was lost. Council Member Shull stated alternative dates were already being considered for next year. Director Joly stated it was a total city-wide team effort. Mayor Spalding reported arriving to see staff enjoying the moment, dressed up, being amazing, and kids playing in the creek. He praised the event.

OTHER BUSINESS:

NONE

ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Shull seconded to adjourn the October 7, 2025 regular council meeting at 9:13pm.

ATTEST:

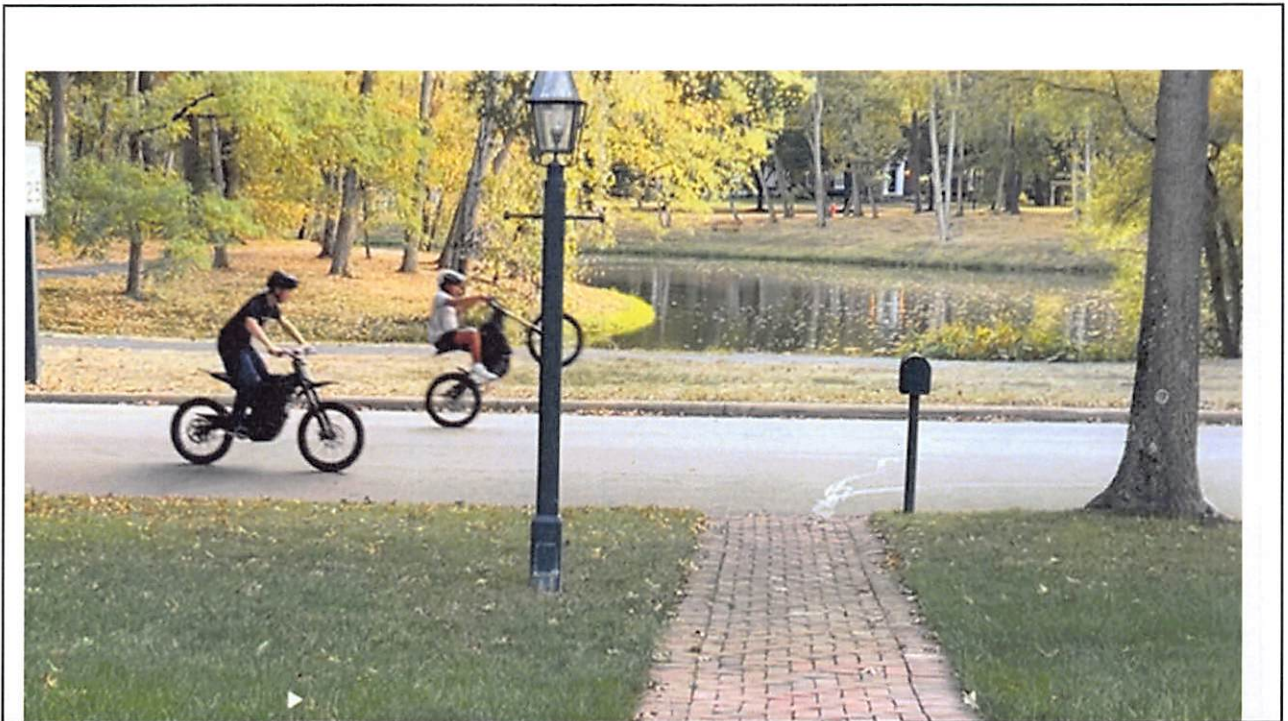

Jennifer H. Mason, Clerk of Council


Sloan T. Spalding, Mayor


Date



1



2

4511.522 Electric bicycles...

codes.ohio.gov/ohio-revised-code/section-4511.522

OHIO LAWS & ADMINISTRATIVE RULES
LEGISLATIVE SERVICE COMMISSION

HOME LAWS ABOUT CONTACT RELATED SITES GO TO: 001.01 GO View search results

Section 4511.522 | Electric bicycles; labels; compliance with federal regulations; permitted use; violations.
Ohio Revised Code / Title 45 Motor Vehicles-Aeronautics-Watercraft / Chapter 4511 Traffic Laws - Operation Of Motor Vehicles

Previous Next

Effective: April 15, 2021 **Latest Legislation:** House Bill 295 - 135th General Assembly **PDF:** Download Authenticated PDF

(A)(1) On and after January 1, 2020, manufacturers and distributors of electric bicycles shall permanently affix a label, in a prominent location, to each electric bicycle. The label shall specify whether the electric bicycle is a class 1, class 2, or class 3 electric bicycle, the top assisted speed that the electric bicycle is capable of reaching, and the motor wattage of the electric bicycle.

(2) No person shall modify an electric bicycle in a manner that changes the top assisted speed that the electric bicycle is capable of reaching unless the person also modifies the label required under division (A)(1) of this section to reflect the modification.

(B)(1) The manufacturer of an electric bicycle shall ensure that the electric bicycle complies with the equipment and manufacturing requirements for bicycles established by the consumer product safety commission under 16 C.F.R. 1512 et seq.

3

Federal 16 CFR 1512

federegister.gov/documents/2003/02/12/03-142/requirements-for-low-speed-electric-bicycles

A Rule by the Consumer Product Safety Commission on 02/12/2003

PUBLISHED DOCUMENT: 03-2422 (H.R. 1072)

DOCUMENT HEADINGS
Consumer Product Safety Commission
16 CFR Part 1512

AGENCY:
Consumer Product Safety Commission

ACTION:
Final rule.

SUMMARY:
Public Law 107-319, 116 Stat. 2776 (the Act), enacted December 4, 2002, subjects low-speed electric bicycles to the Commission's existing regulations at 16 CFR part 1512 and 16 CFR 1500.18(a)(12) for bicycles that are solely human powered. For purposes of this requirement, the Act defines a low-speed electric bicycle as "a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph." Public Law No. 107-319, section 1, 116 Stat. 2776 (2002). The Commission is issuing this immediately effective amendment to its requirements for bicycles at 16 CFR part 1512 to promptly inform the public of the newly enacted statutory requirement on low-speed electric bicycles.

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4501.01 Motor vehicle definitions


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Section 4501.01 | Motor vehicles definitions.
 Ohio Revised Code / Title 45 Motor Vehicles-Aeronautics-Watercraft / Chapter 4501 Motor Vehicles - Definitions; General Provisions

[Previous](#) [Next](#)

(J) "Commercial car" or "truck" means any motor vehicle that has motor power and is designed and used for carrying merchandise or freight, or that is used as a commercial tractor.

(K) "Bicycle" has the same meaning as in section [4511.01](#) of the Revised Code.

(L) "Motorized bicycle" or "moped" means any vehicle that either has two tandem wheels or one wheel in the front and two wheels in the rear, that may be pedaled, and that is equipped with a helper motor of not more than fifty cubic centimeters piston displacement that produces no more than one brake horsepower and is capable of propelling the vehicle at a speed of no greater than twenty miles per hour on a level surface. "Motorized bicycle" or "moped" does not include an electric bicycle.

(M) "Trailer" means any vehicle without motive power that is designed or used for carrying property or persons wholly on its own structure and for being drawn by a motor vehicle, and includes any such vehicle that is formed by or operated as a combination of a semitrailer and a vehicle of the dolly type such as that commonly known as a trailer dolly, a vehicle used to transport agricultural produce or agricultural production materials between a local place of storage or

5

4501.01 Cont.


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less than three thousand pounds.

(XX) "Under-speed vehicle" means a three- or four-wheeled vehicle, including a vehicle commonly known as a golf cart, with an attainable speed on a paved level surface of not more than twenty miles per hour and with a gross vehicle weight rating less than three thousand pounds.

(YY) "Motor-driven cycle or motor scooter" means any vehicle designed to travel on not more than three wheels in contact with the ground, with a seat for the driver and floor pad for the driver's feet, and is equipped with a motor with a piston displacement between fifty and one hundred cubic centimeters piston displacement that produces not more than five brake horsepower and is capable of propelling the vehicle at a speed greater than twenty miles per hour on a level surface.

(ZZ) "Motorcycle" means a motor vehicle with motive power having a seat or saddle for the use of the operator, designed to travel on not more than three wheels in contact with the ground, and having no occupant compartment top or occupant compartment top that can be installed or removed by the user.

6

4511.521 Operation of motorized bicycles.

OHIO LAWS & ADMINISTRATIVE RULES
LEGISLATIVE SERVICE COMMISSION

HOME LAWS ABOUT CONTACT RELATED SITES GO TO 101.01 Keyword Search

The Legislative Service Commission staff updates the Revised Code on an ongoing basis, as it completes its act review of enacted legislation. Updates may be slower during some times of the year, depending on the volume of enacted legislation.

Section 4511.521 | Operation of motorized bicycles.
Ohio Revised Code / Title 45 Motor Vehicles-Aeronautics-Watercraft / Chapter 4511 Traffic Laws - Operation Of Motor Vehicles

Previous Next

Effective: April 12, 2021 **Latest Legislation:** Senate Bill 68 - 135th General Assembly **PDF:** Download Authenticated PDF

(A) No person shall operate a motorized bicycle upon a highway or any public or private property used by the public for purposes of vehicular travel or parking, unless all of the following conditions are met:

(1) The person is fourteen or fifteen years of age and holds a valid probationary motorized bicycle license issued after the person has passed the test provided for in this section, or the person is sixteen years of age or older and holds either a valid commercial driver's license issued under Chapter 4506, or a driver's license issued under Chapter 4507, of the Revised Code or a valid motorized bicycle license issued after the person has passed the test provided for in this section, except that if a person is sixteen years of age, has a valid probationary motorized bicycle license and desires a motorized bicycle license, the person is not required to comply with the testing requirements provided for in this section;

7

Operator Laws and Regulations x Section 4503.11 - Ohio Revised Code x +

motorcycle.ohio.gov/rider-safety-resources/operator-laws-and-regulations

An official State of Ohio site. [Here's how you know](#) ✓

Language Translation

Motorcycle Ohio INFORMATION FOR RIDERS RIDER SAFETY RESOURCES BECOME AN INSTRUCTOR BECOME A PROVIDER Help Search

Operator Laws and Regulations

The Motorcycle Ohio safety training program encourages motorcyclists to comply with state regulations to assure that everyone on Ohio's roads has a safe and enjoyable ride. Check this list to make sure both operator and motorcycle are in compliance with the Ohio Revised Code (O.R.C.) and the Ohio Administrative Code (O.A.C.).

Expand All Sections

Motorcycle Operators

- Must wear helmet first year of endorsement, or if under age 18. [R.C. 4511.53](#)
- Must have a valid Temporary Instruction Permit Identification Card (TIPIC) or a motorcycle endorsement on the driver license; [R.C. 4510.12](#)
- Must register their vehicles and have a valid license plate; [R.C. 4503.11](#)
- Must have and carry proof of insurance liability coverage for property damage and/or injury; [R.C. 4509.101](#)
- Must wear eye protection (eyeglasses, goggles, or face shield on helmet) [R.C. 4511.53](#)
- May use a windscreen or windshield, permanently attached to the motorcycle forward of the operator and of such height, construction, and durability as to

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External Resources

[Ohio BMV Motorcycle/Motor Scooter Licensing Information](#)

Related Laws & Forms

Ohio Administrative Code

- [45010-53: Motorcycle Safety and Education](#)
- [45010-53-01: Definitions](#)
- [4501-53-02: Basic Riding Course](#)

8

750 Watt (“off-road” mode unlocks 1000W

RIDEUP
The Great Escape is now 100% electric

Revvi H1
Lightweight urban-minded style ebike
★★★★★ 4.4 reviews
\$1,995.00
Starting at \$70/mo or 0% APR with Affirm.
Check out financing rates on Affirm. Affirm only available for orders in the US.

Please allow 1-3 business days for processing, a genuine pure power and fun ride. Please allow 1-3 business days for processing, a genuine pure power and fun ride. Please allow 1-3 business days for processing, a genuine pure power and fun ride.

Frame Type
Graphic Gray

Revvi Hardtail Accessory Specials
Center Storage Caddy

Specifications:
SPEED: 20+ mph
RANGE: 30-40 miles
FRAME: 6061 Aluminum
MOTOR: 750W Bafang BM
PEDAL ASSIST: FICBC Cadence
WHEELS: 20" x 2.125" Kenda
TUBES: Kenda Koolink

9

2000 Watt

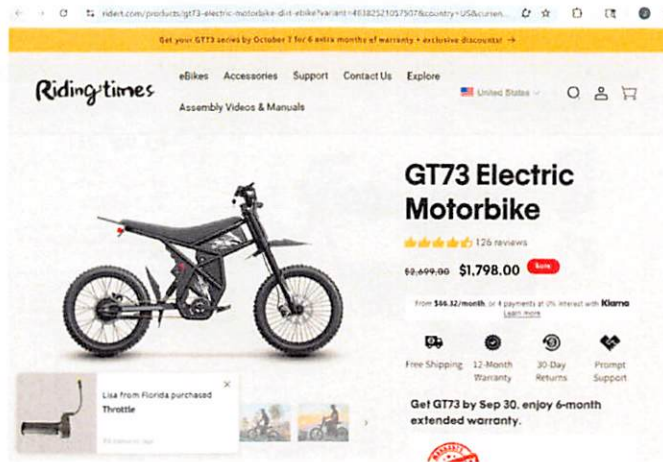
TUTTO
Tutto Ride & Save Sale
Electric Bike - Electric Dirt Bike -
Electric Bike Accessories - Help Center -

Tutto Soleil01 Electric Mini Bike For Kids & Adults - UL Certification
48V 2000W | 1008Wh Lithium Cell | 37Mph | UL2272
\$1,299.99 USD - \$2,825.89 USD
★★★★★ 494 reviews
Hurry! Only 15 left in stock!
Order today and enjoy delivery as soon as **Wednesday, October 08**
SET: SOLEIL01

Specifications:
SPEED: 37 mph
RANGE: 30-40 miles
FRAME: 6061 Aluminum
MOTOR: 2000W Bafang BM
PEDAL ASSIST: FICBC Cadence
WHEELS: 20" x 2.125" Kenda
TUBES: Kenda Koolink

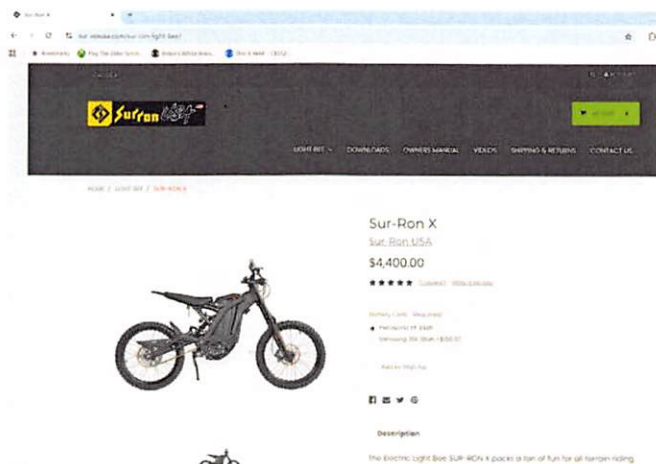
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2400 Watt



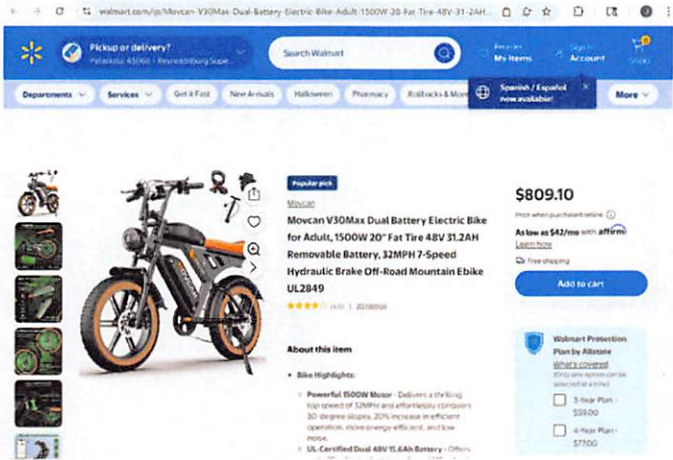
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3,000 to 8,000 depending on model



12

1500 Watt



13



14



15



1

ORDINANCE REVISIONS

- Five ordinances were revised so that they apply to e-bikes and powered scooters, including:
 - Defining e-bikes and classifying them as vehicles
 - Adding e-bikes to the definition expands the number of laws that apply
 - Add e-bike operators to the list of people who can be cited for violations
 - Add power scooters to vehicles that must ride on the right side of the road / not more than two abreast



2

ORDINANCE REVISIONS

- Two ordinances were revised to exclude powered scooters:
 - Excludes powered scooters from being classified as Motor Vehicles
 - Excludes powered scooters from the Slow Moving Vehicle definition



3

ADDITIONAL SUBSTANTIVE PROVISIONS

301.37 –SIDEWALK

Defines sidewalks and adds permitted users to sidewalks who must also follow posted rules and remain alert to audible signals and alerts

301.365 – SHARED-USE PATH

Adds bicycles, electric bicycles, and powered scooters to the permissible.

All shall adhere to posted rules, laws, and must remain alert to audible signals.

331.37 – DRIVING UPON SIDEWALKS, STREETS LAWNS OR CURBS

Allows powered scooters on sidewalks if the motor is not engaged.

It already permits e-bikes if motor is not engaged.



4

ADDITIONAL SUBSTANTIVE PROVISIONS

371.03 – CROSSING ROADWAY OUTSIDE CROSSWALK; DIAGONAL CROSSING AT INTERSECTION

Pedestrians must use pedestrian traffic control signals. “Not cross at any place except in a marked crosswalk and in a manner consistent with traffic control signals.

371.07 – RIGHT OF WAY ON SIDEWALK AND SHARED USE PATH

The driver of a vehicle, including bicycles, electric bicycles, and powered scooters, shall yield to pedestrians and give an audible signal before overtaking and passing.



5

ADDITIONAL SUBSTANTIVE PROVISIONS

373.05 – LIGHTS, SIGNAL DEVICES, BRAKES ON BICYCLE

Adds powered scooters to the headlight requirement

Adds powered scooters that may be equipped with an audible signal device.

Adds powered scooters to having a brake if used on the road

371.08 – RECKLESS OPERATION; CONTROL; COURSE AND SPEED.

Adds e-bikes and powered scooters to exercising reasonable and ordinary control / due regard for the safety and rights of pedestrians...

Implements a 15 mph speed limit on sidewalks and shared use paths



6

ADDITIONAL SUBSTANTIVE PROVISIONS

373.11 VEHICLE OPERATION ON WALKING/BIKING PATHS PROHIBITED

No person shall operate a motor vehicle, motorized bicycle, golf cart and all purpose vehicles on any walking/biking paths when an appropriate sign giving notice of such use is posted on the path.

373.13 – RIDING BICYCLES; HELMETS

Adds e-bikes and powered scooters to the helmet requirement for anyone under 18

Prohibits passengers under the age of 18



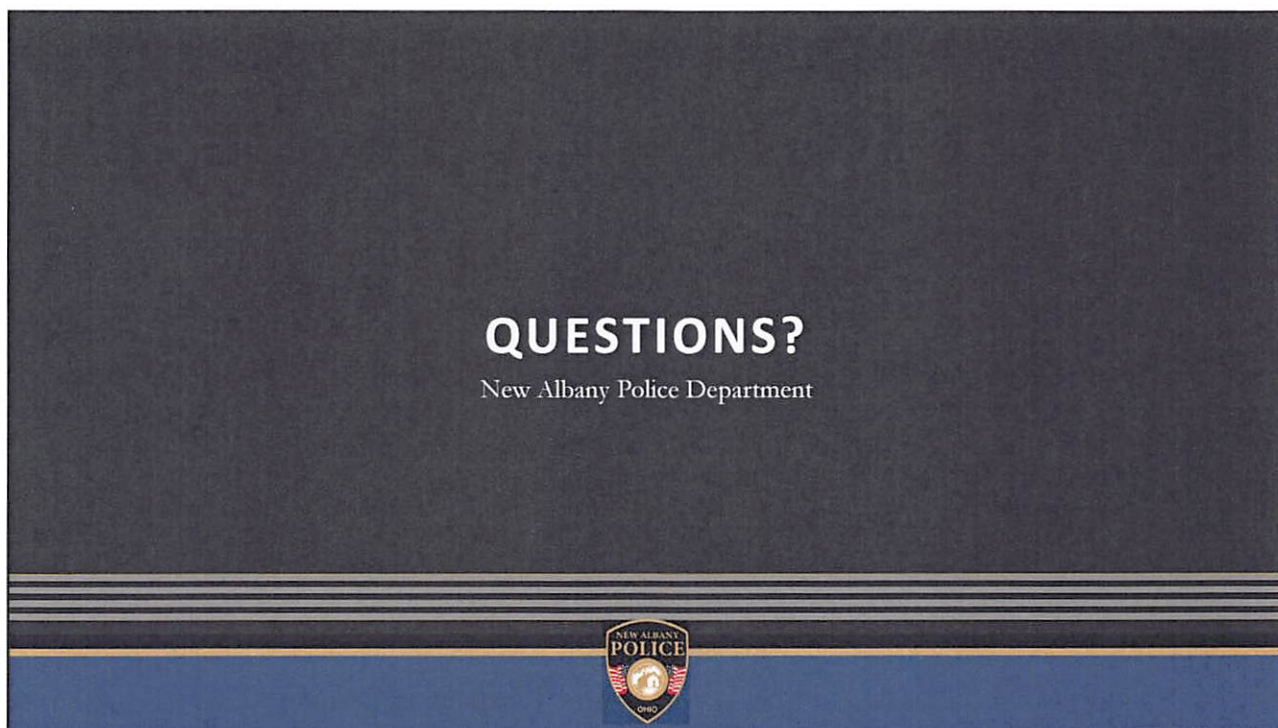
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E-DIRT BIKES

- They are motor vehicles
- They are not street legal
- Maximum Speed 50 for mid-range e-bikes
70 for high-performance e-bikes
- Encountered children as young as 12 years old
- Recent crashes



8





**Management
Advisory Group** LLC

Trusted Advisors to Local Government

August 27, 2025

Mr. Joseph Stefanov
City Manager
City of New Albany, Ohio

Dear Mr. Stefanov:

On behalf of Management Advisory Group, LLC., thank you for the opportunity to assist the city with its goal setting process.

The City of New Albany (the “city”) has a long tradition of strategic planning. As a result, the city is thoughtfully master-planned blending high quality of life, excellent schools, robust infrastructure, green spaces, and cultural vibrancy. The city is consistently ranked among America’s and Ohio’s top communities for livability, safety, services, schools, and lifestyle. The city has become and continues to evolve as a powerful regional hub—anchored by major investments in business, advanced manufacturing, and cloud infrastructure—while maintaining a strong residential and community-focused foundation.

The city anticipates continued dynamic growth and evolving community needs for the foreseeable future. In keeping with the city’s tradition of strategic planning, the Mayor, City Council, and staff leadership participated in a Council-staff goal setting process challenging themselves to think as forward as possible (5+ years) and identify key strategic goals. Such goals provide clear direction and priorities for the City Manager, who can in turn identify the supporting objectives and align staff’s efforts and necessary resources to achieve these goals.

The goal setting process included the following:

- Conduct an environmental scan.
- Interview Mayor and City Council members.
- Interview and survey staff.
- Facilitate an in-person and joint Council-staff goal setting session
- Draft goal statements.
- Identifying supporting objectives.

Accompanying this letter are the top five (5) goals identified in the facilitated session along with proposed goal statements and associated objectives for City Council's consideration. Regarding next steps, Management Advisory Group, LLC. recommends the Mayor and Council adopt goals, goal statements, and objectives as they determine acceptable. We look forward to presenting this information at your regularly scheduled Council meeting on September 2, 2025.

Sincerely,

A handwritten signature in blue ink, appearing to read "D.A. Collinsworth".

David A. Collinsworth
Managing Partner

A handwritten signature in blue ink, appearing to read "Dana L. McDaniel".

Dana L. McDaniel
Partner

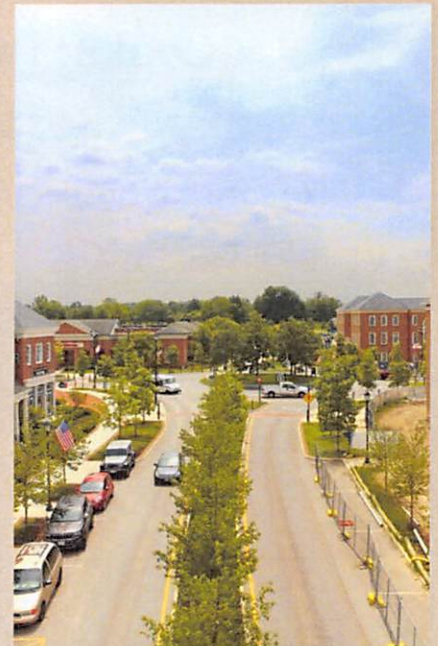


Goal 1: Support Completion of the Village Center

Complete the development of the village center as a vibrant, inclusive, and economically thriving hub that enhances quality of life for the entire community, attracts unique businesses, positions the city as a premier destination for talent, and reflects the identity of the community.

Objectives:

- Reaffirm and/or update the community's village center vision, as may be necessary.
- Incorporate the City's Urban Center Code.
- Pursue opportunities to acquire properties in and adjacent to the village center.
- Continue to pursue infrastructure improvements in and adjacent to the village center that will help to address current needs and set conditions for future development.
- Continue to plan and implement improvements for public spaces, parks, and amenities within and adjacent to the village center.
- Pro-actively engage the New Albany Company regarding their vision and status relative to their property within and/or adjacent to the village center.
- Continually identify financial requirements and resources to support the implementation of the village center vision.
- Identify additional incentives that may be required to promote village center development and attract desired businesses.



Goal 2: Create a Land Acquisition Strategy

Implement a proactive land acquisition strategy that guides development, protects open space, promotes economic development, and ensures future land use aligns with community priorities.

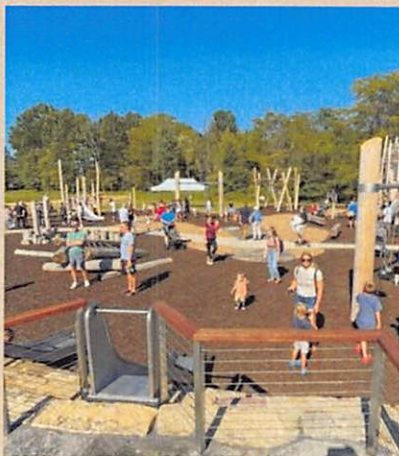
Objectives:

- Establish a land acquisition fund.
- Acquire land to promote economic development.
- Acquire land for future public facilities such as parks, open space, or infrastructure.
- Preserve natural areas through zoning or acquisition.
- Acquire land to determine and/or preserve boundaries.
- Assess the maintenance requirements and associated cost impacts of land purchases.



Goal 3: Determine Overall Parks Facilities, Responsibilities, and Operations

Create a city-specific Parks and Recreation Facilities and Operations Plan.



Objectives:

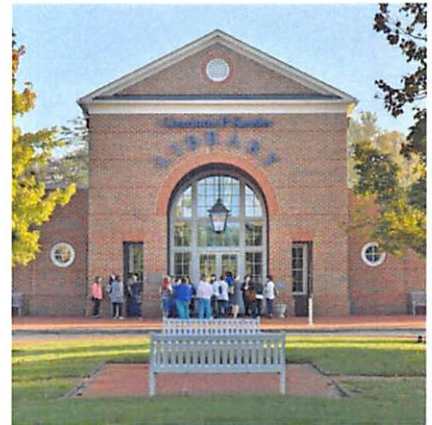
- Assess existing park and recreation related:
 - facilities
 - programs
 - community events
 - operations
- Identify and evaluate partnerships and services by others.
- Plan for year-round recreation and adaptability.
- Assess relevance of previous public input.
- Use the assistance of an external consultant to assist with this study.

Goal 4: Manage Leadership Transition

Ensure a smooth, transparent, and strategic leadership change that maintains operational continuity, strengthens community trust, and positions the city for long-term success.

Objectives:

- Conduct a transparent and professional search.
- Select a leader who supports stability, builds upon the strengths and culture of the organization, fosters organizational excellence, and upholds the values of responsive and effective local government.
- Empower new leadership to bring fresh perspectives and innovation aligned with the city's strategic goals/priorities.



Goal 5: Develop a Master Facilities Plan

Develop a comprehensive master facilities plan that will serve as a strategic roadmap for effective management, utilization, and long-term investment in municipal buildings and infrastructure.



Objectives:

- Use a consultant to:
 - Conduct a comprehensive assessment of current facilities.
 - Forecast future facility demands and needs based on population growth, economic trends, and evolving municipal services.
 - Conduct a life cycle analysis and predictive maintenance schedule and associated costs.
 - Provide life-cycle cost analyses and ROI estimates for facility upgrades, replacements, or new construction. (May include certain infrastructure to be determined.)
- Identify potential funding sources and phased capital plan.