

September 16, 2025

Mayor Spalding called to order the New Albany City Council Meeting of September 16, 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, Human Resources Officer Lindsay Rasey, 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	A
CM Kasey Kist	P
CM Matt Shull	P
CM Andrea Wiltrout	P

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

ACTION ON MINUTES:

Council adopted the September 2, 2025 regular meeting minutes by consensus.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE

HEARING OF VISITORS:

Proclamation Declaring September As Hunger Action Month – Mayor Spalding read the proclamation aloud. Rachel Haugk, Executive Director, Healthy New Albany (HNA) and Marci Leveillee, Executive Director, The Garden for All (GFA) addressed council. Rachel Haugk stated this was a great opportunity to recognize that hunger happens in New Albany. She shared in August the food pantry served 20,940 meals to 1,396 made possible through partnerships and community support. Partners, food drives, and financial support help them meet the various dietary and cultural needs of pantry clients. Hundreds of volunteers keep the pantry running. She expressed gratitude to the entire community and invited everyone to get involved in Hunger Action Month. Marci Leveillee thanked council. She stated food insecurity rate in Ohio was 14%. GFA fought hunger by harvesting thousands of pounds of produce that was donated to local food pantries with the help of hundreds of volunteers. Their goal was to grow 30,00 pounds this year and they were currently at 28,500 pounds as of last Friday and anticipated “smashing that goal” by year’s end. They gave a total of 6,000 pounds of produce to date in 2025 in New Albany compared to 5,000 pounds total in all of 2024. They had supported New Albany Food Pantry since 2020. Mayor Spalding noted the food pantry was fundraising and looking for permanent space. He praised GFA

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for beating their goals year after year. He acknowledged food insecurity in New Albany and how the food pantry impacted people every day in need. He hoped everyone could play their part.

Proclamation: September As Childhood Cancer Awareness Month – Mayor Spalding thanked the members of the community for reaching out for this proclamation. He read the proclamation aloud. Jennifer Hunter spoke on behalf of the Hunter family: Jennifer, Jacob & Chloe and Friends of Faith Pruden Foundation. She introduced her family and described Jacob Hunter's Acute Myeloid Leukemia (AML) cancer which resulted in a 5 month in patient hospital stay in 2021 with him now having been in remission for just over 4 years. AML was a rare cancer affecting 1 in 400/500. Childhood cancer, as a whole, was not rare. Many in New Albany were impacted with some in remission, some in treatment, and some who had lost their battle as recently as July. Only 4% of government funding was for childhood cancer research. Many cancer treatment options were over 50 years old.. The support of the community left the Hunter family forever grateful. Ms. Hunter thanked council.. Mayor Spalding stated everyone had been impacted by cancer in some way He learned of a friend diagnosed just that morning. It was an insidious disease, and we had to get a handle on it.

Proclamation Declaring October 1-7, 2025 As Stormwater Awareness Week – Mayor Spalding read the proclamation aloud and talked about the city's time and effort put into sustainability and stormwater planning in response to previous flooding. David Reutter, Urban Conservation Specialist, Franklin County Soil & Water Conservation District thanked New Albany for being a long-standing participating community recognizing and addressing storm water planning. He spoke to the importance of this work due to tragedies caused stormwater. He noted the State of Ohio adopted a state-wide resolution this year recognizing Stormwater Awareness Week.

Jim Rufo, 9175 Lee Hall Court, stated he was retired and lived in the Tidewater community off of Central College Road. He was asking for relief from traffic on Beech Road and Central College Road. He described how construction on Beech Road was blocking entrances into Tidewater and Abercombie & Fitch (A&F). It was hard to make left-hand turns out of his community. Traffic congestion times varied between 3 - 6 pm. Mr. Rufo asked for signs instructing drivers to not block entrances to Tidewater and A&F, and that A&F staff be directed not to use the back access road until the traffic situation is resolved. He also requested the city consider increasing the time on the traffic light going westbound to let more traffic through. Mayor Spalding stated he had experienced that traffic too. He advised staff would follow-up on all points made by Mr. Rufo and get back with him. The mayor anticipated relief as projects north of that area resolved.

Thomas Leukhart, 3790 Pine Meadow Road, stated he lived in Plain Township on Pine Meadow Road. He recognized some of the neighbors in attendance with him as well as Township Trustee David Ferguson. He described the community with affection and recognized how it had grown. He identified himself as a contractor with a business located at 4242 E. Johnstown Rd in Gahanna. Mr. Leukart expressed, within the last 100 days, the commercial fans on Babbitt Road had been activated. The noise from 28 fans - he would provide a picture - disrupted the entire neighborhood. He thanked the city for a strong noise ordinance in that area and quoted that it stated, "This section is intended to protect persons from excessive noise levels which interfere with the comfort and enjoyment of life property and recreation because excessive noise can interfere with sleep, communication, relaxation, and full enjoyment of one's property." It also stated they could not have any plainly audible noise greater than 50 feet away from the property line. He identified through Google Maps that he was 4.6 miles from Google Earth, the owner of the cooling towers. He thanked Engineer Joshua Albright for starting the noise reduction process with Google. He hoped Plain Township and New Albany could work together to solve this disruption to their neighborhood and to further protect them from the other data centers and gas burning generating systems that were coming soon. He had studied them and encouraged council to research these systems. New Albany had been supportive and had stated they thought they could get the sound corrected and make the

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neighborhood peaceful like it was before. He was hoping to find resolution. 8 more datacenters were expected soon and his neighborhood was already hearing noise from the existing 2.

Mayor Spalding thanked Mr. Leukhart for coming and for contacting Google directly. If Mr. Leukhart didn't feel like progress was being made, city staff could support those communications, and he could reach back out to the city.

Don Kuts, 3898 Pine Meadow Road, stated he had lived there 23 years and was involved in the community as a past president of the New Albany Parks and Recreation soccer league, had worked for Parks and Recreation, had served 2 years on the Plain Township's Board of Zoning Appeals, and had been a teacher's aide in New Albany Schools. Growing up, he remembered the ice cream stand across from what was now BrewDog. The noise in the community at that time was from kids playing sports and lights from the football game, but otherwise it was a very quiet area. Since July, it had sounded like a jet plane over his house 24/7 giving off a low hum. The city engineer said things could help get rid of this, maybe some things Google hadn't looked at because they thought the trees would work. Mr. Kuts invited council members to visit him. The noise came over the trees. He regularly walked at 5 am, the noise varied and the light was bright and consistent. He appreciated New Albany and Plain Township working together to resolve his situation.

Council Member Shull asked and Mr. Kuts replied the noise was evident every single night and periodically it was down – but up the majority of time.

As Council Member Wiltrout asked and Mr. Kuts answered the solutions they were looking at were a screen around the system or enclosure of the system with cement blocks.

Mr. Thomas Leukhart stated screening was complete according to Engineer Albright with the city. It was all in place and finalized. Mr. Leukhart understood Google would do something and could probably be getting screening up in 2 to 3 weeks.

City Manager Stefanov stated staff had been working with neighbors and the company. Director Chrysler thanked the residents and stated she had been briefed by city Engineer Joshua Albright who had started addressing the situation once he became aware of it from the request that came through the city's website. Staff went to residents and talked to Google and Holder Construction. A consultant went out and gathered data at the Babbitt Road property line. The city had determined the existing screening was the final approved screening, but city staff had creative ideas for Google which was open to alternative solutions. Ideas included a possible attenuation wall or a certain exhaust structure which bounced sound back towards business. Based on city experience, Google and the construction team had good about solving a past complaint. Engineer Albright had been out there 5-6 times since Friday and his efforts made no distinction between the city and Plain Township residents. Mr. Leukhart appreciated that because all persons present at the meeting were from Plain Township. He passed around a picture of the fans.

Mr. Kuts explained he was concerned that if the noise and light problem couldn't be resolved, the value of their houses would decrease.

Ron Davies, 8200 Central College Road, explained that New Albany had a vibrant cycling community with 303 registered members making 2 rides a week on Tuesday and Thursday. He asked, when considering roads and signs, that bike lanes be considered and motorists reminded to share the road. New Albany had beautiful leisure

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trails, but no bike lanes. Bicyclists were constantly dealing with impatient motorists. Mayor Spalding agreed the city needed to do better. Mr. Davies noted there was space for bike lanes.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION (PC): Council Member Brisk reported the PC denied a request at Nottingham Trace for a variance for material and to extend a patio into a drainage easement. The PC approved the Courtyards at Haines Creek Final Plat. The PC tabled the 7820 Straits Lane's application for variances for a paver patio and pergola that would encroach into the setback because the applicant did not appear. The PC approved the Richmond Square Lot 10 Final Plat. The PC approved Visions Professional's Final Development Plan on Forest Drive with some minor changes to the exterior of the building.

PARKS AND TRAILS ADVISORY BOARD: No report.

ARCHITECTURAL REVIEW BOARD: Council Member Brisk reported the ARB approved the Church of the Resurrection's application for a Certificate of Appropriateness (COA) for a prayer garden with changes to the wall design without objection from the church. The ARB preliminarily approved, subject to working with staff, the New Albany Plain Local Schools' (NAPLS) COA for the new elementary school. There were many suggestions and conditions and the school was receptive to all. The New Albany Food Pantry would be moving to the Rose Run Presbyterian Church and building a building on the parking lot. Their preliminary plan was well received. Mayor Spalding believed they would be laying out a dedicated drive-thru island for the food pantry. Council Member Brisk reported the ARB contracted with a consulting group for a New Albany signage master plan. The contractor would be bringing sign samples and presenting them to various city boards.

BOARD OF ZONING APPEALS (BZA): No meeting.

SUSTAINABILITY ADVISORY BOARD (SAB): Council Member Kist reported the SAB heard a report from student Alexa Briggs who built and installed 27 bird boxes on Swickard Woods' field. All 27 boxes now hosted different species of nesting birds. The SAB touched on their 2026 work plan which would come to council during the budget workshop in November. There was a plan for a potential partnership between the city, the community foundation, and schools to potentially meet quarterly to explore the possibility of aligning projects around sustainability. The pilot food waste curbside pick-up program in the Windsor subdivision would have its first pick up on September 18. As of the SAB meeting, there were 41 sign-ups and they were hoping for 40% total sign-ups. The SAB was expecting a bid from SWACO for trash, recycling, and curbside composting. The SAB was reminding everyone to participate in Jeans for Greens program. New Albany Community Foundation partnered with Abercrombie & Fitch, Plain Township, the city, and the school district. Council Member Wilttrout noted the jeans collection bins were already outside of Village Hall. The jeans were recyclable with a variety of uses including housing materials.

IDEA IMPLEMENTATION PANEL: Council Member Brisk expressed gratitude to everyone on city staff who put their talent and passion into the 3 days of "A Train Near Magdeburg" programming. She described the music lessons, history lessons, documentary lessons, and speakers who addressed the students at the McCoy Center. Her favorite part was the education. The McCoy Center was filled for the documentary screening. She thanked the mayor, council and staff, and the IDEA Panel for endorsing it.

Council Member Wilttrout stated it wouldn't have happened without Council Member Brisk. Council Member Kist stated he had not understood how personal the event was to Council Member Brisk until he

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heard her speak at the event. He described the persons who presented at the event; it was a positive hopeful story and an incredible evening.

Council Member Wilttrout reminded all present that Diwali was on October 18 at the Hinson Amphitheater and finished with fireworks.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

CORRESPONDENCE AND COMMUNICATIONS:

NONE

PUBLIC HEARING FOR JERSEY-NEW ALBANY JOINT ECONOMIC DEVELOPMENT DISTRICT NO. 1, NO. 2, AND NO. 3

City Manager Stefanov stated that Jersey Township had finalized the parcels going into the Joint Economic Development Districts (JEDDs). JEDDs allowed the townships, which were unable under the Ohio Revised Code (ORC) to levy an income tax, to partner with a municipality to apply municipal income tax to their jurisdiction as defined in the JEDD document. New Albany and the township entered into a series of agreements and adopted a Comprehensive Economic Development Agreement (CEDA) which allowed the parties to create an organization of strategic planning documents, financial policies, and resources that enabled the township to encourage economic development. 3 JEDD areas were approved by the township for Morse Road, Worthington Road, and Mink Street. This separate hearing was required by the ORC.

City Manager Stefanov recalled the substantive changes he recited at a prior council meeting. The modifications were applied to each of the 3 agreements. Page 7 contained a section regarding the JEDD district's ability to provide an income tax credit like New Albany. Page 8 contained a section permitting the finance director to negotiate tax apportionment agreements with businesses in the same way the city's director of finance was authorized to do so under the ORC. Corporate profits were taxed under a 3-factor formula. The finance director had the ability to work with the corporations that felt the basic 3-factor formula treated them unfairly due to a unique situation. That section allowed the JEDD to be able to include a modification of the 3-factor formula. Page 10 contained a section that added language from the CEDA document for the sake of consistency. The language included penalty provisions should there be a failure to comply with the terms of the CEDA. Exhibit B on page 18 contained language regarding mutual aid not being substituted for regular law enforcement coverage within the unincorporated area. New Albany had mutual aid agreements with surrounding law enforcement jurisdictions. This clarification stipulated that, should development occur in the unincorporated area, the township had the obligation to provide regular law enforcement services and would not rely on New Albany to provide coverage. Other changes did not substantively impact the documents.

Mayor Spalding opened the Public Hearing.

Thomas Leukhart, 3790 Pine Meadow Road, Plain Township, asked for maps for the JEDD areas and expressed concern about more noise from more development. Clerk Mason offered to email him Ordinance O-21-2025 which had all agreements with maps attached.

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

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-21-2025

Mayor Spalding read by title AN ORDINANCE APPROVING AGREEMENTS BETWEEN THE CITY OF NEW ALBANY AND JERSEY TOWNSHIP FOR THE PURPOSE OF CREATING THE WORTHINGTON JOINT ECONOMIC DEVELOPMENT DISTRICT, THE MORSE RD ECONOMIC DEVELOPMENT DISTRICT, AND THE NORTHEAST MINK STREET JOINT ECONOMIC DEVELOPMENT DISTRICT.

City Manager Joe Stefanov explained the Morse Road JEDD district had shrunk since the last draft, but the township administrator believed, as additional economic development opportunities became available, the remaining landowners along the corridor would become interested in joining the JEDD. The process would have to be repeated for each addition.

Mr. Stefanov reviewed the maps of the CEDA area and JEDD districts. Anything within the CEDA area could be incorporated into an independent JEDD district and there could be any number of JEDD districts within that area. Each individual property owner could be a separate JEDD, but the objective was to include as many properties as possible into a single JEDD. In the Mink Street JEDD, 2 parcels had been eliminated as they were currently residential and, according to ORC, they could not be subject to a JEDD. If they were redeveloped with commercial or mixed-use zoning, they could be included. In the Worthington Road JEDD, there was a list of parcels that included a car dealership.

Council Member Shull asked and City Manager Stefanov clarified all of the subject land was in Jersey Township and not in New Albany. New Albany was facilitating the 2% collection of the tax, which would be returned to the township, and New Albany would benefit from the ability to influence development standards that had made New Albany successful. Both parties were also attempting to create seamless development and attract high quality development.

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-21-2025.

ORDINANCE O-37-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTERS 1105, 1153, AND 1157 OF THE PLANNING AND ZONING DISTRICT OF THE CITY OF NEW ALBANY CODIFIED ORDINANCES AS REQUESTED BY THE CITY OF NEW ALBANY.

Planning Manager Chris Christian explained the ordinance modified 3 sections of code. Chapter 1105 was zoning definitions, chapter 1153 was General Employment (GE) and Limited Industrial (LI) zoning districts, and chapter 1157 was the architectural review overlay district. First, the ordinance codified existing architectural standards that were found in various limitation texts throughout the New Albany Business Park. Second, it provided new standards for advanced fabric structures in the Limited Industrial (LI) and General Employment (GE) zoning districts. The standards were similar to those adopted for the Technology and Manufacturing (TMD) zoning district, but adjusted the minimum acreage from 100 to 300 acres.

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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 ordinance. Council Member Durik seconded and council voted with 6 yes votes to approve Ordinance O-37-2025.

ORDINANCE O-38-2025

Mayor Spalding read by title AN ORDINANCE TO AMEND CHAPTER 1169.08 OF THE PLANNING AND ZONING CODE OF THE CITY OF NEW ALBANY CODIFIED ORDINANCES AS REQUESTED BY THE CITY OF NEW ALBANY.

Planner II Sierra Saumenig explained that city staff had worked with Board of Zoning Appeals (BZA) to establish a new process for measuring wall signs. With this ordinance, the area would be computed by calculating the perimeter surface area of the individual elements, excluding any background. Only the perimeter of the letters, numbers, and emblems would be used in determining the total area.

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 Shull seconded and council voted with 6 yes votes to approve Ordinance O-38-2025.

INTRODUCTION AND FIRST READING OF ORDINANCES:

ORDINANCE O-39-2025

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 reported that the Architectural Review Board (ARB) reviewed and approved a Certificate of Appropriateness (COA) application for this proposed 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. It was originally planned to be platted as a condominium, similar to Keswick Commons, but ultimately had to be platted. This plat was submitted with 6 lots and the reserve which served as the private drive of the subdivision.

Council Member Durik noted the project was already under way, with foundations and 2 buildings up. He questioned how the project was started without approval. Planning Manager Chris Christian stated in condominium development, you build first, then execute documents. Through building process and working with the developer's legal team, it was recognized the platting needed to be completed first. That was why it was before the council now.

Mayor Spalding asked and Planning Manager Christian replied there would be a private drive in the middle which would access tucked-in garage units, similar to the existing Richmond Square buildings. It would be worked into

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Richmond Square’s homeowners association (HOA). Mayor Spalding expressed concern about the small size of the drive. The city needed to explore making McDonald Lane a 1-way road as the line of site was impaired.

Council Member Durik wondered about getting a moving truck into the private drive.

Mayor Spalding set the ordinance for second reading at the October 7, 2025 council meeting.

READING AND PUBLIC HEARING OF RESOLUTIONS:

RESOLUTION R-18-2025

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

Sarah Lilly, Planner at MKSK, worked with New Albany on the US 62 Interchange Focus Area plan and presented the attached slides. Plan adjustments were tabled at the last council meeting. After adjustments were made, the steering committee reconvened and confirmed the it was aligned with the goals of the plan. Key topics focused on were land use density and public realm improvements. There was a very robust public engagement process with over 400 people attending public meetings, a 22 member steering committee that met over 5 times; and the planning process was recognized and awarded with a 3CMA Silver Circle Award for resident participation. When they reconvened, the committee confirmed they were aligned with a forward focus away from auto-oriented retail and toward more neighborhood-focused retail offerings. They agreed higher density was appropriate in certain areas, but that the city should shrink the size of those higher density areas to coordinate better with the master plan. They stated desired public investment should not be overshadowed by land use and development discussions. Ms. Lilly reviewed the Developable Land and Future Land Use Character slide. They revised the land use map per the comparison slide. They eliminated some Multi-Unit and Lined typologies and added a Community Facilities building typology to add more civic and recreational amenities. Classic Commercial would be allowed in Subdistrict B. That piece was wrong in the plan document. She reviewed the Public Realm Improvements which worked well and were increased in the plan. She reviewed further Public Realm Improvements slides. Some items would use Ohio Department of Transportation (ODOT) study guidance. She reviewed examples of preferred site development standards. She described preferred gateway improvements which would also be influenced by an ODOT study. She talked about residents’ requests to fill in leisure trail gaps.

Chris Hermann, Principal at MKSK, stated this plan wasn’t changing property, it would provide direction for those who did want to change their property. If someone called, there was a plan for this corridor.

Mayor Spalding stated council was looking at a 130-page document which had gone through several revisions. It was the most intense community update that he could recall in 16 years on council. He appreciated that level of public engagement. He understood residents wanted something different than auto-oriented retail. In order to attract that, he acknowledged density was needed. The density was retracted in this revision. This was a plan for those who might want to make investments.

Council Member Durik asked and Ms. Lilly answered that the prior plan allowed a maximum of 7 units per acre in North Mill Gateway area, whereas now, a maximum of 2 units were allowed assuming maximum build-out of all parcels which would likely happen over 20-25 years.

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Mayor Spalding asked and Ms. Lilly replied, under the current plan, projections showed 82 housing units in Subdistrict C. The new plan would add 250-300 units across the different types. The previously proposed plan projected 1,300 units.

Mayor Spalding understood the Office Campus District increased and the road network use changed. Ms. Lilly stated MKSK looked at how the corridor would likely build out. The parcels west of the conservation easement were converted to Office Campus. MKSK did a closer evaluation of existing commercial parcels which were unlikely to change in the 20 years.

Council Member Wiltout asked for the load factor for the school district in Subdivisions A and B. Ms. Lilly answered MKSK used the load factor formula from the 2022 city memorandum. The dark purple area on the plan map had a similar load factor to the Market & Main apartments. The light purple area was a combination of townhomes and light yellow was the standard .8 student load factor. Mr. Hermann expected more children from the yellow area but fewer homes would be built there now due to less density. The new plan substantially lowered the units and children from the original plan. Council Member Wiltout wanted to know the plan was sustainable and good for the community.

Mayor Spalding understood setting market conditions and there would be a lengthy process, including student impact studies, ahead. There would be growth and the residents wanted a change from the current growth pattern along this corridor.

Mr. Hermann stated, regarding changing the markets with less auto-centric development, by moving parking behind buildings, the plan created a gentle push, if not shove, to market. Auto-oriented drive-thrus wouldn't like that. This plan gave staff some leverage when talking to developers.

Council Member Shull asked and Mr. Hermann confirmed Kitzmiller Road still connected to Central College Road. Council Member Shull heard that the Evans Farms development in Lewis Center represented a good idea. Mr. Hermann stated steering committee was fantastic and followed a lot of suggestions.

Jason Hoyt, resident of Tidewater and business owner on Zarley, was a member of the US-62 Focus Area Plan Steering Committee. He had heard the concerns from the last council meeting. He asked council to consider the people on the steering committee were residents and small business owners – not developers - and when the plan was proposed, they felt it was good and achieved a lot of what the community wanted. The steering committee included members of the HOAs at The Links and Tidewater subdivisions and small business owners. Density was just 1 way of controlling what something looked like. A giant fast-food restaurant with a big blacktop parking lot wouldn't add students, but that wasn't the only thing to consider. They looked at multiple communities from around the country and saw great ways to blend commercial development gently into residential development. They heard the community wanted more cute shops. If you want those things, they sound great, but the business has to make money. If a community has large parcels and no density, then a shop owner can't afford that land to put the quaint business on the map.

Mayor Spalding asked and Mr. Hoyt answered that, when the city wanted small, quaint shops, they needed to show people would shop there. The proposed plan did a better job of blending the density and small quaint businesses. One could walk and ride bikes up to the shop. The new draft addressed a lot of concerns, including other ways to control density, like favoring specific kinds of units.

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Council Member Brisk asked and Mr. Hoyt replied the steering committee didn't know what was given away for the 2nd version, so he couldn't respond about the revisions. Council Member Shull asked and Mr. Hoyt responded he was also very happy with the previous draft of the plan.

Traci Moore, stated she lived in Wentworth Crossing. She liked both versions of the plan, but she knew the New Albany community liked less density as it "felt more New Albany." She recognized this was a 10- to 20-year plan. It addressed the issue of more auto-related businesses wanting to come in - no one wanted that. Mayor Spalding thanked her for her time and the talent she brought to this project.

Ms. Lilly stated, currently, there were 200 residents living in entire focus area and around 50 students. The current proposed plan would add 500 to 1,000 new residents overall and the total projected student increase was estimated at 250 to 400. This was not a significant change from first draft because the proposed plan increased the amount of yellow area.

Director Chrysler stated, when city staff worked with schools on their projections, they made sure that any student population projections were accounted for within the planning document. The challenge was this was an estimating process and projected maximum density - which maximum may not come to fruition. When given estimates, planners assumed every residential zoning area had the densest typology - to be conservative about impact - but it may not develop that way. She reminded council that each new project would have to come in for rezoning which would give council another opportunity to look at the school impact. Overall, New Albany looked for 1 acre per unit, but that density took into account all park and open space area. In the steering committee focus group, they didn't count open space in the density calculation. The plan did call for all developments to meet existing city codes and those would be applied to each project.

Council Member Wilttrout appreciated the estimated student numbers were baked into the school's plan when the levy was passed.

Director Chrysler stated, when considering higher density typologies, staff and the schools recognized they were taxed at a higher commercial rate which produced fewer students but higher income tax for the school district.

Council Member Shull learned that the corner of Central College Road and Kitzmiller Road was in Plain Township and not in New Albany. New Albany may not have a say there unless that area was annexed to the city.

Mayor Spalding opened the Public Hearing.

Tamara Davies, 8200 Central College Road, expressed concern with noise and congestion. She presented the attached slides. With this plan and current congestion, she didn't see options. US 62 would have stuff on both sides and was probably going to be busy. Another traffic light would probably be added with the extension from Kitzmiller Road. There were already 5 lights before she could get on the highway. She displayed a slide with traffic counts which to her appeared suspicious. She compared Smith's Mill Road and other major collector roads to Central College Road which had two 90 degree turns, divided lanes, turn lanes, a higher speed limit, driveways, less sidewalk/trails. She thought traffic should be encouraged to use Kitzmiller Road, not Central College Road, to keep business traffic in business areas. Residents needed options for the future and it looked like this was trying to push in another plan from New Albany showing Kitzmiller Road disconnected. She didn't know the status of this plan, she found it online. She thought it was ridiculous. Would there be 3 roundabouts? She'd heard about a land swap. That was a lot of roundabouts. She thought a bypass was needed so traffic could bypass all the lights and not increase residential traffic. Ms. Davies suggested (1) increase the speed limit on Smith's Mill Road and

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decrease it on Central College Road in New Albany's jurisdiction and (2) get rid of the no thru trucks signs on Smith's Mill. Trucks required both lanes of traffic to make the 90 degree turns. She wanted to see improvements on the Smith's Mill/Kitzmiller intersection, perhaps a traffic light or a roundabout, to keep traffic off of other side roads. She wanted no thru truck signs on Jug Street as it was narrow. Trucks were dangerous on these turns and the roads were not in good shape. Ultimately, she'd wanted to see an interchange there.

Ms. Davies was less worried about density than she was the flow of traffic. She saw Subarea C had larger lots with bigger setbacks but she noted a subdivision going in with more homes. She didn't have faith in the plan. Density seemed to go out the windows when development came. She played a video with the hum of fans from datacenters. The plan was to add more. Why did the city not know datacenters produced this kind of noise? On Clouse Road you could hear the steam released at intervals. She knew the noise pollution rules. It should be up to them to try to fix it. It should have been known and taken care of beforehand. She sent in a noise complaint last year and received an unsatisfactory response. She wasn't the only one disturbed and didn't think she could keep windows open at night. Did anyone on steering committee have to commute through this area multiple times a day?

Council Member Kist stated Council Member Fellows traveled that route. Ms. Davies stated this congested route was their lifeline. Now they had to deal with congestion, and she was requesting to fix the roads and fix the lights.

Council Member Shull asked and City Manager Stefanov answered, regarding signage on Central College Road, in reference to the two 90 degree turns on Jug Street – the city was working with property owners to flatten that stretch into curves, similar to what was done on Beech Road. The city was working on a plan with ODOT for the Kitzmiller and US 62 intersection that added lanes, medians, landscaping, and intersection improvements, all of which took time and money. They were working with state to figure that out. Central College Road plans would be after that. The disconnection of Kitzmiller Road in original plan was an attempt to address the US 62/Central College Road intersection also known as the "5 Points" intersection. Previously, that intersection was all in the township. Since then, the city put signals there as an interim solution to improve safety. Long term, the plan was for a roundabout, but there was not enough land to do that. ODOT now had a solution to not disconnect Kitzmiller. Smith's Mill Road, built in 2000, would require rezoning for the no thru trucks sign to be removed. Speed limit parameters were set by the Ohio Revised Code (ORC). The ORC required speeds at the 80th percentile to set the limit. Smith's Mill was designed for a 35 mph speed limit. Central College was an old township road. When the city applied the 80th percentile rule, the speed came out to 45 mph, that's why the limit was increased. Central College used to have 2 speeds - the area east of US 62 was 55 mph but was reduced to 45 mph. The city could look at rezoning on Smith's Mill to accommodate truck traffic and the city was still working to smooth out traffic.

Ms. Davies understood the city needed to continue building, but Central College Road was becoming difficult. Dublin or Hilliard had put a moratorium on datacenters until sound issues were resolved. She thought that should be on the table. It was literally driving people crazy.

Don Kuts, 3898 Pine Meadow Rd., stated that Jerome Township was the community Ms. Davies referenced for the moratorium and he encouraged council to research that community's process.

Ron Davies, 8200 Central College Road, stated the study was expensive, the plan was glossy and long, but it needed to address the reality on the ground. Thinking about US 62, a bike lane was not a bike path. He described the plan's road and streetscapes. A little bike lane would not accommodate avid cyclers doing 18 to 25 mph and pedestrians. It wasn't plowed or cleaned, it had roots and manhole covers, and potentially families with small children. If one considered the right-of-way, it was already tight. With lights, infrastructure, and other things that

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went into right-of-way, which were just put in -. Driving rules were to not change lanes at an intersection, but that was a forced situation at Sheetz. He knew, at the Kitzmiller intersection, the rules were violated routinely. He referenced a displayed map for a broader perspective at that corner being <unknown> needed to figure out what was the reality on the ground. Maybe the plan was a 10 to 20 year horizon to do things, but – Central College Road east of US 62, there was a right-of-way there that went back to 1849. It was 40 feet. So, you were already using about 18 feet of it – got a couple more feet at this – a 55+ community was going to consume a little bit up – but, right in there, you had an easement that went back to 1849. It was only 40 feet. So, the notion of using this as a collector road, even if you did straighten this out, you still had this problem. It was not wide enough. There was no <unknown>. It violated most of New Albany's standards in terms of connectivity and conditions. So, what we sort of missed with this study - page 9 of the document had the whole area of it in which the broader map <unknown> 30,000 feet – was that there was - this was actually the center of New Albany now – when you looked at that big map – when you annexed Mink and beyond. The area a lot of people thought of - it was now - the center was more up here. He kind of wondered how the neighbors here talked about how to make this viable for small business, cute was the term used, which he totally supported. You needed to think about this, he thought, definitely between - the right-of-way had to be <unknown> - you'd have to take stuff out – which you didn't control this intersection, this corner up here - and also think about the <unknown>. Again, he thought – he appreciated Joe because he was talking to the Franklin County people about this area earlier this year and, yeah, 85th percentile, whatever it was, it was 44 mph, so they ran it to 45 mph. But, if you went there today, it wasn't. It was 15 mph. He went through there 4 times that day, twice on his bike. It was all backed up. That was at 12 pm and 2:30 pm, it was backed up to Tidewater. And that was just created by a little blockage of Beech Road. If you thought about the study, US 62 was going to be a major thoroughfare. It was a car-oriented thoroughfare, unfortunately. We couldn't just keep adding new lights to it because, if you went through there frequently, it was just frustrating. He knew the city fixed the light that was actually always red at the daycare center –. But you could add <unknown> road <unknown> behind the scenes because these were connected and took people away from the neighborhood.

Jason Hoyt, wanted everyone to know the steering committee talked about traffic a lot. He agreed with a lot of what Ms. Davies said, however, Central College Road wasn't part of the study. He hadn't met 1 person who saw it as an ideal situation. Smith's Mill changes were fantastic and required to support truck traffic for distribution center. His perspective was a little different. He saw part of the problem was that Beech Road was cut off for 45 days. People were learning to use Beech Road rather than dealing with US 62. He believed when Mink Road and Beech Road were fully developed, drivers would want to avoid US 62. He hoped for a roundabout at the "5 Points" intersection. He would like to see Beech Road be a short bypass and GPS would direct trucks to that route.

Ms. Davies stated she agreed with Mr. Hoyt. She always thought Beech Road should be an alternate route for people coming down from the city of Johnstown. The problem she was seeing was in the morning, traffic that was coming out of Columbus was backing up going to Beech, on that ramp. So instead of continuing on SR 161, they were getting off at US 62 and using Central College and other streets.

Ms. Davies asked and Chief Jones answered that the police department saw back-up on Beech Road and occasional accidents, more due to traffic volume.

Ms. Davies agreed with Beech Road as an option

Jeff Lane, 6850 Bevelhymer Road, felt his property was one of the most to be impacted. He was 70% surrounded by new development on his east side. He was on a well and concerned about losing his water.

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Mayor Spalding stated there might be an opportunity for him to get on city water as development increases.

Mayor Spalding closed the public hearing.

Council Member Shull moved to amend the Engage New Albany US 62 Interchange Focus Area Plan, page 82, Subdistrict B, Classic Commercial building typology from white to light purple. Mayor Spalding seconded and council voted with 6 yes votes to approve the amendment. Motion passed.

Council Member Shull moved to adopt the resolution as amended. Mayor Spalding seconded and council voted with 6 yes votes to approve Resolution R-18-2025 as amended.

Clerk's note:

Mayor Spalding called for a break. The meeting went on break at 9:03 pm.

The meeting resumed at 9:12 pm.

RESOLUTION R-33-2025

A RESOLUTION ACCEPTING THE AMOUNTS AND RATES AS DETERMINED BY THE BUDGET COMMISSION AND AUTHORIZING THE NECESSARY TAX LEVIES AND CERTIFYING THEM TO THE FRANKLIN COUNTY AUDITOR

Finance Department Deputy Director Morgan Joeright stated this was annual legislation required by the Ohio Revised Code. The resolution accepted the amounts and rates determined by the Franklin County Budget Commission and authorized the amounts generated by the necessary tax levies. The rate was set at 1.9 mills, which was what was included in the tax budget adopted in a previous meeting in July.

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 6 yes votes to approve Resolution R-33-2025

RESOLUTION R-34-2025

A RESOLUTION ACCEPTING THE AMOUNTS AND RATES AS DETERMINED BY THE BUDGET COMMISSION AND AUTHORIZING THE NECESSARY TAX LEVIES AND CERTIFYING THEM TO THE LICKING COUNTY AUDITOR

Finance Department Deputy Director Morgan Joeright stated this was annual legislation required by the Ohio Revised Code. The resolution accepts the amounts and rates determined by the Licking County Budget Commission, and authorizes the amounts generated by the necessary tax levies. The rate is set at 1.7 mills, which is what was included in the tax budget adopted in a previous meeting back in July of this year.

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

Council Member Shull moved to adopt the resolution. Council Member Kist seconded and council voted with 6 yes votes to approve Resolution R-34-2025.

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RESOLUTION R-35-2025

A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO PROVIDE WRITTEN NOTICE TO THE COHCC OF THE CITY’S INTENTION TO WITHDRAW FROM THE COHCC

Human Resources Officer Lindsay Rasey stated the COHCC was the Central Ohio Healthcare Consortium – the group from which the city received health benefits. This resolution authorized the city manager to withdraw from the COHCC for the financial benefit of the city. The city was in the first of a 3-year joint health insurance agreement with the COHCC. Preliminary rates shared at the COHCC’s August meeting showed the city would likely experience a 16-18% increase in its health insurance premiums in 2026. The overall increase would likely be 18-21% due to claim increases expected in August. As of August, 8 of the 11 entities of the COHCC were underperforming, meaning they were experiencing at least 101%, with highest at 305%, of their expected claim experience. New Albany actively participated in finance and wellness committees. New Albany participated actively in a Request for Proposals (RFP) process with a broker this year and advocated for right-sizing premiums. New Albany moved to HUB International last year for all ancillary benefits, but it was not beneficial to withdraw fully from the COHCC until New Albany received anticipated rebates. Recently HUB had received proposals for medical and prescription benefits that would be considerably less than if the city remained with COHCC.

City Manager Stefanov stated the city’s experience as a member of COHCC had been very positive in terms of loss ratio. New Albany had consistently been a high performer for COHCC and, along with 2 other cities, carried the consortium financially. He acknowledged Director Staats and Officer Rasey’s efforts to advocate for changes to the COHCC board that would have made a difference. He believed the city could sustain its current rate of insurance and would probably see slight rate increase with HUB, but nothing like the increase if it stayed with the COHCC. He recalled, when the New Albany first joined the consortium as a small village, it brought stability. Over the years, that had changed. Staff was recommending to terminate with COHCC, go with HUB, and implement a self-insured program that was back-stopped with a stop-loss coverage through the Jefferson Healthcare Consortium. Legislation for that would be presented on October 7.

Council Member Shull asked about any penalties for withdrawing. HR Officer Rasey replied, per the contract, another entity had already withdrawn for 2026. If New Albany withdrew, its claims would run out and the city’s premiums should cover those. If the city stayed in the COHCC, it would suffer a steep premium increase in 2026 and likely later as well. The COHCC was looking at 28-30% increases and there were no reserves from which to draw down.

Council Member Wiltout asked and Law Director Albrecht answered that he wasn’t aware of penalties as long as New Albany met the exit deadline. New Albany just needed to pay off any outstanding claims.

Council Member Durik asked and HR Officer Rasey stated the city looked at self-insurance and new plan would be with UMR, the same administrator. Council members discussed self-insurance and agreed this was a good idea.

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

Council Member Wiltout moved to adopt the resolution. Council Member Durik seconded and council voted with 6 yes votes to approve Resolution R-35-2025

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COUNCIL SUBCOMMITTEE REPORTS:

NONE

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: City Manager Stefanov stated MORPC's annual salary survey would be out that week. MORPC was working on updating resident projections. The new formula revealed 100,000 people had been added in the region since 2020, putting the region back on track to reach 3.125 million by 2050. Overall, the region grew by 2.1% last year. MORPC would hold its annual Summit on Sustainability on September 30. Council Member Kist stated the city had a table with 4-5 seats still available if council members wanted to attend. City Manager Stefanov stated the Ohio Department of Transportation was preparing a document regarding a State Route 23 bypass alternative for the state legislature.
- B. Council Representative to Joint Park District (JPD): Council Member Shull reported the recreation center was on track and looking to be underroof by first snowfall. The road connector from Walnut Street to Bevelhymer Road was working well for getting to the sports field activities in the yellow, green, and blue areas, but travelers still needed to allow more travel time to get to the purple, red, and orange fields due to roundabout construction. Trunk or Treat would be on October 19 and 40 to 50 trunks were already signed up.
- C. Council Representative to New Albany-Plain Local Schools (NAPLS): Council Member Wilttrout reported that a student presented at the board meeting about the cell phone policy, noting discrepancies between state and school policies. An update was given on the "A Train Near Magdeburg" program. There was a bus route update acknowledging all routes for this year had been added. The board announced the Buckeye Bridge program which allowed residents to enroll at Columbus State for an associate's degree which guaranteed admission to enroll at Ohio State's main campus. The board reviewed the Continuous Improvement Plan. Of Ohio's 607 schools, only 47 received 5 stars. New Albany Plain Schools received 5 stars in 4 of 6 categories and were now focusing on the 2 areas they did not receive 5 stars – progress and college readiness. Upon reviewing the 5-year financial forecast, the district was positive for 4 years, but identified a shortfall of \$4 million dollars in the 5th year. The board was confident they could make it up. New Albany's Architectural Review Board (ARB) approved the school's Campus Master Plan, and construction would start in January or March. The bus garage traffic problem was under review again since the original plan had been determined unworkable because of wetlands. The board had looked at putting baseball and softball fields between the red and purple fields at Bevelhymer Park but determined it would cost \$4 million more than locating at the former Discover site. All board members were supportive of the former Discover location. There was a need to have a comprehensive plan for how the rest of the 49 acres was to be used.
- D. Council Representative to Plain Township: Council Member Durik reported the township received a proposed deed from New Albany Company (NACO) for the property under consideration for the fire station, and the township was working with NACO architects on the design of the fire station. If they accepted the NACO land, there were certain aspects of architecture which could impact cost.

REPORTS OF CITY OFFICIALS:

September 16, 2025

- A. Mayor Spalding: Mayor Spalding reported attending a Fly-In Day in Washington D.C. with the New Albany Chamber of Commerce. The majority of the focus for meetings was Intel, datacenters, and energy. There was some discussion on workforce. A meeting at the U.S. Department of Commerce highlighted working collaboratively to identify customers for Intel's 14A technology. There were discussions on the U.S. government's \$10 billion equity non-voting interest in Intel. An agreement had been reached about that investment indicating it was good for the health of the project.
- B. Clerk of Council: No report.
- C. Finance Director: No report.
- D. City Manager: Director Chrysler stated Bio Ohio rebranded to Ohio Life Sciences and had developed the Life Science Ready Community Designation Program. It was expected to attract life science/biotech companies to the area. The Ohio Life Science team would evaluate each community through a comprehensive application process, and each would earn a designation of emerging, advanced, or premier based on their infrastructure, workforce, real estate, and policy environment. New Albany's development team helped them develop local-level guidelines. The program was announced, and the first 3 premier communities were Mentor, Mason, and New Albany, Ohio. This designation put New Albany in an advantageous position for selection by this industry.

City Manager Stefanov stated e-bike and electric scooter legislation was ready with the first reading to be on October 7. Mayor Spalding stated council received the proposed changes. Council received a letter from the New Albany Country Club Association recommending council look at improving safety on leisure paths and roadways. The schools had taken a strong stance on certain vehicles which were not allowed on campus. Council members agreed to save further discussion for October 7.

- E. City Attorney: No report.

POLL FOR PUBLIC COMMENT:

NONE

POLL FOR COUNCIL COMMENT:

Council Member Wiltrout thanked City Manager Stefanov, city staff, and the city's public service department for helping with PTO fundraiser pick-up.

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 September 16, 2025 regular council meeting at 9:40pm.

ATTEST:



Jennifer H. Mason, Clerk of Council



Sloan T. Spalding, Mayor

09/16/25

Date

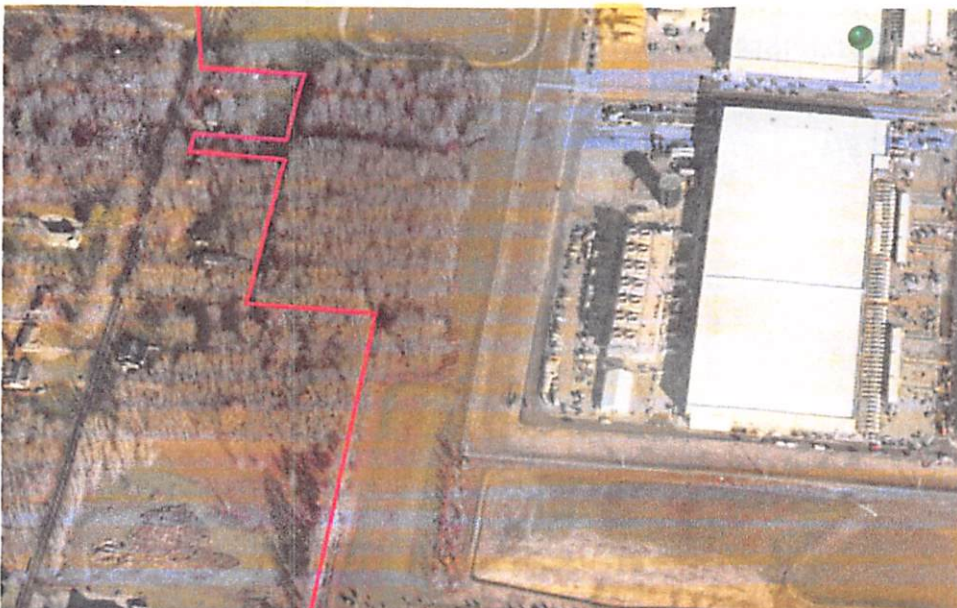
Att to 9/16/25 council minutes
Thomas Leukhart hand out.

New Albany board

My name is Thomas Leukart. I have 3 boys and a wonderful wife ! We have lived at Pine Meadow Rd in Plain Township for 21 years There are 23 houses on a dead-end street and some of neighbors are still the original owners.



We have always loved this area and seeing how much it's grown and boy has it grown! I am a general contractor and own The Great Cabinetry Co. Located at 4242 E Johnstown rd in Gahanna Ohio . As a contractor I understand development is a great thing for the community and inevitable to make things grow, generate money, and to improve the lives of everyone in the township and the city of New Albany . But within the last 100 days the data centers off of Babbitt Road close to the old Doran's Farm market have been activated.



The noise level that has come from these data centers has disrupted our entire neighborhood. We as a neighborhood would like to thank the city of New Albany for putting in a great noise ordinance

521.14 a) and c)

(a) This section is intended to protect persons from excessive *noise* levels, which interfere with the comfortable enjoyment of life, property and recreation because excessive *noise* can interfere with sleep, communication, relaxation and the full enjoyment of one's property.

(c) Prohibition. *Noise* shall be presumed unreasonable if uninvited *noise* is plainly audible at a receiving property, or part thereof, greater than fifty (50) feet away from the property line of the sound source.

It states they cannot have any plainly audible noise greater than 50 feet away from the property line, which we are .46 miles away from the sight according to google earth Which ironically is who owns the cooling towers!!

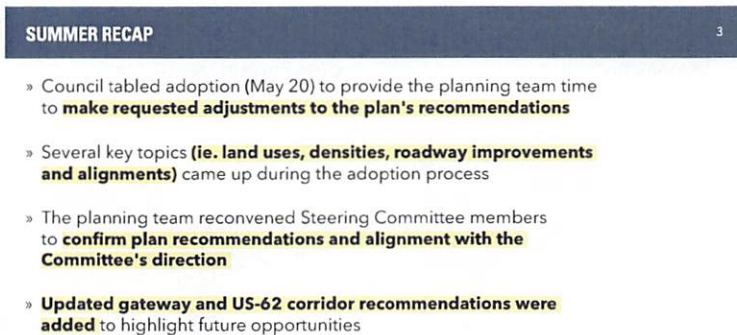
I would also like to thank Joshua Albright, the development engineer for starting talks with Google personnel to find out how to fix the noise issue. I came here tonight to make sure that the Plain Township Board of Trustees and the City of New Albany board of trustees can work together to solve this disruption to our neighborhood. Also to further protect us from the other data centers and the gas burning generator power systems that are expected to be built very soon. So far the city of New Albany has been supportive and positive that they can get the sound corrected and keep our neighborhood peaceful even with the expanding development that continues at Beech and Babbitt Rds.

We would like to thank you so much for listening and we hope to hear a resolution for our neighborhood very soon.

Thanks, Thomas Leukart

614-425-3064

Thegreatcabinetrycompany@gmail.com



TAKEAWAYS FROM THE SMALL-GROUP DISCUSSIONS

5

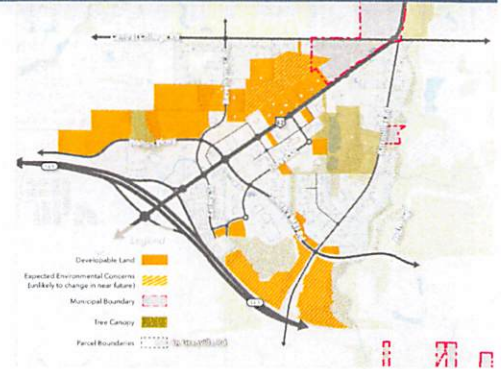
- » Committee members discussed and **reconfirmed** the plan's **engagement themes**
- » **Across the board, Steering Committee members remain aligned** with the goal to introduce a shift in the real estate market away from auto-oriented commercial/retail uses to more neighborhood-focused retail offerings.
- » **Committee members agree that a higher density is appropriate in certain areas to achieve the goals.**
- » **Agreement that areas of proposed increased density should be reduced and focused** on parcels that can facilitate high-quality, coordinated development.
- » **Desired public investments should not be overshadowed by development discussions.** Committee members remain enthusiastic about the plan's recommendations for parks, trails, and roadway improvements in the Focus Area.

DEVELOPABLE LAND

6

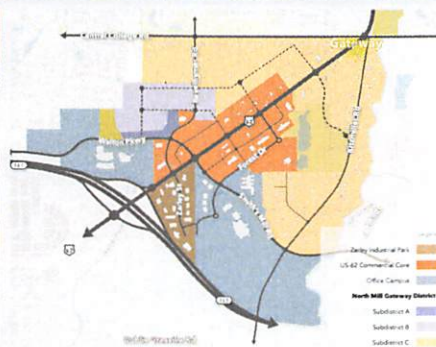
Potential for development/redevelopment

- » Older rural residential lots in scattered ownership along US-62
- » Large-acre, undeveloped lots along Walton Parkway
- » Recent development attention along Bevelhimer Road
- » Several developable parcels that would require significant investment for environmental mitigation



FUTURE LAND USE CHARACTER

7

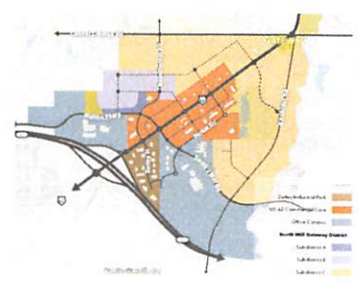


FUTURE LAND USE CHARACTER

8

Previous Draft (May 2025)

Current Draft (September 2025)



PERMITTED BUILDING TYPOLOGIES

SEP
p. 84 9

Previous Draft

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

Current Draft

Permitted Building Typologies			
Building Typology	Subdistrict		
	A	B	C
Urban Commercial			
Flex Office			
Campus			
Community Facilities			
Classic Commercial			
Courtyard			
Townhome			
Two Family House			
House			
Rural Residential			

PUBLIC REALM IMPROVEMENTS | US-62 CORRIDOR

SEP
p. 98 10

Successful Design Elements

- 1 Mini-nodes
- 2 Landscaped medians
- 3 Interior access
- 4 Stormwater basins
- 5 Screened menu boards
- 6 Leisure trails
- 7 Pedestrian circulation
- 8 Consistent site elements
- 9 Four-sided architecture
- 10 Landscape screening
- 11 Shared access



PUBLIC REALM IMPROVEMENTS | US-62 CORRIDOR

SEP
p. 98 11

Challenges / Gaps

- A Curb-cuts
- B Lack of shared parking
- C Gaps in leisure trails
- D Parking in front of buildings

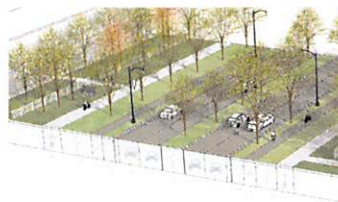


PUBLIC REALM IMPROVEMENTS | US-62 CORRIDOR

SEP
p. 106 12

General guidance to support ongoing ODOT studies along US-62.

Primary US-62 Street Section

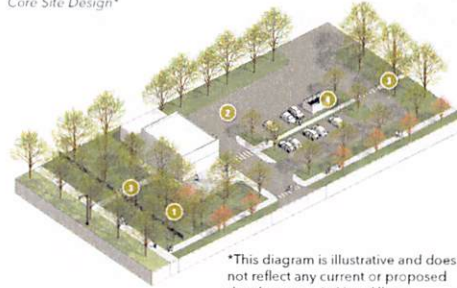


Alternative US-62 Street Section



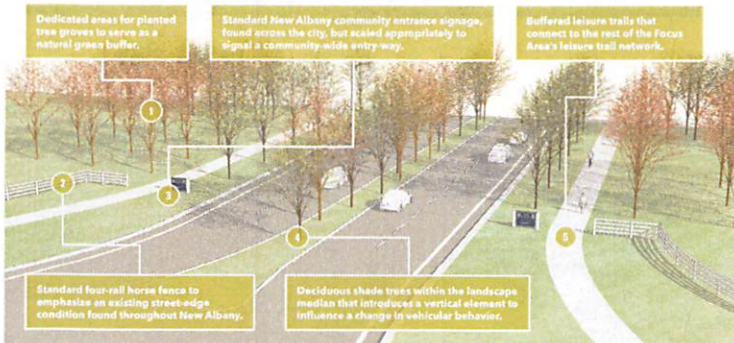
Typical US-62 Commercial
Core Site Design*

*This diagram is illustrative and does not reflect any current or proposed developments in New Albany

Preferred US-62 Commercial
Core Site Design*

*This diagram is illustrative and does not reflect any current or proposed developments in New Albany

- 1 Provide additional deciduous shade trees within the landscape buffer.
- 2 Orient parking to the rear of primary buildings to promote pedestrian connections.
- 3 Incorporate safe pedestrian connections and circulation within and between the development parcels.
- 4 Locate accessory structures like dumpsters to the interior of the site to enhance streetscape character.



- » Fill in the gaps in advance of development.
- » Connecting longstanding residential areas to the city's leisure trail network.
- » Safer routes for children, peace of mind for parents.



SHORT-TERM STEPS

» **Development Review/Zoning Updates**

- + Review of current architectural standards, PUD process, and development review process to facilitate any immediate development proposals
- + Consider future ARB involvement and review process for future development

» **Establishing a Housing Unit Bank**

- + Routine monitoring of residential entitlements by city staff to ensure gross density does not exceed two dwelling units per acre

LONG-TERM OPTIONS

» **Form-Based Code**

- + May involve additional public process, writing and adopting new code, and incorporating new review and approval processes into the city's existing regulatory framework

» **North Mill Gateway Overlay District**

- + Could serve as an alternative to a form-based code
- + New developments would be required to utilize the overlay district to achieve design outcomes recommended in the plan

» **Fee-In-Lieu / Formal Open Space Reimbursement Program**

- + Strategic acquisition of land to protect public access and pedestrian connectivity throughout the Focus Area
- + Acquired land would serve as "frontage" for future private development
- + Developers would pay a fee-in-lieu of not providing any public open space to reimburse the city for its initial investment

» **Roadway Improvements and Leisure Trails**

- + Key intersection improvements ("Five-Points", Bevelhymer / Central College, Bevelhymer / Walton Pkwy)

» **Public Parks and Open Space**

- + Kitzmiller Wetland Park
- + Tidewater Park

» **Land Acquisition Strategy**

- + Trail expansion in existing residential areas
- + Additional opportunities for parkland

» **Tenant Curation**

- + Aligning community aspirations for different kinds of tenants in existing commercial areas



Public Engagement

ZARLEY INDUSTRIAL PARK

22



ZARLEY INDUSTRIAL PARK

23

Streetscape Improvements



PUBLIC ENGAGEMENT

STEERING COMMITTEE MEETINGS

25

The Steering Committee met five times throughout the planning process

- » Overview and discussion of current conditions, market trends, and community feedback
- » "Field trips" to destinations across Central Ohio
- » Development scenario activity
- » In-depth future land use and policy discussions



PUBLIC EVENTS AND SURVEYS

26

Public Meetings

- » Workshop #1 - May 14, 2024
- » Workshop #2 - December 2, 2024
- » Workshop #3 - February 11, 2025

Public Survey

- » May 14, 2024 to June 7, 2024
- » 518 total responses

Social Pinpoint Engagement Hub

- » September to November 2024
- » 105 contributions



MARKET STRATEGY

27

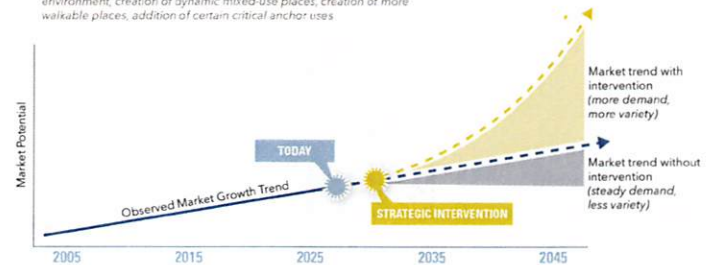


MARKET STRATEGY

28

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

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



CASE STUDY RECAP

29



Bridge Park | Dublin

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



Old Upper Arlington | Upper Arlington

- Building scale and aesthetics
- Blocks well with surroundings
- Nothing else within walking distance



Tremont Road Corridor | Upper Arlington

- Housing surrounding shopping areas
- Convenient traffic
- Not pedestrian friendly



Grandview Yard | Grandview Heights

- Walkable
- Building scale and aesthetics
- Lowest green space



Evans Farm | Lewis Center

- Variety of housing typologies
- Integrated commercial retail area
- Lack of amenity green space

CASE STUDY RECAP

30

Evans Farm Lewis Center



CASE STUDY RECAP

31

Evans Farm Lewis Center

Additional phases part of a
1,200-acre master plan

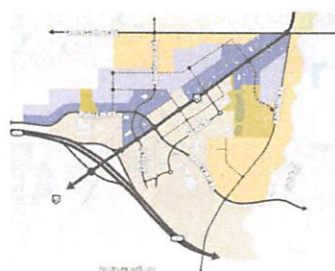


EVANS
FARM

NORTH MILL GATEWAY DISTRICT DENSITY

32

Previous Draft Maximum Gross Density: 7 du/ac



Current Draft Maximum Gross Density: 2 du/ac



NORTH MILL GATEWAY DISTRICT DENSITY

33

DISTRICT	TOTAL ACRES	NET DEVELOPABLE ACRES*	GROSS DENSITY*	TOTAL UNITS*	PROJECTED POPULATION*
Subdistrict A	9.14	3.1	9.6 units/ac	~296.75	~1,511.0
Subdistrict B	4.04	2.04	15.6 units/ac	~318.24	~1,452.71
Subdistrict C	44.1	20.8	11.6 units/ac	~241.68	~1,445.74
Subdistrict D	242.15	124.4	3.4 units/ac	~424.00	~1,713.60
District Total	257.3	140.4	1.2 units/ac	~1,324.67	~5,123.05
Existing Total				~82	~199
Net Change				~1,242.67	~4,924.05



ENGAGEMENT THEMES

34



Residents desire **responsible growth and development** in the Focus Area.



Traffic, congestion, and roadway improvements remain a top priority.



Residents prefer **different kinds of restaurants, services, and retail** than what is offered in the Focus Area.



Pedestrian infrastructure, safety, and connectivity are critical, especially along Central College, Kitzmiller, and Bevelhymer Roads.



Kitzmiller and Tidewater Parks are potentially catalytic investments to spark a healthier, more active, recreationally oriented district.

MARKET ANALYSIS

35

KEY FINDINGS

- The Focus Area is in a **competitive real estate market**.
- Retail demand greatly exceeds supply** in the Primary Market Area (PMA)
- Substantially **higher growth in jobs** than residents.
- Current auto-oriented retail uses experience **high visitation rates** due to high traffic volumes from **commuters and workforce**.
- The Focus Area may capture **25,000 to 30,000 additional square feet** of retail in the next 10-15 years.
- Office vacancy in the Focus Area remains low, with **limited office development energy** since the pandemic.

PUBLIC REALM IMPROVEMENTS | PARKS & OPEN SPACE

36

Kitzmiller Wetland Park

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



Tidewater Park

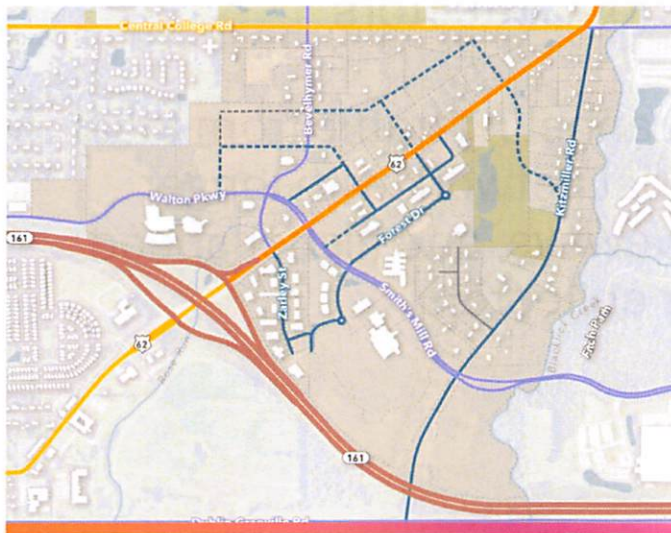
- » Incorporate signage to identify the site for those wanting to access it, as well as interpretive educational signage about the natural features and environmentally sustainable elements of the site.
- » Add a small parking lot set back from the roadway and buffered with landscaping to provide vehicular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



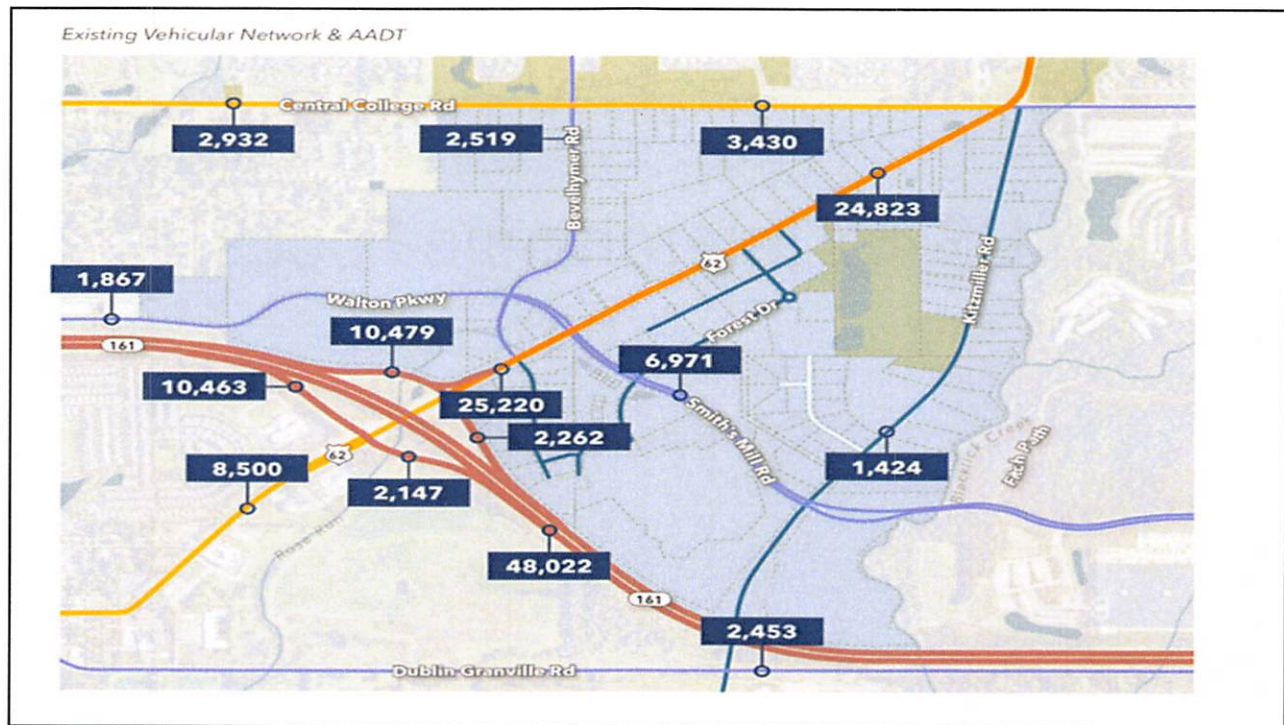
US-62 Interchange Focus Area

Noise and Congestion

1



2



3

Major Collectors

- Gathering and channeling traffic from local roads to the arterial network with longer routes, fewer driveways, and higher speed limits than minor collectors.

4

Smith's Mill Rd vs Central College Road

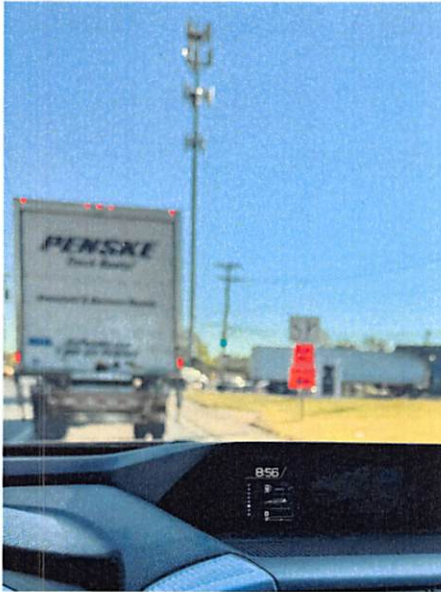
- No through trucks VS Two 90 degree turns

5



Smith's Mill Rd vs Central College Rd

6



Right turn from 62
north on to
Kitzmiller Rd
heading south.

7

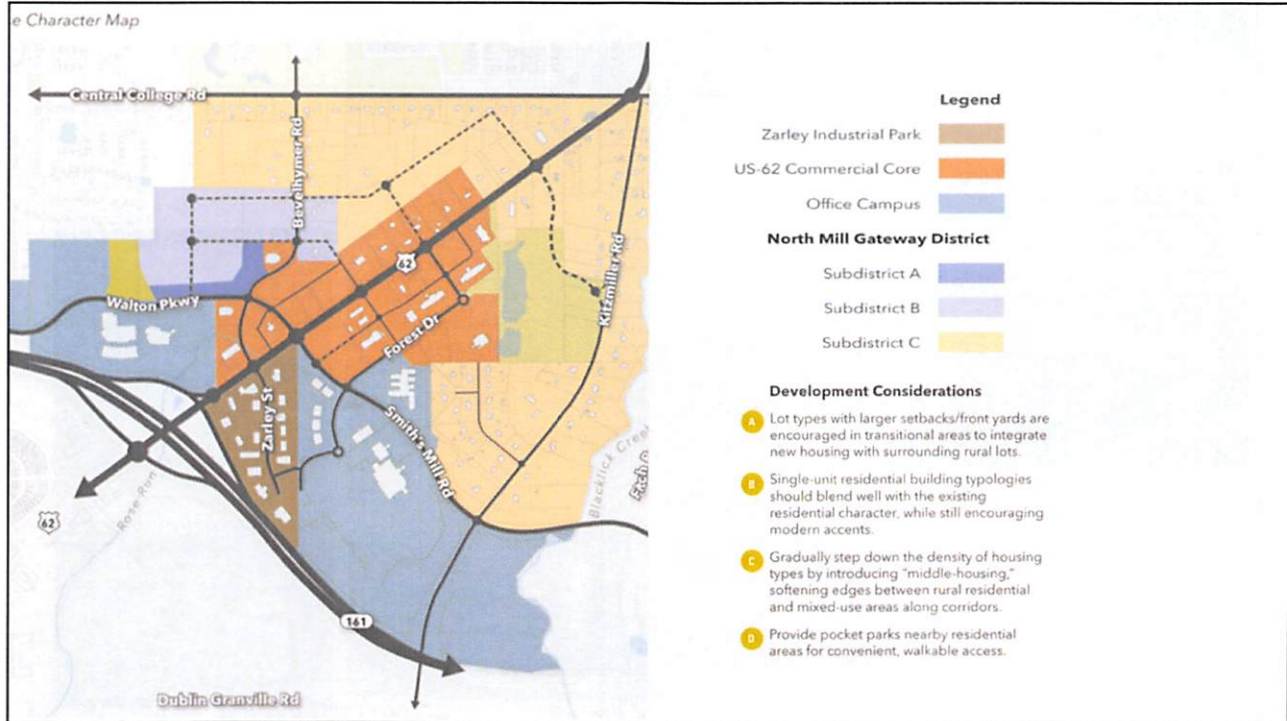
Smith's Mill Rd vs Central College Road

- No through trucks VS Two 90 degree turns
- Divided 2 lanes plus turn lanes VS one lane each direction
- 35 MPH VS 45 MPH
- No Driveways VS Driveways
- Curbs & trails/sidewalks VS no curbs only 200m of trails

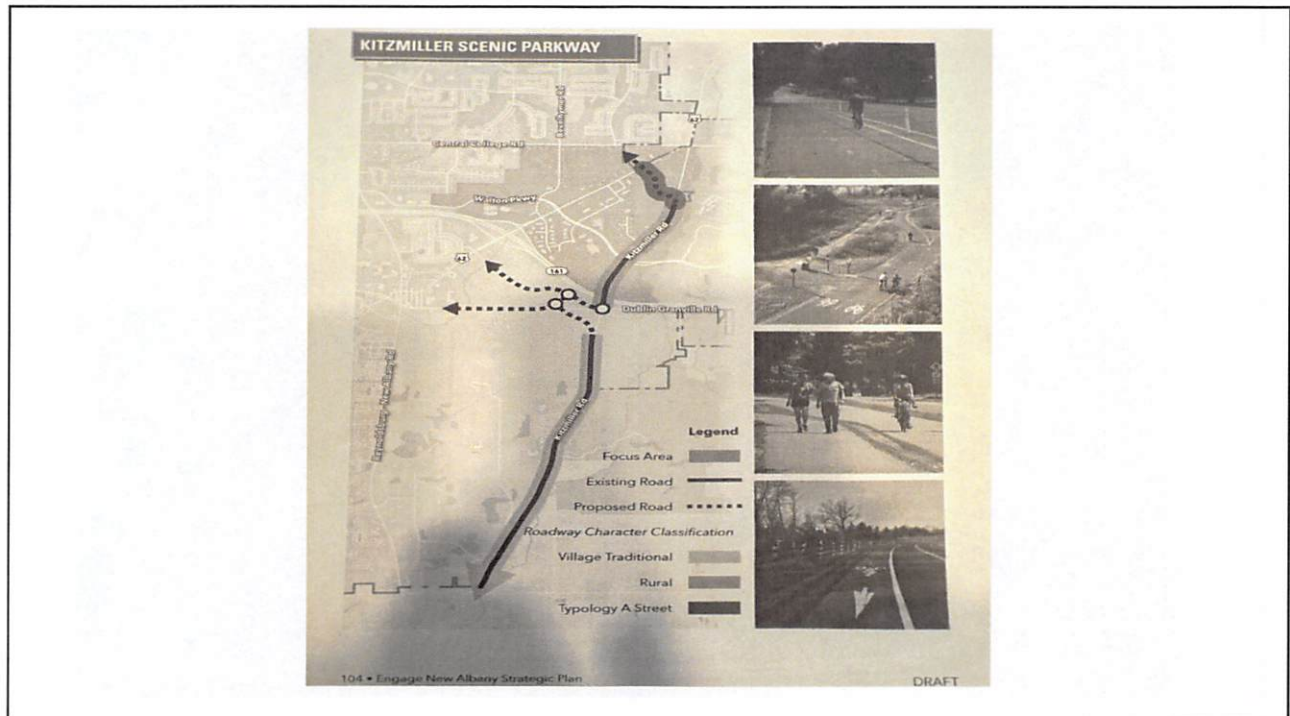
Traffic should be encouraged to use Smith's Mill Rd not
Central College Rd

Keep Business traffic in Business Areas

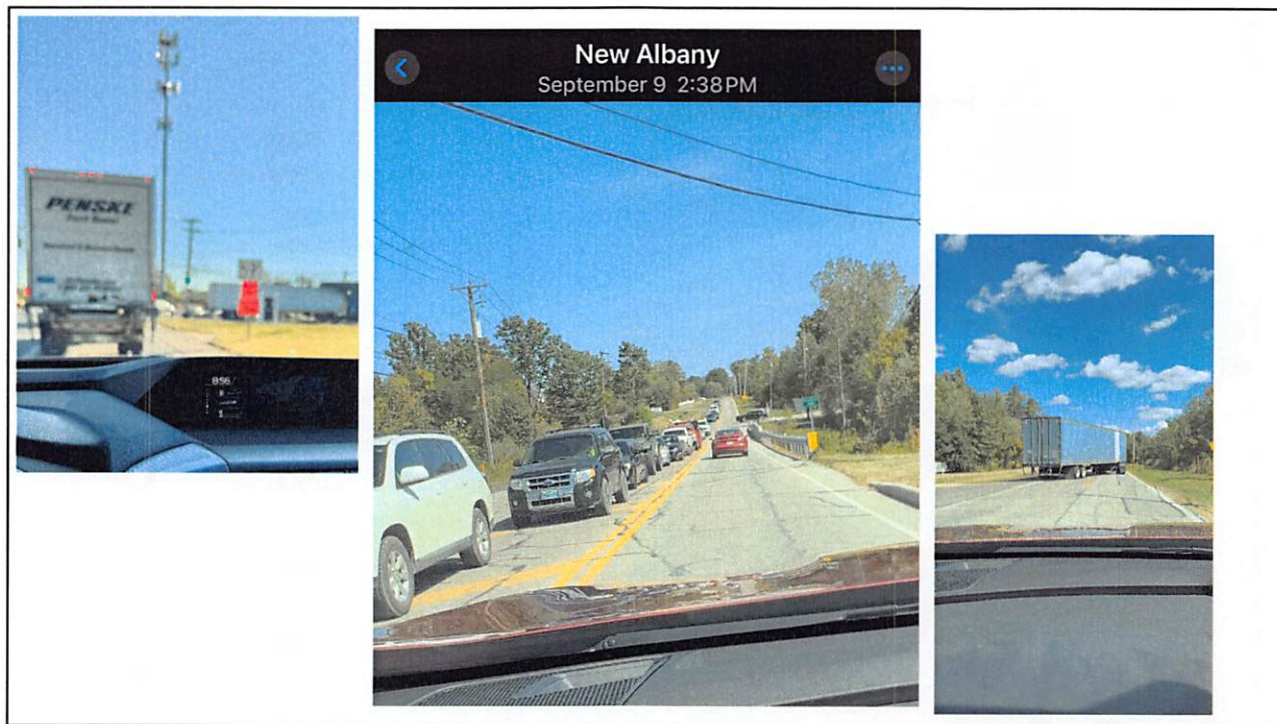
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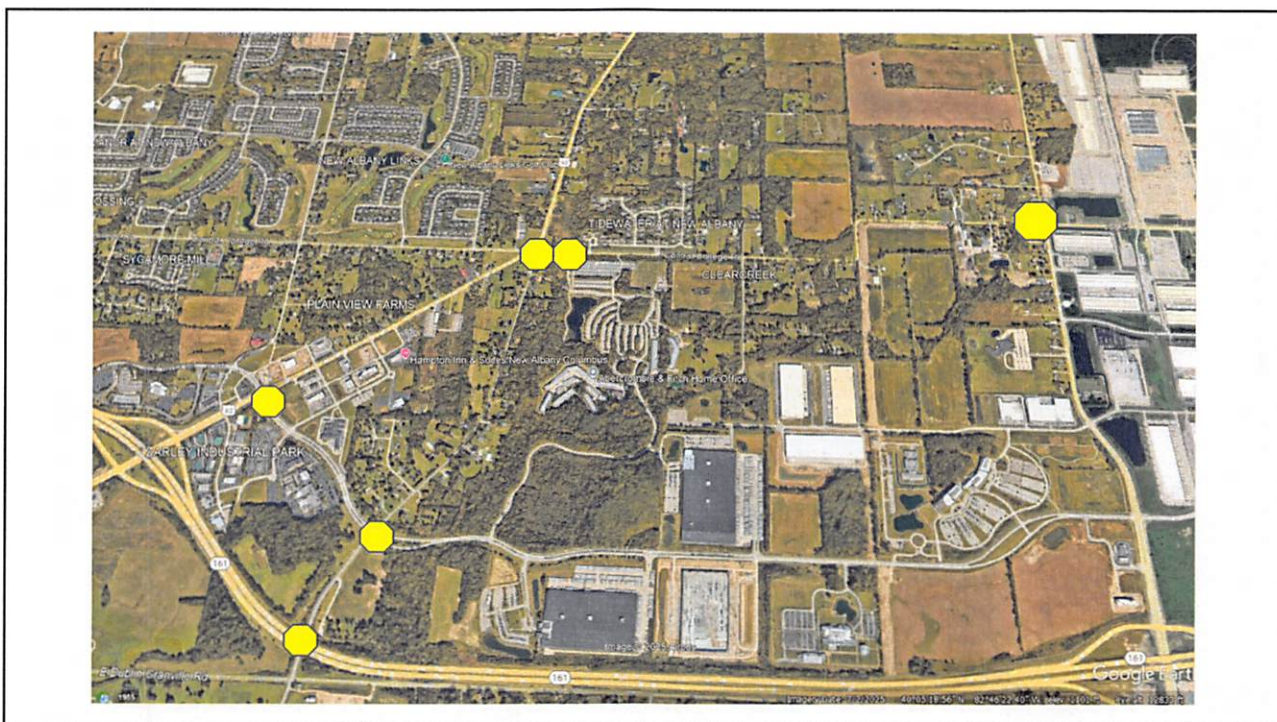
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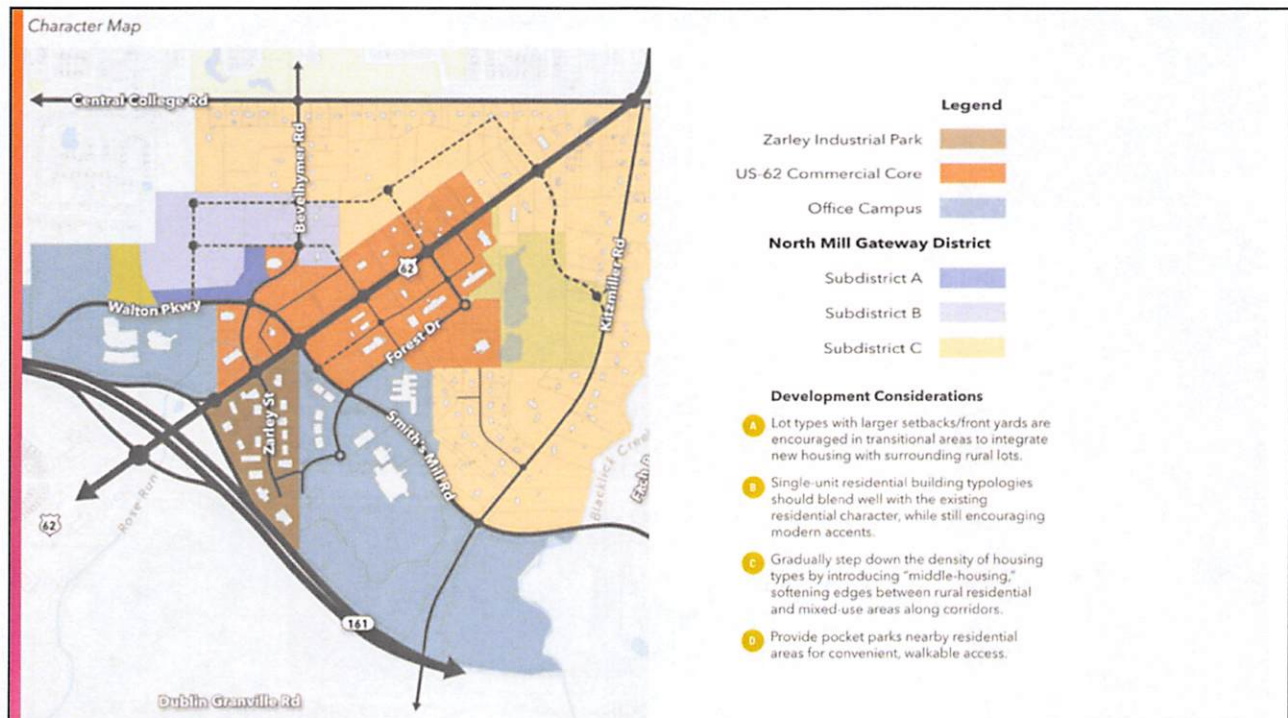


12

Changes

- Increase speed on Smith's Mill Rd and decrease speed on Central College Road (East of 62)
- Get rid of No Through Trucks Signs on Smith's Mill Rd
- Improve Smith's Mill Rd/Kitzmiller Rd intersection with traffic light or roundabout
- Put No Through Trucks Signs on Central College Rd (East Of 62) and Kitzmiller Rd (North of 161)
- Interchange on Kitzmiller Rd for east bound traffic off of 161 and ramp on to 161 heading West from Kitzmiller Rd

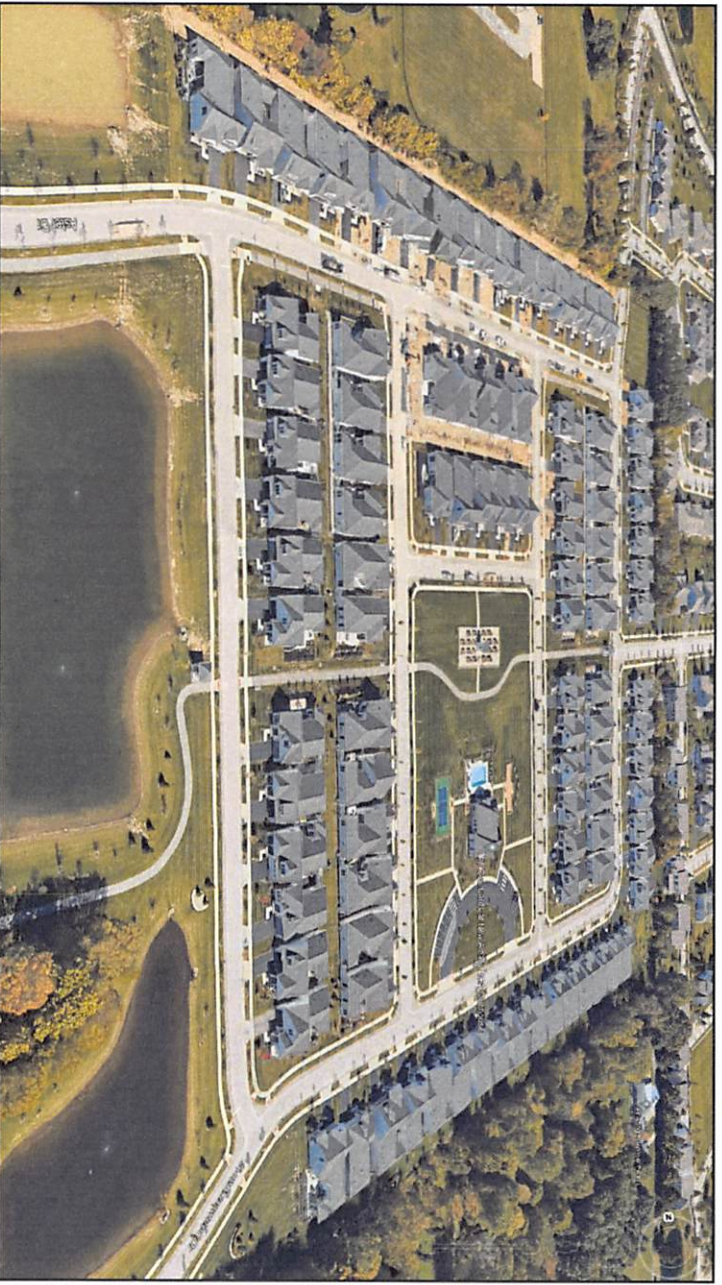
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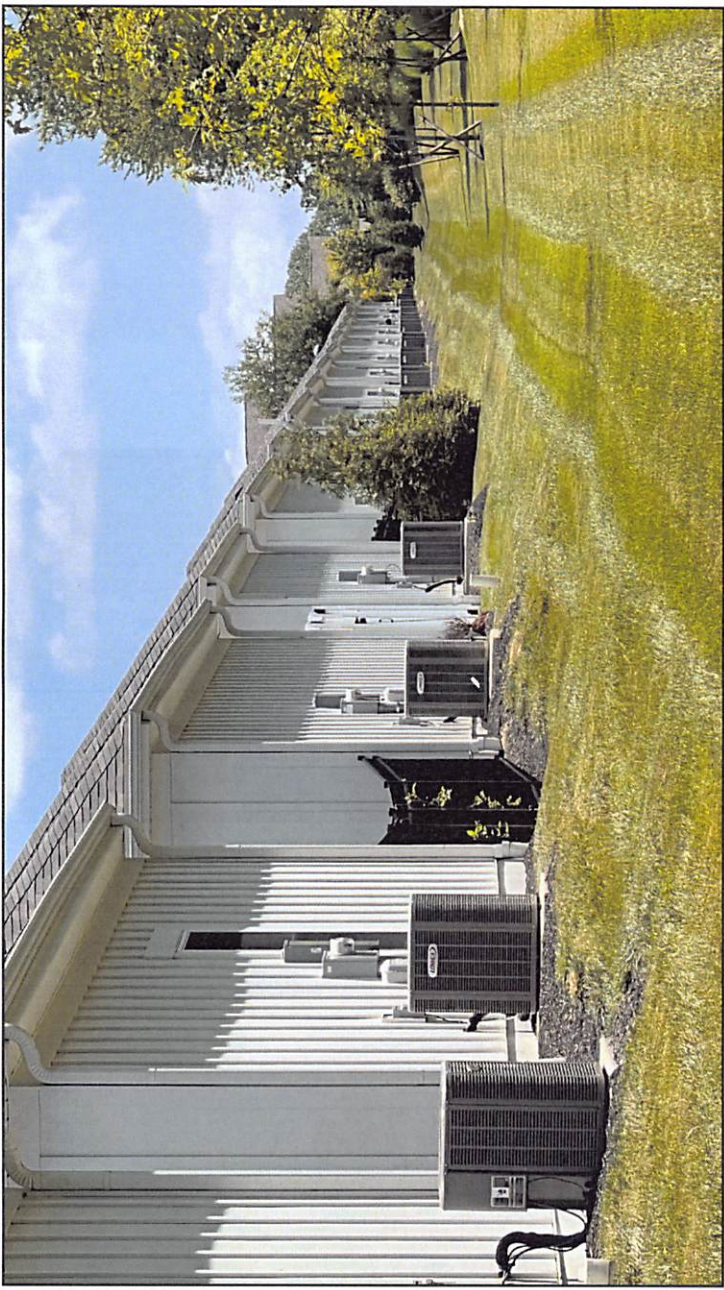
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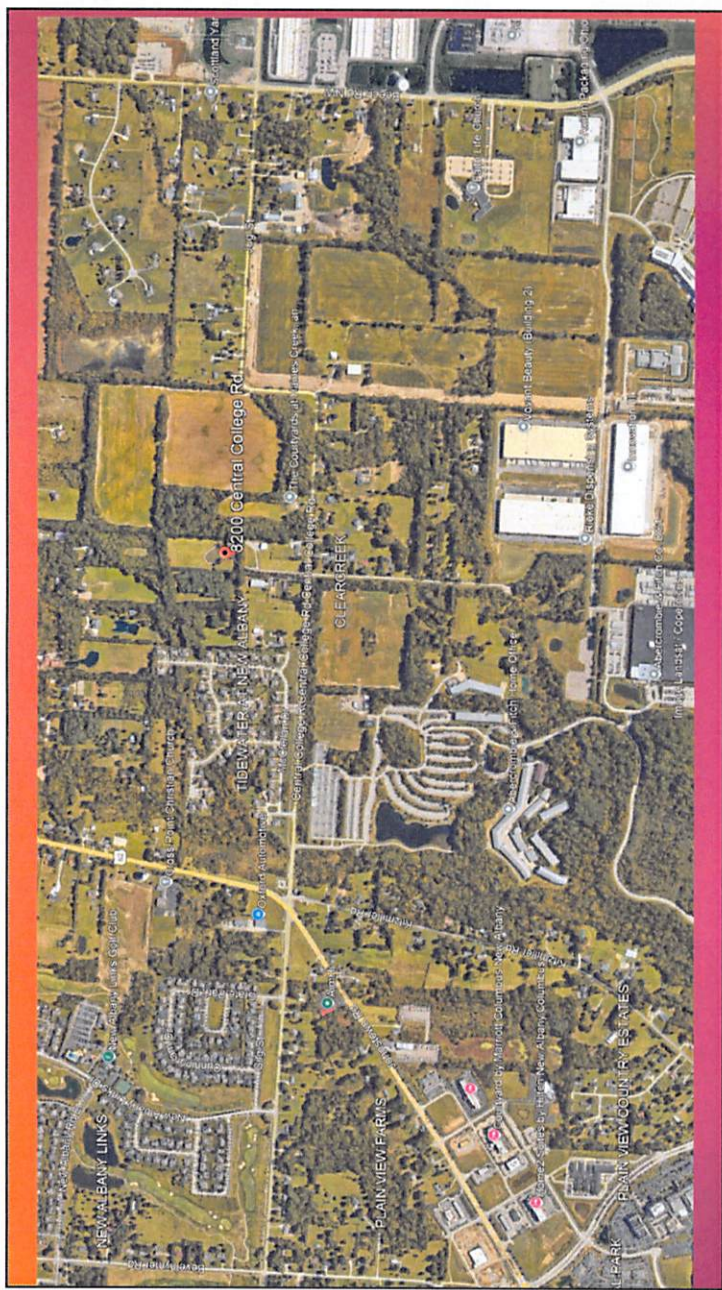
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18



19

The plan has no improvements for congestion currently on 62

- Keep Business traffic in Business Areas

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